Safety Analysis Findings

What did the data tell us?

DISCLAIMER

This document and the information contained herein, is prepared for the purpose of identifying, evaluating, and planning safety improvements on public roads, which may be implemented utilizing federal aid highway funds. This information shall not be subject to discovery or admitted into evidence in Federal or State court pursuant to 23 U.S.C. 407.

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Safety Analysis Summary Report

- Plans and Policies Review
- Analysis Methodology Overview
- Descriptive Analysis
  - Crash Factors
  - Demographics and Land Use
- High Injury Network (HIN)
- Risk Assessment

Vocab Review

- FSI = Fatal & Serious Injury
  - *Alternately, KSI*
- VRU = Vulnerable Road User
  - *People walking, bicycling, etc.*

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Plans and Policies Review

- Key Themes
  - Safety & Connectivity
  - Mobility & Accessibility
  - Resilience & Green Infrastructure
  - Economic Opportunity
  - Public Health
  - Equity

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Plans & Policies	
Local Plans	Complete Streets Policy & Report
	Community Health Plan
	ADA Transition Plan
	Moving New Orleans
	Plan for the 21st Century
	Pedestrian Safety Action Plan
	Net Zero by 2050: Climate Action Plan
	Orleans Parish Local Road Safety Plan
Regional Plans	RTA Strategic Mobility Plan
	New Orleans MTP 2052
State Plans	Strategic Highway Safety Plan
	VRU Safety Assessment
	Safe Routes to Public Places

SS4A Component	What's In Existing Plans?
Leadership Commitment & Goal	LRSP sets a 50% KSI reduction by 2030 for locally owned roads (strong) but not a citywide Vision Zero 'zero' commitment; CAP sets a mode shift goal of 50% non-automobile trips by 2030.
Planning Structure	Master Plan establishes participation & implementation culture; SMP has governance for transit; no named cross-agency safety task force; PAC fills this role for the SAP.
Safety Analysis	LRSP provides robust crash analysis, shows 73% FSI at intersections; recommends systemic countermeasures and targeting tools.
Engagement & Collaboration	Master Plan shows strong engagement frameworks; Bikeway Blueprint & SMP performed outreach for networks/services.
Policy & Process Changes	LRSP recommends speed management & FHWA Proven Safety Countermeasures; ADA Plan advances accessibility; SMP advances transit policies.
Strategies & Project Selection	LRSP enumerates countermeasures & targeting, strengthens safe roads/users; SMP sets near-term actions (service/fleet modernization, ADA upgrades); Blueprint advances low-stress bicycle network; Master Plan touches on EMS.
Progress & Transparency	ADA and city safety dashboards exist; SMP tracks metrics; Complete Street annual report tracks progress.

Transportation Safety Actions in Existing Plans	
Moving New Orleans	Improve sidewalks/signals/intersections; manage curb space; expand bike share; seamless modal transfer Create a connected, low-stress bicycle network that links neighborhoods to key destinations
RTA Strategic Mobility Plan	Develop Bus Rapid Transit (East–West BRT); create Select Transit corridors with transit priority; ADA accessibility upgrades (all stops ADA by ~2030); safety improvement measures system-wide
Master Plan for the 21st Century	Align zoning with TOD; promote pedestrian-friendly, mixed-use corridors; promote low-carbon transport: transit, biking, Vision Zero, bike-share, EVs
Resilient New Orleans	Improve safety and reliability of multimodal transportation options; pursue street design that pairs green infrastructure with safety improvements
Orleans Parish Local Road Safety Plan	Prioritize intersection safety; apply FHWA Proven Safety Countermeasures (e.g., left-turn conflict reduction, access management, backplates, roundabouts, road diets, RRFBs, PHBs); conduct Road Safety Audits; use Safer Streets Priority Finder to target corridors.
LaDOTD Strategic Highway Safety Plan	Strategies under emphasis areas: impaired driving, occupant protection, infrastructure/operations, VRUs, distracted driving
SS4A/FHWA Best Practices	Annual Vision Zero report; public dashboard tracking KSI, projects, speeds, equity metrics

Safety Analysis Methodology

- Two CARTS datasets for 2019 – 2023 Crashes
  - Crash-level Inventory
    - Location, mode, severity, contributing factors, etc.
  - Person-level Inventory
    - Mode, age, sex, race, and injury status

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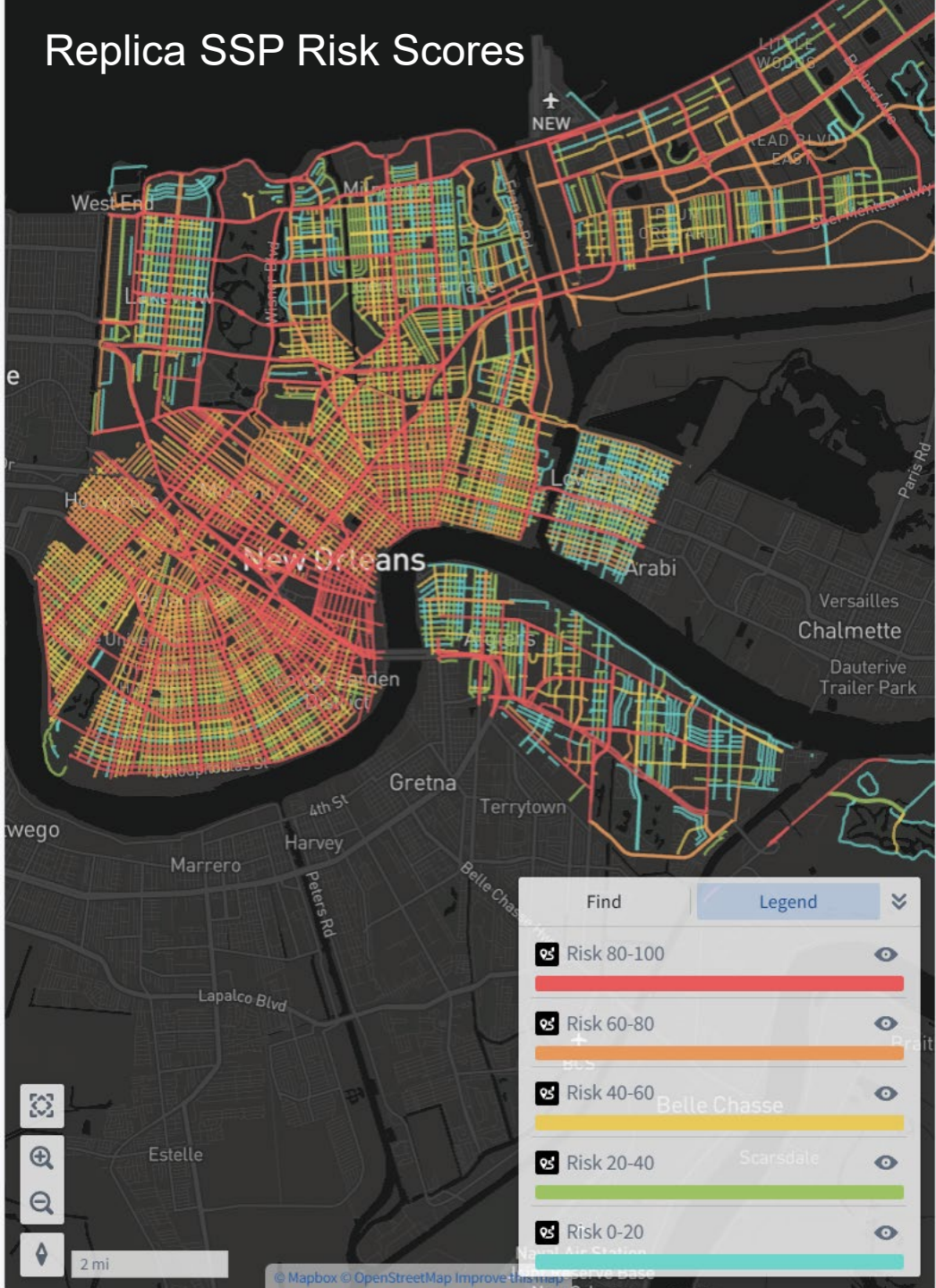
Safety Analysis Methodology

- Risk Modeling
  - Safer Streets Priority Finder
    - VRU crash risk (pedestrian and bicycle)
  - Replica Safe Streets Planner
    - All modes risk score based on driver behavior



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Descriptive Safety Analysis

Total Crashes: 84,642

- Property damage only: 56,063
- (FI) Fatal & all injury severity: 28,579
- (FSI) Fatal & serious injury: 1,895
- (F) Fatal crashes: 280

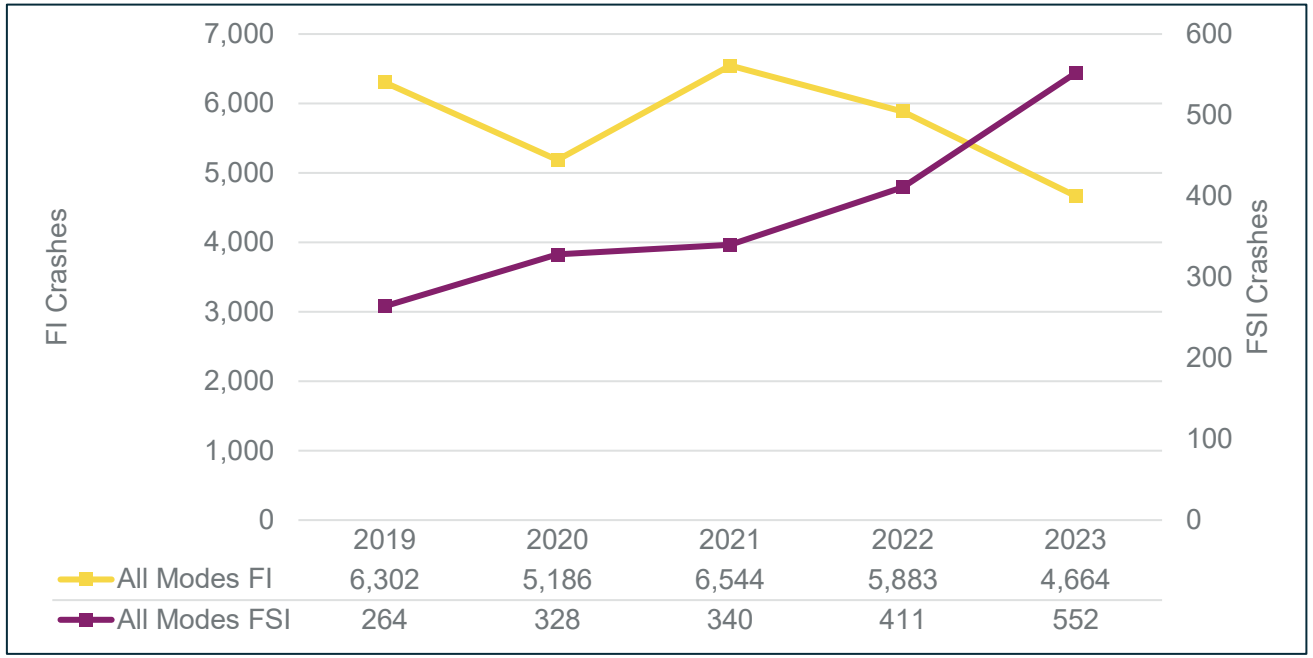
The People Involved

- Of over 28,000 FI crashes:
  - 45,025 people with minor injuries
- Out of 1,895 FSI crashes:
  - ***1,864 people were seriously injured or incapacitated***
  - ***297 people were killed***

2,161 people died or were seriously injured on New Orleans streets between 2019 and 2023 – an average of over ***432*** people each year, over ***8*** people each week, and ***at least one person every day***.

Safety Over Time

- While FI crashes per year decreased 26%, FSIs rose 109%
  - Pedestrian FSIs rose 62%
  - Other mode FSIs grew by over 100% each
- ***Crash severity is rising across all modes***



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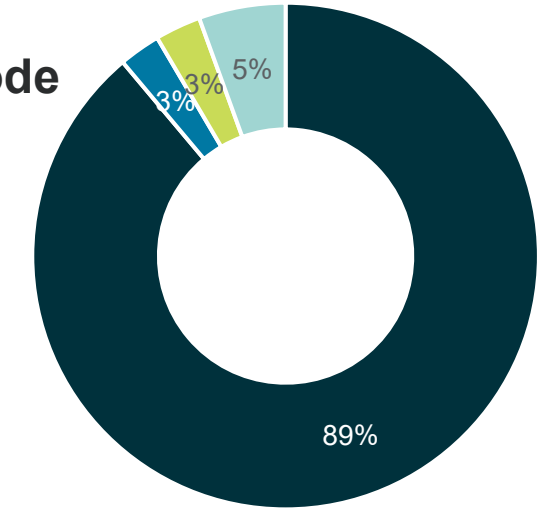
Severity by Mode

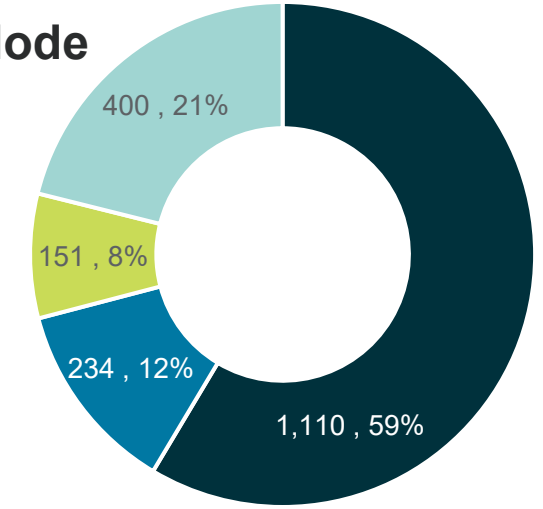
- Motorcyclists and vulnerable road users, particularly pedestrians, experienced disproportionately high shares of FSIs relative to their share of FI crashes

FI Crashes by Mode



Motor Vehicle Motorcycle Bicyclist Pedestrian

FSI Crashes by Mode



Motor Vehicle Motorcycle Bicyclist Pedestrian

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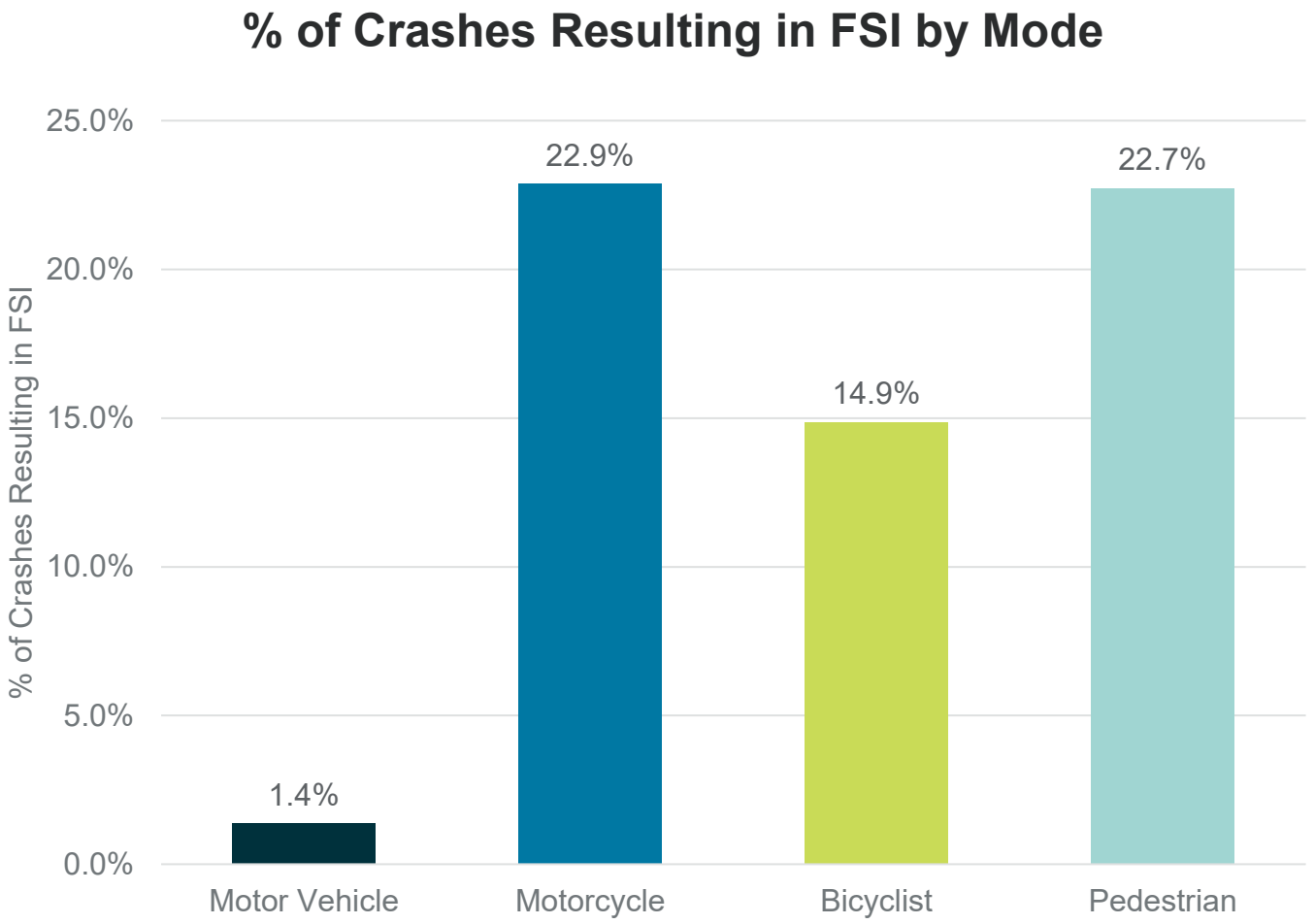
Severity by Mode

- VRUs are far more likely to experience severe outcomes when involved in a crash



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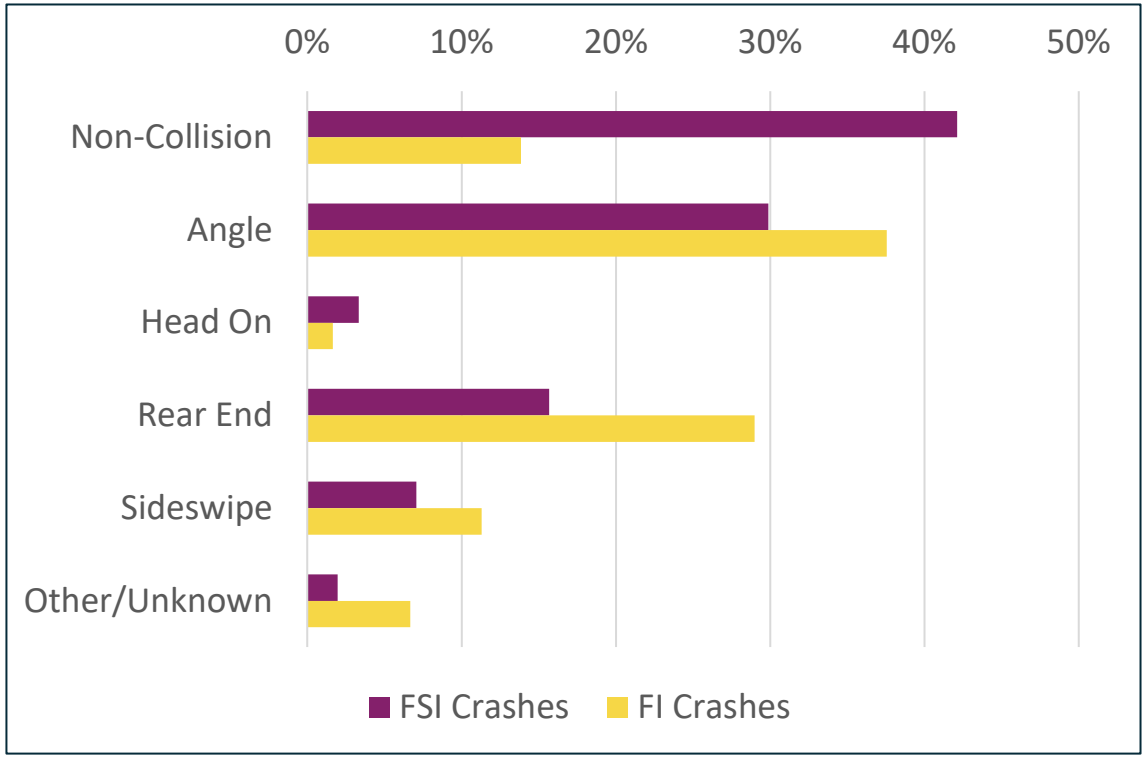
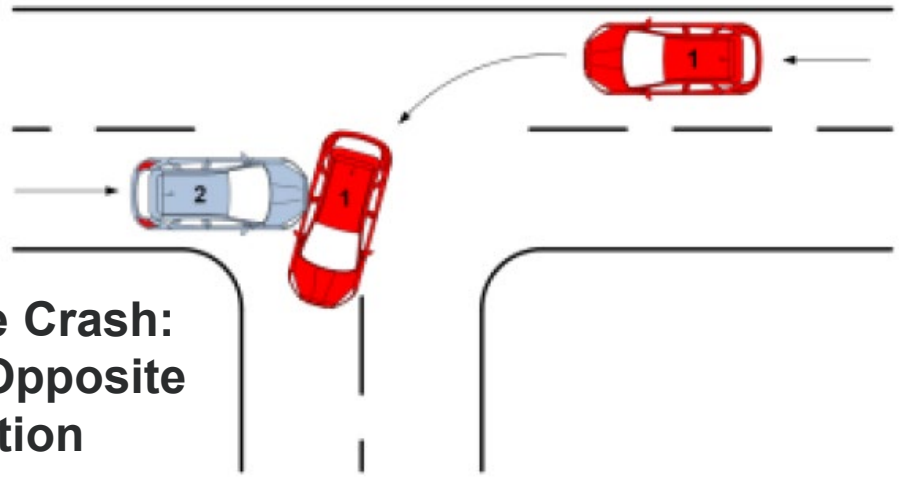
Types of Crashes

- 42% of FSI crashes are “Non-collision”
  - Overturning, leaving the roadway
  - Non-motorist crashes
- 46% of FSIs are angle and rear-end crashes

Manner of Impact by Severity Level





Angle Crash: Left Opposite Direction

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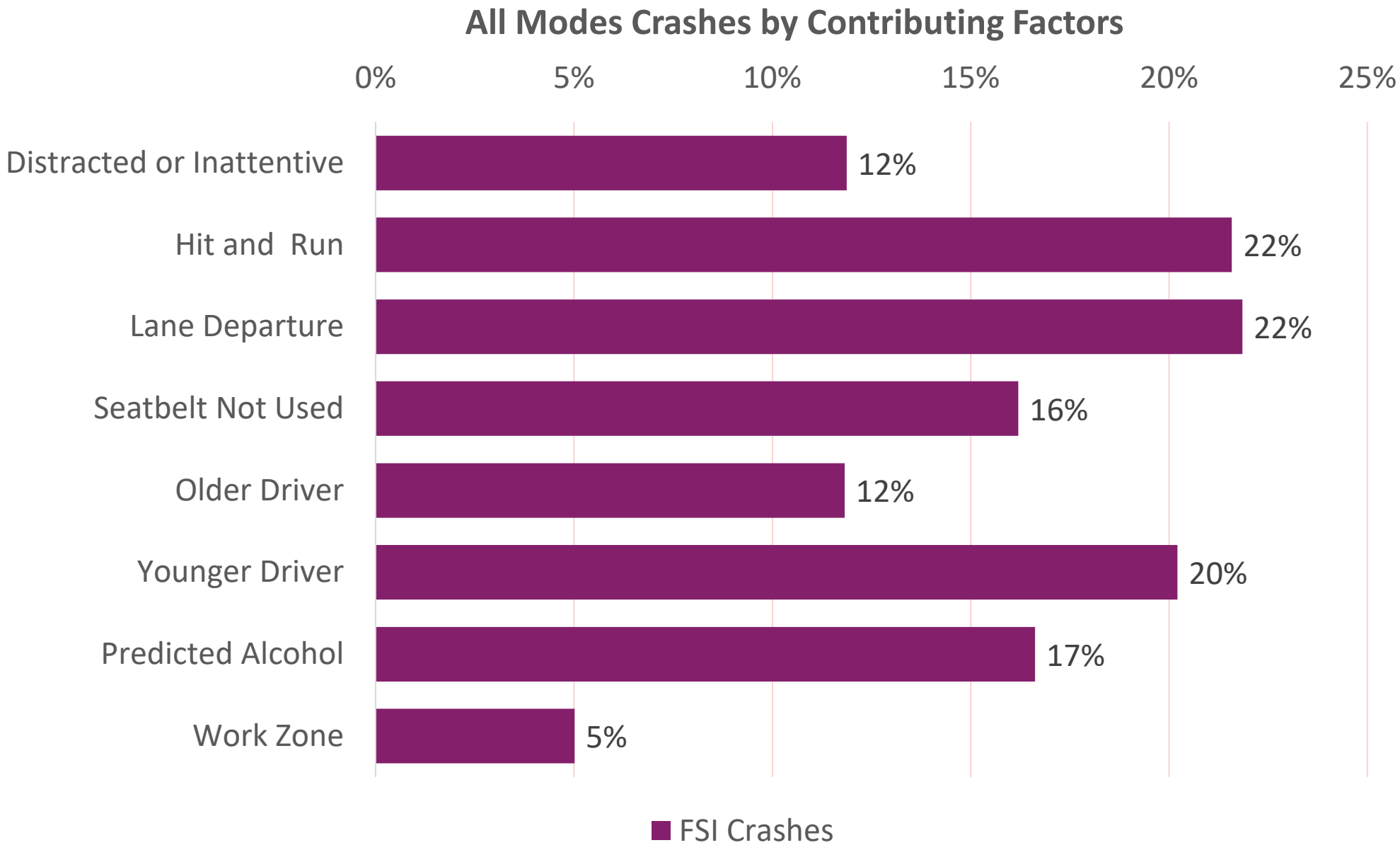

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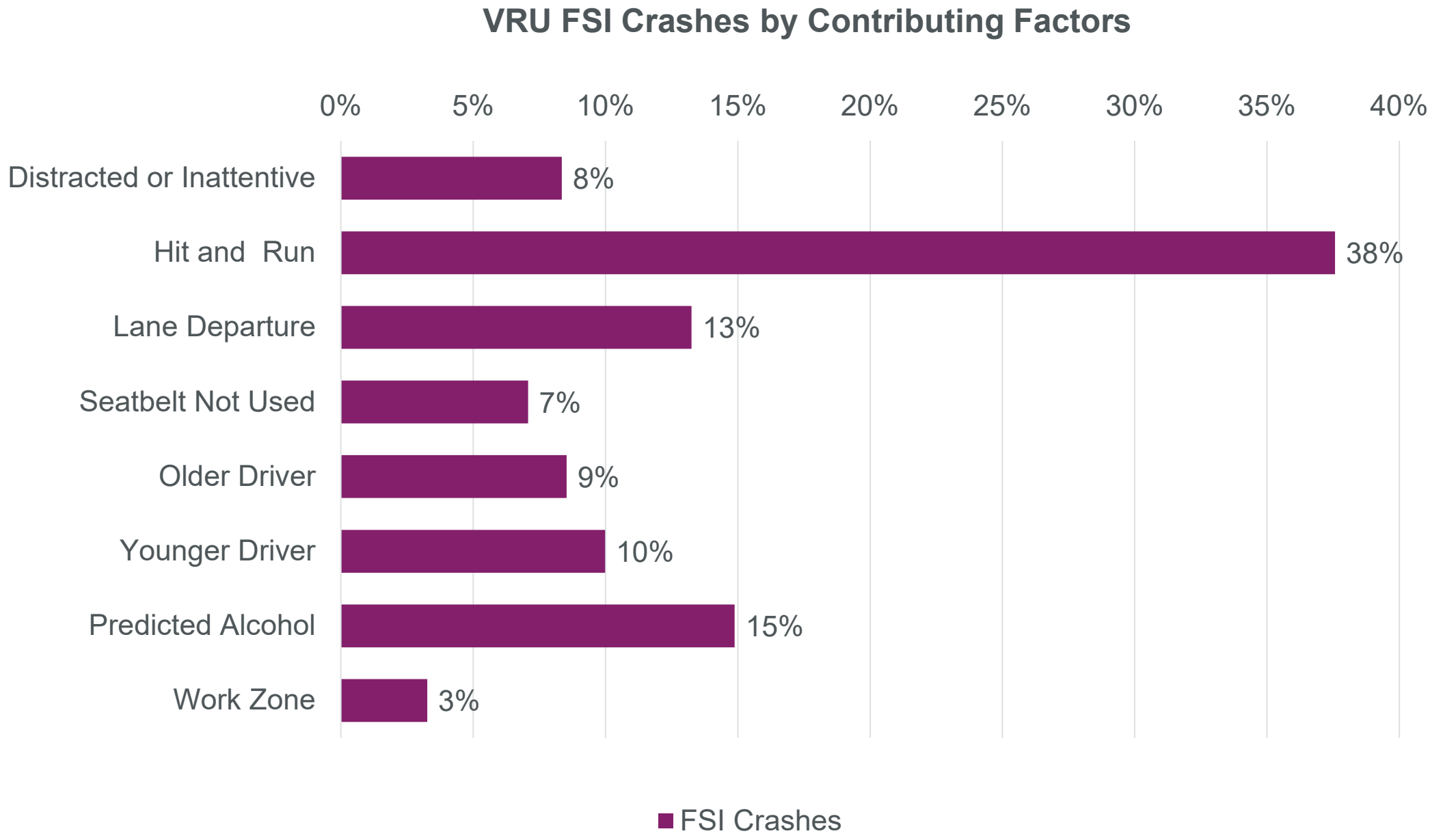
Contributing Factors



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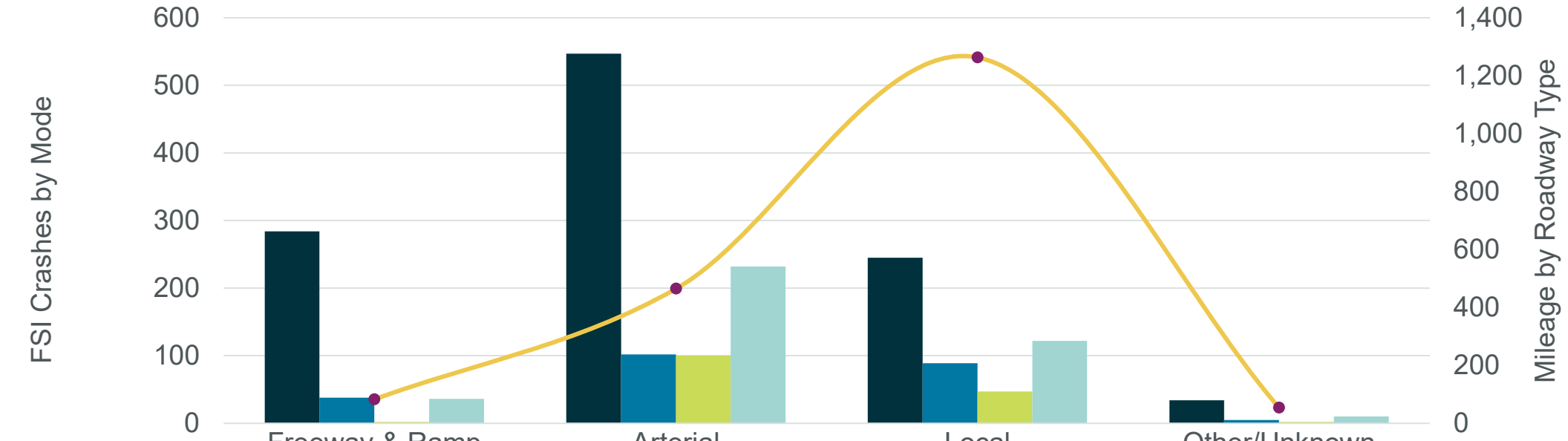
Contributing Factors

FSI Crashes by Road Type by Mode



	Freeway & Ramp	Arterial	Local	Other/Unknown
Motor Vehicle	284	547	245	34
Motorcycle	38	102	89	5
Bicyclist	2	100	47	2
Pedestrian	36	232	122	10
Mileage	83	465	1,263	54

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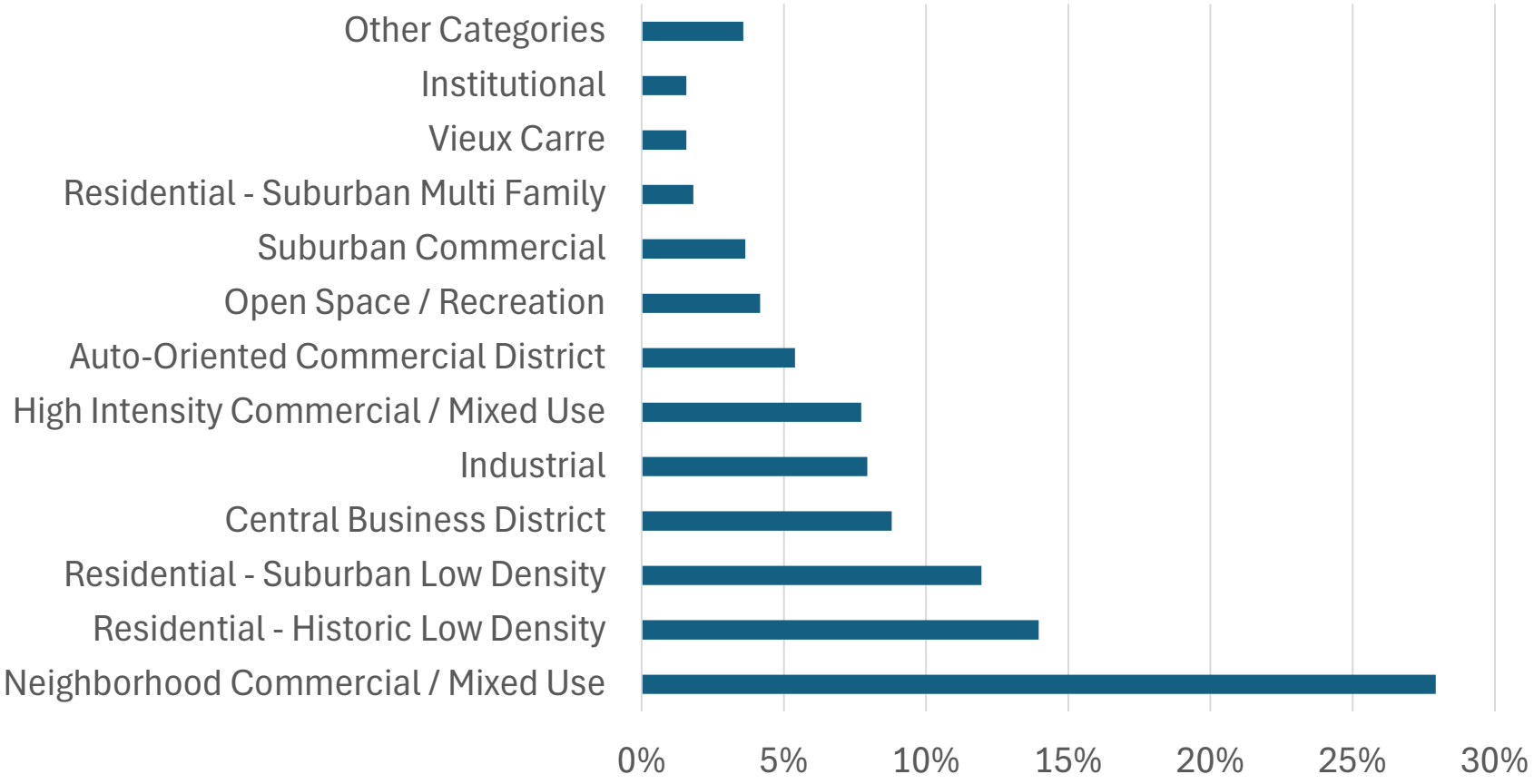
Road Type

FSI Crashes by Zoning and Land Use



- The largest share of FSI crashes (28%) occurred in Neighborhood Commercial/Mixed Use areas, followed by Low Density Residential areas (26% combined)

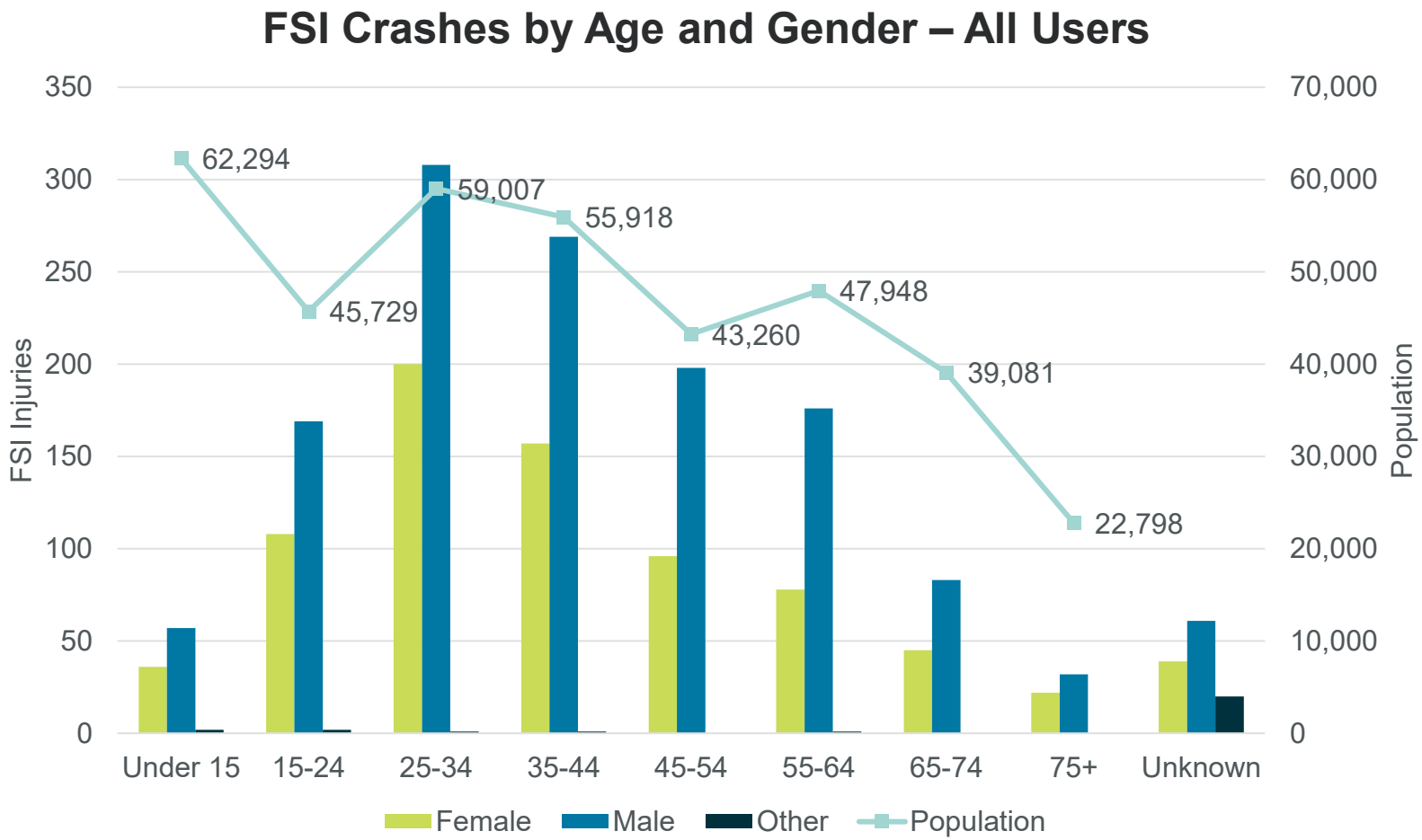
Additional Crash Factors

- Intersections and Segments
  - Motor vehicle FSI crashes were evenly split – FSIs for motorcycles and VRUs were more common at intersections (60% +)
- Month and Season
  - The highest share of FSIs occurred in October and May, followed by November, August, June, and December
- Day and Time
  - FSI crashes occurred more frequently during afternoon peak and evening periods, particularly over the weekends

Safety and Demographics

FSI injuries were disproportionately concentrated among males and working-age adults

- Males account for 63% of FSI injuries (vs. 47% of the population)
- Adults 25 to 44 account for 44% of FSI injuries (vs. 31% of the population)



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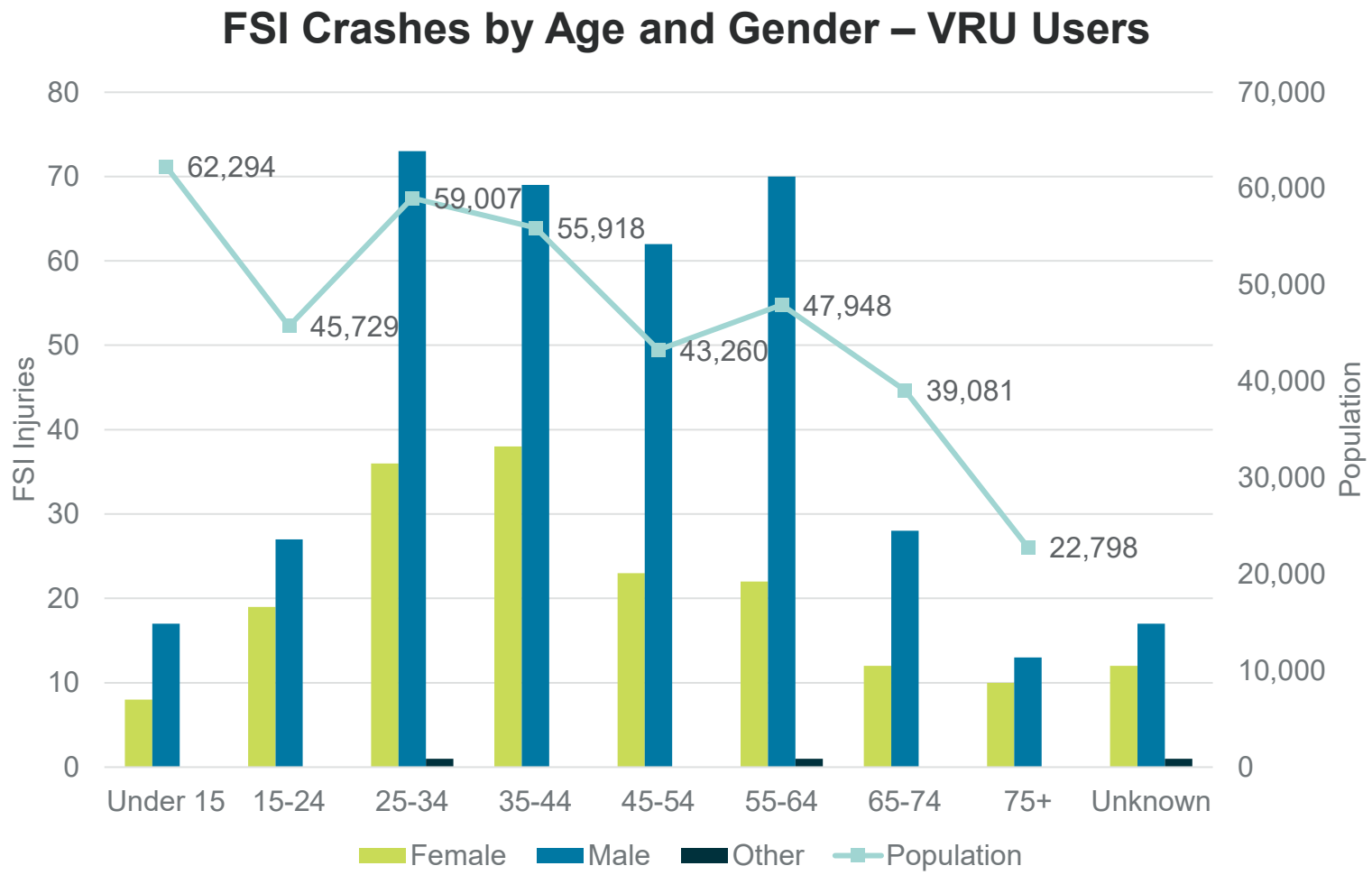
Safety and Demographics

Disparity even more pronounced for male pedestrian and bicyclist FSI injuries

- 67% of VRU FSI injuries were males
- VRU FSIs for adults 25 to 44 were slightly lower than for all modes at 39%



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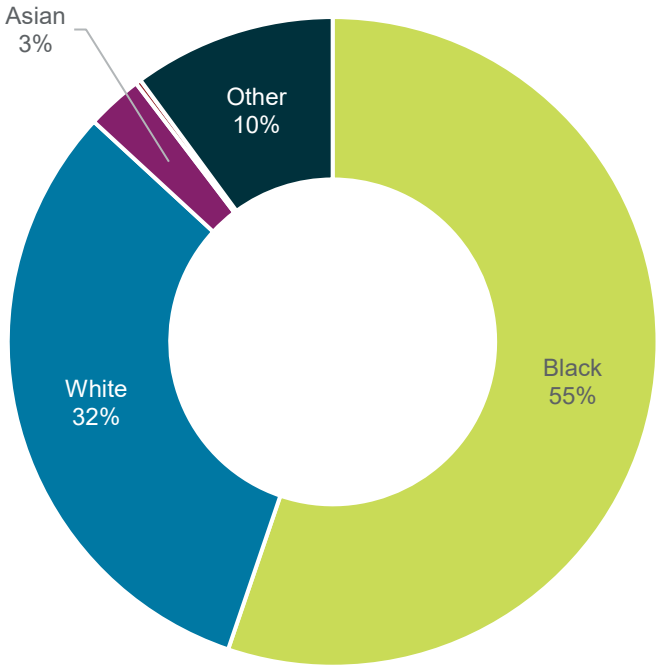
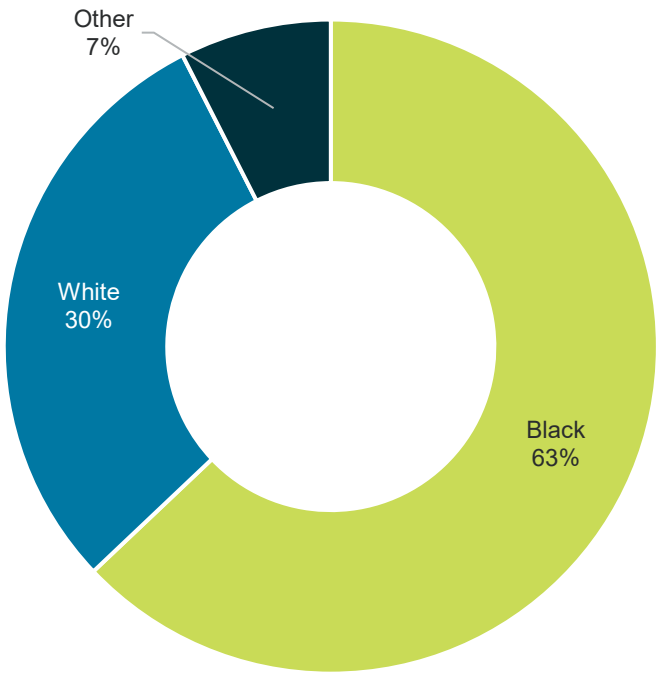
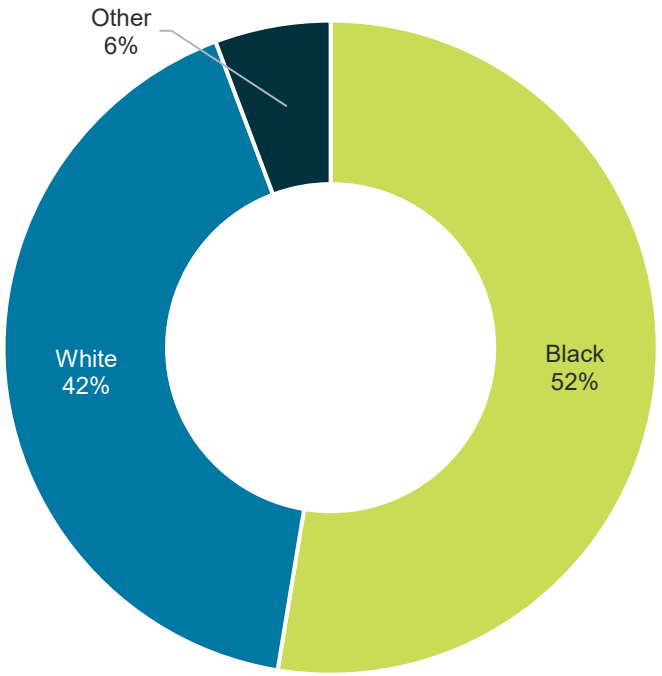
City Population



FSI Injuries, All Modes



FSI Injuries, VRUs



- Adults ages 25 to 34 are overrepresented in FSI injuries across all races
  - The highest concentration of FSIs is among Black people ages 15 to 44
- White people are overrepresented in VRU FSIs
  - The highest concentration of VRU FSIs is among White people ages 25 to 54 and over 75

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Safety Analysis – Key Takeaways

- Fatal and serious injury crashes are rising
  - **36** FSI motorcycle crashes in 2019 →**76** in 2023
  - **18** FSI bicycle crashes in 2019 → **55** in 2023
  - **65** FSI pedestrian crashes in 2019 → **105** in 2023
- Motorcycle, bicycle, and pedestrian crashes are overrepresented in FSI crashes

People most affected by FSI crashes:

- Adults age 25 – 44
- Men age 25 – 64
- Black residents age 15 – 44
- White residents age 25 – 54 and 75+

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Safety Analysis – Key Takeaways

Priority crash types to address:

- Non-collision
- Non-motorized
- Angle
- Rear-end

Priority behaviors to address:

- Lane departure
- Hit and run
- Intoxicated driving
- Young driver behaviors

Priority roadways to address:

- Arterials
- Local/neighborhood streets
- Intersections for VRUs
- Roadways in areas with neighborhood commercial or mixed-use land use

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High Injury Network

- HIN Analysis Steps
  - Roadway Re-segmentation
  - Crash Assignment and Segment Scoring
  - Percentile Ranking and Selection
  - Post-processing of Minor Roads
  - Determining Logical Extents

Crash Severity Scores

Severity	Description	Score
K	Fatal	13
A	Incapacitating Injury	13
B	Minor Injury	1
C	Possible Injury	1
O	Property Damage Only	0

Risk Assessment

- VRU Risk – SSPF
  - Top 5% highest risk scores for pedestrians and bicyclists
- All Modes Risk – Replica SSP
  - Top 5% highest risk scores for all modes based on risky driver behavior

- Replica Driving Event Types
  - Suspected Collision
  - Phone Handling
  - Sudden Acceleration
  - Sudden Braking
  - 10mph + Over Speed Limit

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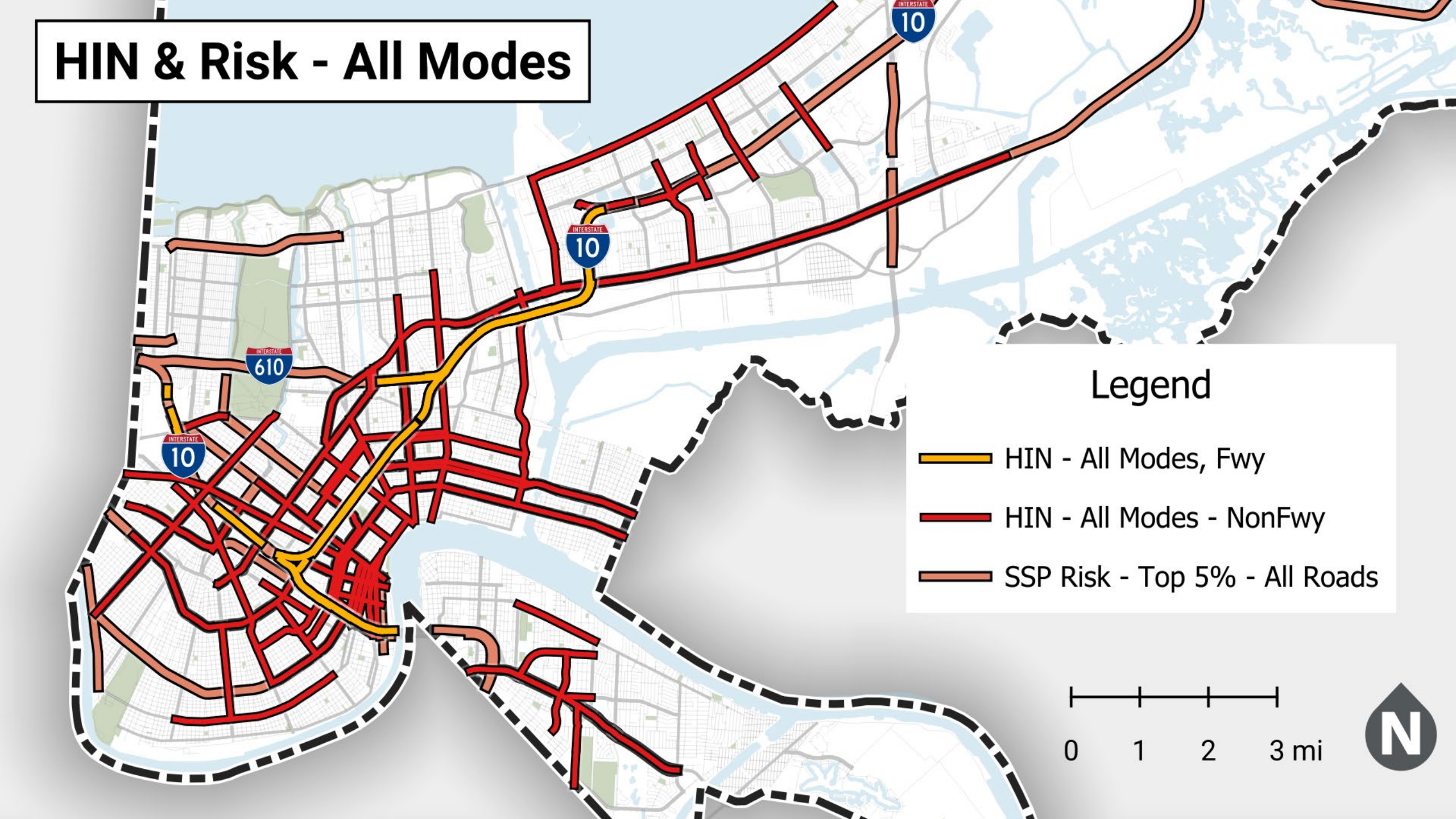
HIN & Risk - All Modes
10
610
10
10
Legend
HIN - All Modes, Fwy
HIN - All Modes - NonFwy
SSP Risk - Top 5% - All Roads
0
1
2
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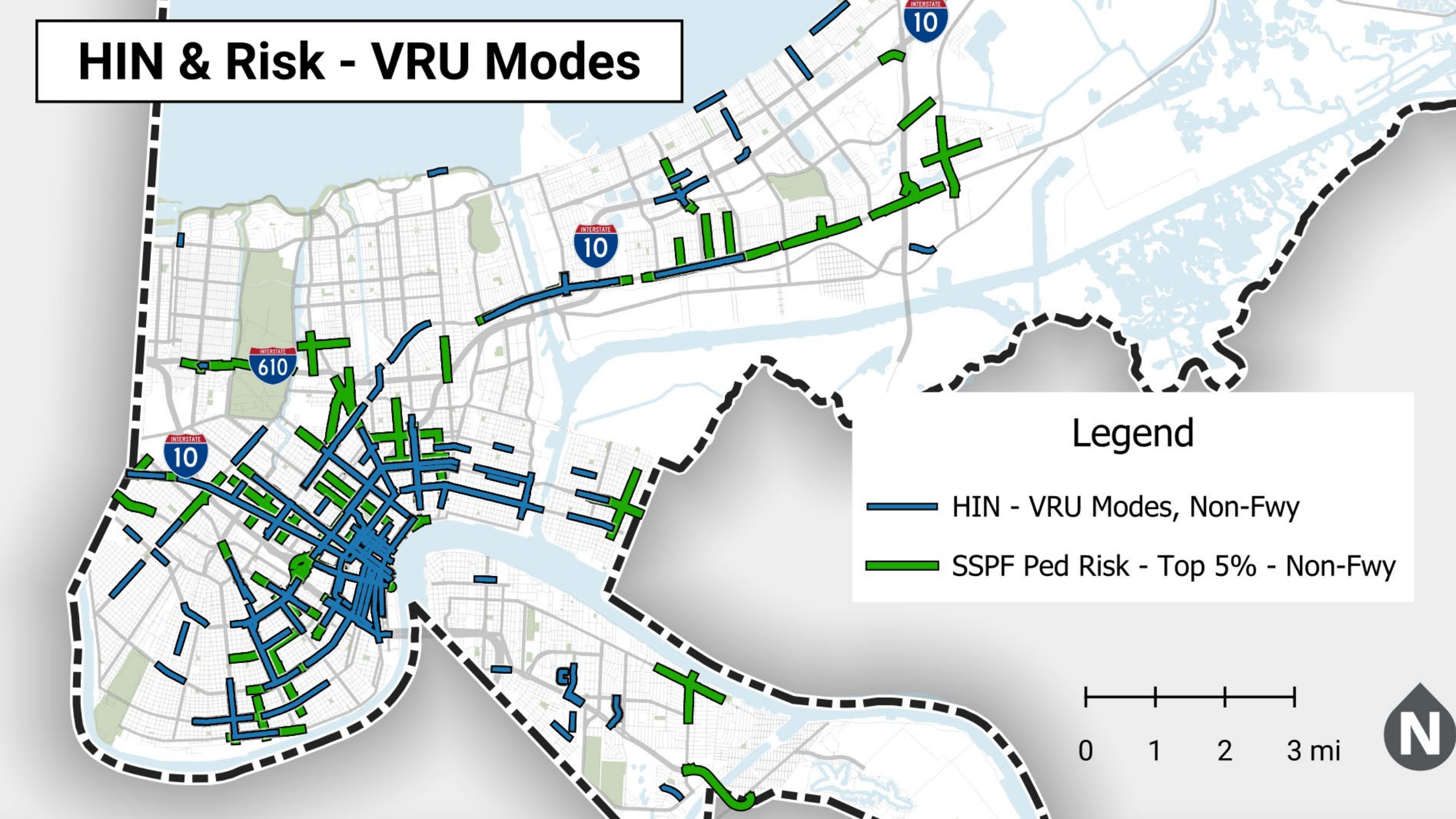
N

HIN & Risk - VRU Modes



Roadway Breakdown

- All-Modes HIN = 129.4 centerline miles of 1,800 total in the city
  - 7% of roadways - 68% of FSI crashes
  - 72% are city-designated truck routes*
  - 70% do not have a designated bicycle facility*
  - 82% are RTA transit routes*

Roadway Type	HIN %
Interstate / Freeway	12%
Major or Minor Arterial	75%
Major or Minor Collector	10%
Ramp / Frontage Road	3%

Roadway Ownership	HIN %
State	51%
Local	49%

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** Excluding interstates*

68% of fatal and serious injury crashes occurred on just 130 miles (7%) of New Orleans roads.

75% of that ***High Injury Network*** is comprised of arterial surface streets.

Let’s discuss.

TOOLE DESIGN

Engagement Findings

What did the people tell us?

Stakeholder & Community Input

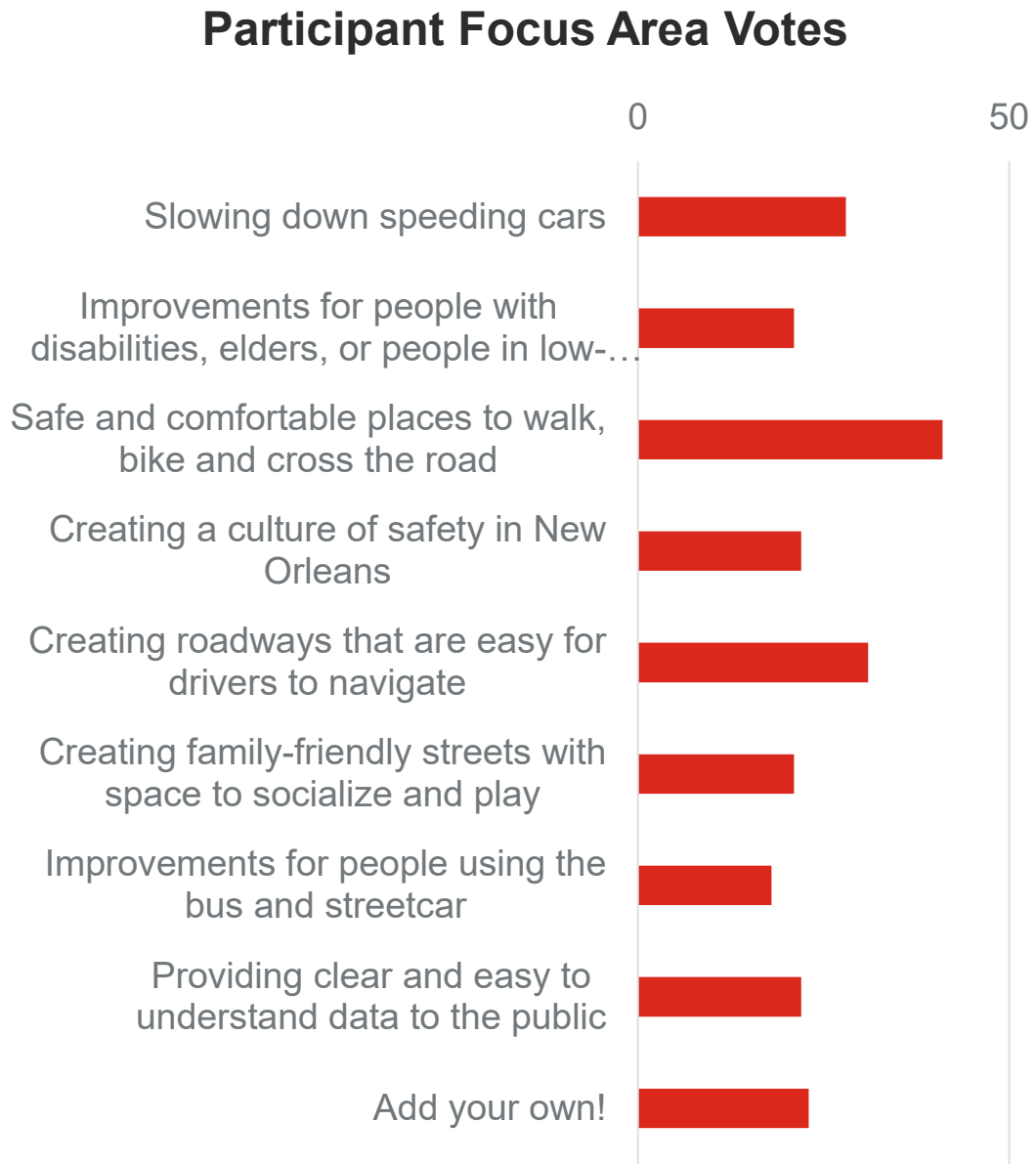
- Safety Summit
- Community Surveys
- Interactive Online Map
- Summer Outreach Activities

Safety Summit

- Safety Strategies Prioritized by Key Stakeholders
  - Build staff capacity such as hiring additional staff, creating training opportunities, and identifying departmental champions (Atlanta)
  - Speed mitigation as a fundamental factor in crash severity and guiding focus area for Vision Zero planning and implementation (Toledo)
  - Identify a Vision Zero Action Leader (to define scope, timeline, and funding for implementation) and Supporting Partners for each action in the plan (Laredo-Webb County)
  - Incorporate a Capital Plan that includes proposed safety countermeasures to address specific safety issues identified through the High Injury Network and systemic safety analyses (LWC)
  - Examine how unique historical, land use, and transportation contexts of the city influence transportation outcomes related to mode choice, access, and safety (LWC)
  - **ADD:** Educational campaigns; policies and programs to encourage mode shift and safer driving

Safety Summit

- What Community Members Told Us



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Safety Summit

- What Community Members Told Us
  - 50+ location-specific comments

Interactive Mapping Exercise

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Summer Activities

- NOPD District 1 Community Advisory Board Meeting (June 30, 2025)
- NOE Reconnecting Communities Stakeholder Meeting (July 10, 2025)
- Sông CDC Hurricane Preparedness Event (July 13, 2025)
- New Orleans East Matters Bi-Monthly Meeting (July 19, 2025)
- St. Roch Community Engagement (July 27, 2025)

Interactive Mapping Exercise

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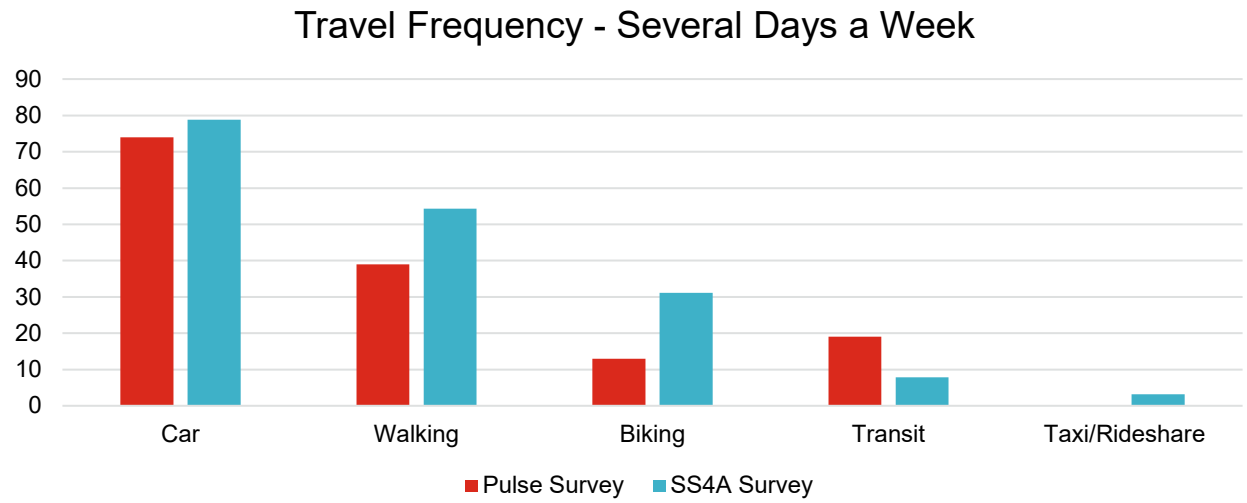
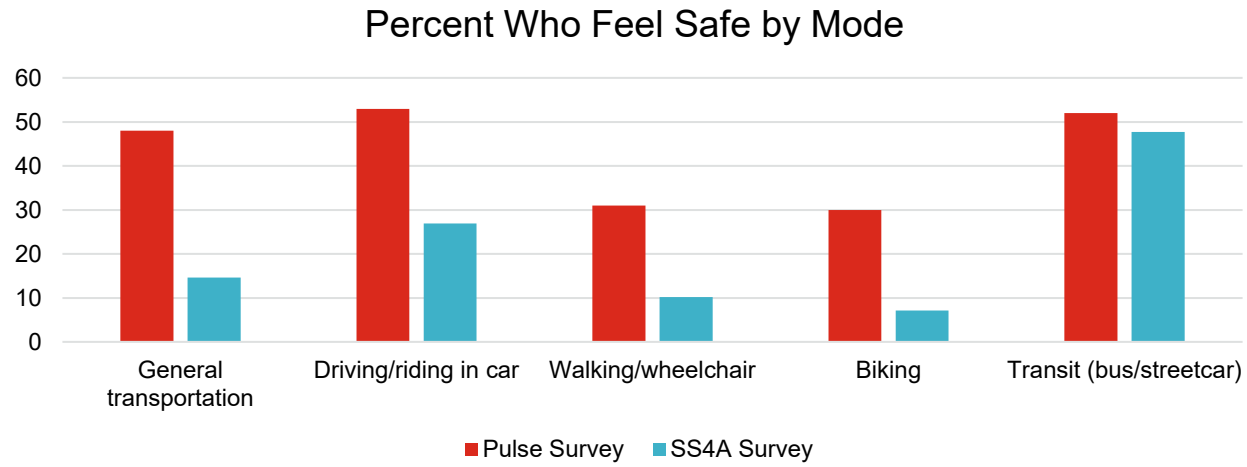
Transportation Safety Surveys

- Online SS4A Survey
  - 817 opt-in responses
  - Skews older and whiter
- ZenCity Pulse Survey
  - Statistical sample
  - Representative of city demographics





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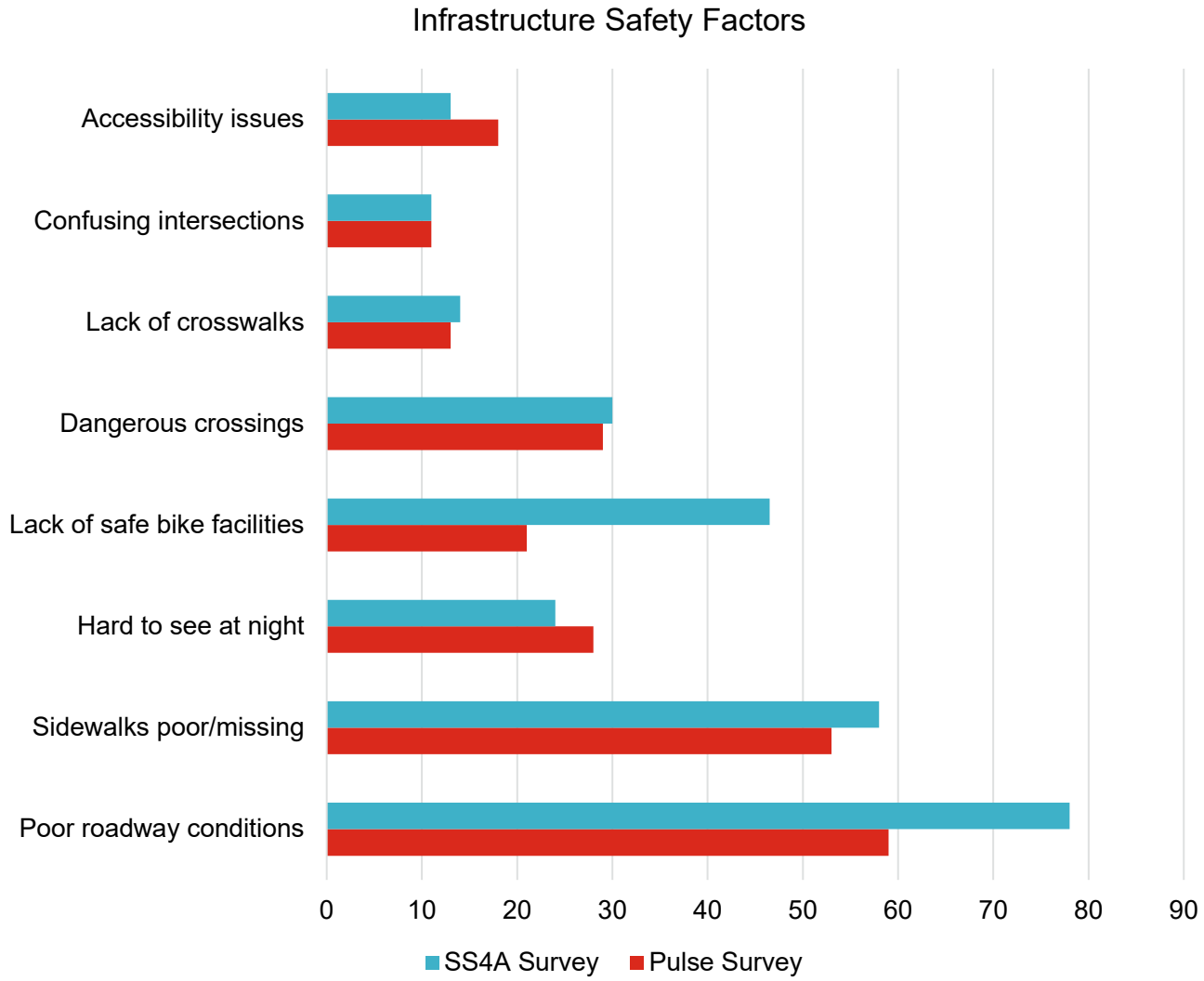
Transportation Safety Surveys

- Top Infrastructure Issues
  - Sidewalk presence and condition
  - Poor roadway conditions
  - Dangerous crossings
  - Visibility
  - Lack of safe bike facilities



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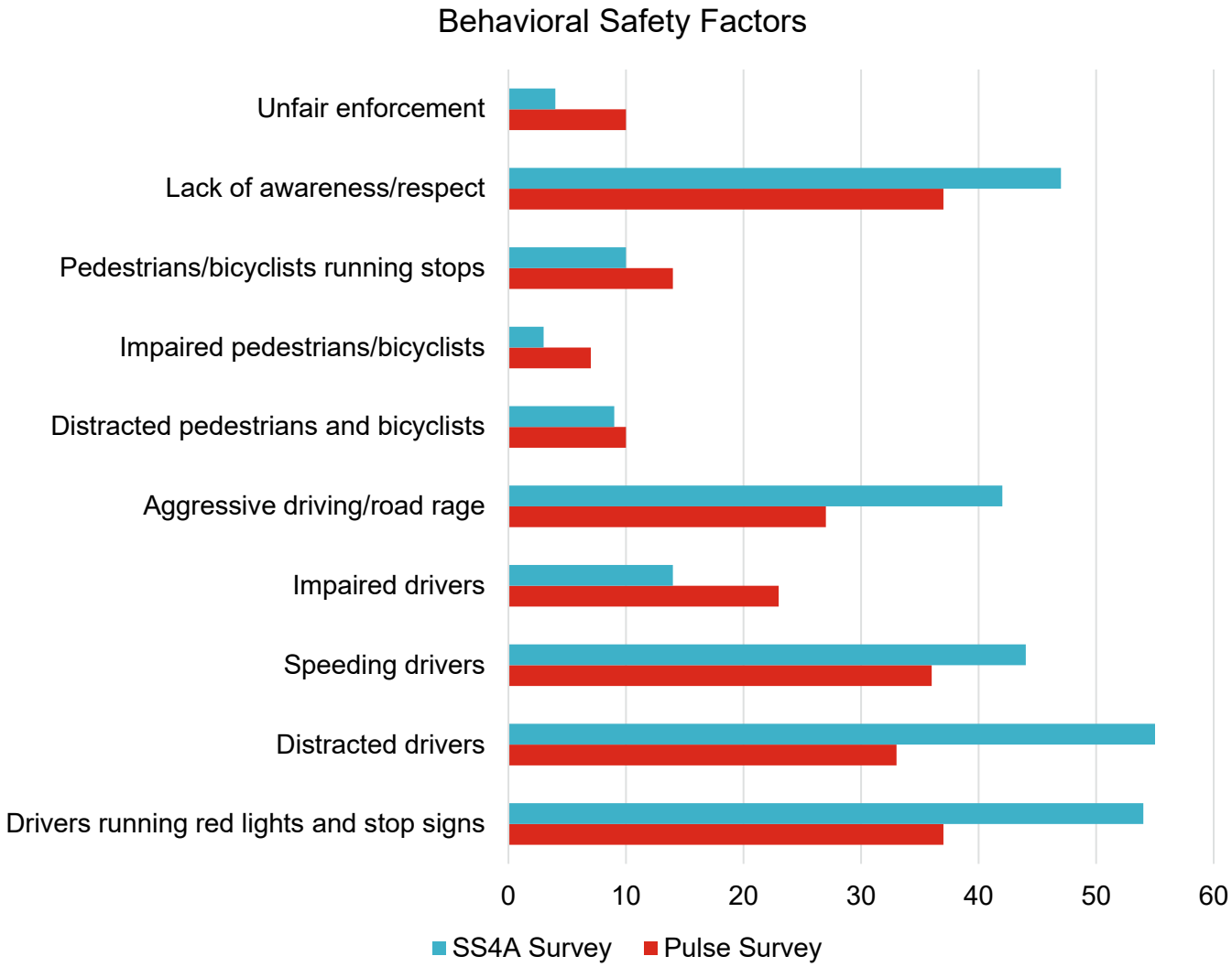
Transportation Safety Surveys

- Top Behavioral Issues
  - Risky driver behavior
  - Disregard for traffic laws
  - Aggressing driving



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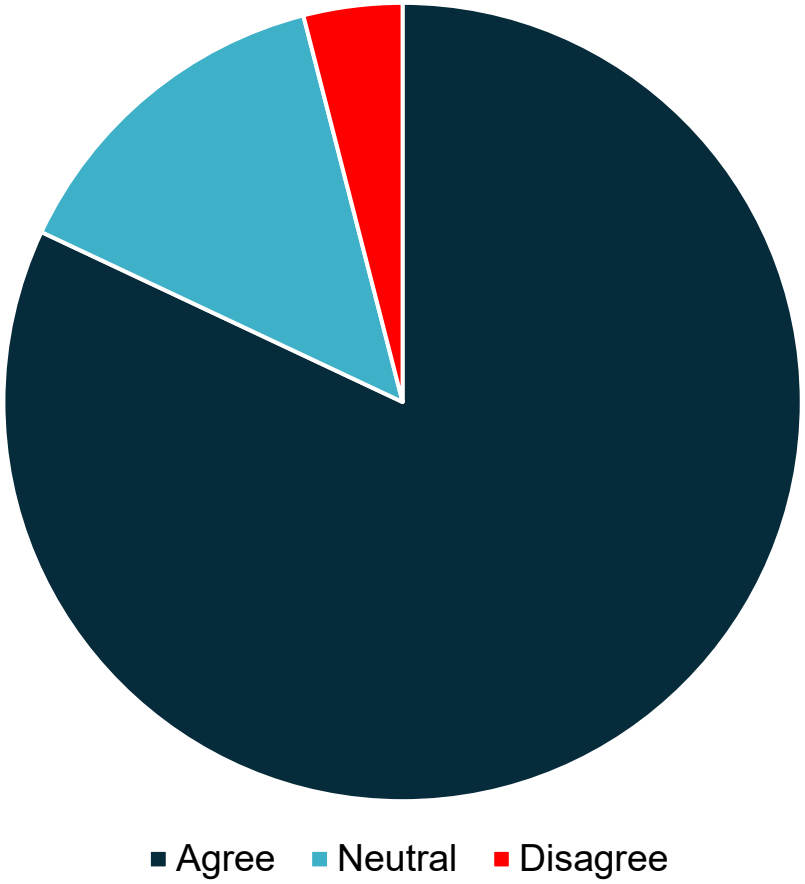
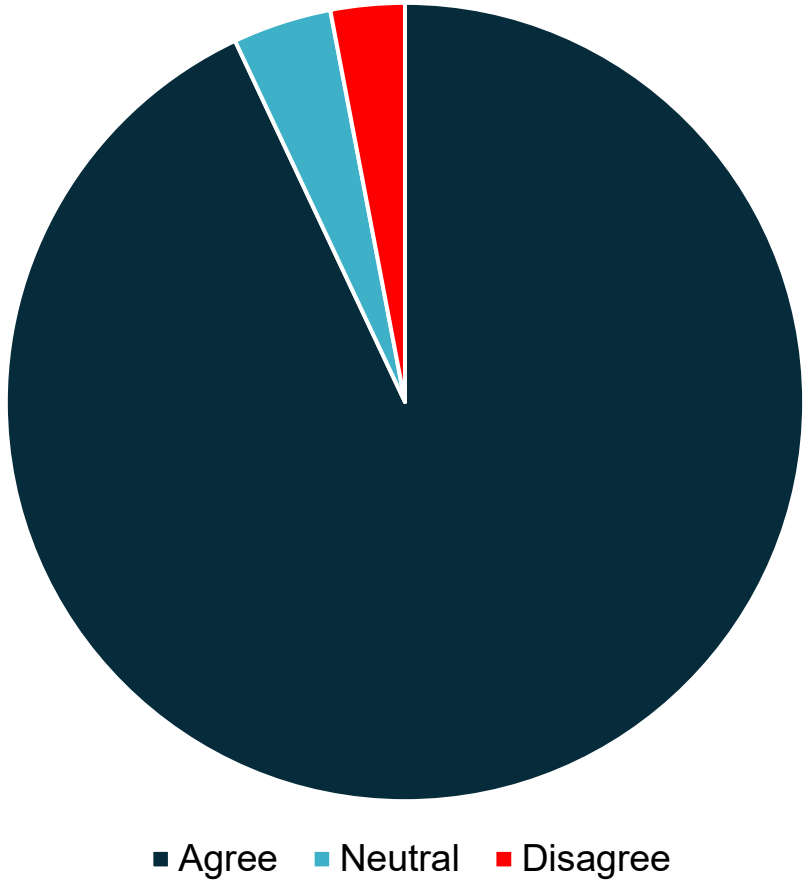
“Road safety should be a top priority for New Orleans officials.”

Pulse Survey



SS4A Survey



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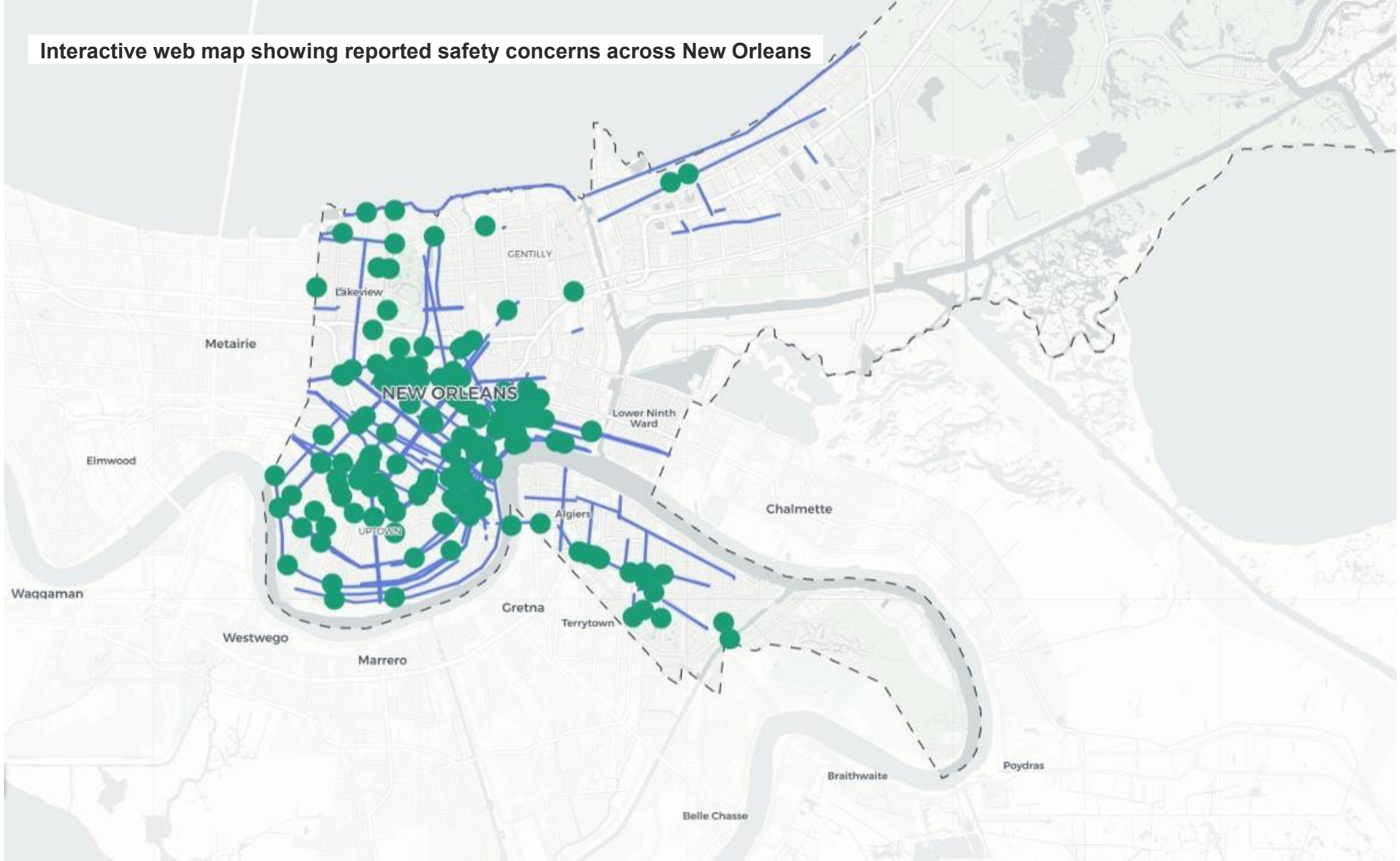
Personal Crash Experiences

- Fear of bicycling, experiences with reckless or aggressive drivers, and vulnerability of people bicycling
- Emotional ripple effects within families and neighborhoods, especially anxiety about daily travel or safe driving habits
- Post-traumatic stress, lingering fear, and reduced confidence in traveling through the city
- Specific references to drivers running red lights, speeding, or causing collisions in dangerous areas
- Accounts of repeated close calls or a sense of ever-present danger on the streets



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Transportation Safety Surveys

Online Map Feedback

- Echoed survey results in identifying unsafe driver behavior, a need for safer crossings, trail and bike lane improvements, and increased enforcement of traffic laws
- Clusters of issues identified
  - Neighborhoods: Tremé, Seventh Ward, and Mid-City
  - Corridor examples: Elysian Fields, Franklin, N Robertson, N Claiborne, St Louis, S Broad, and Esplanade

Engagement – Key Takeaways

Priority infrastructure needs to address:

- Sidewalk improvements
- Low-stress bicycle facilities
- Safe crossings
- Lighting and visibility improvements

Priority roadway behaviors to address:

- Speeding
- Aggressive behavior towards VRUs
- Red light and stop sign running
- Distracted driving

Priority areas for safety improvements:

- Tremé
- Seventh Ward
- Mid-City
- New Orleans East
- Algiers / West Bank

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