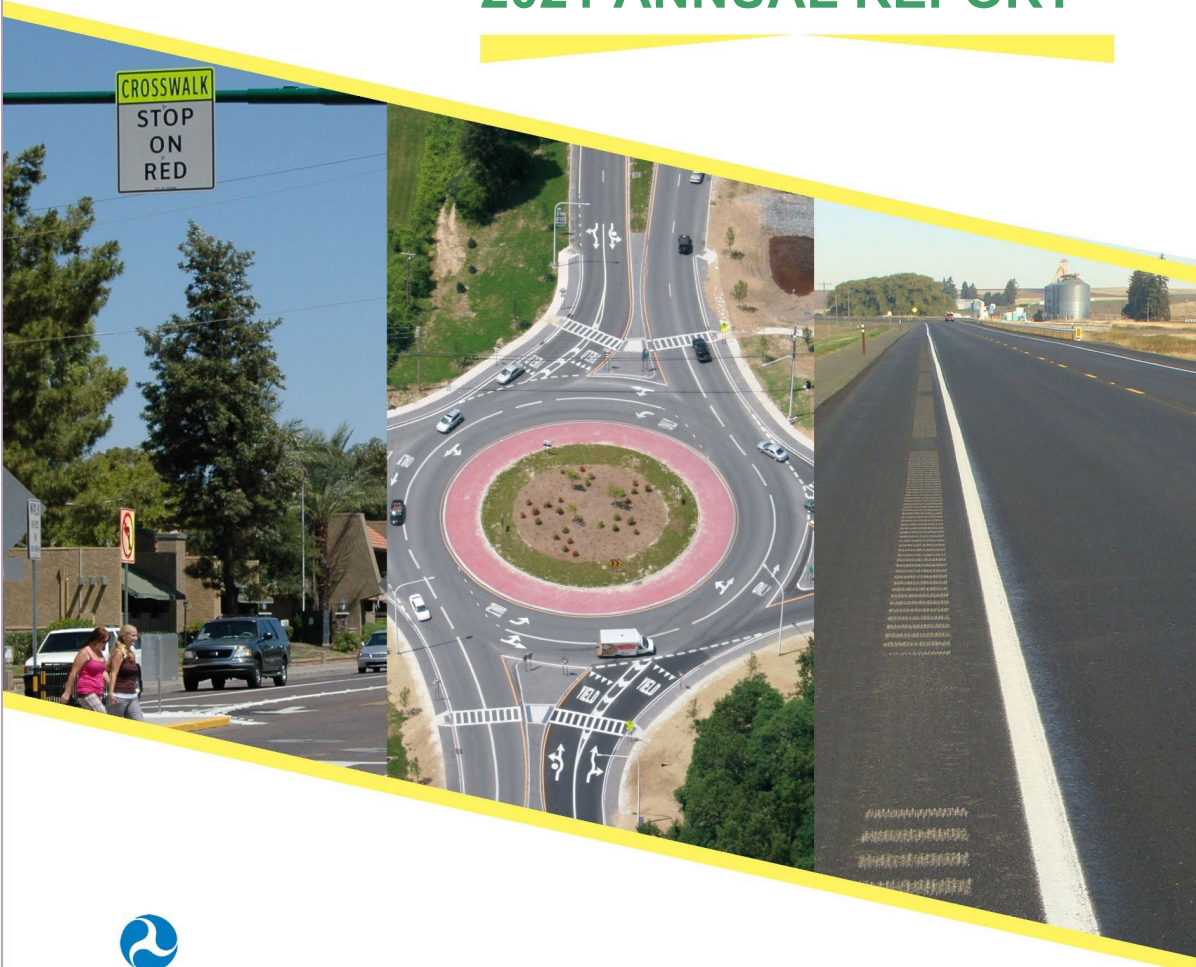




OKLAHOMA

HIGHWAY SAFETY IMPROVEMENT PROGRAM 2021 ANNUAL REPORT



U.S. Department of Transportation
Federal Highway Administration

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. 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. 409 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

In April 2018, Oklahoma updated its Strategic Highway Safety Plan. The following report summarizes Oklahoma's progress in meeting the objectives of that plan.

The Oklahoma Department of Transportation (ODOT) obligated \$54.9 million in Highway Safety Improvement Program (HSIP) funds for FY2020. HSIP funds were obligated as follows: 41 percent for bridge projects, 21 percent on signing projects, 7 percent on rumble strips, and 6 percent on Americans with Disabilities Act (ADA) projects. The remaining funds were obligated for striping, intersection improvements, traffic signals, cable barrier, school zones, guardrail replacement, and Intelligent Transportation Systems (ITS) operations.

There are ongoing changes with ODOT's safety program. The Department is currently undergoing a reorganization which could impact how internal partners coordinate to identify and prioritize safety projects. Another major change is that ODOT is transitioning from Safe-T to Numetric for generating collision data. Numetrics is an AASHTOWare product and using Numetrics will give ODOT the ability to interact with Numetrics users in other states to help determine solutions to traffic safety problems.

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.

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 project.

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

- Local Aid Programs Office/Division
- Traffic Engineering/Safety
- Other-Rail Programs

Describe coordination with internal partners.

The HSIP funds are distributed between the Traffic Division, Local Government Division, the Rail Programs Division, and the eight field districts. The Traffic Division provides field offices with an annual Collision Digest, which can be used for selecting optimal safety project locations.

Identify which external partners are involved with HSIP planning.

- FHWA
- Governors Highway Safety Office

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- 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
- Roadway Departure
- Sign Replacement And Improvement
- 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

- Other-Run off road injury/fatal

Exposure

- Traffic
- Lane miles

Roadway

- Horizontal curvature
- Roadside features
- Other-Speed Limit
- Other-Shoulder width

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).

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Rank of Priority Consideration

Other-District Selection:1

Other-Selection Committee :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).

Rank of Priority Consideration

Other-Selection Committee:1

Program: Other-Striping

Date of Program Methodology:1/1/2017

What is the justification for this program?

2021 Oklahoma Highway Safety Improvement 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"> • Other-Weather related/nighttime 		

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?

3.24

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

- Cable Median Barriers

What process is used to identify potential countermeasures?

- Crash data analysis
- Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)
- Engineering Study
- Road Safety Assessment
- 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.

Can be considered during the engineering design phase of projects.

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)	\$13,421,465	\$54,895,003	409.01%
HRRR Special Rule (23 U.S.C. 148(g)(1))	\$0	\$0	0%
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)	\$755,675,079	\$686,264,643	90.81%
State and Local Funds	\$608,124,377	\$12,393,432	2.04%
Totals	\$1,377,220,921	\$753,553,078	54.72%

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?

\$1,500,000

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: Hire knowledgeable staff or provide adequate training.

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	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
196406	Roadway	Roadway - other	2.1	Miles	\$26155.32	\$4497520.32	HSIP (23 U.S.C. 148)	Rural	Major Collector	5,500	65	State Highway Agency	Policy/Safety	None	Bridge Projects
1496404	Roadway	Roadway - other	2.5	Miles	\$0	\$18943842.64	HSIP (23 U.S.C. 148)	Urban	Major Collector	25,900	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2026611	Roadway	Roadway - other	3	Miles	\$17459620.4	\$17459620.4	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	10,000	60	State Highway Agency	Policy/Safety	None	Bridge Projects
2313904	Roadway	Roadway - other	1.76	Miles	\$0	\$3798818	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,600	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2324307	Roadway	Roadway - other	1	Miles	\$137804	\$3008186	HSIP (23 U.S.C. 148)	Rural	Major Collector	790	65	State Highway Agency	Policy	Lane Departure	Signing & Striping
2370806	Roadway signs and traffic control	Roadway signs and traffic control - other	1	Miles	\$100199	\$224577.3	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		City or Municipal Highway Agency	Spot	Intersections	Traffic Signal
2411405	Roadway	Roadway - other	3.8	Miles	-\$216744.65	\$1178725.35	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,600	65	State Highway Agency	Policy/Safety	None	RIGHT OF WAY
2413204	Roadway	Roadway - other	1	Miles	\$79375.36	\$3741981.16	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,900	65	State Highway Agency	Policy	Lane Departure	Signing & Striping
2414704	Roadway	Roadway - other	0.5	Miles	\$358416.08	\$6505480.1	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,500	55	State Highway Agency	Policy/Safety	None	Bridge Projects
2436605	Roadway	Roadway - other	6.052	Miles	\$315000	\$4308000	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	3,200	65	State Highway Agency	Policy/Safety	None	RIGHT OF WAY
2555218	Advanced technology and ITS	Advanced technology and ITS - other	1	Statewide	\$950000	\$950000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0			Spot	None	ITS MAINTENANCE & OPERATIONS
2590948	Advanced technology and ITS	Advanced technology and ITS - other	1	Statewide	\$0	\$3998018	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	11,100			Spot	None	ITS MAINTENANCE & OPERATIONS

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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	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
2649504	Roadway	Roadway - other	0.508	Miles	\$0	\$1420318.42	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	890	55	State Highway Agency	Policy/Safety	None	Bridge Projects
2703904	Roadway	Roadway - other	0.34	Miles	\$278644.52	\$6907275.06	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	2,200	50	State Highway Agency	Policy/Safety	None	Bridge Projects
2704504	Roadway	Roadway - other	0.15	Miles	\$-142122	\$3723133.32	HSIP (23 U.S.C. 148)	Rural	Major Collector	490	45	State Highway Agency	Policy/Safety	None	Bridge Projects
2707404	Roadway	Roadway - other	0.25	Miles	\$-5712.24	\$4315817.76	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,800	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2713804	Roadway	Roadway - other	0.52	Miles	\$331504.74	\$1601385.83	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,100	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2716704	Roadway	Roadway - other	0.55	Miles	\$-53081.41	\$3195191.39	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	14,000	45	State Highway Agency	Spot	Intersections	Intersection Modification
2792504	Roadway	Roadway - other	0.35	Miles	\$0	\$7452542.83	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,000	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2799704	Roadway	Roadway - other	0.02	Miles	\$0	\$5220224.68	HSIP (23 U.S.C. 148)	Rural	Major Collector	5,400	50	State Highway Agency	Policy/Safety	None	Bridge Projects
2803204	Roadway	Roadway - other	1	Miles	\$0	\$2729379	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,500	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2883408	Roadway	Roadway - other	1.1	Miles	\$-176871.41	\$1603943.59	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,700	65	State Highway Agency	Spot	Intersections	Intersection Modification
2896204	Roadway	Roadway - other	0.25	Miles	\$285179.04	\$7786475.79	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,300	55	State Highway Agency	Policy/Safety	None	Bridge Projects
2897404	Roadway	Roadway - other	0.4	Miles	\$-101335.49	\$2997329.26	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	21,200	55	State Highway Agency	Policy/Safety	None	Bridge Projects
2918604	Roadside	Barrier – cable	5.2	Miles	\$161481.37	\$571646.37	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	11,600	70	State Highway Agency	Systemic	Roadway Departure	Cable Barrier
2968904	Roadway	Roadway - other	0.77	Miles	\$4201375.22	\$4201375.22	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,200	55	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	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
3078704	Roadside	Barrier – cable	14	Miles	\$0	\$3209500	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	17,400	70	State Highway Agency	Systemic	Roadway Departure	Cable Barrier
3093704	Roadway delineation	Longitudinal pavement markings remarking -	27.05	Miles	-\$19570.56	\$380429.44	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	17,100	70	State Highway Agency	Policy	Lane Departure	Signing & Striping
3110504	Roadway delineation	Longitudinal pavement markings remarking -	45.26	Miles	\$69494.64	\$730241.14	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	22,800	65	State Highway Agency	Policy	Lane Departure	Signing & Striping
3140004	Roadway delineation	Longitudinal pavement markings remarking -	74.33	Miles	\$11481.91	\$974437.66	HSIP (23 U.S.C. 148)	Multiple/Varies	Minor Arterial	5,000	65	State Highway Agency	Policy	Lane Departure	Striping
3168004	Roadway	Roadway - other	1.8	Miles	\$0	\$458905	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,800	55	State Highway Agency	Policy/Safety	None	Clear Zone Mitigation
3169104	Advanced technology and ITS	Advanced technology and ITS - other	1	ITS MAINTENANCE & OPERATIONS	\$0	\$300000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Spot	None	ITS MAINTENANCE & OPERATIONS
3248404	Roadside	Barrier- metal	9.11	Miles	-\$19482.47	\$2691241.55	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	16,000	70	State Highway Agency	Spot	Roadway Departure	GUARDRAIL
3248604	Roadside	Barrier – cable	4	Miles	-\$0.76	\$724954.01	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	23,700	65	State Highway Agency	Systemic	Roadway Departure	Cable Barrier
3256304	Roadway signs and traffic control	Roadway signs and traffic control - other	0.54	Miles	\$566	\$34544	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	7,500	65	State Highway Agency	Spot	Intersections	Traffic Signal
3262504	Roadway signs and traffic control	Roadway signs (including post) - new or updated	36.73	Miles	\$65002.38	\$5462582.93	HSIP (23 U.S.C. 148)	Urban	Principal Interstate	135,900	60	State Highway Agency	Policy/Safety	Lane Departure	Signing
3262604	Roadway signs and traffic control	Roadway signs (including post) - new or updated	14.47	Miles	-\$327347.88	\$406434.62	HSIP (23 U.S.C. 148)	Urban	Principal Interstate	93,200	60	State Highway Agency	Policy/Safety	Lane Departure	Signing
3265904	Roadway delineation	Longitudinal pavement markings remarking -	23.2	Miles	\$0	\$445000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	19,300	55	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	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
3266204	Roadway delineation	Longitudinal pavement markings remarking -	60.29	Miles	\$-25219.86	\$323780.14	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	7,900	55	State Highway Agency	Policy	Lane Departure	Striping
3266504	Roadway delineation	Longitudinal pavement markings remarking -	20.09	Miles	\$-8372.71	\$193627.29	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	12,100	65	State Highway Agency	Policy	Lane Departure	Striping
3274504	Pedestrians and bicyclists	Install sidewalk	1.01	Miles	\$32598.03	\$961307.03	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	6,600	35	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3274604	Pedestrians and bicyclists	Install sidewalk	0.5	Miles	\$-198662.11	\$549337.89	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	8,500	35	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3283804	Pedestrians and bicyclists	Install sidewalk	0.5	Miles	\$599.91	\$457188.03	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	\$421544	\$421544	HSIP (23 U.S.C. 148)	Urban	Major Collector	7,500	30	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3290504	Pedestrians and bicyclists	Install sidewalk	1	Miles	\$10801.74	\$250561.74	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,600	65	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3293404	Pedestrians and bicyclists	Install sidewalk	1.95	Miles	\$7977.61	\$514421.17	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	14,200	55	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3293504	Pedestrians and bicyclists	Install sidewalk	0.51	Miles	\$17041.91	\$186949.91	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	4,600	35	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3293804	Pedestrians and bicyclists	Install sidewalk	0.25	Miles	\$4817.24	\$95548.24	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	10,100	30	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3293904	Pedestrians and bicyclists	Install sidewalk	0.95	Miles	\$131467.5	\$367873.88	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	12,700	40	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3294004	Pedestrians and bicyclists	Install sidewalk	0.8	Miles	\$1521.2	\$135563.2	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	1,400	45	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3294704	Pedestrians and bicyclists	Install sidewalk	0.1	Miles	\$46592.4	\$932686.4	HSIP (23 U.S.C. 148)	Urban	Major Collector	1,900	35	State Highway Agency	Mobility	Pedestrians	ADA Compliance

2021 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	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
3295204	Pedestrians and bicyclists	Install sidewalk	0.6	Miles	\$63561.31	\$591651.31	HSIP (23 U.S.C. 148)	Multiple/Varies	Minor Arterial	14,700	40	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3295304	Pedestrians and bicyclists	Install sidewalk	1.596	Miles	\$1252056	\$1252056	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	14,600	45	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3295604	Pedestrians and bicyclists	Install sidewalk	4.76	Miles	\$195674.78	\$755950.47	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	7,000		State Highway Agency	Mobility	Pedestrians	ADA Compliance
3295704	Pedestrians and bicyclists	Install sidewalk	0.46	Miles	\$245751.5	\$245751.5	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	\$4363.13	\$355613.13	HSIP (23 U.S.C. 148)	Urban	Major Collector	2,300	40	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3296804	Pedestrians and bicyclists	Install sidewalk	1.6	Miles	\$500215.39	\$500215.39	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	11,800	35	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3307704	Roadway signs and traffic control	Roadway signs and traffic control - other	0.1	Miles	\$1915.71	\$153657.36	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	23,800	50	State Highway Agency	Spot	Intersections	Traffic Signal
3309504	Roadside	Barrier – cable	5	Miles	-\$89606.74	\$1118614.26	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	16,200	65	State Highway Agency	Systemic	Roadway Departure	Cable Barrier
3324904	Roadside	Barrier- metal	4.72	Miles	-\$89149.48	\$2195802.52	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,400	60	State Highway Agency	Spot	Roadway Departure	GUARDRAIL
3325004	Roadway delineation	Longitudinal pavement markings remarking -	27.51	Miles	\$501.45	\$364813.45	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	17,700	55	State Highway Agency	Policy	Lane Departure	Striping
3325104	Roadway signs and traffic control	Roadway signs and traffic control - other	0.1	Miles	\$19477.88	\$347524.35	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	8,700	65	State Highway Agency	Spot	Intersections	Traffic Signal
3325404	Roadway signs and traffic control	Roadway signs and traffic control - other	0.1	Miles	\$944.1	\$268366.48	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,800	55	State Highway Agency	Spot	Intersections	Traffic Signal
3325504	Roadway delineation	Longitudinal pavement markings remarking -	18.31	Miles	\$10785.74	\$361766.22	HSIP (23 U.S.C. 148)	Urban	Principal Interstate	92,000	60	State Highway Agency	Policy	Lane Departure	Striping

2021 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	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
3330204	Roadway signs and traffic control	Roadway signs and traffic control - other	3.4	Miles	\$0	\$451793.51	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,100	65	State Highway Agency	Systemic	Roadway Departure	Curve Treatment
3340804	Pedestrians and bicyclists	Install sidewalk	0.14	Miles	\$155820	\$155820	HSIP (23 U.S.C. 148)	Urban	Major Collector	1,400	35	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3341004	Pedestrians and bicyclists	Install sidewalk	0.5	Miles	\$123838.56	\$279516.42	HSIP (23 U.S.C. 148)	Multiple/Varies	Minor Arterial	2,100	35	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3341204	Pedestrians and bicyclists	Install sidewalk	0.25	Miles	\$309692.86	\$309692.86	HSIP (23 U.S.C. 148)	Rural	Major Collector	930	45	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3347804	Roadside	Barrier – cable	7.07	Miles	-\$456571.77	\$1664135.02	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	7,200	65	State Highway Agency	Systemic	Roadway Departure	Cable Barrier
3347805	Roadside	Barrier – cable	7.28	Miles	\$1574984.87	\$1574984.87	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,400	70	State Highway Agency	Systemic	Roadway Departure	Cable Barrier
3347904	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.2	Miles	\$12821.58	\$40945.17	HSIP (23 U.S.C. 148)	Urban	Major Collector	2,700	45	State Highway Agency	Systemic	Lane Departure	Cable Barrier
3348004	Roadway delineation	Longitudinal pavement markings - remarking	91.62	Miles	-\$218393.45	\$1284376.55	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	4,600	65	State Highway Agency	Systemic	Lane Departure	Cable Barrier
3360604	Roadway signs and traffic control	Roadway signs and traffic control - other	0.01	Miles	-\$9760.42	\$166856.23	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	12,000	55	State Highway Agency	Systemic	Intersections	Cable Barrier
3370304	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.5	Miles	\$1338.57	\$20120.66	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	1,300	35	State Highway Agency	Systemic	Lane Departure	Cable Barrier
3370404	Roadway delineation	Longitudinal pavement markings - remarking	46.6	Miles	\$2102.81	\$944502.81	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	17,600	70	State Highway Agency	Systemic	Lane Departure	Cable Barrier
3381704	Roadside	Barrier – cable	7.33	Miles	\$801401.27	\$1001751.59	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	\$5516246.58	\$6895308.21	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0			Policy/Safety	Lane Departure	Signing

2021 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	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
3382004	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	County	\$5597510.22	\$6996887.76	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0			Policy/Safety	Lane Departure	Signing
3386004	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	City	\$-605502.08	\$2848963.52	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0			Policy/Safety	Lane Departure	Signing
3386704	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	District	\$1448730.52	\$1698730.52	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0			Policy/Safety	Lane Departure	Signing
3391304	Roadway delineation	Longitudinal pavement markings remarking -	247.5	Miles	\$2077470.15	\$2077470.15	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Policy	Lane Departure	Striping & Centerline Rumble Strip
3393104	Roadway delineation	Longitudinal pavement markings remarking -	222	Miles	\$1878947.52	\$1878947.52	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	\$3217638.87	\$3217638.87	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	0		State Highway Agency	Policy	Lane Departure	Recessed Centerline Pavement Markings
3408904	Roadway	Roadway - other	1	Statewide	\$1500000	\$1730055.47	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0			Policy/Safety	None	Planning
3414104	Roadway signs and traffic control	Roadway signs and traffic control - other	0.03	Miles	\$712525.22	\$890656.52	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	\$61855.19	\$2558147.63	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	39,500	70	State Highway Agency	Policy/Safety	Lane Departure	Signing
3414904	Roadway delineation	Longitudinal pavement markings remarking -	15.3	Miles	\$121530	\$2844367.99	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	153,000	60	State Highway Agency	Policy	Lane Departure	Striping
3420204	Roadway delineation	Longitudinal pavement markings remarking -	12.896	Miles	\$1314061.21	\$1314061.21	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	125,700	65	State Highway Agency	Policy	Lane Departure	Striping
3444604	Roadway delineation	Longitudinal pavement markings remarking -	204	Miles	\$1729826.83	\$1729826.83	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Policy	Lane Departure	Striping

2021 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	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
3445304	Roadway delineation	Longitudinal pavement markings remarking -	156.5	Miles	\$1378658.79	\$1378658.79	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Policy	Lane Departure	Striping & Rumble Strip
3469504	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Statewide	\$320000	\$320000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0			Request	None	School Zone

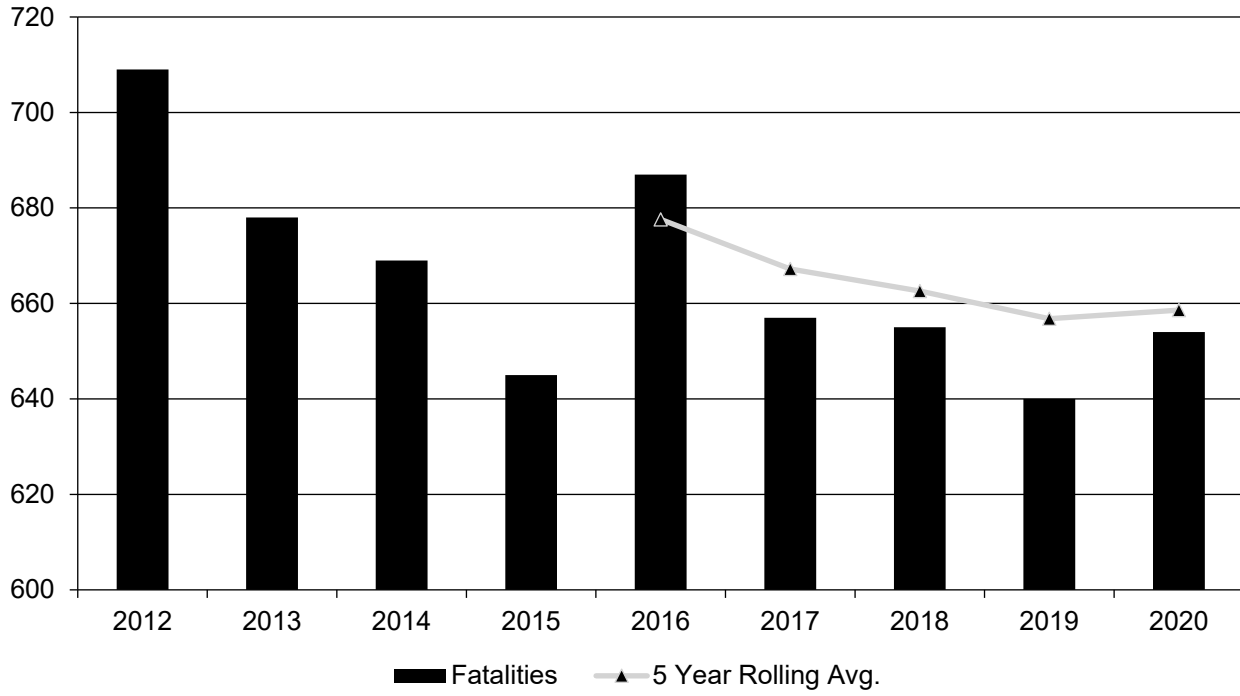
Safety Performance

General Highway Safety Trends

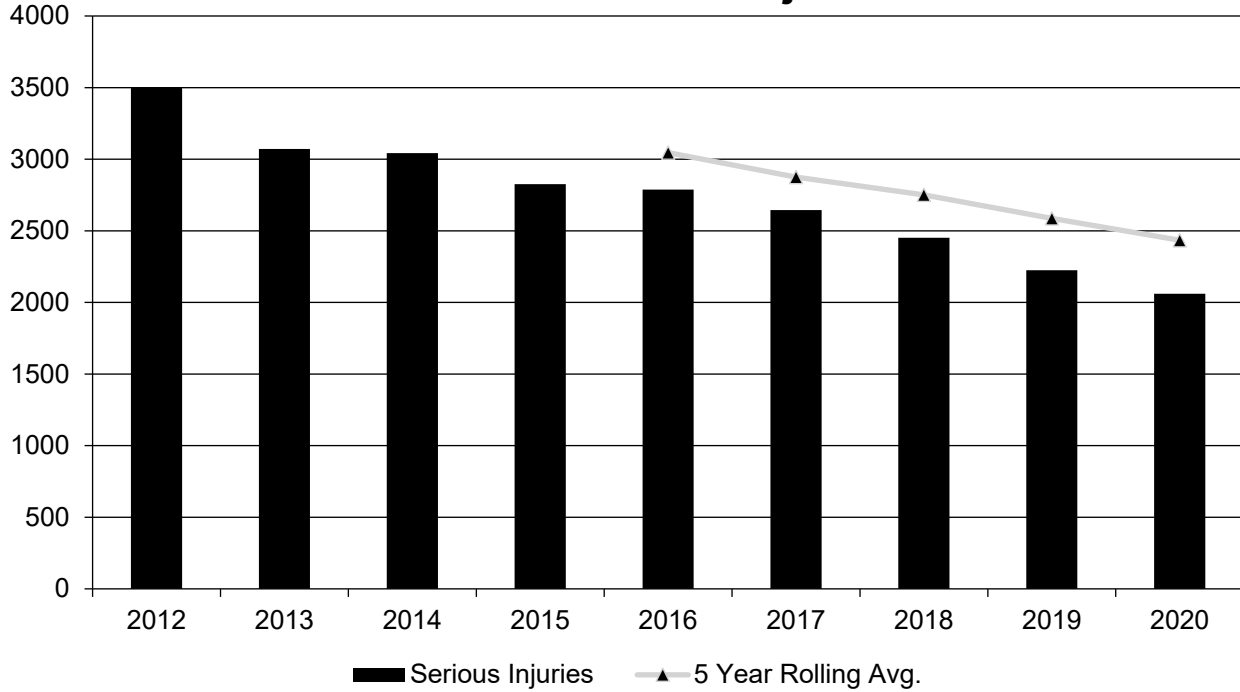
Present data showing the general highway safety trends in the State for the past five years.

PERFORMANCE MEASURES	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatalities	709	678	669	645	687	657	655	640	654
Serious Injuries	3,502	3,072	3,042	2,826	2,788	2,645	2,452	2,225	2,061
Fatality rate (per HMVMT)	1.480	1.410	1.400	1.352	1.402	1.330	1.442	1.433	1.551
Serious injury rate (per HMVMT)	7.340	6.400	6.380	5.923	5.688	5.354	5.397	4.983	4.888
Number non-motorized fatalities	73	74	56	74	96	90	80	101	98
Number of non-motorized serious injuries	192	192	183	213	212	198	166	189	184

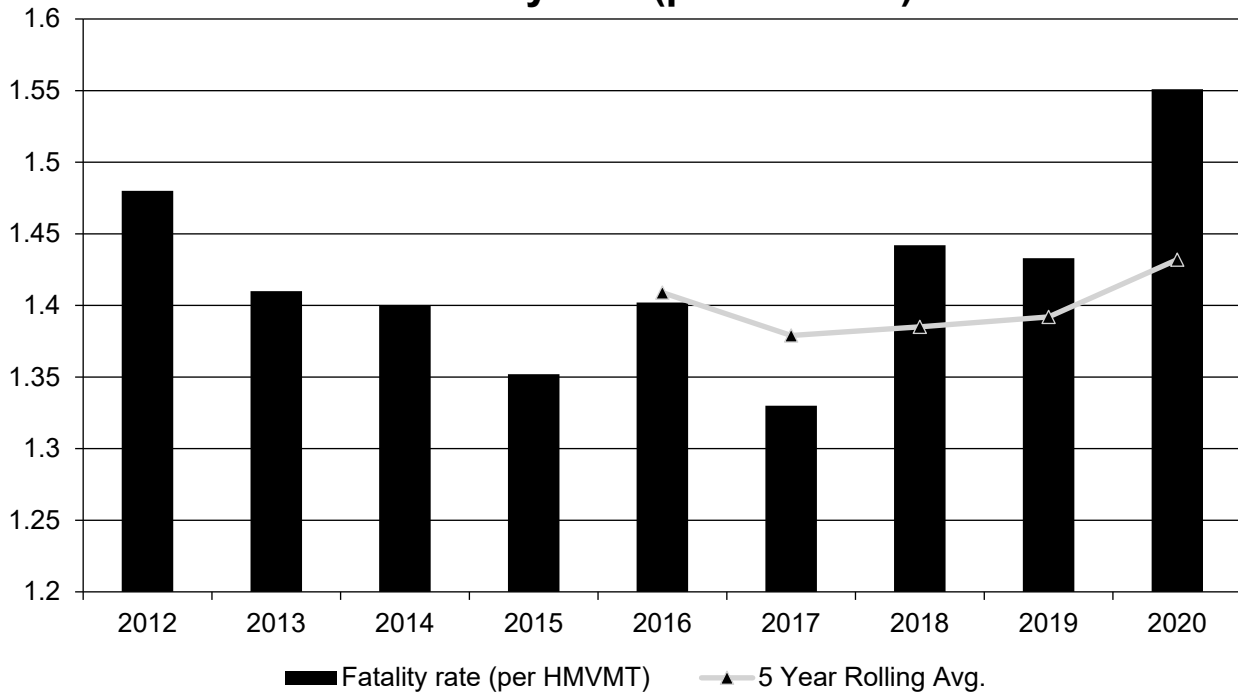
Annual Fatalities



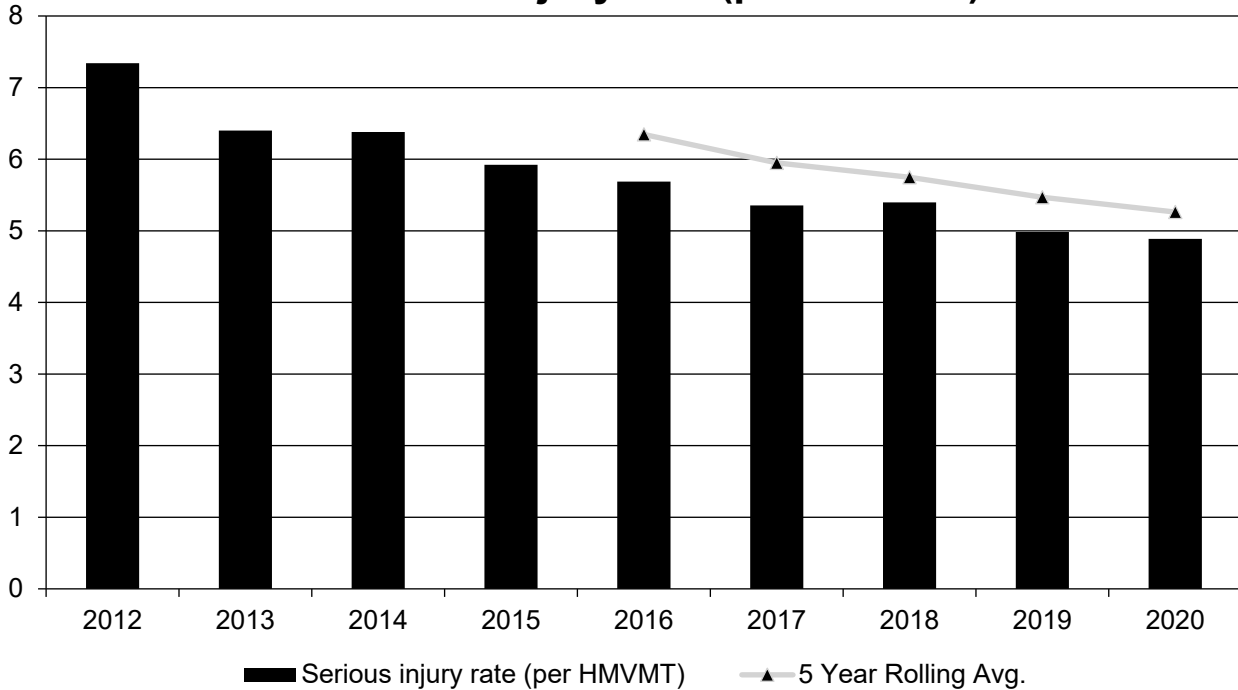
Annual Serious Injuries



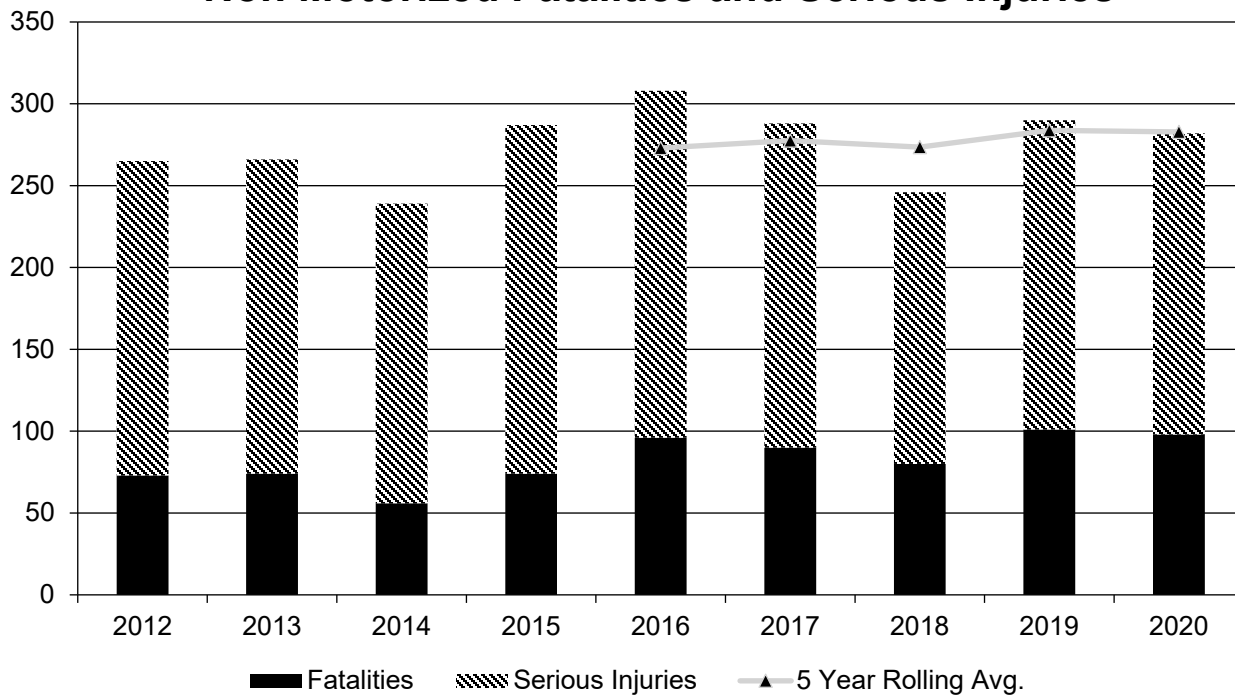
Fatality rate (per HMVMT)



Serious injury rate (per HMVMT)



Non Motorized Fatalities and Serious Injuries



Describe fatality data source.

Other

If Other Please describe

Oklahoma Highway Safety Office

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

Year 2020

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	45.2	104.4	0.84	1.93
Rural Principal Arterial (RPA) - Other Freeways and Expressways				
Rural Principal Arterial (RPA) - Other	76.6	178.2	1.45	3.37
Rural Minor Arterial	80.6	177.4	2.58	5.64
Rural Minor Collector	2.8	8	1.51	2.7

2021 Oklahoma Highway Safety Improvement Program

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 Major Collector	135.6	371.8	63.7	181.01
Rural Local Road or Street	57.6	197	2.41	8.13
Urban Principal Arterial (UPA) - Interstate	46	150.8	0.84	2.74
Urban Principal Arterial (UPA) - Other Freeways and Expressways	18.4	96.2	0.59	3.14
Urban Principal Arterial (UPA) - Other	70	404.2	1.23	7.11
Urban Minor Arterial	53.6	340.8	1.05	6.69
Urban Minor Collector	0	1.8		
Urban Major Collector	18	94.2	17.99	101.33
Urban Local Road or Street	50.4	251.8	1.56	7.39

2021 Oklahoma Highway Safety Improvement Program

Year 2020

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	283	912.8	1.06	3.42
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	222.8	1,116.6	1.42	7.04
Private (Other than Railroad)				
Railroad				
State Toll Authority	138.8	320.4	3.96	9.13
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

Safety Performance Targets

Safety Performance Targets

Calendar Year 2022 Targets *

Number of Fatalities:656.0

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

2021 Oklahoma Highway Safety Improvement Program

This target was set by the Oklahoma Highway Safety Office using an ARIMA model. Currently there is an upward trend in fatalities and Oklahoma is therefore unlikely to meet the target of 656 fatalities for 2022.

Number of Serious Injuries:2200.0

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. Serious injuries in Oklahoma are on a downward trend, and Oklahoma may meet the target of 2200 serious injuries for 2022.

Fatality Rate:1.440

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. The fatality rate in Oklahoma is on an increasing trend, and Oklahoma is therefore unlikely to meet the fatality rate target of 1.44 for 2022. Furthermore, ODOT may change the method of determining AADT in the future, which will cause an apparent increase in the fatality rate.

Serious Injury Rate:4.790

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. The serious injury rate in Oklahoma is currently on a downward trend, and Oklahoma may meet the serious injury rate target of 4.79 for 2022. ODOT may change the method of determining AADT in the future, which will cause an apparent increase in the serious injury rate.

Total Number of Non-Motorized Fatalities and Serious Injuries:313.0

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 to meet the non-motorized fatality and serious injury target of 313 for 2022.

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 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 2020 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
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2021 Oklahoma Highway Safety Improvement Program

Number of Fatalities	662.0	658.6
Number of Serious Injuries	2465.0	2434.2
Fatality Rate	1.320	1.432
Serious Injury Rate	5.140	5.262
Non-Motorized Fatalities and Serious Injuries	281.0	282.8

Oklahoma has met the targets for fatalities and number of serious injuries. The three remaining targets (fatality rate, serious injury rate, and non-motorized fatalities and serious injuries) are then compared to their baselines:

Performance Measure	Actual	Baseline (2014-2018)	Actual less than Baseline?
Fatality Rate	1.432	1.385	No
Serious Injury Rate	5.262	5.748	Yes
Non-Motorized Fatalities and Serious Injuries	282.8	194.4	No

Oklahoma's result for serious injury rate (2014-2018) is less than the baseline, so Oklahoma is making satisfactory progress for that category. Oklahoma did not meet the targets or the baseline values for fatality rate or number of non-motorized fatalities and serious injuries.

Applicability of Special Rules

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

No

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	2014	2015	2016	2017	2018	2019	2020
Number of Older Driver and Pedestrian Fatalities	95	83	76	87	94	78	79
Number of Older Driver and Pedestrian Serious Injuries	191	217	225	192	210	166	202

2014-2020 older driver/pedestrian data was provided by OHSO for this year's HSIP report.

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.

Fatalities are showing an upward trend, but serious injuries continue to show a significant downward trend. Results may have been impacted by unforeseen factors such as covid.

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.

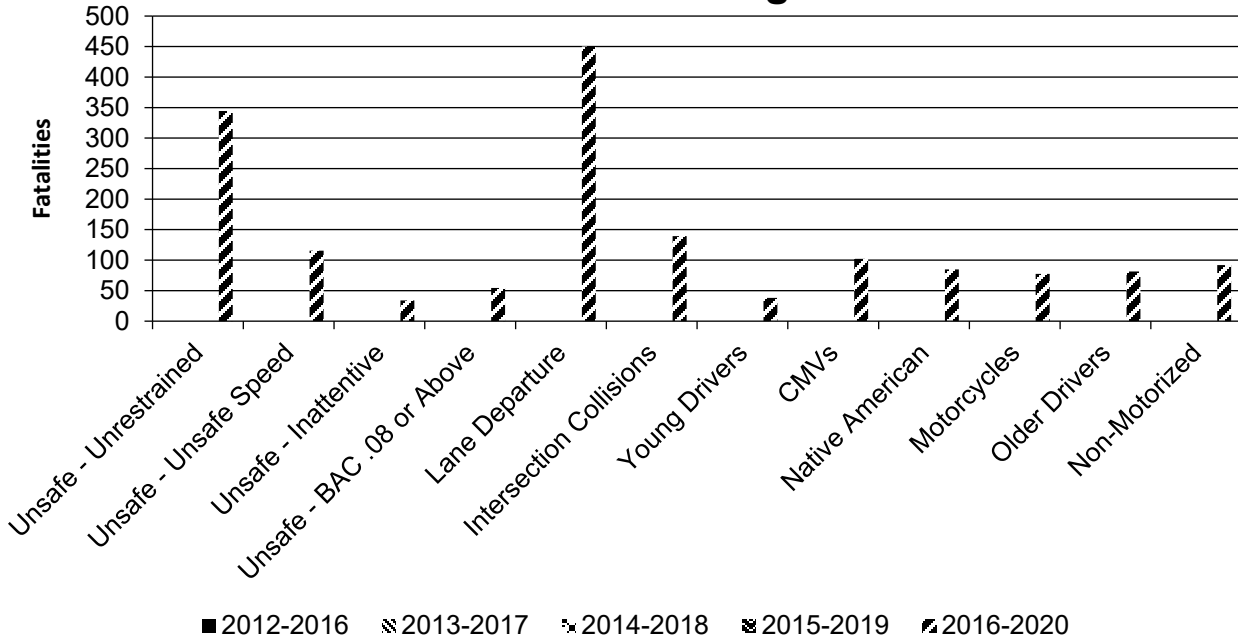
Year 2020

SHSP Emphasis Area	Targeted Crash Type	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)
Unsafe - Unrestrained	All	344.4	809.6	0.75	1.75
Unsafe - Unsafe Speed	All	115.6	411.2	0.25	0.89
Unsafe - Inattentive	All	34	181.4	0.07	0.39
Unsafe - BAC .08 or Above	All	54.4		0.12	
Lane Departure	Run-off-road	450	1,218.4	0.98	2.64
Intersection Collisions	Intersections	139.4	865	0.3	1.88
Young Drivers	All	38.2	171.2	0.08	0.37
CMVs	Truck-related	102.2	191.4	0.22	0.41
Native American	All	84.75		0.18	

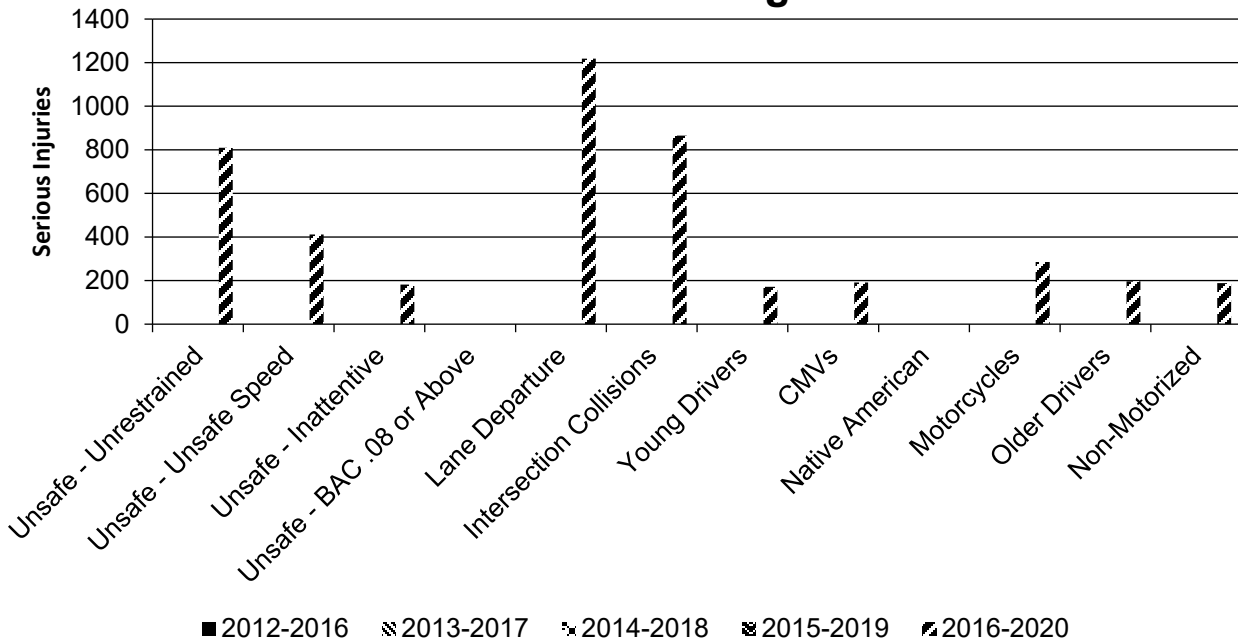
2021 Oklahoma Highway Safety Improvement Program

SHSP Emphasis Area	Targeted Crash Type	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)
Motorcycles	Motorcycle	77.6	285	0.17	0.62
Older Drivers	All	81.4	196.2	0.18	0.43
Non-Motorized	Pedestrian/Bicycle	91.8	188.4	0.2	0.41

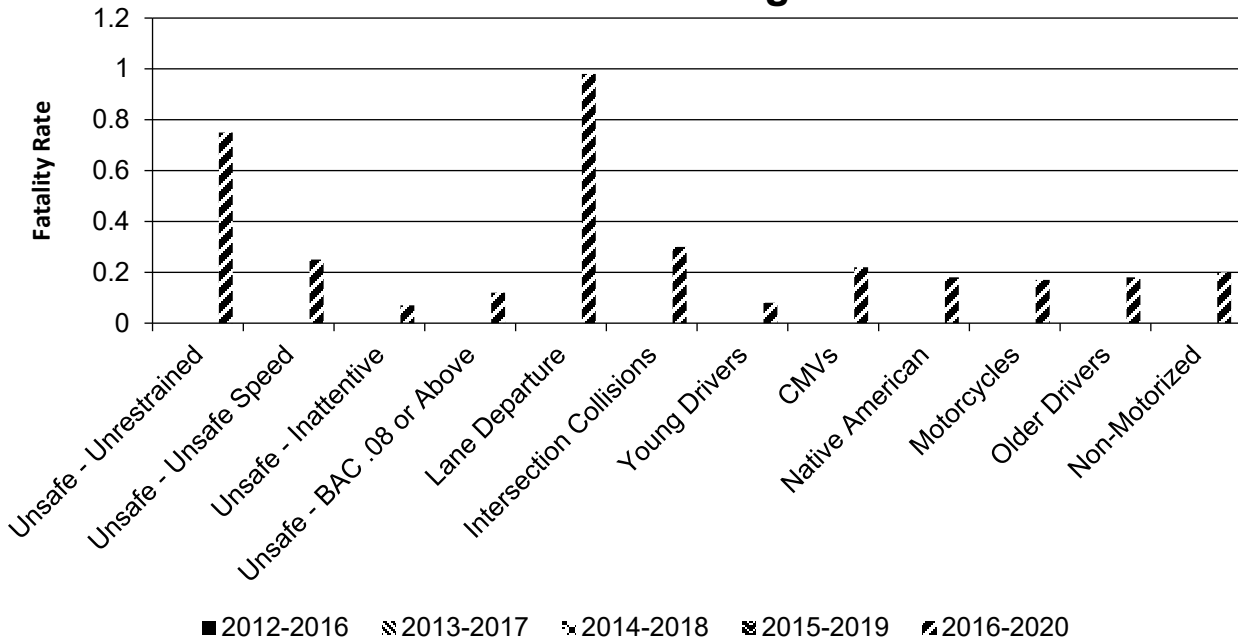
Number of Fatalities 5 Year Average



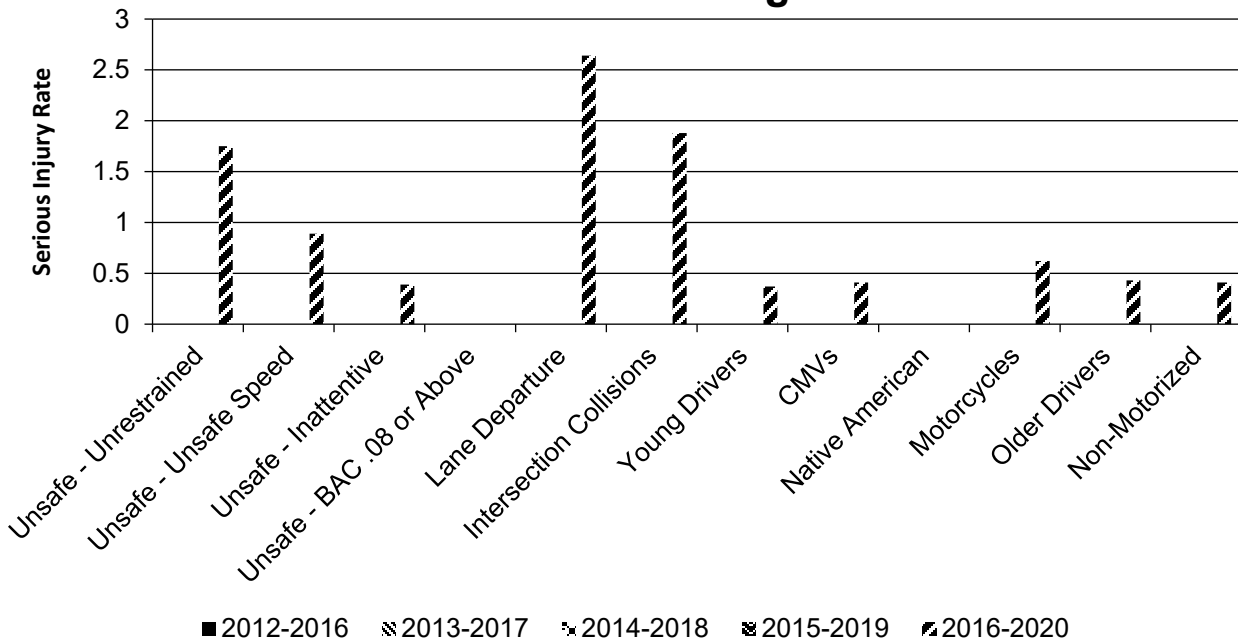
Number of Serious Injuries 5 Year Average



Fatality Rate (per HMVMT) 5 Year Average



Serious Injury Rate (per HMVMT) 5 Year Average



Native American data is four-year average for 2015-2018. Unsafe BAC numbers are for drivers.

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?

04/27/2018

What are the years being covered by the current SHSP?

From: 2018 To: 2022

When does the State anticipate completing it’s next SHSP update?

2022

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									
	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	

2021 Oklahoma Highway Safety Improvement Program

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	5						
	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					
	Location Identifier for Roadway at					100					

2021 Oklahoma Highway Safety Improvement Program

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					
	Ramp Length (187) [177]					100	100				
	Roadway Type at Beginning of Ramp Terminal (195) [185]					100					
	Roadway Type at End Ramp Terminal (199) [189]					100					
	Interchange Type (182) [172]					100					
	Ramp AADT (191) [181]					100	100				
	Year of Ramp AADT (192) [182]					100	100				
	Functional Class (19) [19]					100					
	Type of Governmental Ownership (4) [4]					100	100				
Totals (Average Percent Complete):		100.00	94.44	100.00	88.13	100.00	36.36	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.

The next steps for ODOT with the MIRE data elements will be the completion of the Traffic Control data for Non-Local, Non-State-Owned Intersections. This will be facilitated using ODOT personnel and publicly available imagery to work from the top down in terms of road size and Traffic Control Type. This will also help finish out the Non-Local, Non-State-Owned Interchanges. ODOT is on track to meet the 2026 deadline. ODOT has worked with FHWA and a consultant about differences between ODOT's descriptions on data items and the MIRE elements so that ODOT will be better able to compare it's data to the MIRE elements. This will also help ODOT determine what gaps might be present.

Optional Attachments

Program Structure:

Project Implementation:

Copy of 2021 project listing template2.xlsm

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.