OKLAHOMA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2023 ANNUAL REPORT

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Photo source: Federal Highway Administration

Table of Contents

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

2022 was an interesting year with ODOT continuing our implementation of AASHTOWare Safety: Numetric to replace our Legacy OK Safe-T system, the Department of Public Safety (DPS) moving to a new collision reporting solution known as D360, and the legislative creation of a new body known as Service Oklahoma (SOK) that took over all motor vehicle records, including collisions, in August of 2022. These changes have currently led to not all collision data being passed on to the Department of Transportation for 2022 yet.

As it currently stands we have received information on ~26,000 collisions for 2022 when we would be expecting somewhere from 65-72k. These 26k are all that have currently been made available to us for 2022 by DPS/SOK and are not full complete records as we still do not have access to the actual report for most of these records and cannot perform any of our location verification or other data enrichment activities.

Of the 26k total collisions for the year that we have in our data set, we show around 300 fatalities and 900 Serious Injuries. All of which are less than half of what would be expected for the year

We do have access to a mostly complete number for total fatalities for 2022 from OHSO but they are not releasing or have full vehicle/unit/pedestrian/location information for all of those 700+ fatalities. So while we will be able to use that number for overall goals, we cannot break it down by roadway classification or type of collision for those questions that need that info.

This has lead to the determination that we will provide the values in these tables through a combination of averages and trend lines for each category then adjusted to meet overall totals as needed.

Introduction

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

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

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

Where is HSIP staff located within the State DOT?

Other-Traffic Engineering Division

How are HSIP funds allocated in a State?

- Other-Central Office

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

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

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

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

Describe coordination with internal partners.

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

Identify which external partners are involved with HSIP planning.

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

Describe coordination with external partners.

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

Describe HSIP program administration practices that have changed since the last reporting period.

For this year Oklahoma was required to prepare an HSIP Implementation Plan, meeting the criteria of this plan made some small adjustments to how the HSIP was administrated.

Program Methodology

Does the State have an HSIP manual or similar that clearly describes HSIP planning, implementation and evaluation processes?

Yes

The provided documents are the approved HSIP implementation plan put in place for this reporting period that describes the HSIP planning and implementation process.

Select the programs that are administered under the HSIP.

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

Program: Horizontal Curve

Date of Program Methodology:1/1/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• Other-Run off road injury/fatal	• Traffic • Lane miles	• 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).

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	Exposure	Roadway
• Other-run off road injury/fatal	• Traffic • Lane miles	• 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: Wrong Way Driving

Date of Program Methodology:1/31/2022

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?
Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes	• Volume	• Roadside features

What project identification methodology was used for this program?

- Crash frequency
- Equivalent property damage only (EPDO Crash frequency)

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-Systemic

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must

equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Available funding:1

Program: Other-Striping

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-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?

60

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

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

What process is used to identify potential countermeasures?

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

Does the State HSIP consider connected vehicles and ITS technologies?

Yes

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

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

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

Yes

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

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

Describe program methodology practices that have changed since the last reporting period.

For this year Oklahoma was required to prepare an HSIP Implementation Plan, meeting the criteria of this plan made some small adjustments to HSIP methodology.

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%
VRU Safety Special Rule (23 U.S.C. 148(g)(3))	$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%
Totals	$1,541,596,239	$717,991,406	46.57%

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

General Listing of Projects

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

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
903205			1	Miles	$0	$0	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	144,100	60	State Highway Agency	Policy/Safety		Pavement and Shoulders
2030704	Roadway	Roadway - other	5.44	Miles	$0	$0	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,500	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2030904	Roadway	Roadway - other	0.75	Miles	$0	$0	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	$0	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	$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	8,600	65	State Highway Agency	Policy/Safety	None	UTILITIES
2184104	Roadway	Roadway - other	4.6	Miles	$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Minor Arterial	4,900	65	State Highway Agency	Policy/Safety		Pavement and Shoulders
2324307	Roadway	Roadway - other	1	Miles	$0	$0	HSIP (23 U.S.C. 148)	Rural	Major Collector	790	65	State Highway Agency	Policy/Safety		Pavement and Shoulders
2326407	Roadway	Roadway - other	5	Miles	$0	$0	HSIP (23 U.S.C. 148)	Rural	Major Collector	5,100	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2328607	Roadway	Roadway - other	2	Miles	$0	$0	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,500	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2408804	Roadway	Roadway - other	4.17	Miles	$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	3,300	65	State Highway Agency	Policy/Safety	None	Pavement and Shoulders
2409404	Roadway	Roadway - other	5.737	Miles	$0	$0	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	$0	$0	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,900	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2414704	Roadway	Roadway - other	0.5	Miles	$0	$0	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,500	55	State Highway Agency	Policy/Safety	None	Bridge Projects

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
2421907	Roadway	Roadway - other	5.09	Miles	$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	9,000	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2422404			4.6	Miles	$0	$0	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,700	65	State Highway Agency	Policy/Safety	None	PLANNING
2432307	Roadway	Roadway - other	3.1	Miles	$0	$0	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,400	65	State Highway Agency	Policy/Safety		
2433104	Roadway	Roadway - other	2.3	Miles	$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	5,900	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2435604	Roadway	Roadway - other	1.29	Miles	$0	$0	HSIP (23 U.S.C. 148)	Urban	Major Collector	8,000	55	State Highway Agency	Policy/Safety	None	Bridge Projects
2436605	Roadway	Roadway - other	6.052	Miles	$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	3,200	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2555218	Advanced technology and ITS	Advanced technology and ITS - other	1	Statewide	$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Policy/Safety	None	RIGHT OF WAY
2555219	Advanced technology and ITS	Advanced technology and ITS - other	1	Statewide	$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Spot	None	ITS MAINTENANCE & OPERATIONS
2555220	Advanced technology and ITS	Advanced technology and ITS - other	1	Statewide	$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Spot	None	ITS MAINTENANCE & OPERATIONS
2590948	Advanced technology and ITS	Advanced technology and ITS - other	1	Statewide	$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	11,100		State Highway Agency	Spot	None	ITS MAINTENANCE & OPERATIONS
2699604			3.51	Miles	$0	$0	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,600	65	State Highway Agency	Spot	None	ITS MAINTENANCE & OPERATIONS
2700408	Railroad grade crossings	Active grade crossing equipment installation/upgrade	0.452	Miles	$0	$0	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0	45	State Highway Agency	Policy/Safety		
2700515			0.34	Miles	$0	$0	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,100	65	State Highway Agency	Spot	None	Railroad Crossing

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
2703904	Roadway	Roadway - other	0.34	Miles	$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	2,200	50	State Highway Agency	Policy/Safety		
2716804	Roadway	Roadway - other	0.25	Miles	$0	$0	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	10,400	55	State Highway Agency	Policy/Safety	None	Bridge Projects
2792504	Roadway	Roadway - other	0.35	Miles	$0	$0	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,000	65	State Highway Agency	Spot	Intersections	Intersection Modification
2794504	Roadway	Roadway - other	7.53	Miles	$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	3,600	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2794704			3.25	Miles	$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	3,500	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2803204	Roadway	Roadway - other	1	Miles	$0	$0	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,500	65	State Highway Agency	Policy/Safety		
2882804	Roadway	Roadway - other	1	Miles	$0	$0	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,800	65	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	$0	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	0	70	State Highway Agency	Policy/Safety	None	Bridge Projects
2896704	Roadway	Roadway - other	4.7	Miles	$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	18,000	65	State Highway Agency	Request	None	School Zone
2971404	Roadway	Roadway - other	0.6	Miles	$0	$0	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,700	65	State Highway Agency	Spot	Intersections	Intersection Modification
2976004	Roadway	Roadway - other	3.514	Miles	$0	$0	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	18,100	65	State Highway Agency	Policy/Safety	None	Bridge Projects
3078704	Roadside	Barrier – cable	14	Miles	$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	17,400	70	State Highway Agency	Spot	Intersections	Intersection Modification
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	Systemic	Roadway Departure	Cable Barrier
3160304	Advanced technology and ITS	Advanced technology and ITS - other	223.67	Miles	$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	39,500	70	State Highway Agency	Policy/Safety	None	Bridge Projects

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
3168004			1.8	Miles	$0	$0	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,800	55	State Highway Agency	Spot	None	ITS MAINTENANCE & OPERATIONS
3169104	Advanced technology and ITS	Advanced technology and ITS - other	1	ITS MAINTENANCE & OPERATIONS	$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency			
3188506	Roadway	Roadway - other	0.2	Miles	$0	$0	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	12,600	45	State Highway Agency	Spot	None	ITS MAINTENANCE & OPERATIONS
3262504	Roadway signs and traffic control	Roadway signs (including post) - new or updated	36.73	Miles	$0	$0	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	135,900	60	State Highway Agency	Policy/Safety	None	UTILITIES
3270204	Roadway signs and traffic control	Roadway signs and traffic control - other	0.2	Miles	$0	$0	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	61,300	65	State Highway Agency	Policy/Safety	Lane Departure	Signing
3274504	Pedestrians and bicyclists	Install sidewalk	1.01	Miles	$0	$0	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	6,600	35	State Highway Agency	Spot	Intersections	Traffic Signal
3279804	Roadway delineation	Longitudinal pavement markings - remarking	14.87	Miles	$0	$0	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	6,800	65	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3279805			13.1	Miles	$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	2,800	65	State Highway Agency	Policy	Lane Departure	Striping & Centerline Rumble Strip
3283804	Pedestrians and bicyclists	Install sidewalk	0.5	Miles	$0	$0	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	10,300	35	State Highway Agency			
3283904	Pedestrians and bicyclists	Install sidewalk	0.495	Miles	$0	$0	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	$0	$0	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	$0	$0	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	6,400	35	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3293904	Pedestrians and bicyclists	Install sidewalk	0.95	Miles	$0	$0	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	12,700	40	State Highway Agency	Mobility	Pedestrians	ADA Compliance

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
3294704	Pedestrians and bicyclists	Install sidewalk	0.1	Miles	$0	$0	HSIP (23 U.S.C. 148)	Urban	Major Collector	1,900	35	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3294804	Pedestrians and bicyclists	Install sidewalk	0.3	Miles	$0	$0	HSIP (23 U.S.C. 148)	Urban	Major Collector	3,100	35	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3294904	Pedestrians and bicyclists	Install sidewalk	0.45	Miles	$0	$0	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	$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Minor Arterial	14,700	40	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3295704	Pedestrians and bicyclists	Install sidewalk	0.46	Miles	$0	$0	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	$0	$0	HSIP (23 U.S.C. 148)	Urban	Major Collector	2,300	40	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3296704	Pedestrians and bicyclists	Install sidewalk	0.06	Miles	$0	$0	HSIP (23 U.S.C. 148)	Urban	Major Collector	1,500	25	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3296804	Pedestrians and bicyclists	Install sidewalk	1.6	Miles	$0	$0	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	11,800	35	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3341004	Pedestrians and bicyclists	Install sidewalk	0.5	Miles	$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Minor Arterial	2,100	35	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3347804	Roadside	Barrier – cable	7.07	Miles	$0	$0	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	7,200	70	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3360704	Roadside	Barrier – cable	8	Miles	$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	8,700	70	State Highway Agency	Systemic	Roadway Departure	Cable Barrier
3373204	Roadway delineation	Longitudinal pavement markings - remarking	45.16	Miles	$0	$0	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,700	65	State Highway Agency	Systemic	Roadway Departure	Cable Barrier
3382004	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	County	$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		County Highway Agency	Policy	Lane Departure	Striping
3385104	Roadway delineation	Longitudinal pavement markings - remarking	90.5	Miles	$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Minor Arterial	4,000	65	State Highway Agency	Policy/Safety	Lane Departure	Signing

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
3386704	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	District	$0	$0	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	$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Policy/Safety	Lane Departure	Signing
3420204	Roadway delineation	Longitudinal pavement markings - remarking	12.896	Miles	$0	$0	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	125,700	65	State Highway Agency	Policy	Lane Departure	Striping & Centerline Rumble Strip
3437904	Pedestrians and bicyclists	Install sidewalk	0.5	Miles	$0	$0	HSIP (23 U.S.C. 148)	Urban	Major Collector	4,200	45	State Highway Agency	Policy	Lane Departure	Striping
3445304	Roadway delineation	Longitudinal pavement markings - remarking	156.5	Miles	$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Mobility	Pedestrians	ADA Compliance
3465104	Roadway signs and traffic control	Roadway signs (including post) - new or updated		County	$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	0		State Highway Agency	Policy	Lane Departure	Striping
3519104	Miscellaneous	Data analysis	1	Statewide	$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		County Highway Agency	Policy/Safety	Data	Data Analysis Platform
3540404	Roadway delineation	Longitudinal pavement markings - remarking		County	$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Policy/Safety	Lane Departure	Striping & Centerline Rumble Strip
3540804	Roadway delineation	Roadway delineation - other	157.689	Miles	$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	18,600	70	State Highway Agency	Policy	Lane Departure	Striping & Centerline Rumble Strip
3579504	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10.96	Miles	$0	$0	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	89,700	60	State Highway Agency	Policy/Safety	Lane Departure	Striping & Centerline Rumble Strip
3589904	Roadway delineation	Longitudinal pavement markings - remarking		County	$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Policy/Safety	Lane Departure	Signing
3591104	Roadway delineation	Longitudinal pavement markings - remarking		County	$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Policy	Lane Departure	Striping & Centerline Rumble Strip
3593214	Railroad grade crossings	Active grade crossing equipment installation/upgrade	0.05	Miles	$0	$0	HSIP (23 U.S.C. 148)			0		City or Municipal Highway Agency	Policy	Lane Departure	Striping

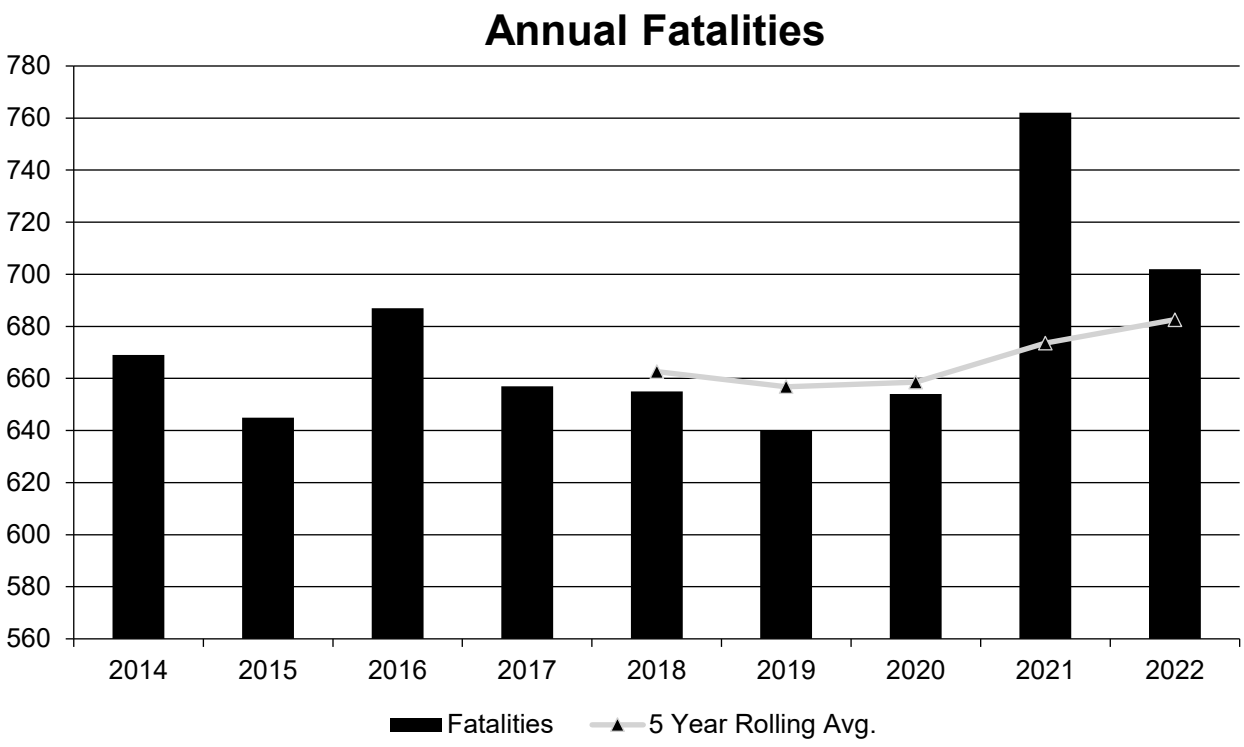
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
3593217	Railroad grade crossings	Active grade crossing equipment installation/upgrade	0.3	Miles	$0	$0	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0		City or Municipal Highway Agency	Spot	None	Railroad Crossing
3593218	Railroad grade crossings	Active grade crossing equipment installation/upgrade	0.1	Miles	$0	$0	HSIP (23 U.S.C. 148)			0		City or Municipal Highway Agency	Spot	None	Railroad Crossing
3593220	Railroad grade crossings	Active grade crossing equipment installation/upgrade	0.1	Miles	$0	$0	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		City or Municipal Highway Agency	Spot	None	Railroad Crossing
3593221	Railroad grade crossings	Active grade crossing equipment installation/upgrade	0.01	Miles	$0	$0	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	17,600	35	State Highway Agency	Spot	None	Railroad Crossing
3593222	Railroad grade crossings	Active grade crossing equipment installation/upgrade	0.4	Miles	$0	$0	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		City or Municipal Highway Agency	Spot	None	Railroad Crossing
3593223	Railroad grade crossings	Active grade crossing equipment installation/upgrade	0.2	Miles	$0	$0	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		City or Municipal Highway Agency	Spot	None	Railroad Crossing
3593225	Railroad grade crossings	Active grade crossing equipment installation/upgrade	1	County	$0	$0	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0		County Highway Agency	Spot	None	Railroad Crossing
3596404	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Statewide	$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Spot	None	Railroad Crossing
3600404	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	County	$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	0		County Highway Agency	Policy/Safety	None	Wrong-Way Counter Measures
3600504	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	County	$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	0		County Highway Agency	Policy/Safety	None	Wrong-Way Counter Measures

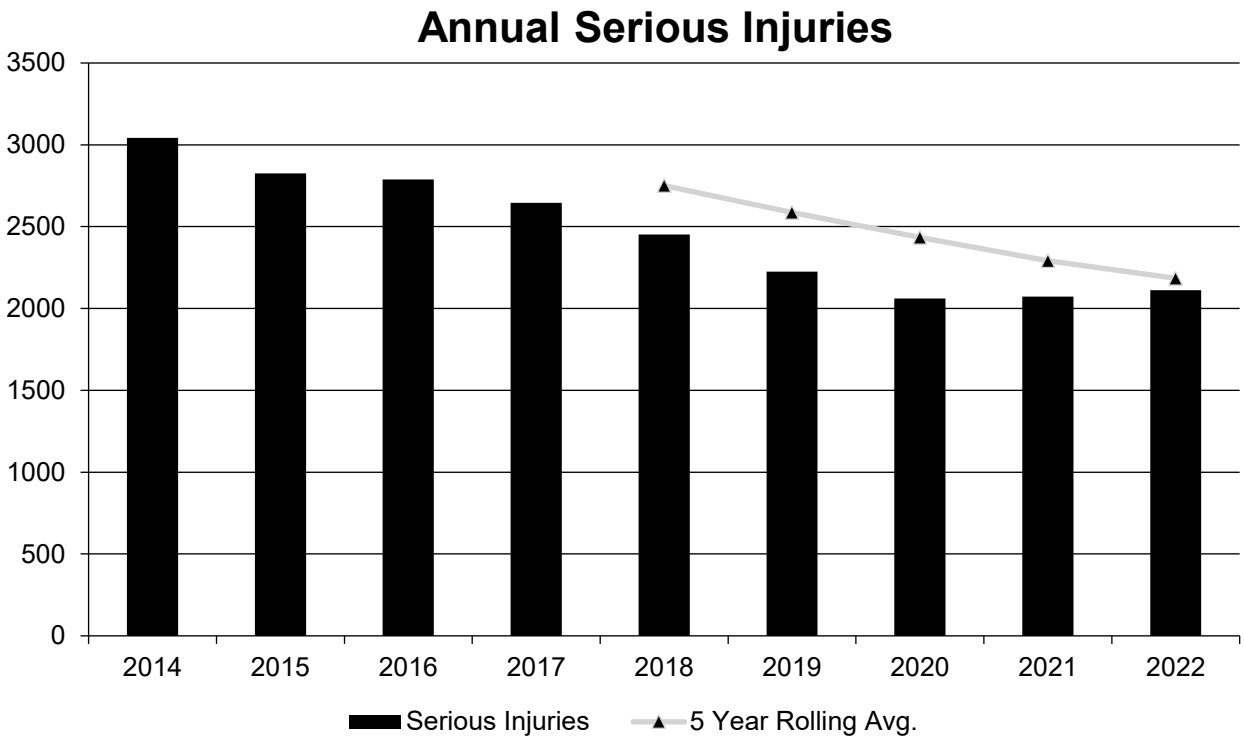
Safety Performance

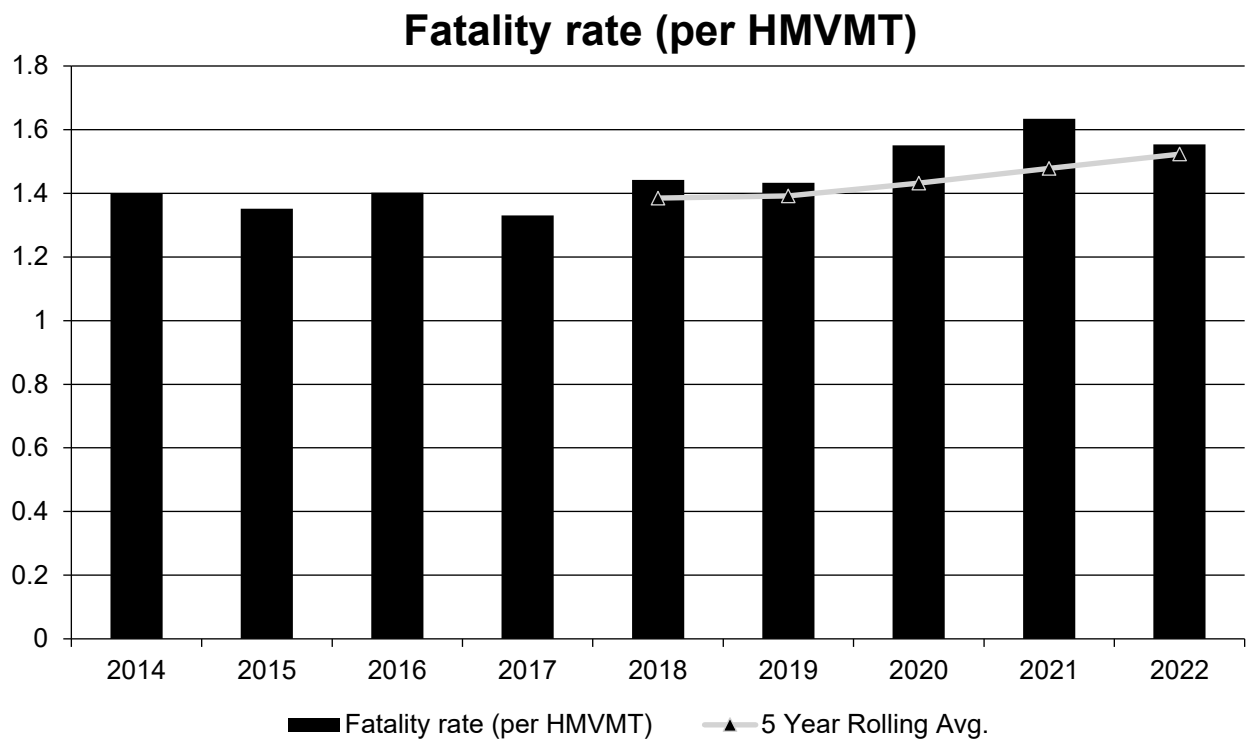
General Highway Safety Trends

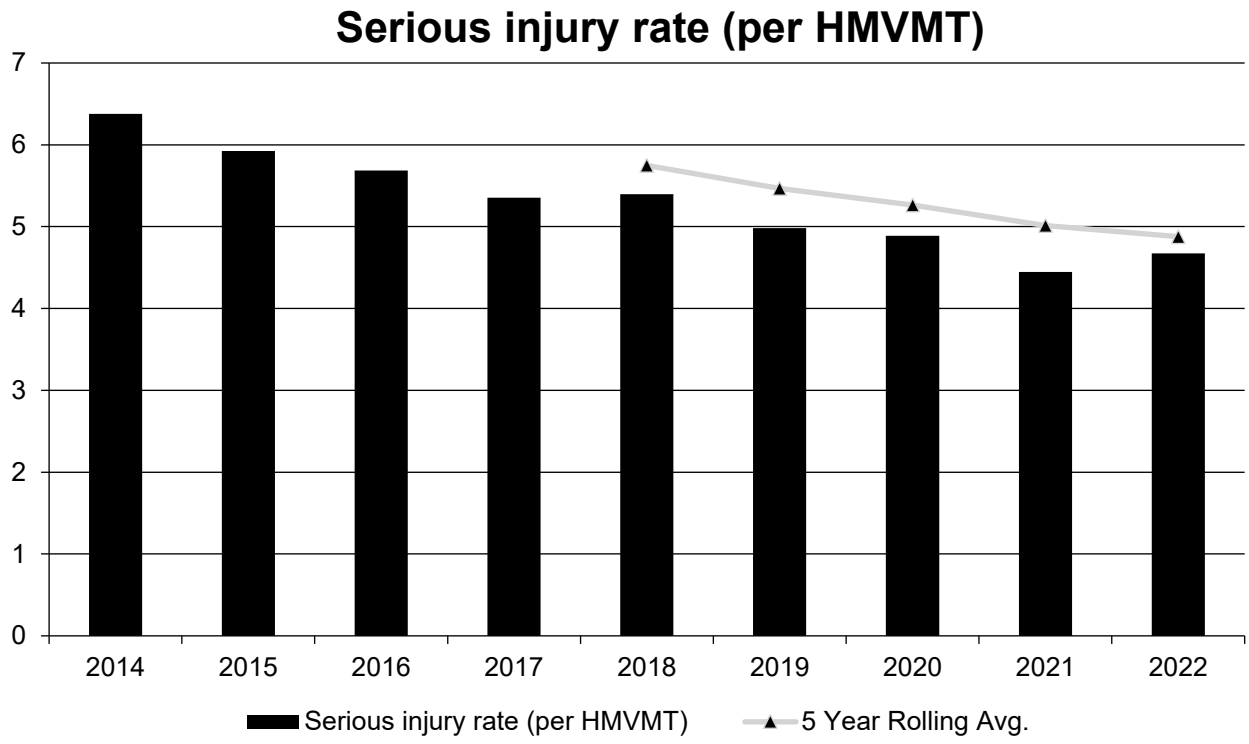
Present data showing the general highway safety trends in the State for the past five years.

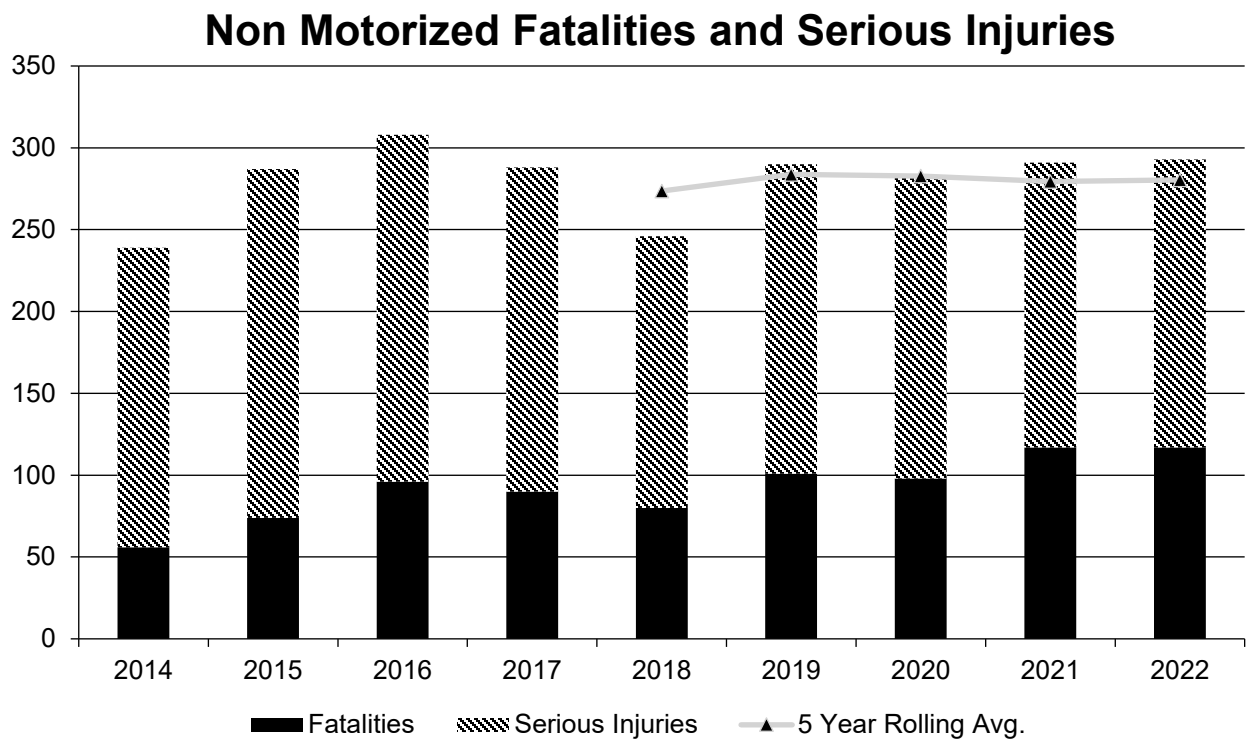
PERFORMANCE MEASURES	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatalities	669	645	687	657	655	640	654	762	702
Serious Injuries	3,042	2,826	2,788	2,645	2,452	2,225	2,061	2,073	2,112
Fatality rate (per HMVMT)	1.400	1.352	1.402	1.330	1.442	1.433	1.551	1.634	1.554
Serious injury rate (per HMVMT)	6.380	5.923	5.688	5.354	5.397	4.983	4.888	4.446	4.675
Number non-motorized fatalities	56	74	96	90	80	101	98	117	117
Number of non-motorized serious injuries	183	213	212	198	166	189	184	174	176


Annual Fatalities
780
760
740
720
700
680
660
640
620
600
580
560
2014
2015
2016
2017
2018
2019
2020
2021
2022
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
3500
3000
2500
2000
1500
1000
500
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.8
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
7
6
5
4
3
2
1
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Number for 2021 were revised based on changes made by Oklahoma Highway Safety Office (OHSO) after Reporting completed last year. The total fatality number for 2022 is what is current for OHSO. Due to our previously explained data issues the serious injury and non-motorized numbers are based on extrapolations of the data by a combination of the ARIMA model used for goal forecasting then adjusted with trend lines of the data as need to make the numbers line up totals.

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 2022

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	49	95.8	0.89	1.74
Rural Principal Arterial (RPA) - Other Freeways and Expressways				

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) - Other	75.8	163.8	1.45	3.09
Rural Minor Arterial	76	154.2	2.59	5.17
Rural Minor Collector	3.4	9.6	1.89	4.98
Rural Major Collector	143.2	324.8	2.6	5.73
Rural Local Road or Street	52.6	168.2	2.25	7.44
Urban Principal Arterial (UPA) - Interstate	49.4	144.2	0.87	2.53
Urban Principal Arterial (UPA) - Other Freeways and Expressways	19.8	88.6	0.62	2.8
Urban Principal Arterial (UPA) - Other	74.8	362.6	1.36	6.6
Urban Minor Arterial	57	309.2	1.2	6.41
Urban Minor Collector				
Urban Major Collector	18	78.8	1.27	5.4
Urban Local Road or Street	43.6	214.8	1.61	8.85

Year 2022

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	297	851.8	1.11	3.18
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	229.2	1,024.2	1.58	7.09
Private (Other than Railroad)				
Railroad				
State Toll Authority	146.4	286.6	4.15	8.15
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

Due to the issues in receiving Collision Data for 2022 it was determined to provide the values in these tables through a combination of averages and trend lines for each category then adjusted to meet the overall fatality and Serious injury numbers provided in answer to question 30

Safety Performance Targets

Safety Performance Targets

Calendar Year 2024 Targets *

Number of Fatalities:755.0

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. We should be able to meet this goal, as the 2021 upward tren has been reduce in 2022

Number of Serious Injuries:2011.0

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:1.690

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:4.530

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:297.0

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	656.0	682.6
Number of Serious Injuries	2200.0	2184.6
Fatality Rate	1.440	1.523
Serious Injury Rate	4.790	4.878
Non-Motorized Fatalities and Serious Injuries	313.0	280.4

Overall Fatalities are currently the only number we have complete enough data for reporting on, and we expected them to be above average again which would cause us to miss the Fatality and Fatality rate targets. We are hopeful that as the other numbers for Serious injuries and non motorized incidents come in that they will be under their targets.

Applicability of Special Rules

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

Yes

Based upon the projected numbers created for FHWA it appears that we will trigger the VRU special rule using historical data

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

No

Based upon the projected numbers created for FHWA it appears that we will not trigger the HRRR special rule using historical data

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	2016	2017	2018	2019	2020	2021	2022
Number of Older Driver and Pedestrian Fatalities	76	87	94	78	79	74	81
Number of Older Driver and Pedestrian Serious Injuries	225	192	210	166	202	150	191

Due to the issues in receiving Collision Data for 2022 it was determined to provide the values in these tables through a combination of averages and trend lines for each category.

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

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

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

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

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

Describe significant program changes that have occurred since the last reporting period.

We are in the process of development of a new 5 year safety workplan out of our Traffic division to help better plan the future of our Safety fund use and have projects ready to go sooner within the fiscal year.

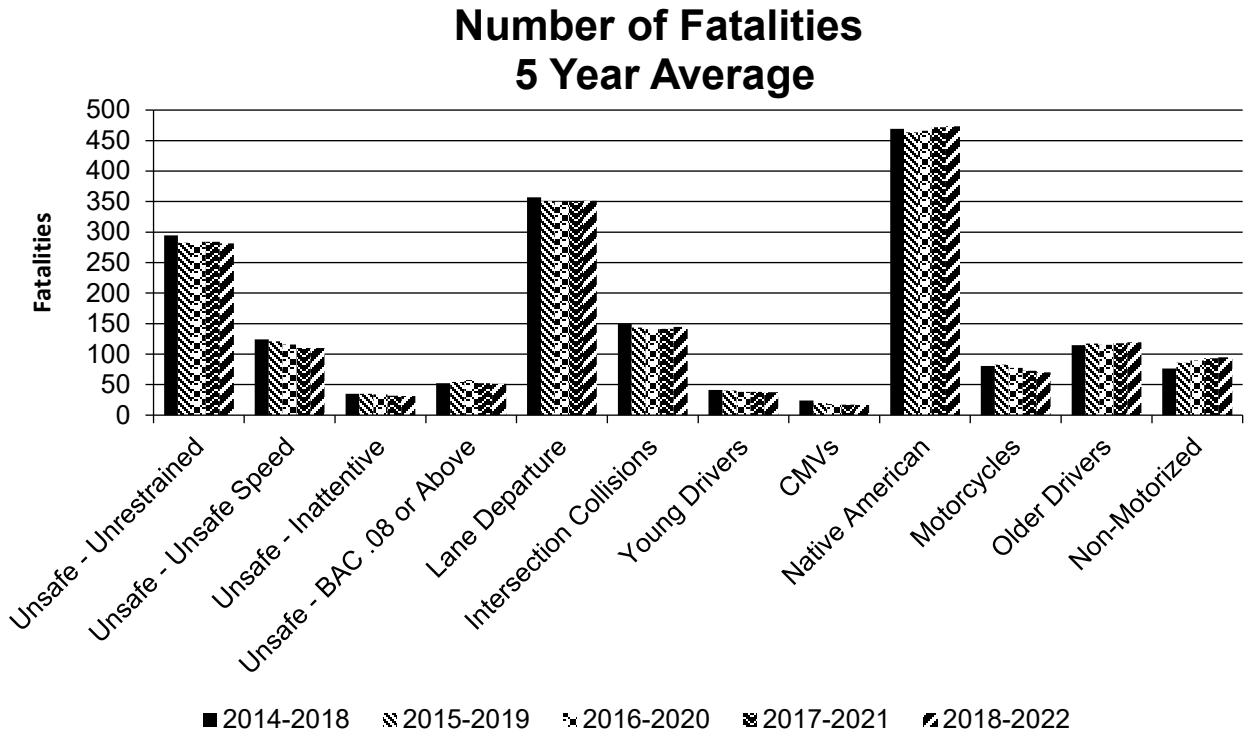
Effectiveness of Groupings or Similar Types of Improvements

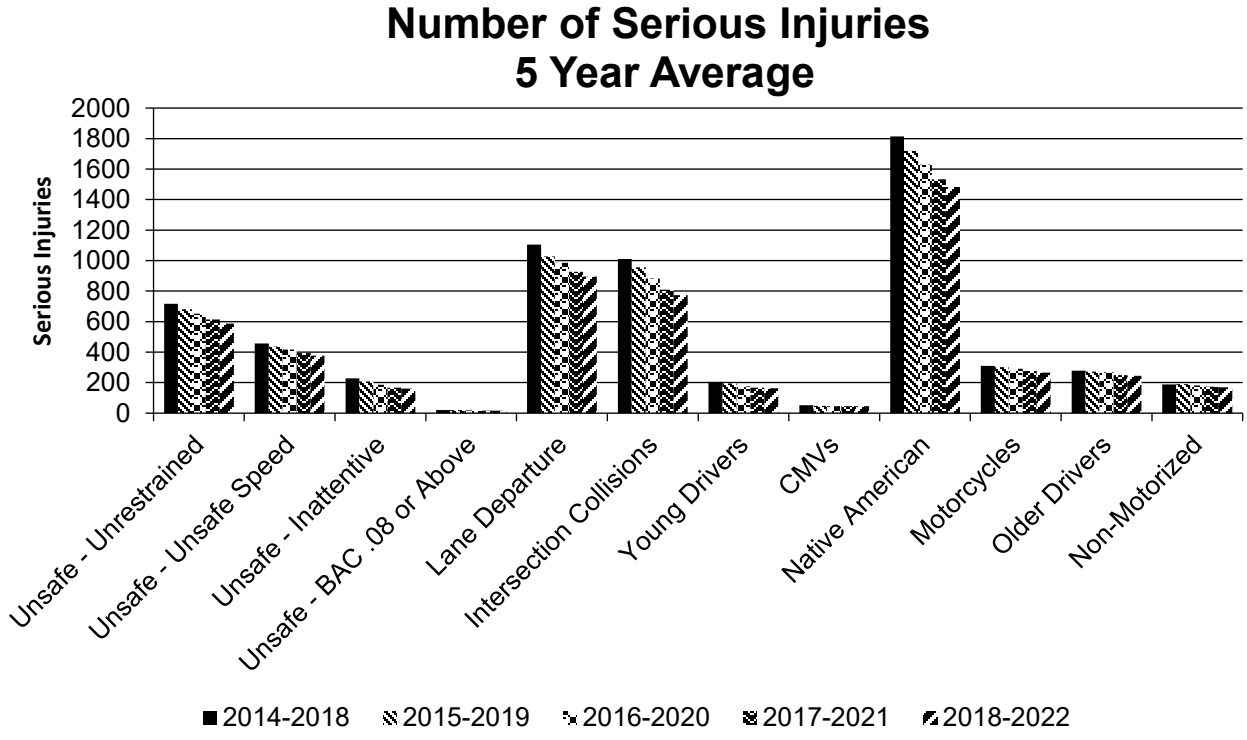
Present and describe trends in SHSP emphasis area performance measures.

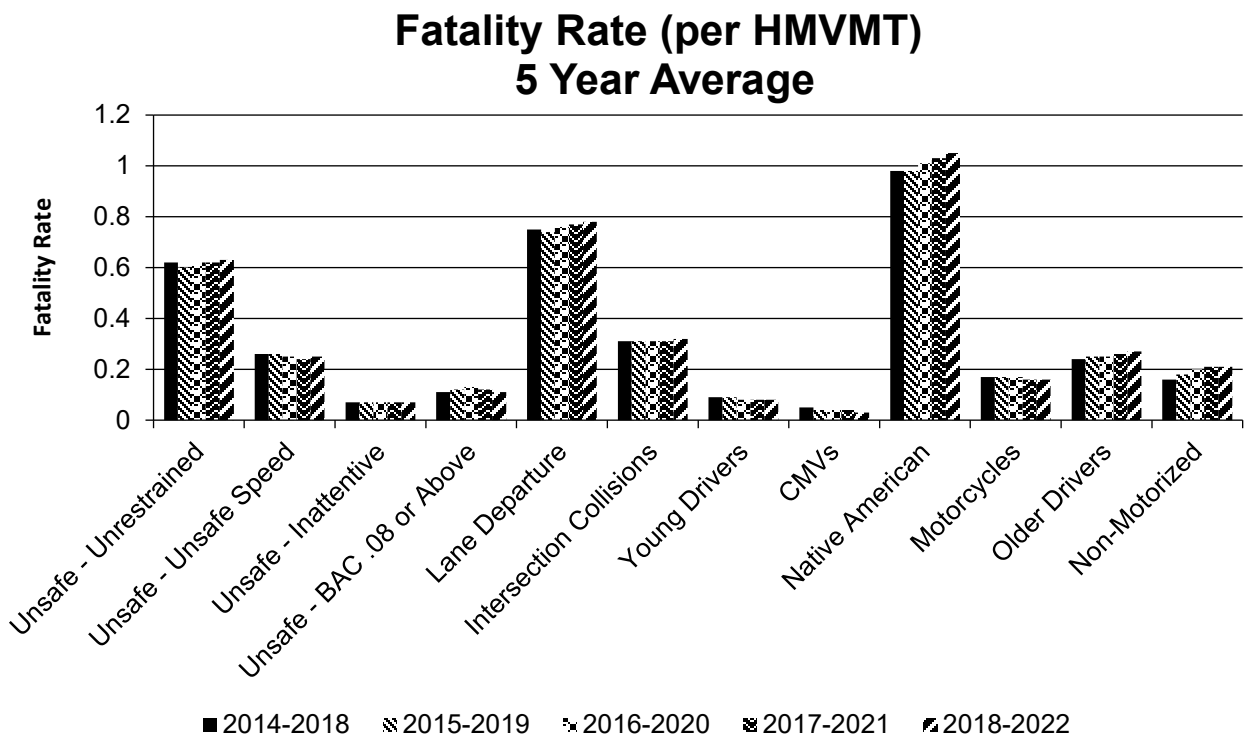
Year 2022

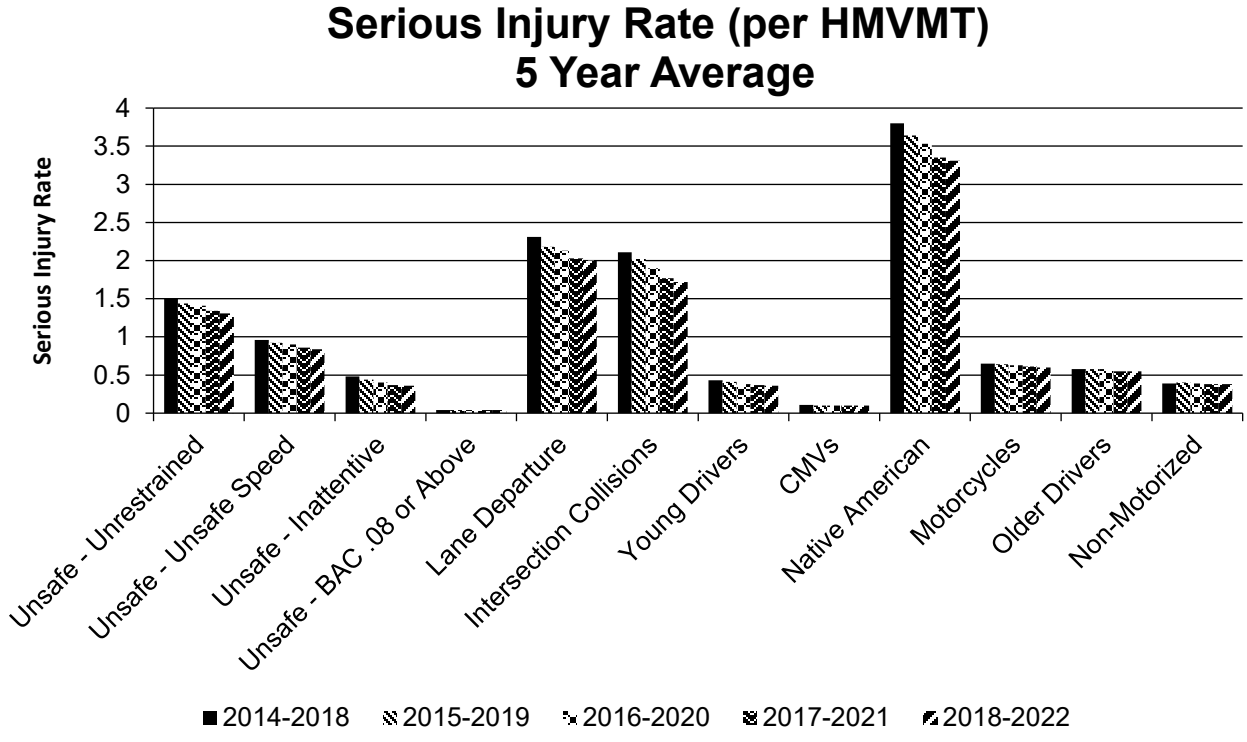
SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Unsafe - Unrestrained		281.6	586.4	0.63	1.31
Unsafe - Unsafe Speed		110.2	377.8	0.25	0.84
Unsafe - Inattentive		31.2	161.4	0.07	0.36
Unsafe - BAC .08 or Above		51.2	16.6	0.11	0.04

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)
Lane Departure		351	894.2	0.78	2
Intersection Collisions		144.6	773	0.32	1.72
Young Drivers		37.8	164	0.08	0.36
CMVs		16.6	46.4	0.03	0.1
Native American		473.2	1,482.8	1.05	3.31
Motorcycles		70.4	266.2	0.16	0.6
Older Drivers		119.4	245.4	0.27	0.55
Non-Motorized		94.6	169.8	0.21	0.38


Number of Fatalities
5 Year Average
Fatalities
500
450
400
350
300
250
200
150
100
50
0
Unsafe - Unrestrained
Unsafe - Unsafe Speed
Unsafe - Inattentive
Unsafe - BAC .08 or Above
Lane Departure
Intersection Collisions
Young Drivers
CMVs
Native American
Motorcycles
Older Drivers
Non-Motorized
2014-2018
2015-2019
2016-2020
2017-2021
2018-2022


Number of Serious Injuries
5 Year Average
Serious Injuries
2000
1800
1600
1400
1200
1000
800
600
400
200
0
Unsafe - Unrestrained
Unsafe - Unsafe Speed
Unsafe - Inattentive
Unsafe - BAC .08 or Above
Lane Departure
Intersection Collisions
Young Drivers
CMVs
Native American
Motorcycles
Older Drivers
Non-Motorized
2014-2018
2015-2019
2016-2020
2017-2021
2018-2022





Due to the issues in receiving Collision Data for 2022 it was determined to provide the values in these tables through a combination of averages and trend lines for each category.

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

No

New staff is being trained with the intent of completeting new countermeasure evaluations in the next period. Initial results were completed on one set of countermeasures in this period, but, is not fully ready for reporting yet.

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

We are on track to have the SHSP update submitted in November of 2023 along with the Vulnerable Road User Assessment as required

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								

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
	Functional Class (19) [19]	100	100					100	100	100	100
	Median Type (54) [55]	100	100								
	Access Control (22) [23]	100	100								
	One/Two Way Operations (91) [93]	100	100								
	Number of Through Lanes (31) [32]	100	100					100	100		
	Average Annual Daily Traffic (79) [81]	100	100					100	100		
	AADT Year (80) [82]	100	100								
	Type of Governmental Ownership (4) [4]	100	100					100	100	100	100
INTERSECTION	Unique Junction Identifier (120) [110]			100	100						
	Location Identifier for Road 1 Crossing Point (122) [112]			100	100						
	Location Identifier for Road 2 Crossing Point (123) [113]			100	100						
	Intersection/Junction Geometry (126) [116]			100	100						
	Intersection/Junction Traffic Control (131) [131]			100	20						
	AADT for Each Intersecting Road (79) [81]			100	100						
	AADT Year (80) [82]			100	100						
	Unique Approach Identifier (139) [129]			100	100						
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]					100	5				

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
	Location Identifier for Roadway at Beginning of Ramp Terminal (197) [187]					100	5				
	Location Identifier for Roadway at Ending Ramp Terminal (201) [191]					100	5				
	Ramp Length (187) [177]					100	100				
	Roadway Type at Beginning of Ramp Terminal (195) [185]					100	5				
	Roadway Type at End Ramp Terminal (199) [189]					100	5				
	Interchange Type (182) [172]					100	5				
	Ramp AADT (191) [181]					100	100				
	Year of Ramp AADT (192) [182]					100	100				
	Functional Class (19) [19]					100	100				
	Type of Governmental Ownership (4) [4]					100	100				
Totals (Average Percent Complete):		**100.00**	**100.00**	**100.00**	**90.00**	**100.00**	**48.18**	**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.

Optional Attachments

Program Structure:

2023.02.01 HSIP Submittal for FHWA (part 1) - signed.pdf
2023.02.01 HSIP Submittal for FHWA (part 2) - signed.pdf
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.