



OKLAHOMA

## HIGHWAY SAFETY IMPROVEMENT PROGRAM

### 2024 ANNUAL REPORT



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Photo source: Federal Highway Administration

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## **Disclaimer**

### ***Protection of Data from Discovery Admission into Evidence***

23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section[HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.”

23 U.S.C. 407 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

## **Executive Summary**

2023 for Oklahoma saw some steps forward with our collision data issues, but they still persist. We are still catching up on processing all of the records that were being held up from 2022 and 2023. We were able to access the collision reports for about 70% of the fatalities that occurred in Oklahoma when compared to the final 718 fatalities confirmed by the Oklahoma Highway Safety Office. We used this information to make projections for our total numbers of Fatalities and Serious Injuries as well as their locations and SHSP emphasis areas. While not fully complete this is much more data than we had last year to inform our responses and hope that by next year Oklahoma will be back to having fully current data when completing this report.

## Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP Reporting Guidance dated December 29, 2016 and consists of five sections: program structure, progress in implementing highway safety improvement projects, progress in achieving safety outcomes and performance targets, effectiveness of the improvements and compliance assessment.

## Program Structure

### *Program Administration*

#### **Describe the general structure of the HSIP in the State.**

The Oklahoma Department of Transportation (ODOT) is the agency primarily responsible for the implementation of the HSIP program in Oklahoma. ODOT is responsible for funding and tracking the progress of HSIP projects. The Traffic Division oversees the HSIP program and is responsible for preparing this annual report. Project selection is made in conjunction with the Project Management Division. Funds are officially requested for authorization and dispersed by the Comptroller's Office

#### **Where is HSIP staff located within the State DOT?**

Other-Traffic Engineering Division

#### **How are HSIP funds allocated in a State?**

- Other-Central Office

#### **Describe how local and tribal roads are addressed as part of HSIP.**

Local and tribal road projects do not currently use HSIP funds. STP funding is available for local and tribal road projects.

#### **Identify which internal partners (e.g., State departments of transportation (DOTs) Bureaus, Divisions) are involved with HSIP planning.**

- Districts/Regions
- Local Aid Programs Office/Division
- Planning
- Traffic Engineering/Safety
- Other-Multimodal Division

#### **Describe coordination with internal partners.**

The HSIP funds are distributed between projects of the Traffic Division, Local Government Division, the Multimodal Division, and the eight field districts. The Traffic Division provides field offices with summarized collision data for road sections and intersections, which can be used for selecting optimal safety project locations.

**Identify which external partners are involved with HSIP planning.**

- FHWA
- Governors Highway Safety Office
- Law Enforcement Agency
- Local Government Agency
- Regional Planning Organizations (e.g. MPOs, RPOs, COGs)
- Tribal Agency

**Describe coordination with external partners.**

ODOT confers with the Oklahoma Highway Safety Office annually in establishing performance measure targets. Other partners include FHWA, the Department of Public Safety, municipal and tribal law enforcement, regional planning organizations, local government agencies, and academia.

***Program Methodology***

**Select the programs that are administered under the HSIP.**

- Horizontal Curve
- Intersection
- Median Barrier
- Pedestrian Safety
- Roadway Departure
- Sign Replacement And Improvement
- Wrong Way Driving
- Other-Striping

**Program: Horizontal Curve**

***Date of Program Methodology: 1/1/2018***

***What is the justification for this program?***

- Addresses SHSP priority or emphasis area

***What is the funding approach for this program?***

Funding set-aside

***What data types were used in the program methodology?***

Crashes	Exposure	Roadway
<ul style="list-style-type: none"><li>• Other-Run off road injury/fatal</li></ul>	<ul style="list-style-type: none"><li>• Traffic</li><li>• Lane miles</li></ul>	<ul style="list-style-type: none"><li>• Horizontal curvature</li><li>• Roadside features</li><li>• Other-Speed Limit</li><li>• Other-Shoulder width</li></ul>

***What project identification methodology was used for this program?***

- Excess expected crash frequency with the EB adjustment
- Expected crash frequency with EB adjustment
- Probability of specific crash types

***Are local roads (non-state owned and operated) included or addressed in this program?***

No

***Are local road projects identified using the same methodology as state roads?***

***How are projects under this program advanced for implementation?***

- selection committee

***Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).***

Rank of Priority Consideration

Available funding:2

Cost Effectiveness:1

**Program: Intersection**

***Date of Program Methodology:1/1/2017***

***What is the justification for this program?***

- Addresses SHSP priority or emphasis area

***What is the funding approach for this program?***

Funding set-aside

***What data types were used in the program methodology?***

Crashes

Exposure

Roadway

- Other-Angle crashes

***What project identification methodology was used for this program?***

- Crash frequency

***Are local roads (non-state owned and operated) included or addressed in this program?***

Yes

***Are local road projects identified using the same methodology as state roads?***

Yes

***How are projects under this program advanced for implementation?***

- selection committee

***Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).***

Rank of Priority Consideration

Other-Crash frequency:1

**Program: Median Barrier**

***Date of Program Methodology:1/1/2017***

***What is the justification for this program?***

- Addresses SHSP priority or emphasis area

***What is the funding approach for this program?***

Funding set-aside

***What data types were used in the program methodology?***

Crashes

Exposure

Roadway

- Other-Crossover

- Other-Access Control

***What project identification methodology was used for this program?***

- Crash frequency
- Other-Systemic Approach

***Are local roads (non-state owned and operated) included or addressed in this program?***

No

***Are local road projects identified using the same methodology as state roads?***



***How are projects under this program advanced for implementation?***

- selection committee

***Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).***

**Rank of Priority Consideration**

Other-District Selection:1

Other-Selection Committee :2

**Program: Pedestrian Safety**

***Date of Program Methodology:1/1/2024***

***What is the justification for this program?***

- Addresses SHSP priority or emphasis area
- Other-Helps to meet VRU spending requirements when special rule is in effect

***What is the funding approach for this program?***

Funding set-aside

***What data types were used in the program methodology?***

**Crashes**

- All crashes

**Exposure**

- Volume
- Population

**Roadway**

- Roadside features

***What project identification methodology was used for this program?***

- Crash frequency
- Crash rate
- Relative severity index

***Are local roads (non-state owned and operated) included or addressed in this program?***

No

***Are local road projects identified using the same methodology as state roads?***

***How are projects under this program advanced for implementation?***

- selection committee

***Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).***

Rank of Priority Consideration

Available funding:1

Cost Effectiveness:2

**Program: Roadway Departure**

***Date of Program Methodology:1/1/2017***

***What is the justification for this program?***

- Addresses SHSP priority or emphasis area

***What is the funding approach for this program?***

Funding set-aside

***What data types were used in the program methodology?***

**Crashes**

- Other-run off road injury/fatal

**Exposure**

- Traffic
- Lane miles

**Roadway**

- Roadside features
- Other-terrain type

***What project identification methodology was used for this program?***

- Other-Total number of incidents/facility type

***Are local roads (non-state owned and operated) included or addressed in this program?***

No

***Are local road projects identified using the same methodology as state roads?***

***How are projects under this program advanced for implementation?***

- selection committee

**Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).**

Rank of Priority Consideration

Ranking based on B/C:1

## **Program: Sign Replacement And Improvement**

**Date of Program Methodology: 1/1/2017**

**What is the justification for this program?**

- Other-Safety Infrastructure

**What is the funding approach for this program?**

Funding set-aside

**What data types were used in the program methodology?**

Crashes

Exposure

Roadway

- Other-Age and Condition of Signs

**What project identification methodology was used for this program?**

- Other-Selection Committee

**Are local roads (non-state owned and operated) included or addressed in this program?**

No

**Are local road projects identified using the same methodology as state roads?**

**How are projects under this program advanced for implementation?**

- selection committee

**Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).**

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Rank of Priority Consideration

Other-Selection Committee:1

### **Program: Wrong Way Driving**

***Date of Program Methodology:***

***What is the justification for this program?***

***What is the funding approach for this program?***

***What data types were used in the program methodology?***

Crashes

Exposure

Roadway

***What project identification methodology was used for this program?***

***Are local roads (non-state owned and operated) included or addressed in this program?***

***Are local road projects identified using the same methodology as state roads?***

***How are projects under this program advanced for implementation?***

***Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).***

### **Program: Other-Striping**

***Date of Program Methodology:1/1/2023***

***What is the justification for this program?***

- Addresses SHSP priority or emphasis area

***What is the funding approach for this program?***

Funding set-aside

***What data types were used in the program methodology?***

Crashes	Exposure	Roadway
<ul style="list-style-type: none"><li>Other-Weather related/nighttime</li></ul>		

***What project identification methodology was used for this program?***

- Other-District Selection
- Other-Selection Committee

***Are local roads (non-state owned and operated) included or addressed in this program?***

No

***Are local road projects identified using the same methodology as state roads?***

***How are projects under this program advanced for implementation?***

- Other-District Selection
- selection committee

***Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).***

**Rank of Priority Consideration**

Other-District Selection:1

Other-Selection Committee:2

***What percentage of HSIP funds address systemic improvements?***

40

***HSIP funds are used to address which of the following systemic improvements?***

- Cable Median Barriers
- Horizontal curve signs
- Install/Improve Signing
- Pavement/Shoulder Widening
- Rumble Strips
- Wrong way driving treatments

**What process is used to identify potential countermeasures?**

- Crash data analysis
- Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)
- Engineering Study
- SHSP/Local road safety plan
- Stakeholder input

**Does the State HSIP consider connected vehicles and ITS technologies?**

Yes

**Describe how the State HSIP considers connected vehicles and ITS technologies.**

ODOT currently has a Traffic Operations Center with integrated ITS technologies. Many of these technologies help to notify the driver of conditions on the roadway to help them be safer when encountering what is ahead by being more aware and having their expectation better set. When a planned ITS deployment or safety concern that can be added by and ITS technology is found it can be considered for HSIP funding.

**Does the State use the Highway Safety Manual to support HSIP efforts?**

Yes

**Please describe how the State uses the HSM to support HSIP efforts.**

ODOT uses crash modification factors to evaluate potential countermeasures for a project. ODOT uses an Empirical Bayes predictive method to evaluate potential benefits of projects.

## Project Implementation

### *Funds Programmed*

Reporting period for HSIP funding.

Federal Fiscal Year

Enter the programmed and obligated funding for each applicable funding category.

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	\$11,712,945	\$48,025,927	410.02%
HRRR Special Rule (23 U.S.C. 148(g)(1))	\$0	\$0	0%
VRU Safety Special Rule (23 U.S.C. 148(g)(3))	\$7,796,065	\$7,796,065	100%
Penalty Funds (23 U.S.C. 154)	\$0	\$0	0%
Penalty Funds (23 U.S.C. 164)	\$0	\$0	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	\$0	\$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	\$931,573,668	\$674,399,416	72.39%
State and Local Funds	\$598,588,274	\$10,301,544	1.72%
Totals	\$1,549,670,952	\$740,522,952	47.79%

How much funding is programmed to local (non-state owned and operated) or tribal safety projects?

0%

How much funding is obligated to local or tribal safety projects?

0%

How much funding is programmed to non-infrastructure safety projects?

\$0

How much funding is obligated to non-infrastructure safety projects?

\$0

**How much funding was transferred in to the HSIP from other core program areas during the reporting period under 23 U.S.C. 126?**

0%

**How much funding was transferred out of the HSIP to other core program areas during the reporting period under 23 U.S.C. 126?**

0%

**Discuss impediments to obligating HSIP funds and plans to overcome this challenge in the future.**

Impediment: Having staff with expertise to prioritize projects using up-to-date statistical methods and other valid technical criteria.

Plan to Overcome: Have begun to hire additional knowledgeable staff and continue providing training and tools. Use this staff to create a 5 year work plan to better prioritize and plan out a large portion of the safety needs.



General Listing of Projects

List the projects obligated using HSIP funds for the reporting period.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
637459	Roadway	Roadway - other	1.1	Miles	\$0	\$2446919	HSIP (23 U.S.C. 148)	Urban	Principal Arterial- Interstate	0	60	State Highway Agency	Policy/Safety	None	RIGHT OF WAY
903205	Roadway	Roadway - other	1	Miles	\$0	\$1680780	HSIP (23 U.S.C. 148)	Urban	Principal Arterial- Interstate	144,100	60	State Highway Agency			
903309	Roadway	Roadway - other	1	Miles	\$0	\$1000000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial- Interstate	0	60	State Highway Agency	Policy/Safety	None	RIGHT OF WAY
2026611	Roadway	Roadway - other	3	Miles	\$28116	\$17043953	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	10,000	60	State Highway Agency	Policy/Safety	None	Bridge Projects
2030704	Roadway	Roadway - other	5.44	Miles	\$-1841116	\$432994	HSIP (23 U.S.C. 148)	Rural	Principal Arterial- Other	3,500	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2184104	Roadway	Roadway - other	4.6	Miles	\$2768111	\$12575295	HSIP (23 U.S.C. 148)	Multiple/Varies	Minor Arterial	4,900	65	State Highway Agency			
2308544	Roadway	Roadway - other	1	Statewide	\$250000	\$250000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency			
2326407	Roadway	Roadway - other	5	Miles	\$11723	\$5737540	HSIP (23 U.S.C. 148)	Rural	Major Collector	5,100	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2328607	Roadway	Roadway - other	2	Miles	\$-730000	\$1647017	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,500	65	State Highway Agency			
2408804	Roadway	Roadway - other	4.17	Miles	\$0	\$5404033	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	3,300	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2409404	Roadway	Roadway - other	5.737	Miles	\$7004	\$2197933	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,400	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2421907	Roadway	Roadway - other	5.09	Miles	\$0	\$1430029	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial- Other	9,000	65	State Highway Agency	Policy/Safety	None	PLANNING

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
2422404	Roadway	Roadway - other	4.6	Miles	\$-900000	\$3312158	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,700	65	State Highway Agency			
2422810	Intersection geometry	Intersection geometry - other	0.24	Miles	\$0	\$4086592	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,900	55	State Highway Agency	Spot	Intersections	Intersection Modification
2433104	Roadway	Roadway - other	2.3	Miles	\$-800000	\$2866401	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	5,900	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2435604	Roadway	Roadway - other	1.29	Miles	\$0	\$2212228	HSIP (23 U.S.C. 148)	Urban	Major Collector	8,000	55	State Highway Agency	Policy/Safety	None	Bridge Projects
2555218	Advanced technology and ITS	Advanced technology and ITS - other	1	Statewide	\$-534220	\$595780	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Spot	None	ITS MAINTENANCE & OPERATIONS
2555220	Advanced technology and ITS	Advanced technology and ITS - other	1	Statewide	\$-250000	\$980000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Spot	None	ITS MAINTENANCE & OPERATIONS
2699604	Roadway	Roadway - other	3.51	Miles	\$381615	\$4742851	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,600	65	State Highway Agency			
2703904	Roadway	Roadway - other	0.34	Miles	\$0	\$6907275	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	2,200	50	State Highway Agency	Policy/Safety	None	Bridge Projects
2716804	Roadway	Roadway - other	0.25	Miles	\$117577	\$5755956	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	10,400	55	State Highway Agency	Spot	Intersections	Intersection Modification
2792504	Roadway	Roadway - other	0.35	Miles	\$50458	\$7656886	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,000	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2794504	Roadway	Roadway - other	7.53	Miles	\$72148	\$2015232	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	3,600	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2794704	Roadway	Roadway - other	3.25	Miles	\$-531094	\$1797806	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	3,500	65	State Highway Agency			
2882804	Roadway	Roadway - other	1	Miles	\$0	\$18234167	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,800	65	State Highway Agency	Policy/Safety	None	Bridge Projects

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
2896104	Roadway	Roadway - other	0.25	Miles	\$0	\$9814968	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	17,400	70	State Highway Agency	Policy/Safety	None	Bridge Projects
2896204	Roadway	Roadway - other	0.25	Miles	\$0	\$7786476	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,300	55	State Highway Agency	Policy/Safety	None	Bridge Projects
2896804	Roadway	Roadway - other	6.5	Miles	\$6000000	\$7500000	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	4,600	65	State Highway Agency			
2898704	Roadway	Roadway - other	1.768	Miles	\$2000000	\$2500000	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	2,200	65	State Highway Agency			
2907607	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.2	Miles	\$0	\$170420	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	0	65	State Highway Agency	Request	None	School Zone
2918904	Roadside	Barrier – cable	6.6	Miles	\$-239797	\$2008605	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	15,300	70	State Highway Agency	Systemic	Roadway Departure	Cable Barrier
2953004	Roadway	Roadway - other	4.2	Miles	\$5000000	\$6250000	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,800	65	State Highway Agency			
2971404	Roadway	Roadway - other	0.6	Miles	\$27241	\$2227153	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,700	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2976004	Roadway	Roadway - other	3.514	Miles	\$-67513	\$3178198	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	18,100	65	State Highway Agency	Spot	Intersections	Intersection Modification
3057107	Roadway	Roadway - other	0.5	Miles	\$0	\$1401195	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0	65	State Highway Agency	Policy/Safety	None	PLANNING
3109506	Roadway	Roadway - other	1	Miles	\$638768	\$798460	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,200	55	State Highway Agency	Policy/Safety	None	UTILITIES
3160306	Advanced technology and ITS	Advanced technology and ITS - other	1	ITS Maintenance & Operations	\$1450386	\$1450386	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Multiple	Spot	None	ITS MAINTENANCE & OPERATIONS
3180704	Roadway	Roadway - other	0.5	Miles	\$5250419	\$10500838	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	14,000	55	State Highway Agency	Spot	Intersections	Intersection Modification

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
3209504	Roadside	Barrier – cable	9.994	Miles	\$546589	\$683236	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,800	55	State Highway Agency	Systemic	Roadway Departure	Cable Barrier
3210607	Roadway	Roadway - other	0.5	Miles	\$0	\$440276	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial- Interstate	0	70	State Highway Agency	Policy/Safety	None	PLANNING
3262504	Roadway signs and traffic control	Roadway signs (including post) - new or updated	36.73	Miles	\$-302998	\$5159585	HSIP (23 U.S.C. 148)	Urban	Principal Arterial- Interstate	135,900	60	State Highway Agency	Policy/Safety	Lane Departure	Signing
3279804	Roadway delineation	Longitudinal pavement markings - remarking	14.87	Miles	\$-4997	\$80816	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	6,800	65	State Highway Agency	Policy	Lane Departure	Striping & Centerline Rumble Strip
3279805	Roadway	Roadway - other	13.1	Miles	\$-20627	\$45360	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	2,800	65	State Highway Agency			
3283804	Pedestrians and bicyclists	Install sidewalk	0.5	Miles	\$0	\$468006	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	10,300	35	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3283904	Pedestrians and bicyclists	Install sidewalk	0.495	Miles	\$0	\$377244	HSIP (23 U.S.C. 148)	Urban	Major Collector	7,500	30	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3289604	Pedestrians and bicyclists	Install sidewalk	2.073	Miles	\$163311	\$163311	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	11,000	45	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3290804	Pedestrians and bicyclists	Install sidewalk	0.563	Miles	\$356256	\$356256	HSIP (23 U.S.C. 148)	Urban	Major Collector	3,300	35	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3293604	Pedestrians and bicyclists	Install sidewalk	0.25	Miles	\$0	\$258396	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	13,400	35	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3294104	Pedestrians and bicyclists	Install sidewalk	0.49	Miles	\$42718	\$259694	HSIP (23 U.S.C. 148)	Urban	Principal Arterial- Other	6,400	35	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3294904	Pedestrians and bicyclists	Install sidewalk	0.45	Miles	\$39007	\$569161	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial- Other	1,900	45	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3295404	Pedestrians and bicyclists	Install sidewalk	1.5	Miles	\$2064129	\$2064129	HSIP (23 U.S.C. 148)	Urban	Principal Arterial- Other	4,700	35	State Highway Agency	Mobility	Pedestrians	ADA Compliance

2024 Oklahoma Highway Safety Improvement Program

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
3295704	Pedestrians and bicyclists	Install sidewalk	0.46	Miles	\$0	\$240314	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	4,300	55	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3296604	Pedestrians and bicyclists	Install sidewalk	0.29	Miles	\$-1	\$379424	HSIP (23 U.S.C. 148)	Urban	Major Collector	2,300	40	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3296704	Pedestrians and bicyclists	Install sidewalk	0.06	Miles	\$0	\$106118	HSIP (23 U.S.C. 148)	Urban	Major Collector	1,500	25	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3296804	Pedestrians and bicyclists	Install sidewalk	1.6	Miles	\$0	\$507793	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	11,800	35	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3309404	Roadside	Barrier – concrete	2.81	Miles	\$0	\$254206	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	8,700	60	State Highway Agency	Systemic	Roadway Departure	Cable Barrier
3312104	Roadway	Roadway - other	1	Statewide	\$0	\$473427	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Policy/Safety	None	PLANNING
3341204	Pedestrians and bicyclists	Install sidewalk	0.25	Miles	\$48152	\$470447	HSIP (23 U.S.C. 148)	Rural	Major Collector	930	45	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3360704	Roadside	Barrier – cable	8	Miles	\$-80916	\$1576126	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	8,700	70	State Highway Agency	Systemic	Roadway Departure	Cable Barrier
3373204	Roadway delineation	Longitudinal pavement markings - remarking	45.16	Miles	\$-399	\$448351	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,700	65	State Highway Agency	Policy	Lane Departure	Striping
3381304	Pedestrians and bicyclists	Install sidewalk	2.52	Miles	\$177074	\$177074	HSIP (23 U.S.C. 148)	Urban	Major Collector	10,000	45	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3381704	Roadside	Barrier – cable	7.33	Miles	\$0	\$1069070	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	12,700	65	State Highway Agency	Systemic	Roadway Departure	Cable Barrier
3381804	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	County	\$32904	\$5693524	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		County Highway Agency	Policy/Safety	Lane Departure	Signing
3382604	Roadway	Roadway - other	3.214	Miles	\$1512649	\$1890812	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	11,700	65	State Highway Agency			

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
3386004	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	City	\$-79711	\$2806524	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		City Municipal Highway Agency or	Policy/Safety	Lane Departure	Signing
3386704	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	District	\$0	\$1646437	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Policy/Safety	Lane Departure	Signing
3389304	Pedestrians and bicyclists	Install sidewalk	0.4	Miles	\$587481	\$587481	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	7,900	35	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3391304	Roadway delineation	Longitudinal pavement markings - remarking	247.5	Miles	\$0	\$2451904	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Policy	Lane Departure	Striping & Centerline Rumble Strip
3395404	Roadway delineation	Longitudinal pavement markings - remarking	492	Miles	\$-994434	\$2223205	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	0		State Highway Agency	Policy	Lane Departure	Recessed Centerline Pavement Markings
3396007	Railroad grade crossings	Active grade crossing equipment installation/upgrade	1	County	\$0	\$222555	HSIP (23 U.S.C. 148)	Multiple/Varies	Local Road or Street	0		County Highway Agency	Spot	None	Railroad Crossing
3414104	Roadway signs and traffic control	Roadway signs and traffic control - other	0.03	Miles	\$20468	\$916242	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	17,200	50	State Highway Agency	Spot	Intersections	Traffic Signal
3414404	Roadway signs and traffic control	Roadway signs (including post) - new or updated	55.79	Miles	\$-166215	\$2391933	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	39,500	70	State Highway Agency	Policy/Safety	Lane Departure	Signing
3437904	Pedestrians and bicyclists	Install sidewalk	0.5	Miles	\$-16721	\$496635	HSIP (23 U.S.C. 148)	Urban	Major Collector	4,200	45	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3438104	Pedestrians and bicyclists	Install sidewalk	0.91	Miles	\$679003	\$679003	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	2,900	55	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3438504	Pedestrians and bicyclists	Install sidewalk	0.07	Miles	\$366561	\$366561	HSIP (23 U.S.C. 148)	Urban	Major Collector	2,300	25	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3441204	Pedestrians and bicyclists	Install sidewalk	0.5	Miles	\$864968	\$864968	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	2,600	45	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3444604	Roadway delineation	Longitudinal pavement markings - remarking	204	Miles	\$-150740	\$1072786	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Policy	Lane Departure	Striping

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
3475204	Roadway	Roadway - other	0.5	Miles	\$467539	\$467539	HSIP (23 U.S.C. 148)	Rural	Major Collector	6,600	55	State Highway Agency	Spot	Intersections	Intersection Modification
3515404	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	County	\$3640944	\$4551180	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		County Highway Agency	Policy/Safety	Lane Departure	Signing
3516904	Pedestrians and bicyclists	Install sidewalk	0.58	Miles	\$836946	\$836946	HSIP (23 U.S.C. 148)	Urban	Major Collector	3,000	45	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3517504	Pedestrians and bicyclists	Install sidewalk	0.26	Miles	\$792580	\$792580	HSIP (23 U.S.C. 148)	Urban	Major Collector	2,500	35	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3548304	Pedestrians and bicyclists	Install sidewalk	2	Miles	\$1166414	\$1166414	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	17,800	50	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3565504	Roadside	Barrier- metal	1	County	\$1716076	\$2145096	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		County Highway Agency	Spot	Roadway Departure	GUARDRAIL
3577507	Roadway	Roadway - other	0.56	Miles	\$320600	\$400750	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0	65	State Highway Agency	Policy/Safety	None	PLANNING
3579504	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10.96	Miles	\$-128968	\$3792572	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	89,700	60	State Highway Agency	Policy/Safety	Lane Departure	Signing
3600404	Roadway	Roadway - other	1	County	\$-193245	\$4541220	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	0		County Highway Agency			
3600504	Roadway	Roadway - other	1	County	\$309340	\$2028001	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	0		County Highway Agency			
3634904	Roadway	Roadway - other	0.26	Miles	\$1828547	\$2285683	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,300	35	State Highway Agency	Spot	Intersections	Intersection Modification
3646104	Roadway	Roadway - other	1	County	\$4108599	\$4108599	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	0		County Highway Agency			
3646204	Roadway	Roadway - other	1	County	\$1607526	\$1607526	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		County Highway Agency			

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
3649904	Roadway	Roadway - other	1	Statewide	\$1500000	\$1500000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Policy/Safety	None	PLANNING
3650504	Roadway delineation	Longitudinal pavement markings - remarking	1	County	\$813282	\$813282	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Policy	Lane Departure	Striping
3650604	Roadway delineation	Longitudinal pavement markings - remarking	1	County	\$1417721	\$1417721	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Policy	Lane Departure	Striping
3650704	Roadway delineation	Longitudinal pavement markings - remarking	1	County	\$521880	\$521880	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Policy	Lane Departure	Striping
3650804	Roadway delineation	Longitudinal pavement markings - remarking	1	County	\$729394	\$729394	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Policy	Lane Departure	Striping
3650904	Roadway delineation	Longitudinal pavement markings - remarking	1	County	\$567545	\$567545	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Policy	Lane Departure	Striping
3651004	Roadway delineation	Longitudinal pavement markings - remarking	1	County	\$820687	\$820687	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Policy	Lane Departure	Striping
3651104	Roadway delineation	Longitudinal pavement markings - remarking	1	County	\$631476	\$631476	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Policy	Lane Departure	Striping
3651204	Roadway delineation	Longitudinal pavement markings - remarking	1	County	\$707708	\$707708	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Policy	Lane Departure	Striping

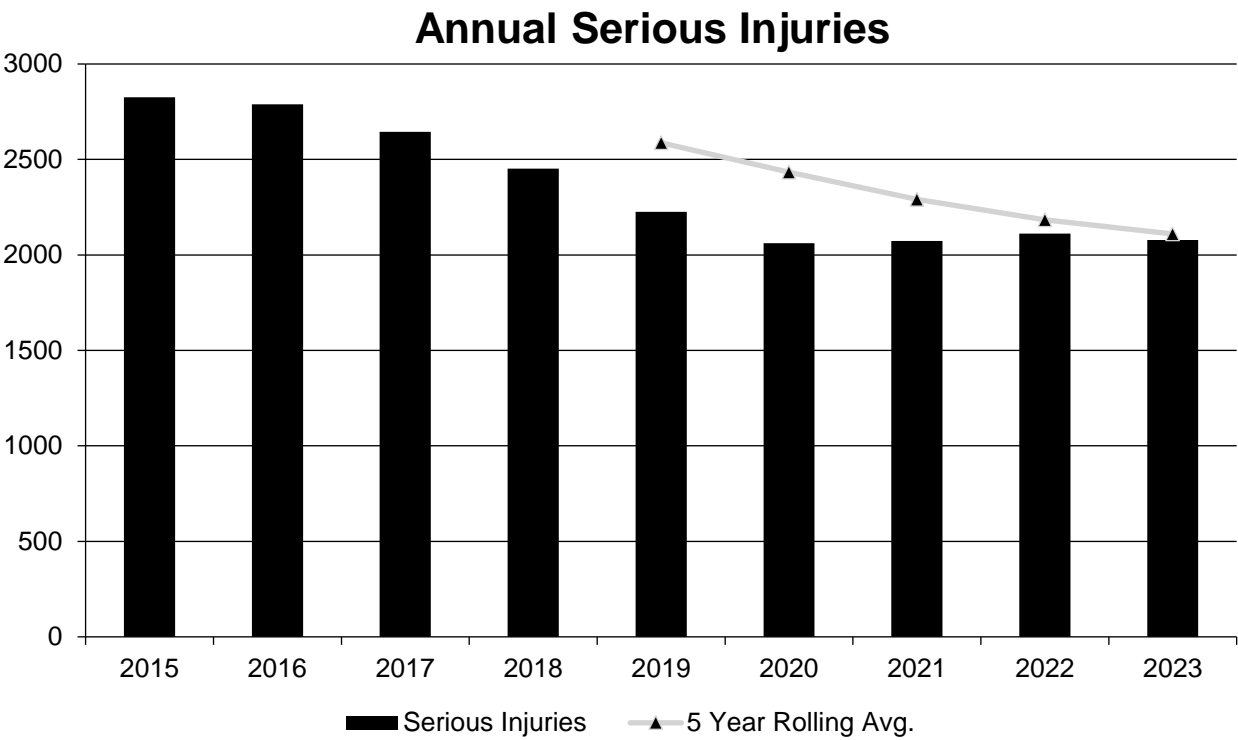
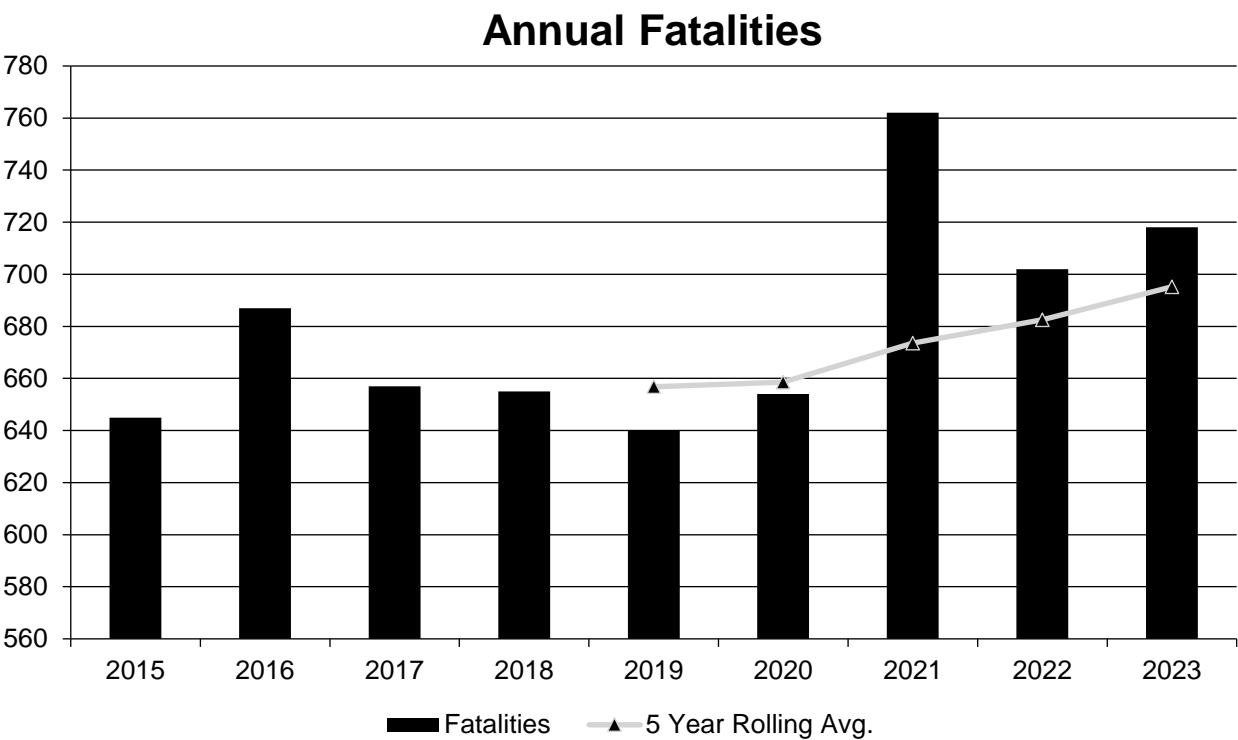


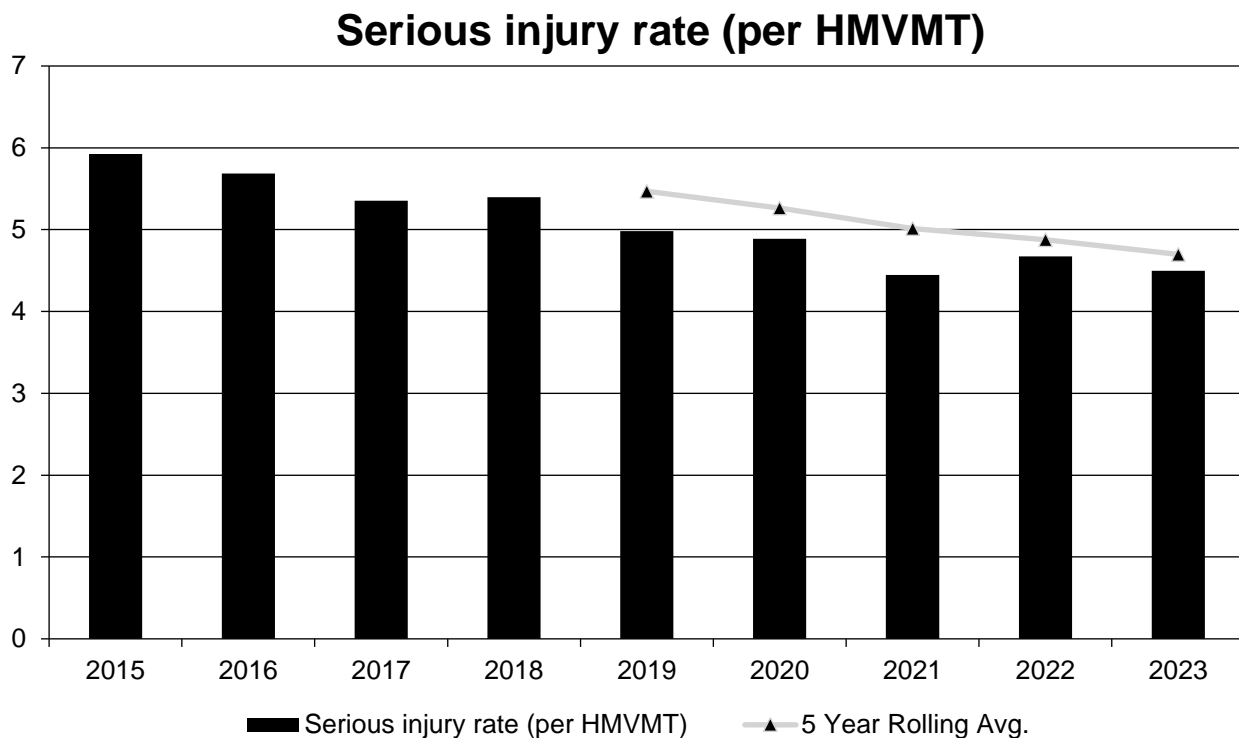
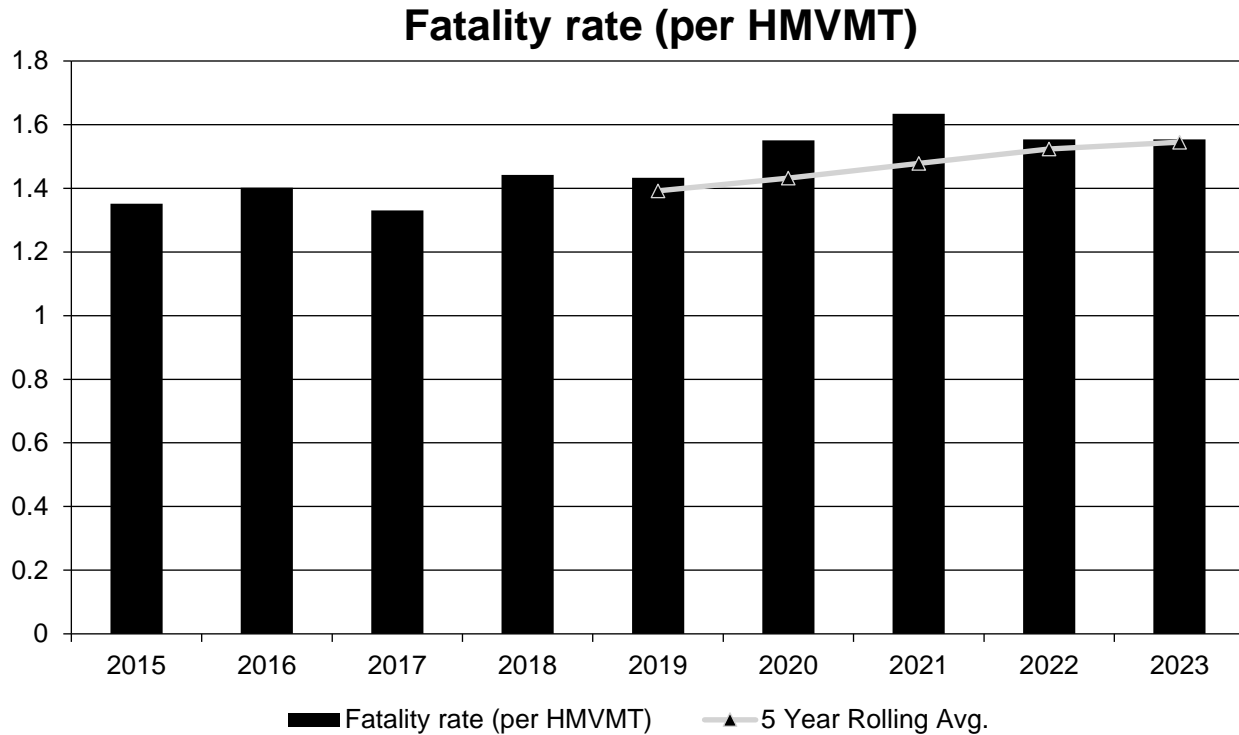
## Safety Performance

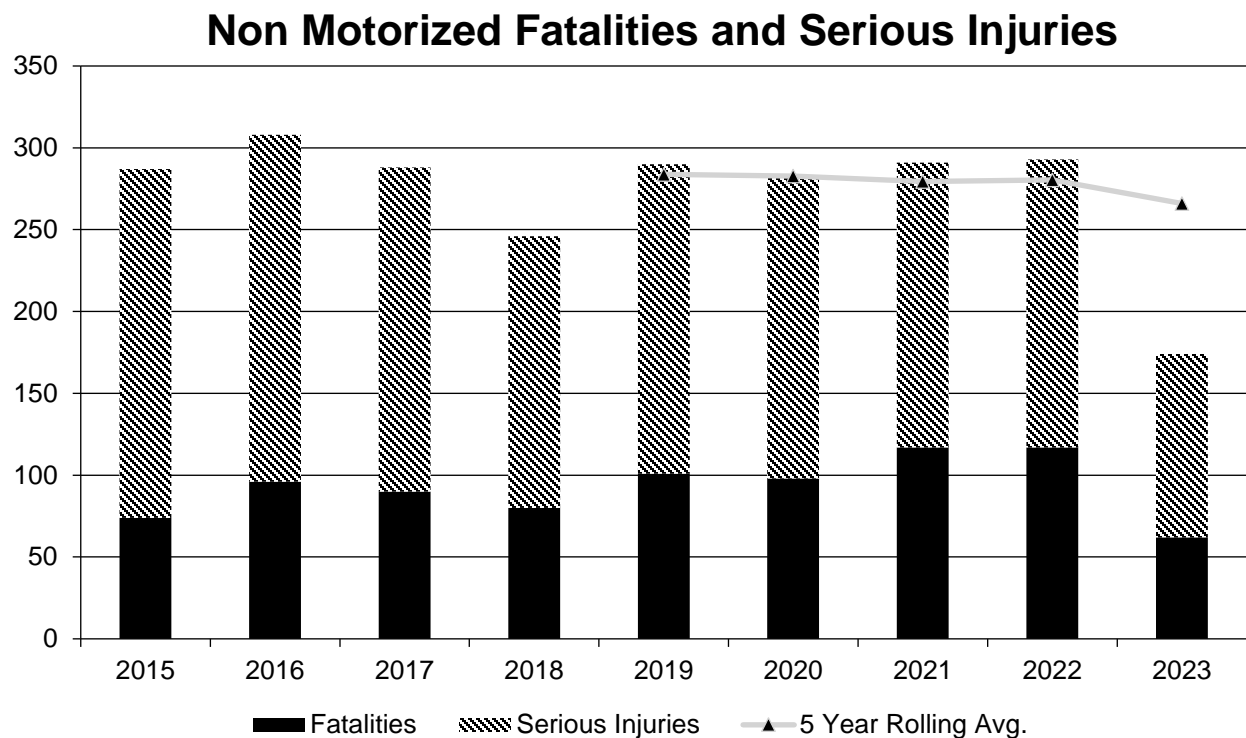
### *General Highway Safety Trends*

Present data showing the general highway safety trends in the State for the past five years.

PERFORMANCE MEASURES	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatalities	645	687	657	655	640	654	762	702	718
Serious Injuries	2,826	2,788	2,645	2,452	2,225	2,061	2,073	2,112	2,078
Fatality rate (per HMVMT)	1.352	1.402	1.330	1.442	1.433	1.551	1.634	1.554	1.554
Serious injury rate (per HMVMT)	5.923	5.688	5.354	5.397	4.983	4.888	4.446	4.675	4.497
Number non-motorized fatalities	74	96	90	80	101	98	117	117	62
Number of non-motorized serious injuries	213	212	198	166	189	184	174	176	112







Oklahoma DOT had records for about 70% of the Fatality and Serious injury collisions in the state available to us for reporting. This percent is based on the confirmed number of 718 fatalities provided by the OHSO for FARS reporting this year. We used this knowledge to extrapolate all of our available data to complete the tables necessary in the report.

**Describe fatality data source.**

**Other**

**If Other Please describe**

Oklahoma Highway Safety Office

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**To the maximum extent possible, present this data by functional classification and ownership.**

## Year 2023

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	44	104.8	0.79	1.84
Rural Principal Arterial (RPA) - Other Freeways and Expressways				
Rural Principal Arterial (RPA) - Other	72.2	164.2	1.38	3.06
Rural Minor Arterial	65.4	157.2	2.24	5.28
Rural Minor Collector	3.6	8.4	2.09	4.29
Rural Major Collector	129.4	321.6	2.35	5.68
Rural Local Road or Street	55.4	171.6	2.45	7.83
Urban Principal Arterial (UPA) - Interstate	68.4	148	1.2	2.6
Urban Principal Arterial (UPA) - Other Freeways and Expressways	19.2	78.8	0.6	2.48
Urban Principal Arterial (UPA) - Other	78.4	321	1.42	5.86
Urban Minor Arterial	65.6	288.4	1.37	6
Urban Minor Collector				
Urban Major Collector	30.2	74.8	2.14	5.21
Urban Local Road or Street	46.6	227.6	2.04	9.74

## 2024 Oklahoma Highway Safety Improvement Program

### Year 2023

Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	302.8	844		
County Highway Agency				
Town or Township Highway Agency				
City or Municipal Highway Agency				
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency	242.4	995.2		
Private (Other than Railroad)				
Railroad				
State Toll Authority	140.8	249.6		
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

## ***Safety Performance Targets***

### **Safety Performance Targets**

#### **Calendar Year 2025 Targets \***

***Number of Fatalities:770.0***

***Describe the basis for established target, including how it supports SHSP goals.***

This target was set in conjunction with the Oklahoma Highway Safety Office using an ARIMA model. We should be able to meet this goal.

***Number of Serious Injuries:2054.0***

***Describe the basis for established target, including how it supports SHSP goals.***

This target was set in conjunction with the Oklahoma Highway Safety Office using an ARIMA model. The decline in serious injuries has appeared to slow over the past two years, so meeting this goal will require then trend to continue downward.

***Fatality Rate:1.700***

***Describe the basis for established target, including how it supports SHSP goals.***

This target was set by the Oklahoma Highway Safety Office using an ARIMA model. Barring any additional changes to Oklahoma's AADT methodologies, the previous changes to VMT are finally being captured in existing data and the ARIMA model, so this target is likely to be met for the first time in several years

***Serious Injury Rate:4.550***

***Describe the basis for established target, including how it supports SHSP goals.***

This target was set by the Oklahoma Highway Safety Office using an ARIMA model. With the downward trend in serious injuries and barring any additional changes to Oklahoma's AADT methodologies, the previous changes to VMT are finally being captured in existing data and the ARIMA model, so this target is likely to continue to met.

***Total Number of Non-Motorized Fatalities and Serious Injuries:299.0***

***Describe the basis for established target, including how it supports SHSP goals.***

This target was set by the Oklahoma Highway Safety Office using an ARIMA model. Oklahoma should be able to meet the non-motorized fatality and serious injury target

**Describe efforts to coordinate with other stakeholders (e.g. MPOs, SHSO) to establish safety performance targets.**

Oklahoma Department of Transportation (ODOT) collaborates with the Oklahoma Highway Safety Office (OHSO) on the setting of performance targets. For the past several years, OHSO has used an ARIMA model

## 2024 Oklahoma Highway Safety Improvement Program

produced from a local university to set the targets. OHSO and ODOT jointly review the results of the ARIMA model before setting the official targets each year.

### Does the State want to report additional optional targets?

No

**Describe progress toward meeting the State's 2023 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.**

PERFORMANCE MEASURES	TARGETS	ACTUALS
Number of Fatalities	684.0	695.2
Number of Serious Injuries	2070.0	2109.8
Fatality Rate	1.590	1.545
Serious Injury Rate	4.790	4.698
Non-Motorized Fatalities and Serious Injuries	293.0	266.0

Oklahoma has missed its targets for both overall Fatalities and Serious injuries. This appears to be a result of the last targets that were set with primarily pre-covid data now dealing with primarily post COVID elevated results. Our rates have settled in under Targets now that the past VMT calculation changes have had time to be fully incorporated in the rate setting. Non motorized are well below the current targets.

### ***Applicability of Special Rules***

#### Does the HRRR special rule apply to the State for this reporting period?

No

#### Does the VRU Safety Special Rule apply to the State for this reporting period?

Yes

**Provide the number of older driver and pedestrian fatalities and serious injuries 65 years of age and older for the past seven years.**

PERFORMANCE MEASURES	2017	2018	2019	2020	2021	2022	2023
Number of Older Driver and Pedestrian Fatalities	87	94	78	79	74	81	103
Number of Older Driver and Pedestrian Serious Injuries	192	210	166	202	150	191	193



## Evaluation

### *Program Effectiveness*

#### **How does the State measure effectiveness of the HSIP?**

- Change in fatalities and serious injuries
- Increased awareness of safety and data-driven process

#### **Based on the measures of effectiveness selected previously, describe the results of the State's program level evaluations.**

There has been a much greater awareness and acceptance of the data-driven process, among the department, for moving forward with our HSIP program. The increase in fatalities seen post COVID has help to shine a light on the issue and refocused many department efforts for overall safety on our roads. The development process for the 2023 SHSP has helped to improve collaboration with Safety partners at all levels and a new statewide safety conferences led by the DOT took place in both October 2023 and April 2024

#### **What other indicators of success does the State use to demonstrate effectiveness and success of the Highway Safety Improvement Program?**

- # miles improved by HSIP
- Increased awareness of safety and data-driven process
- More systemic programs
- Policy change

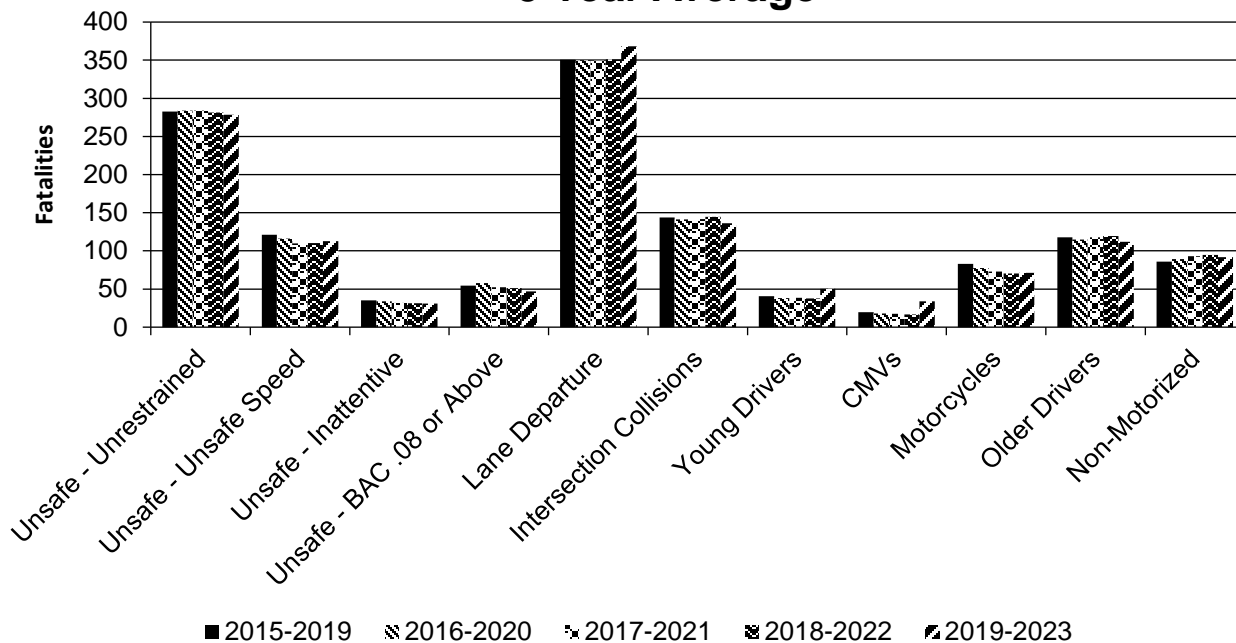
***Effectiveness of Groupings or Similar Types of Improvements***

**Present and describe trends in SHSP emphasis area performance measures.**

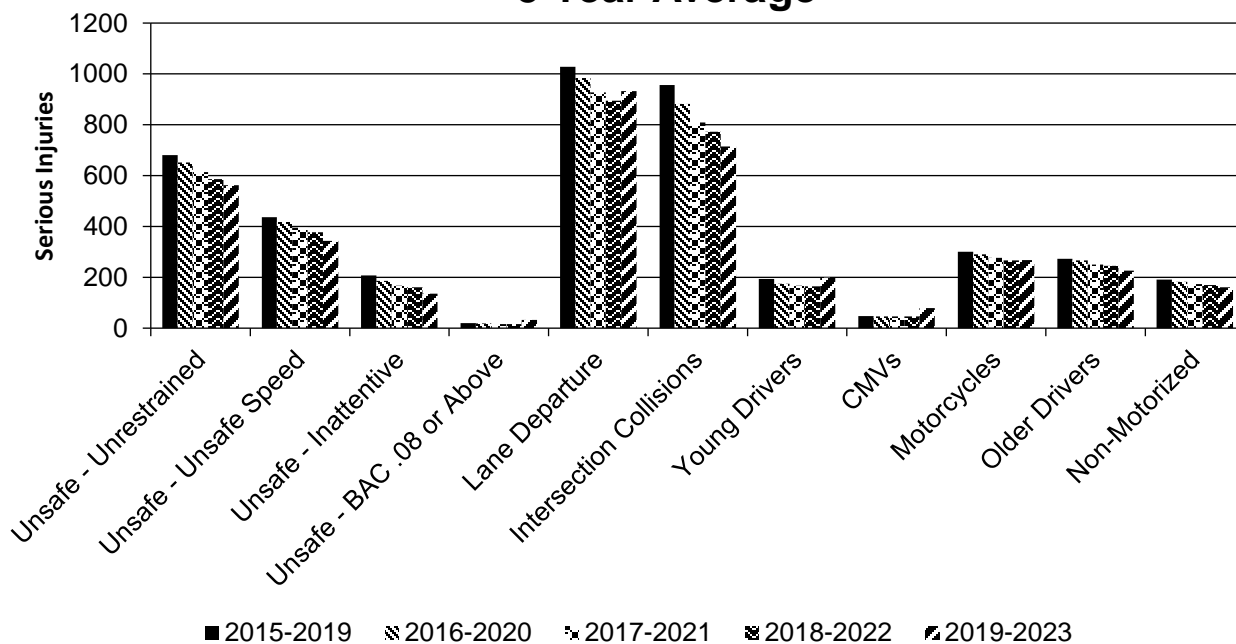
**Year 2023**

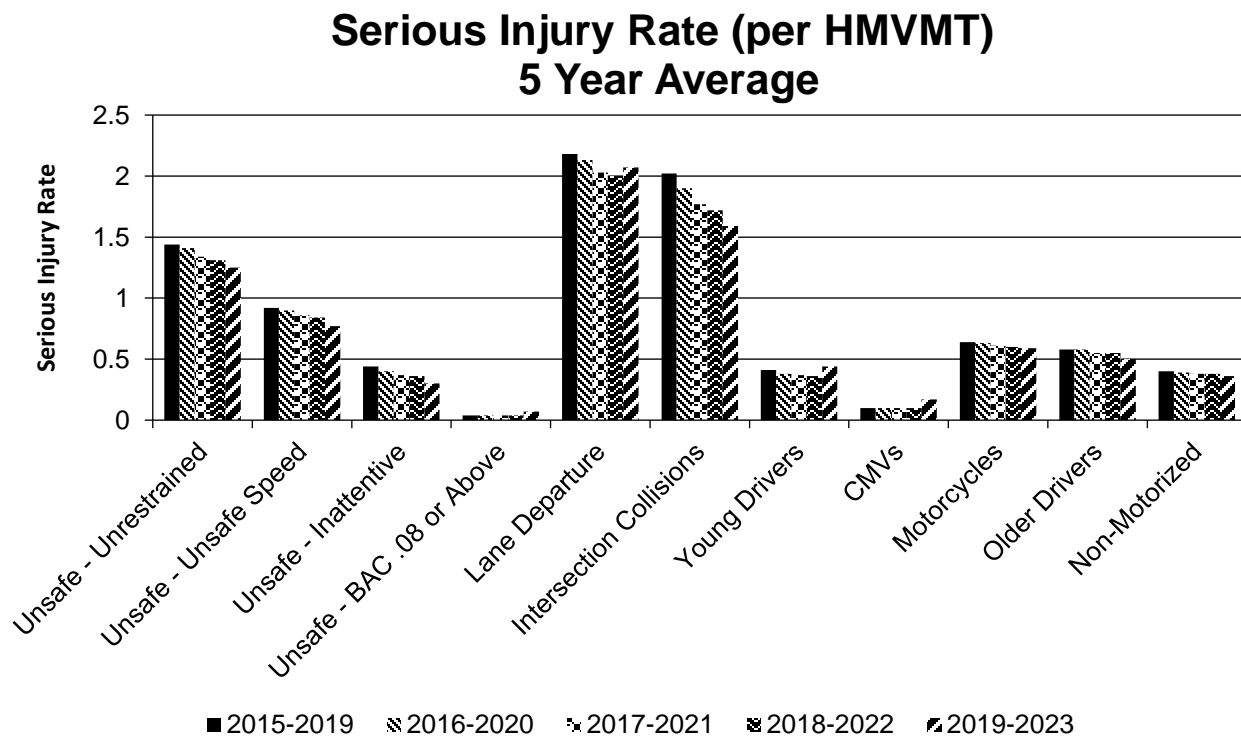
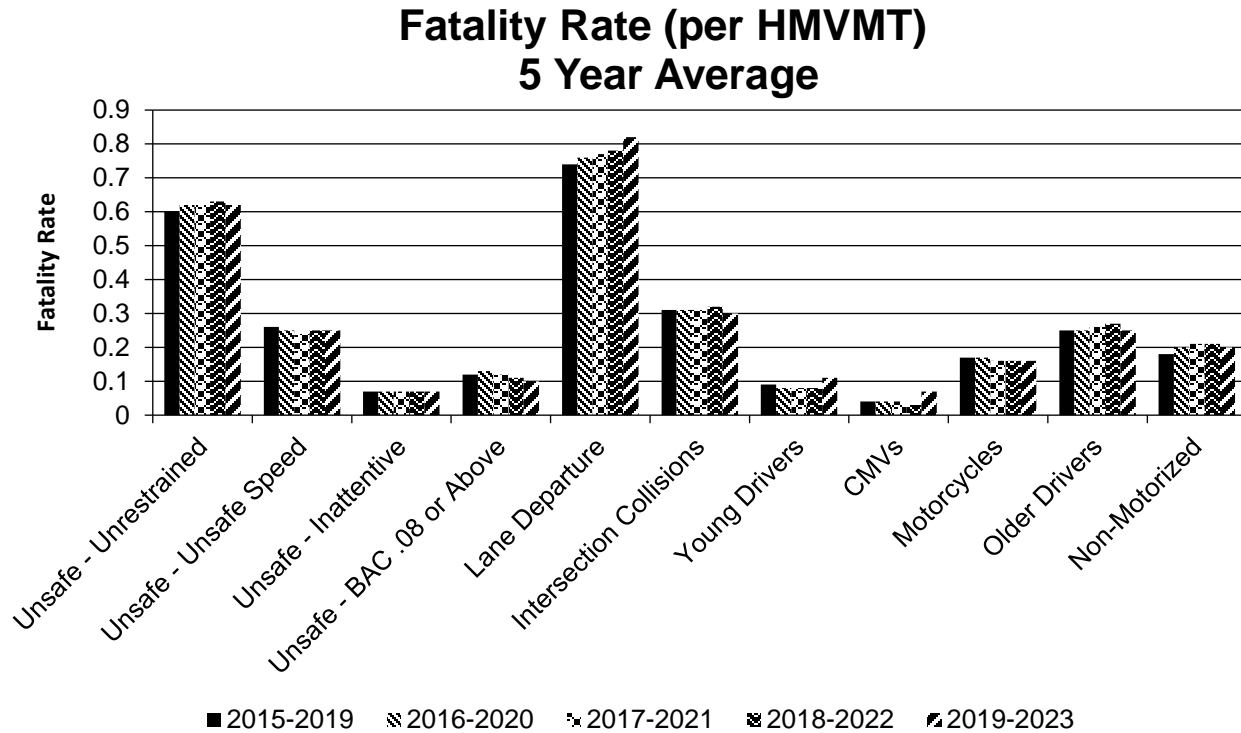
<b>SHSP Emphasis Area</b>	<b>Targeted Crash Type</b>	<b>Number of Fatalities (5-yr avg)</b>	<b>Number of Serious Injuries (5-yr avg)</b>	<b>Fatality Rate (per HMVMT) (5-yr avg)</b>	<b>Serious Injury Rate (per HMVMT) (5-yr avg)</b>
Unsafe - Unrestrained	All	278.4	562.2	0.62	1.25
Unsafe - Unsafe Speed	All	112.8	343	0.25	0.77
Unsafe - Inattentive	All	30.8	135.6	0.07	0.3
Unsafe - BAC .08 or Above	All	46.8	32.4	0.1	0.07
Lane Departure	Run-off-road	368.2	932.6	0.82	2.07
Intersection Collisions	Intersections	136.4	714	0.3	1.59
Young Drivers	All	50.4	198.8	0.11	0.44
CMVs	Truck-related	33.8	78.8	0.07	0.17
Motorcycles	Other (define)	71.2	267.2	0.16	0.59
Older Drivers	All	112	225.8	0.25	0.5
Non-Motorized	Other (define)	91.8	160.6	0.2	0.36

### Number of Fatalities 5 Year Average



### Number of Serious Injuries 5 Year Average





***Project Effectiveness***

**Provide the following information for previously implemented projects that the State evaluated this reporting period.**

Compliance Assessment

What date was the State’s current SHSP approved by the Governor or designated State representative?

11/15/2023

What are the years being covered by the current SHSP?

From: 2018 To: 2027

When does the State anticipate completing its next SHSP update?

2028

Provide the current status (percent complete) of MIRE fundamental data elements collection efforts using the table below.

\*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT	Segment Identifier (12) [12]	100	100					100	100	100	100
	Route Number (8) [8]	100	100								
	Route/Street Name (9) [9]	100	100								
	Federal Aid/Route Type (21) [21]	100	100								
	Rural/Urban Designation (20) [20]	100	100					100	100		
	Surface Type (23) [24]	100	100					100	100		
	Begin Point Segment Descriptor (10) [10]	100	100					100	100	100	100
	End Point Segment Descriptor (11) [11]	100	100					100	100	100	100
	Segment Length (13) [13]	100	100								
	Direction of Inventory (18) [18]	100	100								
	Functional Class (19) [19]	100	100					100	100	100	100

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Median Type (54) [55]	100	100								
	Access Control (22) [23]	100	100								
	One/Two Way Operations (91) [93]	100	100								
	Number of Through Lanes (31) [32]	100	100					100	100		
	Average Annual Daily Traffic (79) [81]	100	100					100	100		
	AADT Year (80) [82]	100	100								
	Type of Governmental Ownership (4) [4]	100	100					100	100	100	100
INTERSECTION	Unique Junction Identifier (120) [110]			100	100						
	Location Identifier for Road 1 Crossing Point (122) [112]			100	100						
	Location Identifier for Road 2 Crossing Point (123) [113]			100	100						
	Intersection/Junction Geometry (126) [116]			100	100						
	Intersection/Junction Traffic Control (131) [131]			100	20						
	AADT for Each Intersecting Road (79) [81]			100	100						
	AADT Year (80) [82]			100	100						
	Unique Approach Identifier (139) [129]			100	100						
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]					100	10				
	Location Identifier for Roadway at					100	100				

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Beginning of Ramp Terminal (197) [187]										
	Location Identifier for Roadway at Ending Ramp Terminal (201) [191]					100	100				
	Ramp Length (187) [177]					100	100				
	Roadway Type at Beginning of Ramp Terminal (195) [185]					100	100				
	Roadway Type at End Ramp Terminal (199) [189]					100	100				
	Interchange Type (182) [172]					100	10				
	Ramp AADT (191) [181]					100	100				
	Year of Ramp AADT (192) [182]					100	100				
	Functional Class (19) [19]					100	100				
	Type of Governmental Ownership (4) [4]					100	100				
Totals (Average Percent Complete):		100.00	100.00	100.00	90.00	100.00	83.64	100.00	100.00	100.00	100.00

\*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

**Describe actions the State will take moving forward to meet the requirement to have complete access to the MIRE fundamental data elements on all public roads by September 30, 2026.**

Finish out the final three Non-State Items. Should be very easily achievable.



## **Optional Attachments**

Program Structure:

Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

## Glossary

**5 year rolling average:** means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).

**Emphasis area:** means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.

**Highway safety improvement project:** means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

**HMVMT:** means hundred million vehicle miles traveled.

**Non-infrastructure projects:** are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.

**Older driver special rule:** applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.

**Performance measure:** means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.

**Programmed funds:** mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.

**Roadway Functional Classification:** means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

**Strategic Highway Safety Plan (SHSP):** means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.

**Systematic:** refers to an approach where an agency deploys countermeasures at all locations across a system.

**Systemic safety improvement:** means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.

**Transfer:** means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.