

# SAFE STREETS FOR ALL (SS4A): NEW ORLEANS SAFETY ACTION PLAN

The Safe Streets for All (SS4A) New Orleans Safety Action Plan is a coordinated effort to eliminate traffic deaths and serious injuries by establishing a new set of principles to design safe roads, educating people traveling on our roadways, and creating a sense of collective responsibility.

## The Safe System Approach



## » SOME OF WHAT WE'VE HEARD:

"There are several hot spots in the East where car accidents happen regularly. Particularly at the Crowder exit there have been numerous cars to flip over from speeding and accidents ignoring street signs/lights. Cars in the East often do not have car license plates which makes it even harder to identify drivers. We need ticketing cameras at these hot spots."

"I lost a family member to a drunk driver. He was on a sidewalk about to enter a taxi cab. This family member was a New Orleans resident who happened to be working in Miami on an assignment when the accident occurred. He was in the prime of his life and had a young son. This event was devastating and continues to impact my family 10 years later."

"Working crosswalk lights for pedestrians and more protected bicycle infrastructure!"

"A bus almost hit my family in a crosswalk downtown. My brother rides a bike exclusively and has close calls all the time. My husband bikes my kids to school and worry ever time."

"Almost every week I have a close call while riding my bike. It makes me scared to do normal things like go to the grocery store or commute to work."

"Look at traffic calming and daylighting. There are lots of blind intersections that are uncomfortable as a driver, pedestrian and cyclist."

"Lack of enforcement leads to danagous conditions of running light/stop sign and lack of street signs result in cars going the wrong way on one way streets"

"Enforce parking laws to bring more visibility to corners. There are problem businesses where people are always parked illegally or on the neutral ground, blocking sight lines and leading to accidents."

"I have near collision experiences daily driving through New Orleans East. Most drivers speed through the interstate without a care in the world."

"You need to start ticketing drivers who don't follow traffic laws in regard to pedestrians, especially those exiting a city or school bus."

"Near crashes happen frequently throughout the city. Most often from my perspective, they are due to avoidance of following standard road laws with red lights, traffic signs, and pedestrian ways. This has caused our community anxiety and fear around the safety of using standard city transportation options deemed much safer in other cities - walking and biking."

"Considering traffic calming measures/speed bumps on busy streets. Too many cars drive through at too high of a speed given the pedestrian/biking activity on that street."

## Safety Action Plan Vision

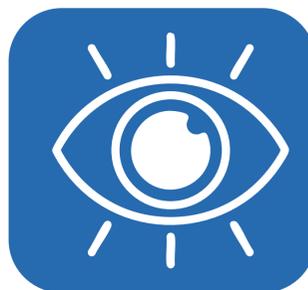
"All New Orleans streets are safe for users of all ages and abilities."

## Safety Action Plan Goal

**15 TO ZERO: By 2041 the City and its transportation partners will eliminate death and serious injuries on New Orleans streets.**

## Safety Action Plan Objectives

Plan, Build, and Maintain Safety-Focused Multimodal Projects



Create Awareness and Build a Culture of Safety

Plan and Design for Safe Speeds



Measure Progress and Share Updates Regularly



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## Crash Data (2019-2023)

**TOTAL CRASHES: 84,642**

**FATAL & SERIOUS INJURY CRASHES  
ROSE BY 109%**



**Property damage only  
crashes**



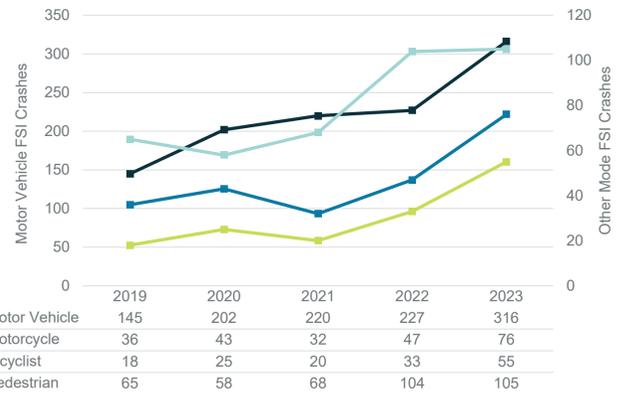
**All injury crashes involving  
over 45,000 people**



**Fatal & serious injury  
crashes involving over  
2,000 people**



**Fatal crashes resulting in  
297 deaths**



## KEY TAKEAWAYS

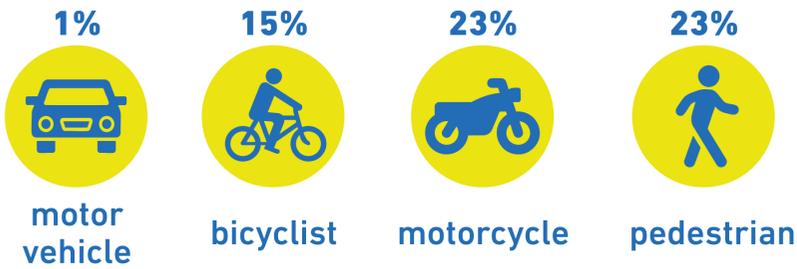
**58%** of FSI crashes occurred at intersections

Men between **25 to 64 years** were overrepresented in FSI crashes

**40%** of FSI crashes occurred on arterial roads, and 33% on two-lane streets

People walking, bicycling & riding motorcycles represent **42%** of FSI crashes

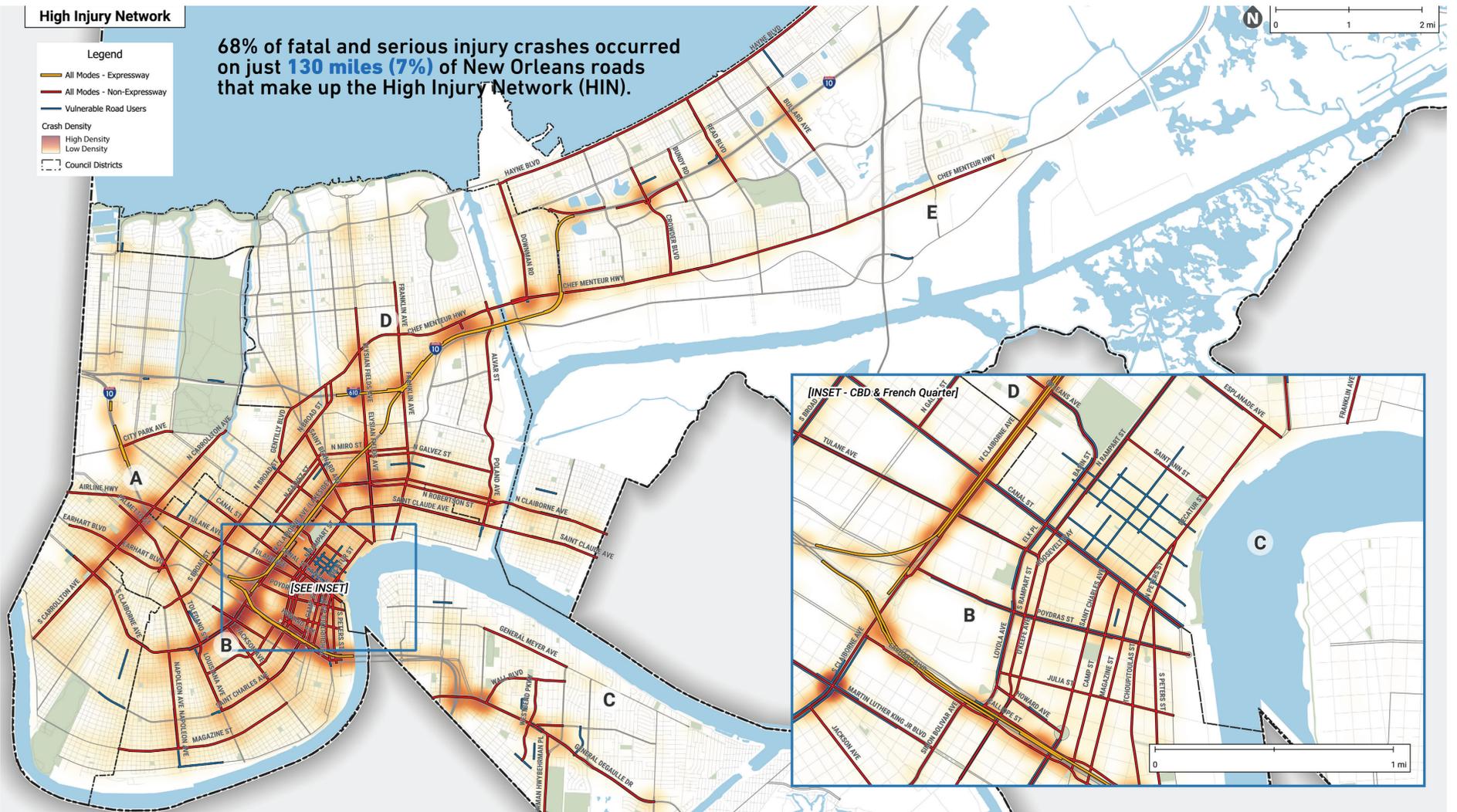
## SEVERITY OF CRASHES BY MODE



### High Injury Network



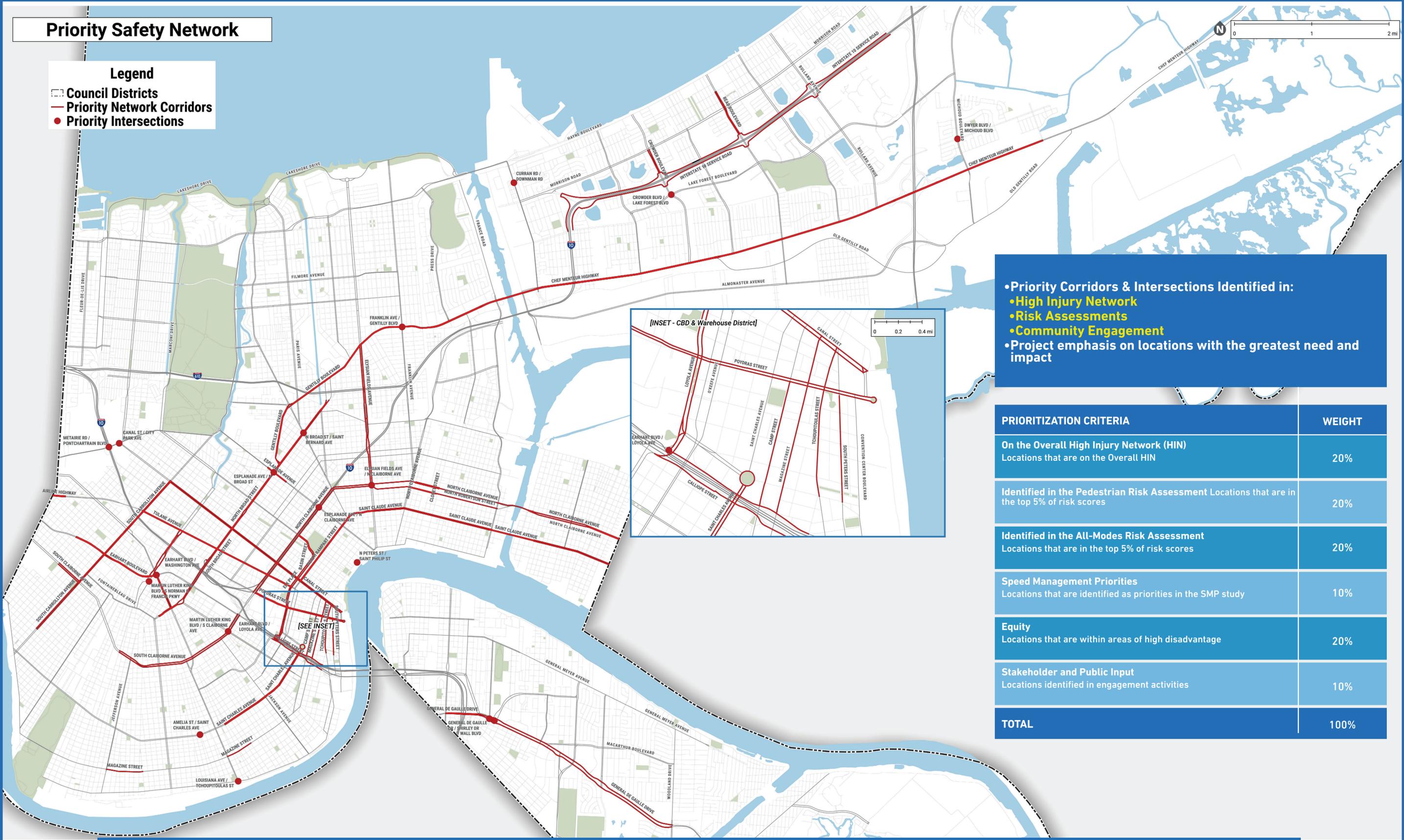
**68%** of fatal and serious injury crashes occurred on just **130 miles (7%)** of New Orleans roads that make up the High Injury Network (HIN).



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## Priority Safety Network

- Legend**
-  Council Districts
  -  Priority Network Corridors
  -  Priority Intersections



- Priority Corridors & Intersections Identified in:
  - High Injury Network
  - Risk Assessments
  - Community Engagement
- Project emphasis on locations with the greatest need and impact

PRIORITIZATION CRITERIA	WEIGHT
On the Overall High Injury Network (HIN) Locations that are on the Overall HIN	20%
Identified in the Pedestrian Risk Assessment Locations that are in the top 5% of risk scores	20%
Identified in the All-Modes Risk Assessment Locations that are in the top 5% of risk scores	20%
Speed Management Priorities Locations that are identified as priorities in the SMP study	10%
Equity Locations that are within areas of high disadvantage	20%
Stakeholder and Public Input Locations identified in engagement activities	10%
<b>TOTAL</b>	<b>100%</b>



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## Proven Safety Countermeasures

### SPEED MANAGEMENT



Appropriate Speed Limits  
for All Road Users



Speed Safety Cameras



Variable Speed Limits

### PEDESTRIAN / BICYCLIST



Bicycle Lanes



Crosswalk Visibility  
Enhancements



Leading Pedestrian  
Interval



Medians & Pedestrian  
Refuge Islands



Pedestrian Hybrid  
Beacons



Rectangular Rapid  
Flashing Beacons (RRFB)



Road Diets



Walkways

### ROADWAY DEPARTURE



Enhanced Delineation  
for Horizontal Curves



Longitudinal Rumble  
Strips and Stripes on  
Two-Lane Roads



Median Barriers



Roadside Design  
Improvements at  
Curves



SafetyEdge



Wider Edge Lines

### INTERSECTIONS



Backplates with  
Retroreflective  
Borders



Corridor Access  
Management



Dedicated Left- and  
Right-Turn Lanes at  
Intersection



Reduced Left-Turn  
Conflict Intersections



Roundabouts



Systemic Application  
of Multiple Low-Cost  
Countermeasures  
at Stop-Controlled  
Intersections



Yellow Change  
Intervals

### CROSSCUTTING



Lighting



Local Road Safety  
Plans



Pavement Friction  
Management



Road Safety Audit



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## Safety Action Strategies

Review detailed Safety Action Strategies in the booklet at this station and use the sticker dots to share which strategies you would like to see prioritized for the most immediate action.



### Crossings & Intersections

- Install proven Safety Countermeasures to address intersection crashes
- Develop guidelines for and install high-visibility pedestrian crossings, refuges, and signals



### Speed Management

- Implement safety countermeasures and speed management strategies for 40 corridors across the city
- Reduce speed limits on divided major streets from 35 to 30 mph



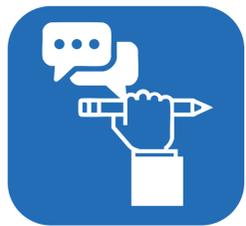
### Guidelines & Standards

- Apply the City's Complete Streets Policy consistently to major capital, resurfacing, and maintenance projects
- Update the City's Roadway Design Guide to align with the Safe Systems Approach



### Coordination & Partnerships

- Partner with employers and events on safety messaging
- Deploy community-identified 'quick build' safety projects on local streets
- Create a "Transportation Safety" coordinator position within City government



### Communication & Education

- Implement a comprehensive public communications safety campaign
- Expand safe driver educational programs
- Implement Safe Routes to School programs



### Maintenance & Operations

- Develop a sidewalk maintenance program to fill short gaps
- Implement Roadway Lighting Study recommendations for roadway and VRU safety



### Emergency Response & Enforcement

- Increase coordination between agencies on crash reporting, investigation, and emergency response
- Focus enforcement on high-risk behaviors: Speeding, distracted and impaired driving, and hit-and-run crashes



### Access Management

- Identify locations for potential centerline treatments, signal improvements, and commercial driveway combination to reduce conflicts and improve traffic flow



### Implementation & Accountability

- Align safety-focused work group and committee efforts
- Prioritize investments in communities with equity concerns
- Upgrade the City's Safety Dashboard with additional safety data and SS4A goals



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## Safety Project Implementation Funding



### Federal Funding Programs

- New Orleans receives federal transportation funding through the regional planning process and direct grants from USDOT - this includes:
  - **Formula funding:**
    - Surface Transportation Block Grants
    - Transportation Alternatives
    - Transit programs
  - **Competitive grants:**
    - SS4A (up to \$25M for safety projects)
    - BUILD (up to \$25M for significant projects)
- **LaDOTD also manages federal and state funding programs that can support safety in New Orleans, including:**
  - State Capital Outlay Program
  - Safe Routes to Public Places Program
  - Highway Safety Improvement Program



### Local Funding

- Local funding sources are flexible, with fewer restrictions than federal or state programs and quicker project timelines
  - City General Funds
  - Capital Project Bonds
  - Parking fees and traffic fines
  - Private partnerships
- **In November, voters approved \$410M for infrastructure bond projects**
  - Several street projects are located on the Priority Safety Network



**What additional local funding sources should New Orleans consider for Safe Streets?**

- Grab a comment card to share your ideas with the team.

## Implementation Considerations

The final Safety Action Plan will include additional considerations like staff capacity, project timelines, costs, further needs that will help ensure implementation is successful.



### Timeframe

General times for the level of effort for completing each action.



### Major Needs

- Additional staffing at the City or action lead
- Additional study or research to initiate an action
- Any partnerships between departments, agencies, or roadway owners
- Legislation or policy needed to enable, initiate, or support an action



### Cost

Anticipated range of costs associated with each step (i.e. \$ / \$\$\$ / \$\$\$\$)

## Measuring and Reporting Progress

### OUTPUTS: SAP IMPLEMENTATION

- Number of HIN/Priority Network infrastructure recommendations and action strategies completed
- Number of high-visibility crossings and intersection improvements
- Average travel speeds in the city
- Number of people reached through road safety outreach and education campaigns

### OUTCOMES: SAFETY TRENDS

- Total number of Fatal and Serious Injury (FSI) crashes
- FSI percent of all crashes by year
- Crashes by mode of travel and crash types
- Crashes on and off the Priority Network
- Share of infrastructure investments with safety elements

