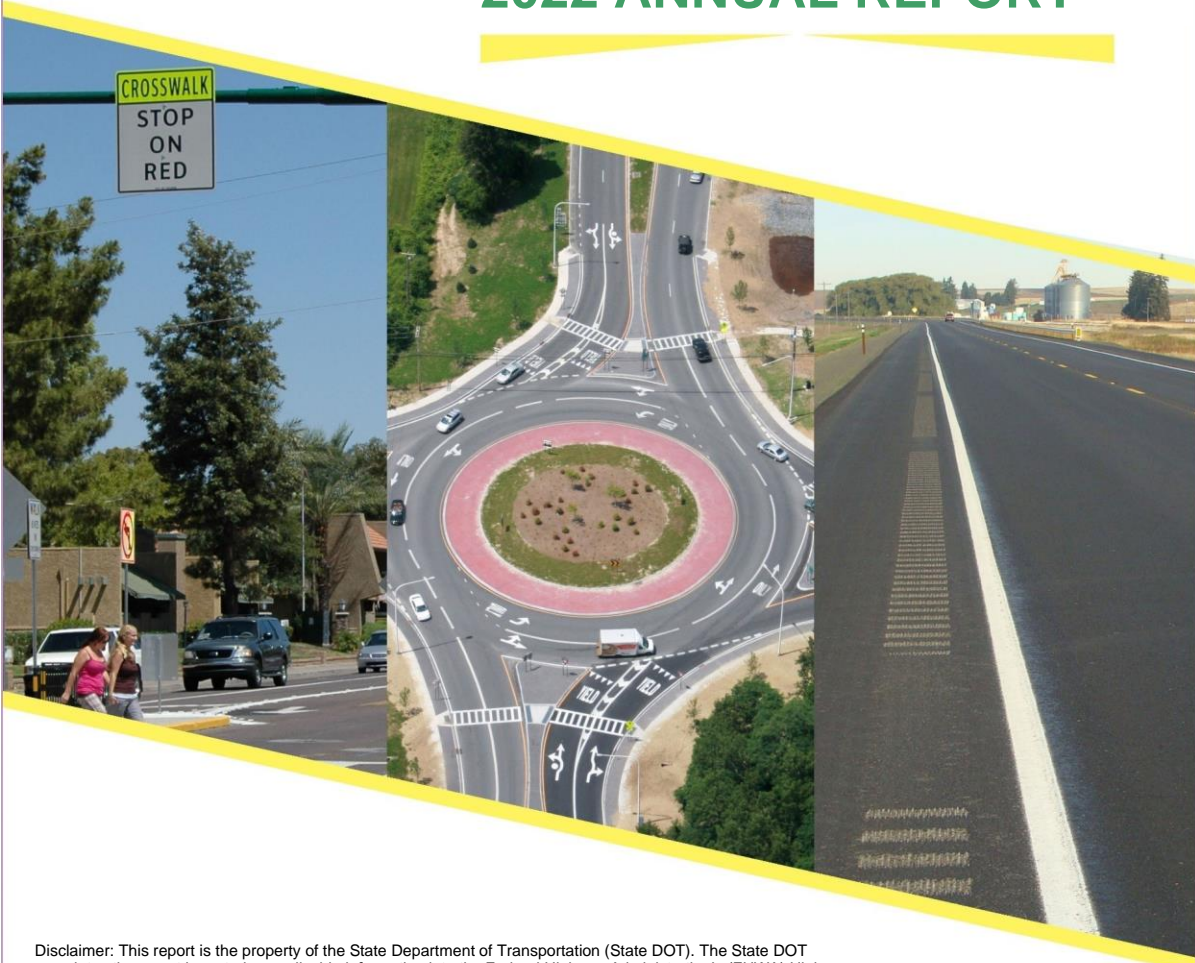


# OKLAHOMA

## HIGHWAY SAFETY IMPROVEMENT PROGRAM 2022 ANNUAL REPORT



Disclaimer: This report is the property of the State Department of Transportation (State DOT). The State DOT completes the report by entering applicable information into the Federal Highway Administration's (FHWA) Highway Safety Improvement Program (HSIP) online reporting tool. Once the State DOT completes the report pertaining to its State, it coordinates with its respective FHWA Division Office to ensure the report meets all legislative and regulatory requirements. FHWA's Headquarters Office of Safety then downloads the State's finalized report and posts it to the website (<https://highways.dot.gov/safety/hsip/reporting>) as required by law (23 U.S.C. 148(h)(3)(A)).

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**

The Oklahoma Department of Transportation (ODOT) obligated \$33.29 million in Highway Safety Improvement Program (HSIP) funds for FY2021. HSIP funds were obligated as follows: 42 percent on signing, striping, & rumble strips projects, 26 percent for bridge projects, 21 percent in intersection improvements, and 4 percent on Americans with Disabilities Act (ADA) projects. The remaining funds were obligated for 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 Numetrics 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 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-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 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

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

27

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

- Cable Median Barriers
- Install/Improve Pavement Marking and/or Delineation
- Rumble Strips

**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.**

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 an 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)	\$11,434,297	\$33,290,446	291.15%
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)	\$931,573,668	\$674,399,416	72.39%
State and Local Funds	\$598,588,274	\$10,301,544	1.72%
<b>Totals</b>	<b>\$1,541,596,239</b>	<b>\$717,991,406</b>	<b>46.57%</b>

**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?**

\$1,020,000

**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 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	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
0196406	Roadway	Roadway - other	2.1	Miles	\$-3908	\$4493612	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	5,500	65	State Highway Agency	Policy/Safety	None	Bridge Projects
0637459	Roadway	Roadway - other	1.1	Miles	\$0	\$2446919	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	86,500	60	State Highway Agency	Policy/Safety	None	RIGHT OF WAY
0903309	Roadway	Roadway - other	1	Miles	\$0	\$1000000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	78,000	60	State Highway Agency	Policy/Safety	None	RIGHT OF WAY
2026611	Roadway	Roadway - other	3	Miles	\$-443783	\$17015837	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	10,000	60	State Highway Agency	Policy/Safety	None	Bridge Projects
2030904	Roadway	Roadway - other	0.75	Miles	\$0	\$3000000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,800	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2099705	Roadway	Roadway - other	5.75	Miles	\$0	\$2975000	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	8,600	65	State Highway Agency	Policy/Safety	None	RIGHT OF WAY
2099706	Roadway	Roadway - other	5.75	Miles	\$6550	\$2431606	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	8,600	65	State Highway Agency	Policy/Safety	None	UTILITIES
2317009	Roadside	Barrier- metal	1	County	\$-504	\$320967	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	14,800	50	County Highway Agency	Spot	Roadway Departure	GUARDRAIL
2324307	Roadway	Roadway - other	1	Miles	\$0	\$3008186	HSIP (23 U.S.C. 148)	Rural	Major Collector	790	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2326407	Roadway	Roadway - other	5	Miles	\$2000000	\$4000000	HSIP (23 U.S.C. 148)	Rural	Major Collector	5,100	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2328607	Roadway	Roadway widening - travel lanes	2	Miles	\$1000000	\$1250000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,500	65	State Highway Agency		Roadway Departure	Striping & Rumble Strip
2370806	Roadway signs and traffic control	Roadway signs and traffic control - other	1	Miles	\$-144418	\$65246	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		City or Municipal Highway Agency	Spot	Intersections	Traffic Signal

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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
2408804	Roadway	Roadway - other	4.17	Miles	\$2000000	\$4000000	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,300	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2409404	Roadway	Roadway - other	5.737	Miles	\$1000000	\$2000000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,400	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2413204	Roadway	Roadway - other	1	Miles	\$62952	\$3820671	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,900	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
2422404	Roadway	Roadway widening - add lane(s) along segment	4.6	Miles	\$1000000	\$1250000	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,700	65	State Highway Agency			Striping & Rumble Strip
2422810	Intersection geometry	Intersection geometry - other	0.24	Miles	\$142014	\$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	\$1000000	\$2000000	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	5,900	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2436605	Roadway	Roadway - other	6.052	Miles	\$0	\$4308000	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	3,200	65	State Highway Agency	Policy/Safety	None	RIGHT OF WAY
2464704	Railroad grade crossings	Railroad grade crossings - other	1	County	\$0	\$778270	HSIP (23 U.S.C. 148)	Multiple/Varies	Local Road or Street	0		County Highway Agency	Spot	None	Railroad Crossing
2555213	Advanced technology and ITS	Advanced technology and ITS - other	1	ITS MAINTENANCE & OPERATIONS	\$0	\$786609	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Spot	None	ITS MAINTENANCE & OPERATIONS
2555214	Advanced technology and ITS	Advanced technology and ITS - other	1	ITS MAINTENANCE & OPERATIONS	\$-270768	\$1029232	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Spot	None	ITS MAINTENANCE & OPERATIONS
2555218	Advanced technology and ITS	Advanced technology and ITS - other	1	Statewide	\$400000	\$1350000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Spot	None	ITS MAINTENANCE & OPERATIONS
2555219	Advanced technology and ITS	Advanced technology and ITS - other	1	Statewide	\$1000000	\$1000000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Spot	None	ITS MAINTENANCE

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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
															& OPERATIONS
2590948	Advanced technology and ITS	Advanced technology and ITS - other	1	Statewide	\$-60911	\$3937107	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	11,100		State Highway Agency	Spot	None	ITS MAINTENANCE & OPERATIONS
2699604	Roadway	Roadway - other	3.51	Miles	\$2000000	\$4000000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,600	65	State Highway Agency	Spot	Roadway Departure	Striping & Rumble Strip
2700408	Railroad grade crossings	Railroad grade crossings - other	0.452	Miles	\$25826	\$88169	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0	45	State Highway Agency	Spot	None	Railroad Crossing
2713804	Roadway	Roadway - other	0.52	Miles	\$-57143	\$1595512	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,100	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2716804	Roadway	Roadway - other	0.25	Miles	\$4720636	\$5900795	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	\$2461	\$7510349	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	\$1000000	\$2000000	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	3,600	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2794704	Roadway	Roadway widening - add lane(s) along segment	3.25	Miles	\$1000000	\$1250000	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,500	65	State Highway Agency			Striping & Rumble Strip
2895604	Roadway	Roadway - other	1	Miles	\$2159738	\$2699673	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	10,800	35	State Highway Agency	Spot	Intersections	Intersection Modification
2896104	Roadway	Roadway - other	0.25	Miles	\$40208	\$9814968	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	17,400	70	State Highway Agency	Policy/Safety	None	Bridge Projects
2896108	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.25	Miles	\$0	\$82878	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	0	70	State Highway Agency	Request	None	School Zone
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

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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
2907607	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.2	Miles	\$29680	\$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	\$0	\$2248402	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	15,300	70	State Highway Agency	Systemic	Roadway Departure	Cable Barrier
2968904	Roadway	Roadway - other	0.77	Miles	\$0	\$4201375	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,200	55	State Highway Agency	Policy/Safety	None	Bridge Projects
2971404	Roadway	Roadway - other	0.6	Miles	\$21847	\$2193102	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,700	65	State Highway Agency	Policy/Safety	None	Bridge Projects
3033304	Roadway	Roadway - other	0.4	Miles	\$2000000	\$2503403	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,500	65	State Highway Agency	Policy/Safety	None	Bridge Projects
3078704	Roadside	Barrier – cable	14	Miles	\$0	\$3209500	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	17,400	70	State Highway Agency	Systemic	Roadway Departure	Cable Barrier
3079304	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	County	\$-14306	\$59419	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	35,200	40	County Highway Agency	Policy/Safety	Lane Departure	Signing
3099804	Roadway	Roadway - other	0.5	Miles	\$0	\$0	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	7,600	45	State Highway Agency	Policy/Safety	None	Bridge Projects
3110504	Roadway delineation	Longitudinal pavement markings - remarking	45.26	Miles	\$0	\$730241	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	22,800	70	State Highway Agency	Policy	Lane Departure	Striping
3160304	Advanced technology and ITS	Advanced technology and ITS - other	223.67	Miles	\$37862	\$854523	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	39,500	70	State Highway Agency	Spot	None	ITS MAINTENANCE & OPERATIONS
3168004	Roadside	Barrier- metal	1.8	Miles	\$-40679	\$418226	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,800	55	State Highway Agency		Roadway Departure	Cable Barrier
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
3188506	Roadway	Roadway - other	0.2	Miles	\$214614	\$473088	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	12,600	45	State Highway Agency	Policy/Safety	None	UTILITIES

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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
3256304	Roadway signs and traffic control	Roadway signs and traffic control - other	0.54	Miles	\$-3	\$34539	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	7,500	65	State Highway Agency	Spot	Intersections	Traffic Signal
3256305	Intersection traffic control	Modify traffic signal –other	1.31	Miles	\$-29378	\$877385	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	10,800	65	State Highway Agency	Spot	Intersections	Traffic Signal
3262604	Roadway signs and traffic control	Roadway signs (including post) - new or updated	14.47	Miles	\$22999	\$429434	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	93,200	65	State Highway Agency	Policy/Safety	Lane Departure	Signing
3265904	Roadway delineation	Longitudinal pavement markings remarking -	23.2	Miles	\$-5805	\$439195	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	19,300	55	State Highway Agency	Policy	Lane Departure	Striping
3267204	Roadway delineation	Longitudinal pavement markings remarking -	23.76	Miles	\$-20530	\$229470	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	8,400	35	State Highway Agency	Policy	Lane Departure	Striping
3267504	Roadway delineation	Longitudinal pavement markings remarking -	28.7	Miles	\$-6637	\$358263	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,400	40	State Highway Agency	Policy	Lane Departure	Striping
3270204	Roadway signs and traffic control	Roadway signs and traffic control - other	0.2	Miles	\$13442	\$626045	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	61,300	65	State Highway Agency	Spot	Intersections	Traffic Signal
3279804	Roadway delineation	Longitudinal pavement markings remarking -	14.87	Miles	\$0	\$85813	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	6,800	65	State Highway Agency	Policy	Lane Departure	Striping & Centerline Rumble Strip
3279805	Roadway	Rumble strips – center	13.1	Miles	\$0	\$65987	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	2,800	65	State Highway Agency	Spot	Lane Departure	Striping & Centerline Rumble Strip
3283804	Pedestrians and bicyclists	Install sidewalk	0.5	Miles	\$3313	\$460501	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	\$-82111	\$339433	HSIP (23 U.S.C. 148)	Urban	Major Collector	7,500	30	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3293604	Pedestrians and bicyclists	Install sidewalk	0.25	Miles	\$230035	\$230035	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	13,400	35	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3293704	Pedestrians and bicyclists	Install sidewalk	0.66	Miles	\$48453	\$281182	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	6,400	35	State Highway Agency	Mobility	Pedestrians	ADA Compliance

2022 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
3293904	Pedestrians and bicyclists	Install sidewalk	0.95	Miles	\$9268	\$377142	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	12,700	40	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3294104	Pedestrians and bicyclists	Install sidewalk	0.49	Miles	\$216975	\$216975	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	6,400	35	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3294704	Pedestrians and bicyclists	Install sidewalk	0.1	Miles	\$96199	\$1028885	HSIP (23 U.S.C. 148)	Urban	Major Collector	1,900	35	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3294904	Pedestrians and bicyclists	Install sidewalk	0.45	Miles	\$494472	\$494472	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	1,900	45	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3295204	Pedestrians and bicyclists	Install sidewalk	0.6	Miles	\$134611	\$726262	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	\$-327255	\$924801	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	\$-30858	\$725093	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	7,000	30	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3295704	Pedestrians and bicyclists	Install sidewalk	0.46	Miles	\$-8144	\$237607	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	\$10588	\$366201	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	\$0	\$500215	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	11,800	35	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3309404	Roadside	Barrier – cable	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
3323604	Roadway delineation	Longitudinal pavement markings remarking	42.08	Miles	\$-38	\$359546	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,300	65	State Highway Agency	Policy	Lane Departure	Striping
3325104	Roadway signs and traffic control	Roadway signs and traffic control - other	0.1	Miles	\$-148	\$347338	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	8,700	65	State Highway Agency	Spot	Intersections	Traffic Signal

2022 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
3329404	Roadway delineation	Longitudinal pavement markings remarking -	10	Miles	\$0	\$29	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,200	65	State Highway Agency	Policy	Lane Departure	Striping & Centerline Rumble Strip
3329504	Roadway delineation	Longitudinal pavement markings remarking -	3.44	Miles	\$758	\$7828	HSIP (23 U.S.C. 148)	Multiple/Varies	Minor Arterial	8,900	65	State Highway Agency	Policy	Lane Departure	Striping & Centerline Rumble Strip
3330204	Roadway signs and traffic control	Roadway signs and traffic control - other	3.4	Miles	\$19157	\$470950	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	\$-59148	\$96672	HSIP (23 U.S.C. 148)	Urban	Major Collector	1,400	35	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3341204	Pedestrians and bicyclists	Install sidewalk	0.25	Miles	\$112602	\$422295	HSIP (23 U.S.C. 148)	Rural	Major Collector	930	45	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3347805	Roadside	Barrier – cable	7.28	Miles	\$-161643	\$1413342	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	6,400	70	State Highway Agency	Systemic	Roadway Departure	Cable Barrier
3348704	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Statewide	\$-166808	\$133192	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Request	None	School Zone
3370404	Roadway delineation	Longitudinal pavement markings remarking -	46.6	Miles	\$0	\$944503	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	17,600	70	State Highway Agency	Policy	Lane Departure	Striping
3373004	Roadway delineation	Longitudinal pavement markings remarking -	38.7	Miles	\$-122122	\$752378	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	17,500	70	State Highway Agency	Policy	Lane Departure	Striping
3373104	Roadway delineation	Longitudinal pavement markings remarking -	6.76	Miles	\$-2738	\$111462	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	14,000	55	State Highway Agency	Policy	Lane Departure	Striping
3373204	Roadway delineation	Longitudinal pavement markings remarking -	45.16	Miles	\$1496	\$448750	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,700	65	State Highway Agency	Policy	Lane Departure	Striping
3381704	Roadside	Barrier – cable	7.33	Miles	\$267669	\$1069070	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	12,700	65	State Highway Agency	Systemic	Roadway Departure	Cable Barrier



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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
3381804	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	County	\$-1051479	\$5651874	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		County Highway Agency	Policy/Safety	Lane Departure	Signing
3382004	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	County	\$-274049	\$6885459	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		County Highway Agency	Policy/Safety	Lane Departure	Signing
3386004	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	City	\$45759	\$2906162	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		City or Municipal Highway Agency	Policy/Safety	Lane Departure	Signing
3386704	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	District	\$-202308	\$1496422	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Policy/Safety	Lane Departure	Signing
3391304	Roadway delineation	Longitudinal pavement markings remarking	0	Miles	\$374434	\$2451904	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	0	Miles	\$440329	\$2319277	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Policy	Lane Departure	Striping & Centerline Rumble Strip
3414904	Roadway delineation	Longitudinal pavement markings remarking	15.3	Miles	\$-186260	\$2658108	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	153,000	60	State Highway Agency	Policy	Lane Departure	Striping
3437904	Pedestrians and bicyclists	Install sidewalk	0.5	Miles	\$511024	\$511024	HSIP (23 U.S.C. 148)	Urban	Major Collector	4,200	45	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3444604	Roadway delineation	Longitudinal pavement markings remarking	0	Miles	\$-506301	\$1223526	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Policy	Lane Departure	Striping
3445304	Roadway delineation	Longitudinal pavement markings remarking	0	Miles	\$-334086	\$1044573	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Policy	Lane Departure	Striping
3519104	Miscellaneous	Data analysis	1	Statewide	\$120000	\$120000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Policy/Safety	Data	Planing
3520804	Miscellaneous	Data analysis	1	Statewide	\$900000	\$900000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Policy/Safety	Data	Planing

2022 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
3537504	Roadway delineation	Longitudinal pavement markings remarking	-	County	\$2516514	\$2516514	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Policy	Lane Departure	Striping & Centerline Rumble Strip
3540404	Roadway delineation	Longitudinal pavement markings remarking	-	County	\$2190143	\$2190143	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Policy	Lane Departure	Striping & Centerline Rumble Strip
3540504	Roadway delineation	Longitudinal pavement markings remarking	-	County	\$511346	\$511346	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Policy	Lane Departure	Striping
3540604	Roadway delineation	Longitudinal pavement markings remarking	-	County	\$1916027	\$1916027	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Policy	Lane Departure	Striping & Centerline Rumble Strip
3540704	Roadway delineation	Longitudinal pavement markings remarking	-	County	\$1706286	\$1706286	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Policy	Lane Departure	Striping & Centerline Rumble Strip
3540804	Roadway delineation	Roadway delineation other	157.689	Miles	\$2126428	\$2126428	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	18,600	70	State Highway Agency	Spot	Roadway Departure	Striping & Rumble Strip

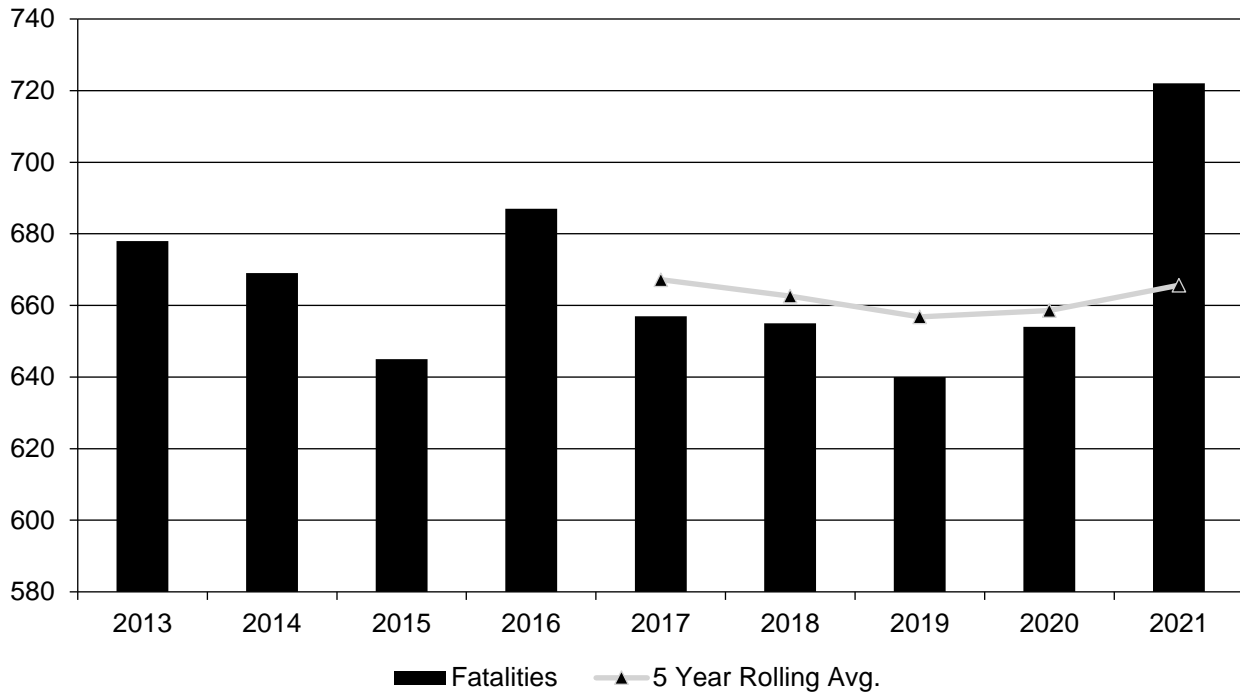
## Safety Performance

### *General Highway Safety Trends*

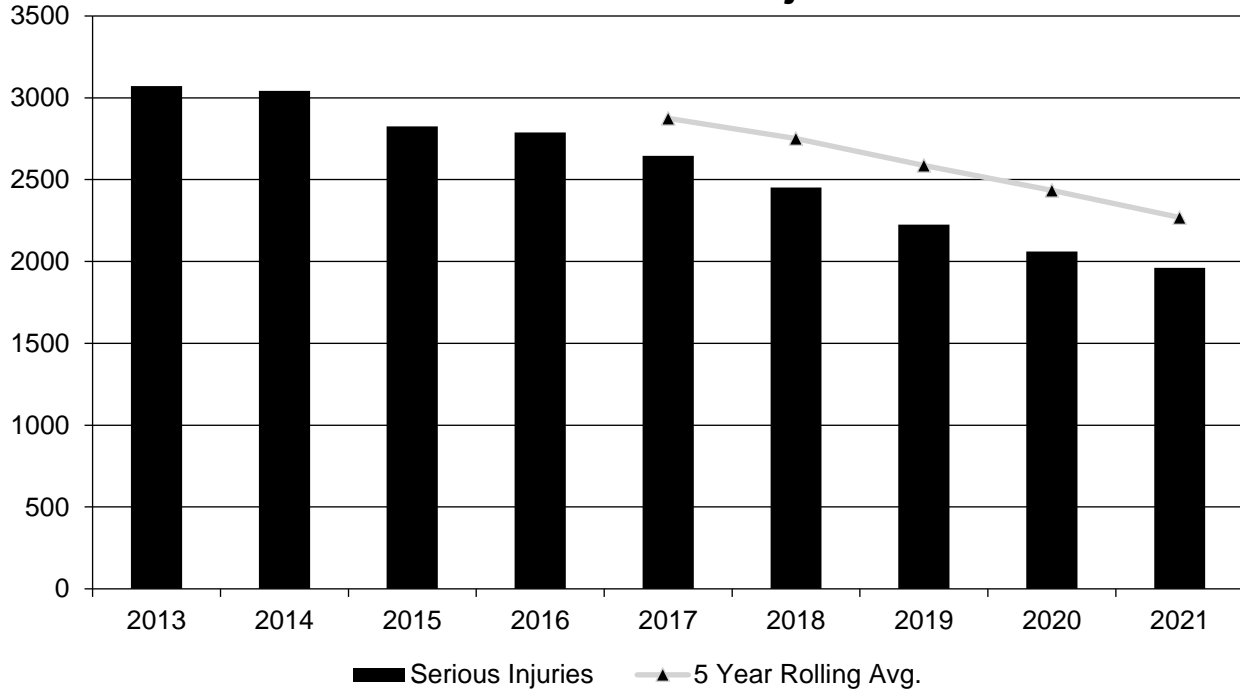
Present data showing the general highway safety trends in the State for the past five years.

<b>PERFORMANCE MEASURES</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
Fatalities	678	669	645	687	657	655	640	654	722
Serious Injuries	3,072	3,042	2,826	2,788	2,645	2,452	2,225	2,061	1,962
Fatality rate (per HMVMT)	1.410	1.400	1.352	1.402	1.330	1.442	1.433	1.551	1.510
Serious injury rate (per HMVMT)	6.400	6.380	5.923	5.688	5.354	5.397	4.983	4.888	4.210
Number non-motorized fatalities	74	56	74	96	90	80	101	98	113
Number of non-serious motorized injuries	192	183	213	212	198	166	189	184	167

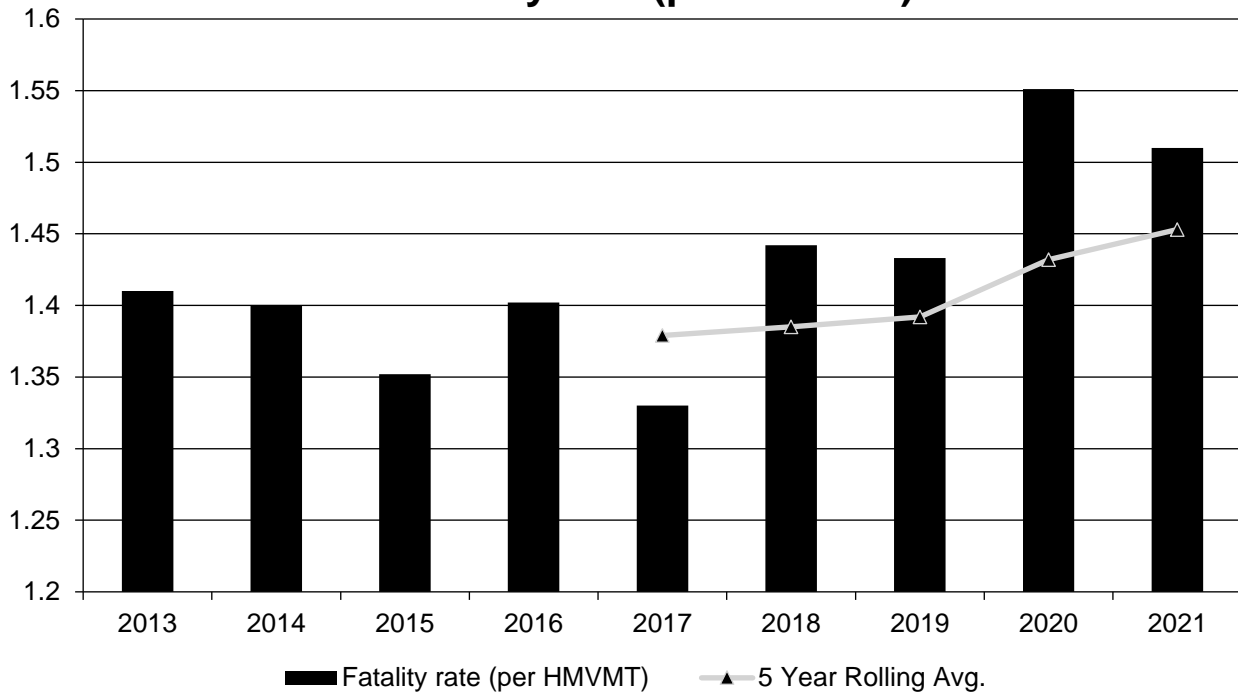
### Annual Fatalities



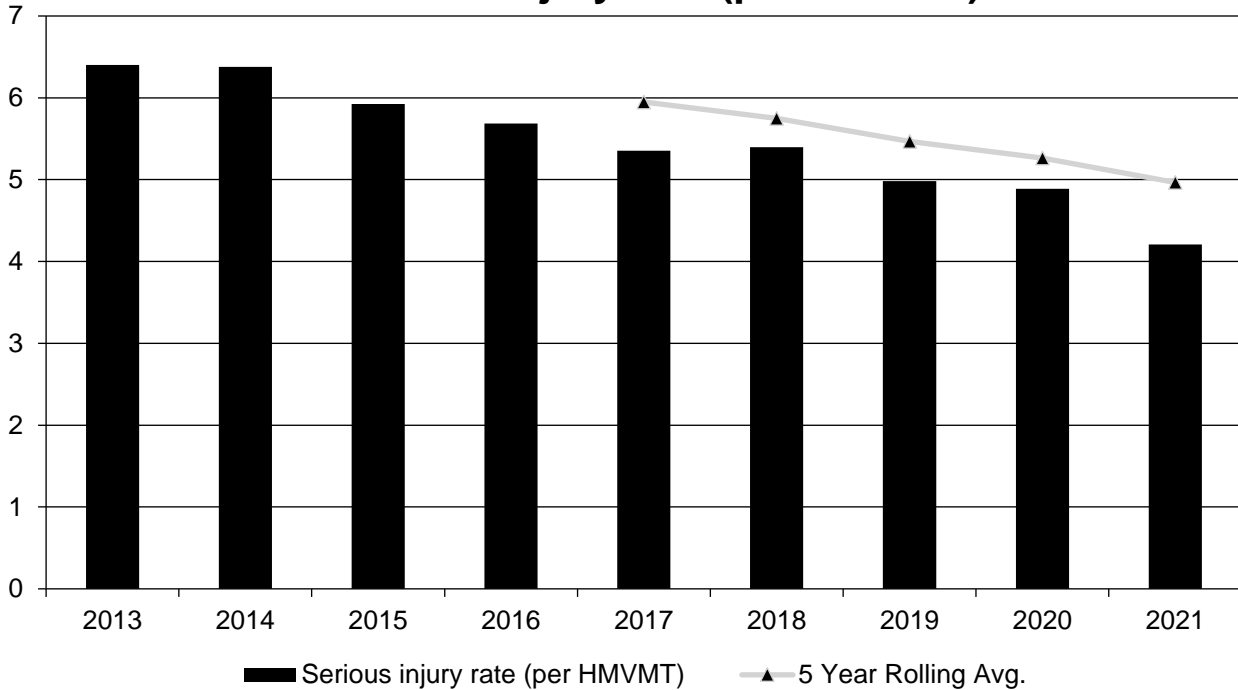
### Annual Serious Injuries



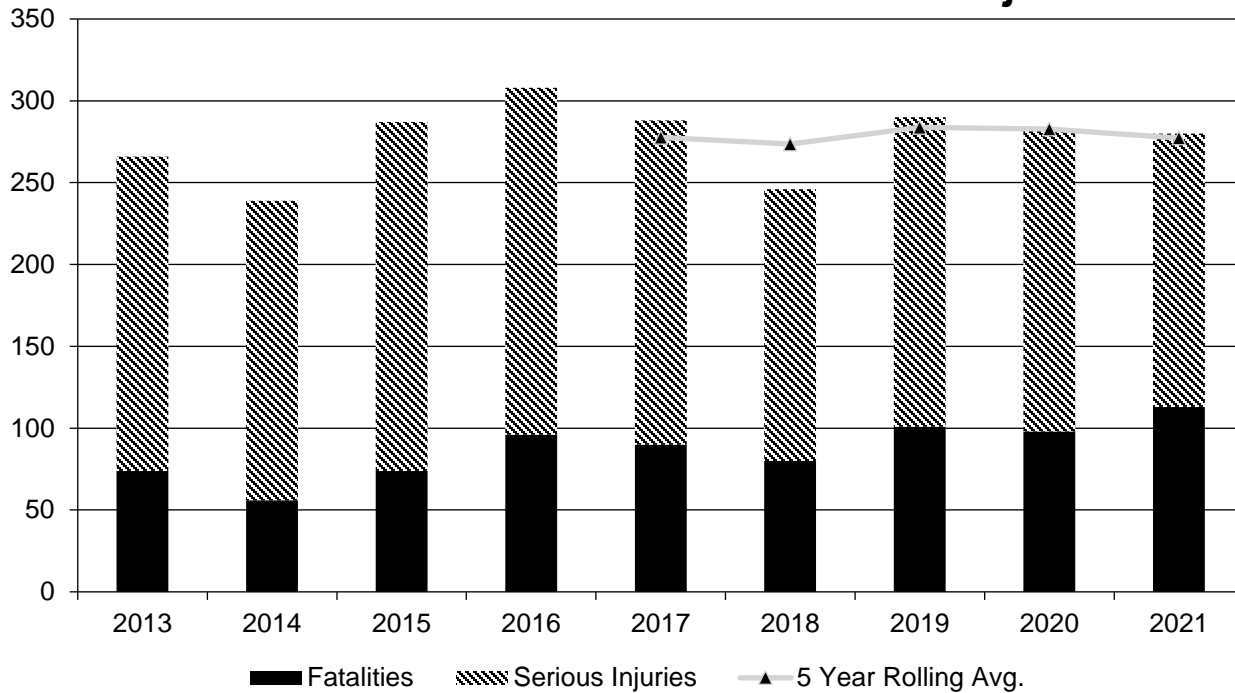
### Fatality rate (per HMVMT)



### 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 2021

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	46.6	97	0.86	1.79
Rural Principal Arterial (RPA) - Other Freeways and Expressways				
Rural Principal Arterial (RPA) - Other	76	166.8	1.46	3.14
Rural Minor Arterial	76.4	162.8	2.58	5.42
Rural Minor Collector	3	9.8	1.81	5.45

2022 Oklahoma Highway Safety Improvement Program

<b>Functional Classification</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>
Rural Major Collector	141.4	348.6	2.55	6.13
Rural Local Road or Street	53.2	179.2	2.17	7.55
Urban Principal Arterial (UPA) - Interstate	47.6	146	0.85	2.59
Urban Principal Arterial (UPA) - Other Freeways and Expressways	18.4	90.8	0.6	2.93
Urban Principal Arterial (UPA) - Other	72.8	383.2	1.31	6.9
Urban Minor Arterial	56.4	323.2	1.17	6.59
Urban Minor Collector	0.4	1.6		
Urban Major Collector	17.2	85.8	1.17	5.68
Urban Local Road or Street	42.2	226.4	1.31	7.78

2022 Oklahoma Highway Safety Improvement Program

Year 2021

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	289.8	882.6	1.08	3.29
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	229	1,083	1.51	7.11
Private (Other than Railroad)				
Railroad				
State Toll Authority	143.8	304.2	4.08	8.63
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

**Safety Performance Targets**

**Safety Performance Targets**

**Calendar Year 2023 Targets \***

**Number of Fatalities:684.0**

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



## 2022 Oklahoma Highway Safety Improvement Program

This target was set by the Oklahoma Highway Safety Office using an ARIMA model. In order to meet this goal, work must be done to reduce the current upward trend in fatalities in Oklahoma.

***Number of Serious Injuries:2070.0***

***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. By maintaining the current downward trend of serious injuries we will be likely to meet this goal.

***Fatality Rate:1.590***

***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:4.790***

***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. 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:293.0***

***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 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 2022 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	681.0	665.6
Number of Serious Injuries	2462.0	2269.0
Fatality Rate	1.420	1.453
Serious Injury Rate	5.290	4.966
Non-Motorized Fatalities and Serious Injuries	251.0	277.2

Oklahoma has met the targets for fatalities, number of serious injuries, and serious injury rate. The two remaining targets (fatality 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	1.453	1.392	No
Non-Motorized Fatalities and Serious Injuries	277.2	283.8	Yes

Oklahoma's result for Non-Motorized Fatalities and Serious Injuries (2015-2019) 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.

***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	2015	2016	2017	2018	2019	2020	2021
Number of Older Driver and Pedestrian Fatalities	83	76	87	94	78	79	74
Number of Older Driver and Pedestrian Serious Injuries	217	225	192	210	166	202	150

## 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 great awareness and acceptance of the data-driven process, among the department, for moving forward with our HSIP program. Serious injuries continue to trend down, but fatalities are continuing to trend upward. The combined total of serious injuries and fatalities is still trending down showing overall improvement still, but we are still dealing with more severe collisions crossing over from serious injury to fatality.

#### 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.

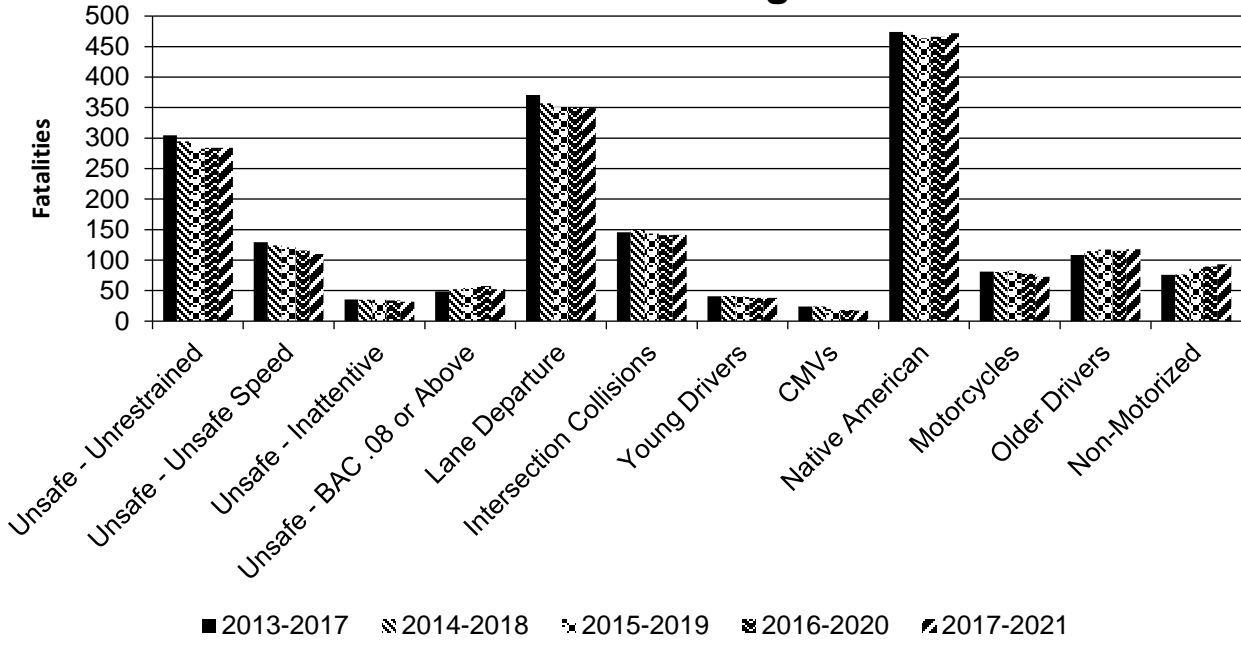
Year 2021

SHSP Emphasis Area	Targeted Crash Type	Number Fatalities (5-yr avg)	of	Number Serious Injuries (5-yr avg)	of	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Unsafe - Unrestrained	All	284		614.2		0.62	1.34
Unsafe - Unsafe Speed	All	109.8		394.4		0.24	0.86
Unsafe - Inattentive	All	31.8		167.6		0.07	0.37
Unsafe - BAC .08 or Above	All	52.2		16.2		0.12	0.04
Lane Departure	Run-off-road	349.2		927.6		0.77	2.03
Intersection Collisions	Intersections	141.6		809		0.31	1.77
Young Drivers	All	38.4		167		0.08	0.37
CMVs	Truck-related	17.4		46.6		0.04	0.1

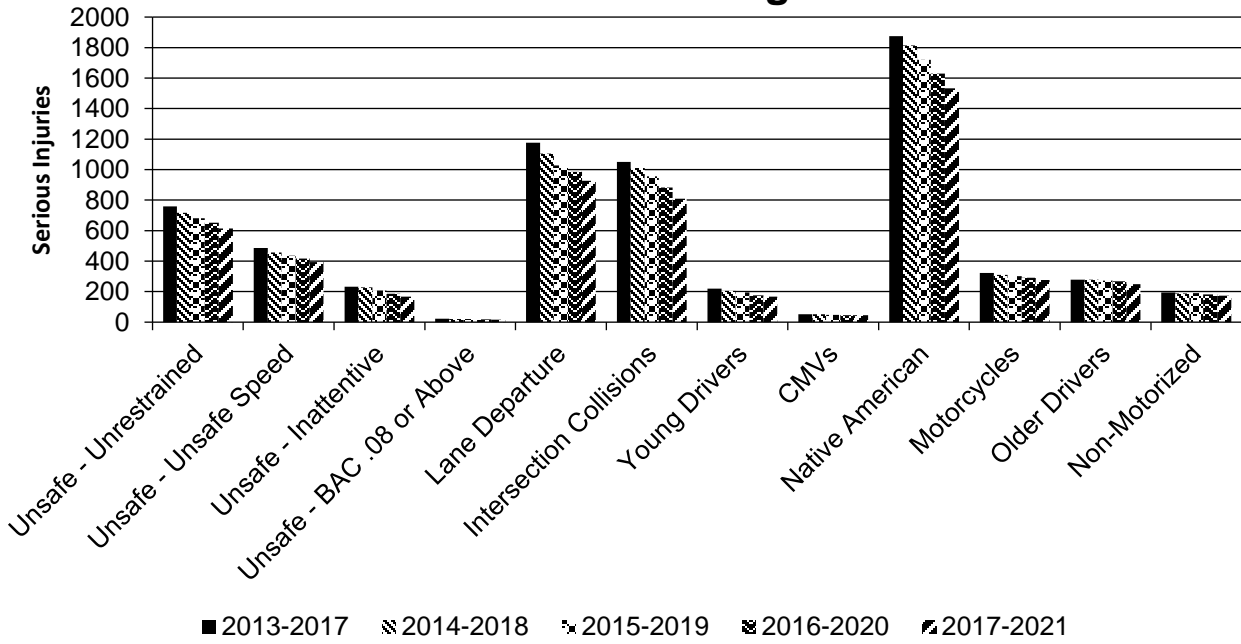
2022 Oklahoma Highway Safety Improvement Program

<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>
Native American	All	471.6	1,532	1.03	3.35
Motorcycles	Other (define)	72.8	276.6	0.16	0.61
Older Drivers	All	117.8	250	0.26	0.55
Non-Motorized	Vehicle/pedestrian	93.2	173.6	0.21	0.38

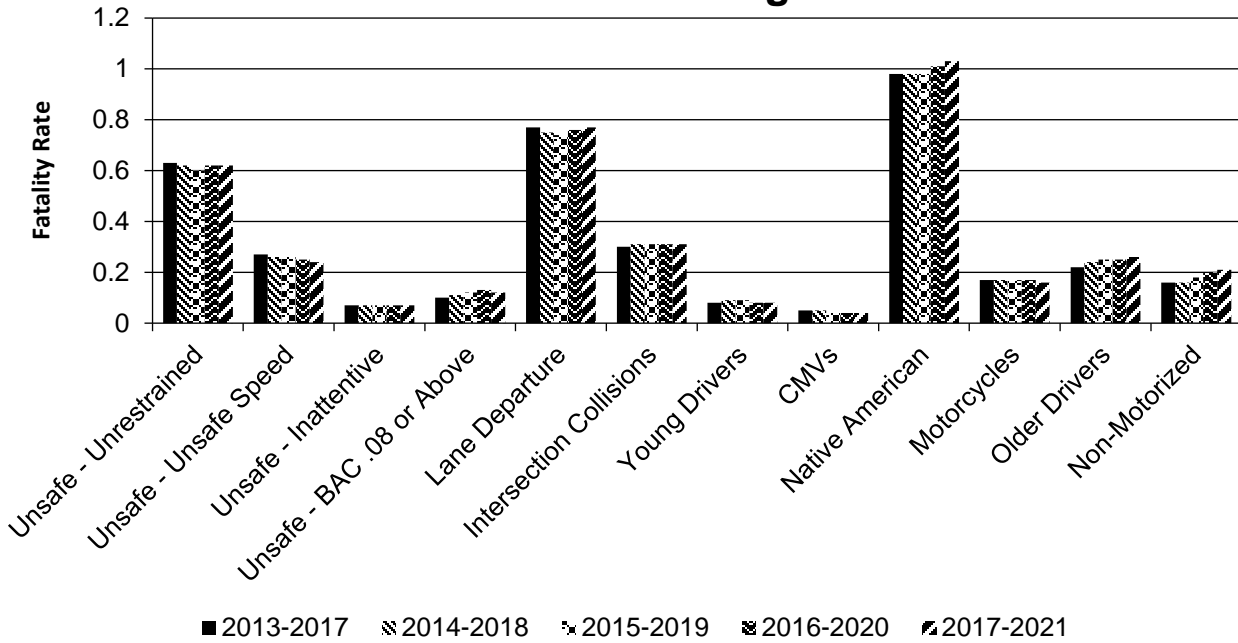
### Number of Fatalities 5 Year Average



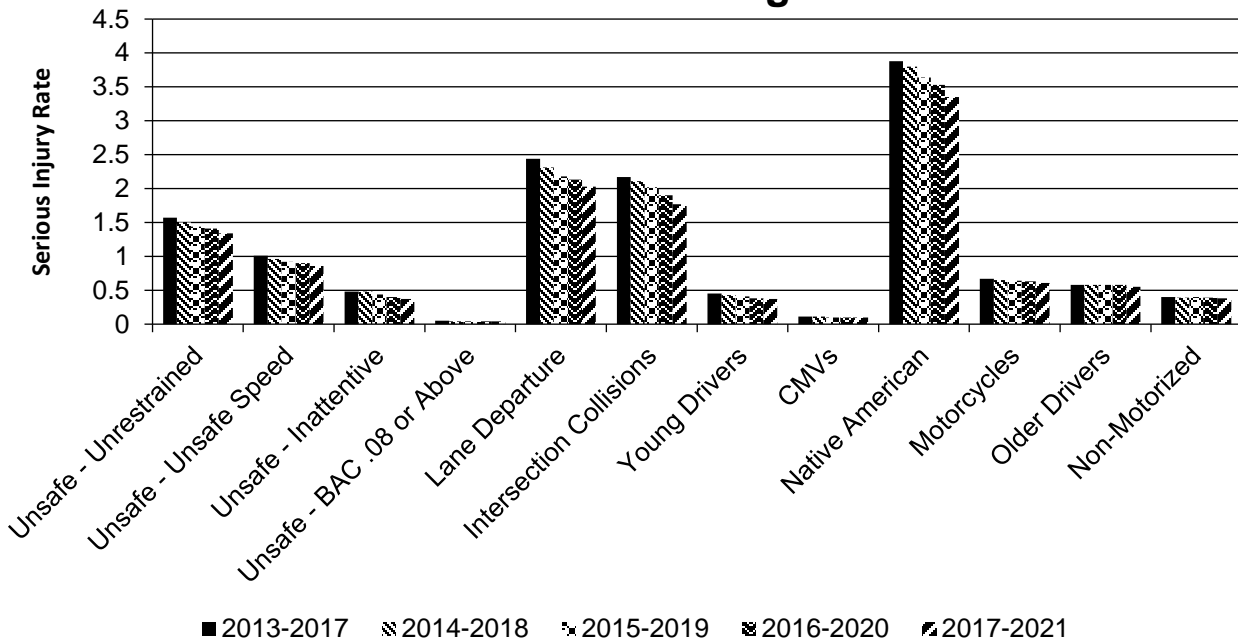
### Number of Serious Injuries 5 Year Average



### Fatality Rate (per HMVMT) 5 Year Average



### Serious Injury Rate (per HMVMT) 5 Year Average



**Has the State completed any countermeasure effectiveness evaluations during the reporting period?**

No

## 2022 Oklahoma Highway Safety Improvement Program

It is planned to perform evaluations in the next period

***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?**

2023

**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	

2022 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
<b>INTERSECTION</b>	Unique Junction Identifier (120) [110]			100							
	Location Identifier for Road 1 Crossing Point (122) [112]			100							
	Location Identifier for Road 2 Crossing Point (123) [113]			100							
	Intersection/Junction Geometry (126) [116]			100							
	Intersection/Junction Traffic Control (131) [131]			100							
	AADT for Each Intersecting Road (79) [81]			100	100						
	AADT Year (80) [82]			100	100						
	Unique Approach Identifier (139) [129]			100							
<b>INTERCHANGE/RAMP</b>	Unique Interchange Identifier (178) [168]										
	Location Identifier for Roadway at					100	100				

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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]										
	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				
<b>Totals (Average Percent Complete):</b>		<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>25.00</b>	<b>81.82</b>	<b>81.82</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>

\*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.

## **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.