



**STAFF REPORT**  
**The City of Oklahoma City**  
**Planning Commission**  
**January 9, 2025**

**Item No. IV. 20.**

**Introduction of the Draft Vision Zero Action Plan, Oklahoma City's first traffic safety plan. All Wards.**

**I. Background and Summary**

**A.** In 2023, Oklahoma City was awarded an \$800,000 federal grant to develop its first traffic safety plan, the Vision Zero Action Plan (VZAP). Funded by the U.S. Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) program, the grant had a 20% local fund match requirement. The plan aims to reach zero fatalities and eliminate deadly crashes on public roadways, as well as create a safer, more equitable mobility system for all road users. The City of Oklahoma City selected Kimley-Horn to provide consultant services. The Planning Department managed the grant and oversaw the plan development.

**B.** Vision: The City of Oklahoma City aims to eliminate road fatalities through strategic infrastructure enhancements, policy advocacy, and inclusive education. The City is dedicated to protecting all road users and promoting a sustainable, vibrant community.

**C. Adoption Timeline**

- Planning Commission introduction: Thursday, January 9, 2025
- Planning Commission adopt: Thursday, January 23, 2025
- Traffic Commission hearing: Friday, January 24, 2025
- City Council introduction: Tuesday, January 28, 2025
- City Council adopt: Tuesday, February 11, 2025

**II. Plan Content**

[Visit [okc.gov/home/showpublisheddocument/45982/638696840595630000](https://okc.gov/home/showpublisheddocument/45982/638696840595630000) to view the plan online]

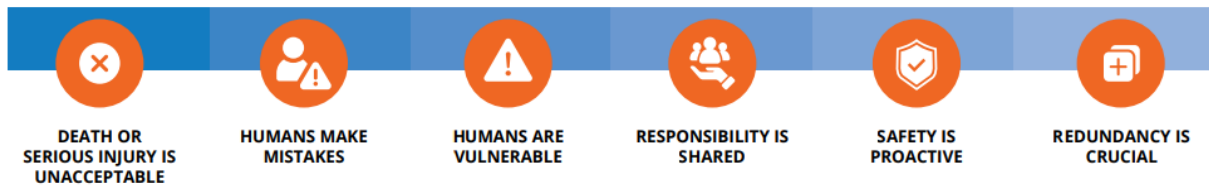
The VZAP provides an analysis of the City's roadways and recommends countermeasures to reduce transportation-related fatalities and serious injuries on the City's most dangerous roadways. This three-phase project approach kicked off in January 2024 and will run through adoption in February 2025. This plan is organized in three parts, each containing a purpose statement and listing of chapters contained within. The parts of the plan correspond to the various phases of the planning process.

**A. Part I: Background and Purpose**

**1. Chapter 1: Creating a Vision**

The SS4A program is a primary driving force behind the VZAP, which is characterized and guided by the Federal Highway Administration's (FHWA) Safe Systems Approach. The guiding principles for this plan are viewed through a safety lens, which aims to eliminate all traffic fatalities and severe injuries, prioritizing the principles of safer road design, enforcement, education, and community engagement to achieve this goal. The

guiding principles of the Safe Systems Approach and this document are detailed in Chapter 1, but can more generally be summarized as follows:



There are five complementary objectives (“pillars”) outlined by the USDOT that correspond to and support implementation of the Safe System Approach:

- Safe Road Users
- Safe Vehicles
- Safe Speeds
- Safe Roads
- Post-Crash Care

## **2. Chapter 2: Engaging the Community**

Chapter 2 discusses the equity review done to ensure that transportation investments and safety improvements are distributed equitably. This is accomplished through using USDOT’s Equitable Transportation Community (ETC) Explorer to assess how communities experience disadvantage using five components: Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability.

*OKC VZAP Timeline*

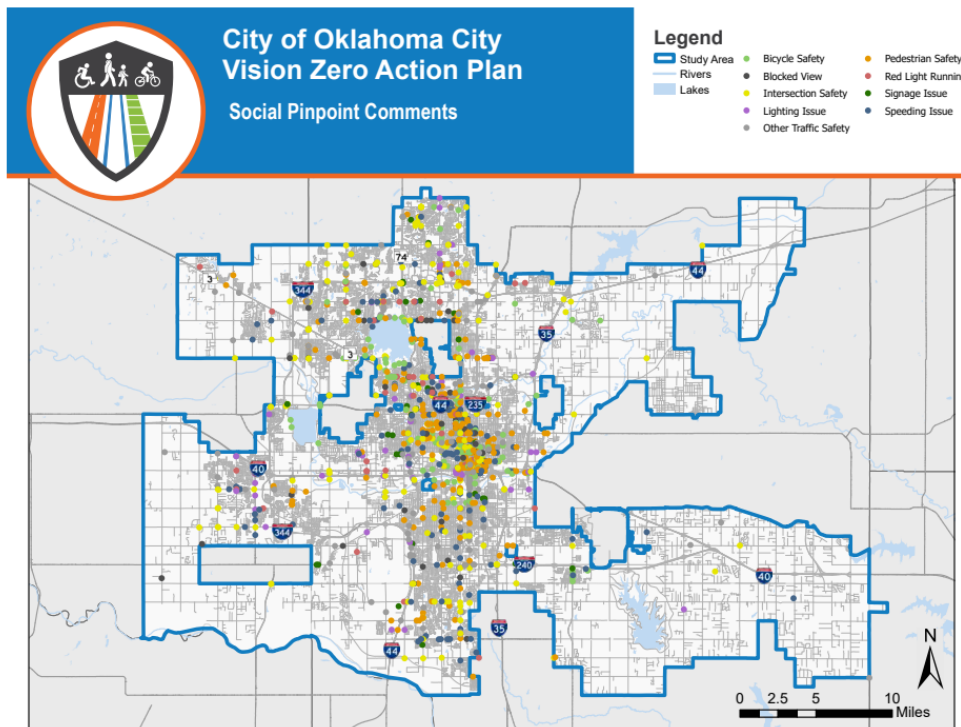


The OKC VZAP kicked-off in April 2024 and the planning process spanned until December 2024. The Public Engagement for the Oklahoma City VZAP included the following opportunities for participation:

- Vision Zero Advisory Board (VZAB)
- Internal work sessions
- Regional Safety Summit
- Public pop-ups
- Public workshops
- Public hearings to City Council and other Committees
- Online engagement

In addition to collecting public input through an online map survey, a written survey was distributed on the project website and at in-person engagement events to collect information on demographics, mode choice, and roadway safety concerns.

### *Interactive Map Comments (page 15)*



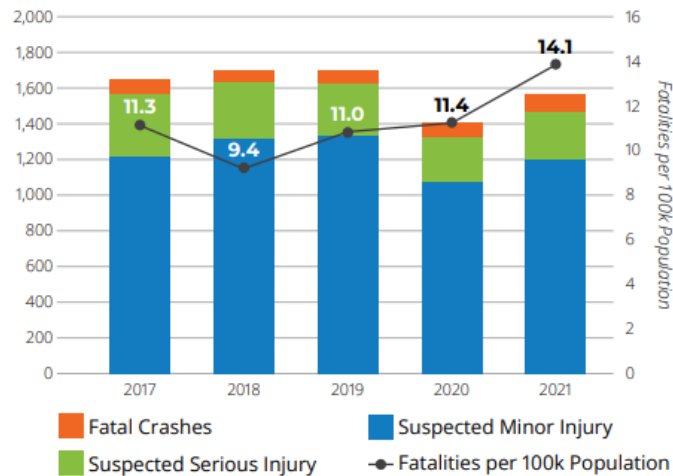
Members of the media were involved throughout the entire Public Engagement Process from the Summit through all workshops. City Staff members participated in interviews with a variety of TV/Radio stations, as well as newspaper outlets. Their involvement was used to advertise the VZAP, as well as all other public engagement opportunities.

## B. Part II: Oklahoma City State of Safety

### 1. Chapter 3: Understanding the Problem

Chapter 3 provides a detailed analysis of the City's crash history, crash profiles, and the High Injury Network (HIN).

*Oklahoma City Total Crash Summary (2017-2021) (page 20)*

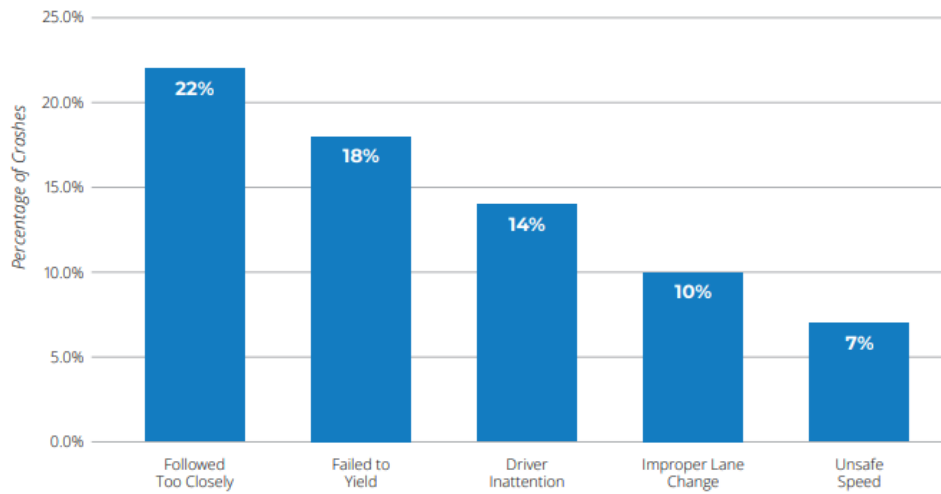


Based on available data, this analysis was conducted using crash data from the Oklahoma Highway Safety Office for the years 2017-2021. During this period, there were 75,747 total crashes and 385 fatal crashes in the City of Oklahoma City. Crashes peaked in 2017 at 17,029. Total crashes decreased slightly over 2018 and 2019 but remained consistent near the mark of 15,500 annual crashes. 2020 presented a low for the period with 12,347 crashes, which

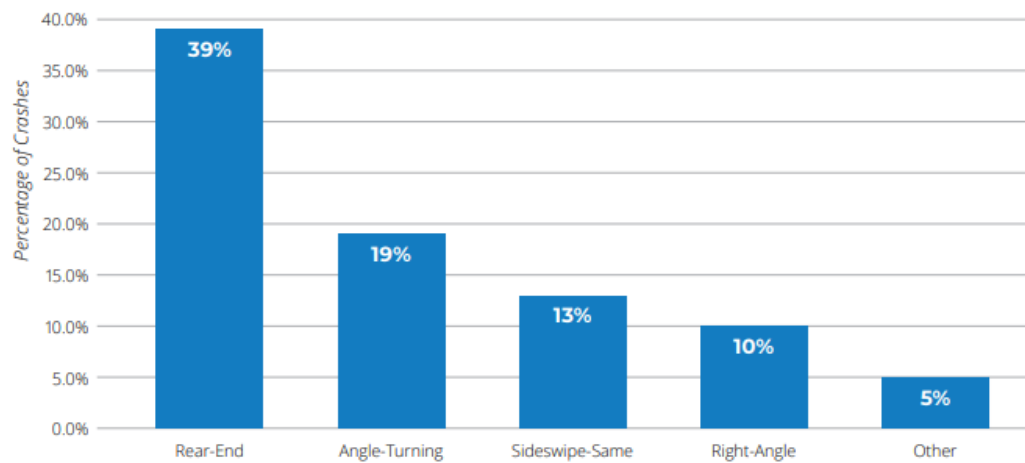
presumably correlated with the COVID-19 pandemic. Like the trend of decreasing crashes that can be observed, the number of fatalities per 100,000 population has generally increased on an annual basis from a low of 9.4 fatalities per 100,000 population in 2018 to a high of 14.1 fatalities per 100,000 population in 2021. Although the total number of fatal (K), suspected serious injury (A), suspected minor injury (B), and possible injury (C) crashes all experienced significant dips in volume during the 2019-2020 timeframe, the percentage of those crash severities are elevated when compared to the 2017-2019 timeframe. Fatal injury crashes experienced a high in 2021 with 95 occurrences, and a low of 63 in 2018. Notably, despite the lower number of crashes during 2020-2021, the percentage of fatalities was significantly higher than in previous years.

Crashes can occur for a variety of reasons and in different manners. Shown below are the contributing top factors to crashes and the top manners of collision.

*Top Contributing Factors to Crashes (2017-2021) (page 21)*



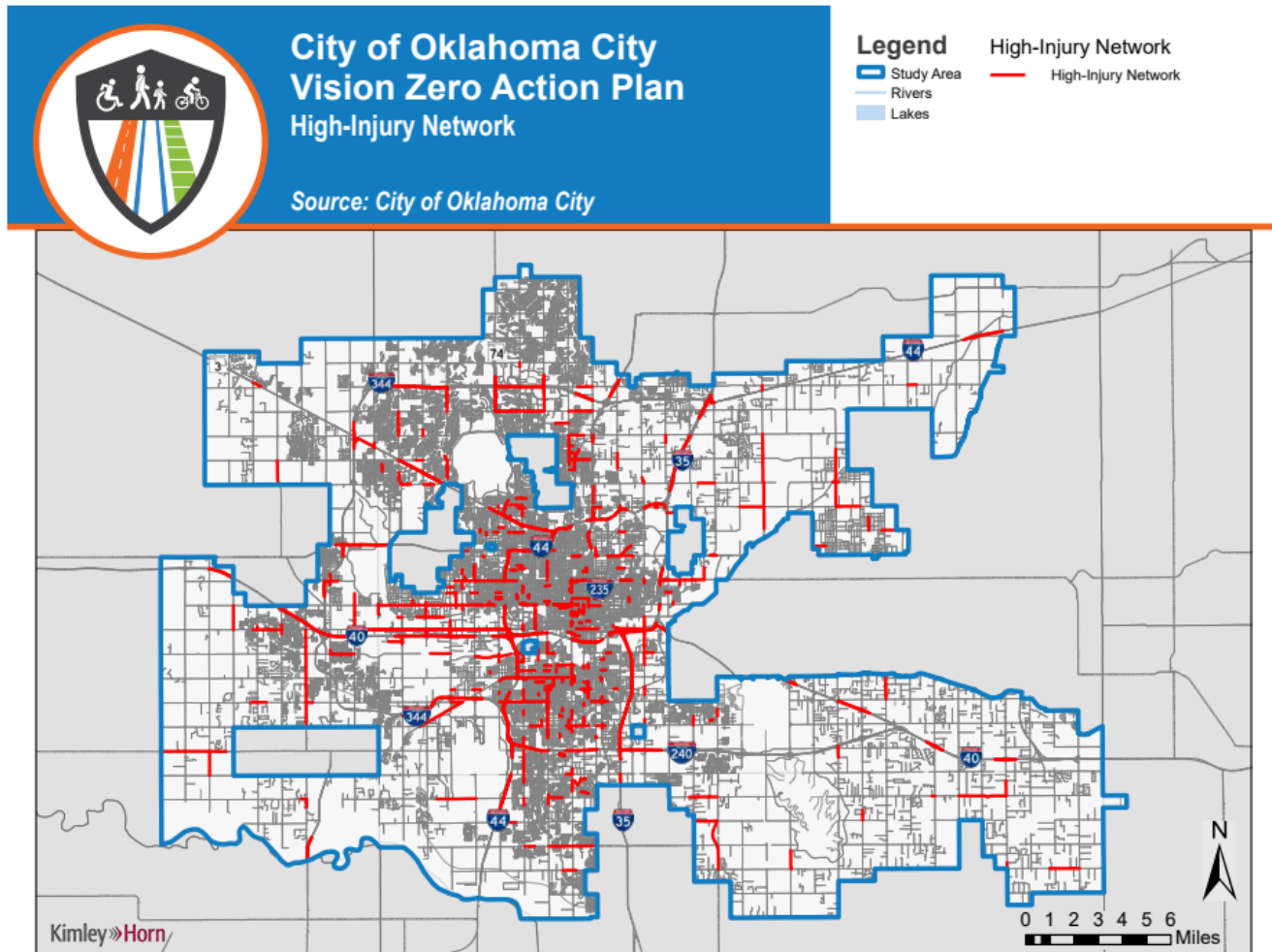
*Top Manners of Collision (2017-2021) (page 22)*



Chapter 3 discusses the results of the high-injury network (HIN) study. A high-injury network is a network of roads, intersections, or other transportation infrastructure that experiences an above average rate of fatal and injury crashes. The identification and prioritization of these networks is foundational in the success of a Vision Zero Action Plan. The HIN will be essential in allowing the City to:

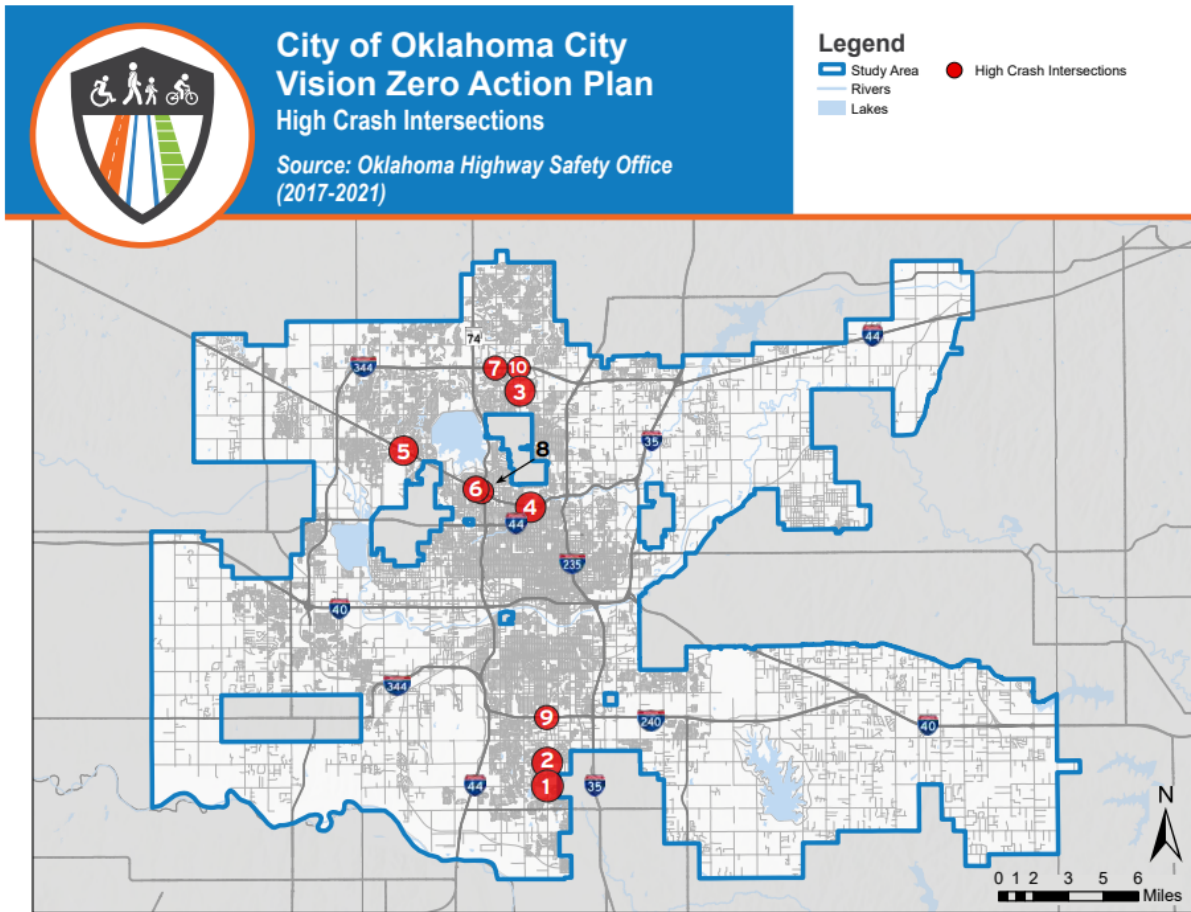
- Prioritize safety improvements
- Allocate and distribute resources
- Implement and monitor improvements
- Continuously review and update with the most recent crash data

*High-Injury Network (HIN) (page 48)*



Over the entire study period, nearly every two out of three crashes that occurred were at intersections. Intersections present an elevated propensity for conflict between vehicles, pedestrians, and bicyclists as they all regularly converge at these locations.

*High Crash Intersections (2017-2021) (page 26)*

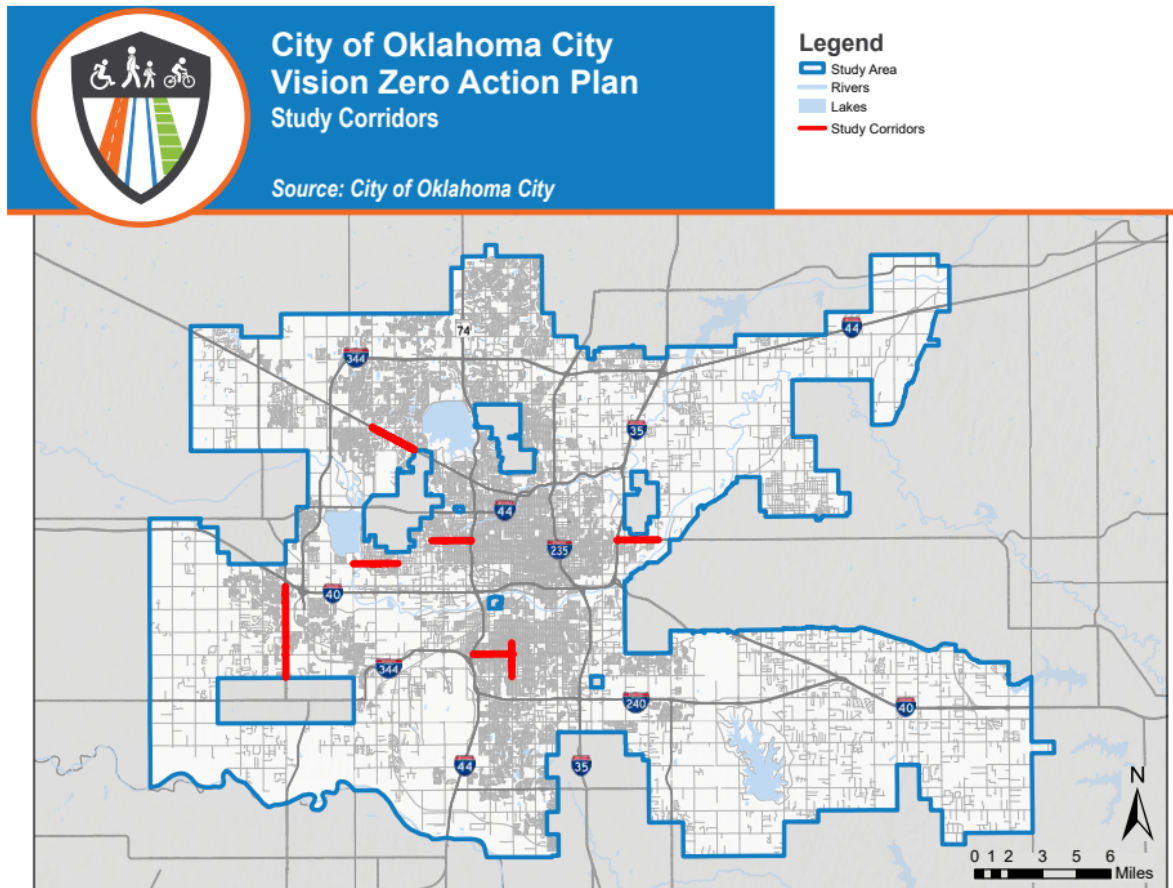


### C. Part III: Vision Zero Action Plan

#### 1. Chapter 4: Designing the Solution

Chapter 4 presents seven (7) roadway segments on the HIN selected as priority locations to make targeted recommendations to improve the City's most unsafe roadway locations. These segments were selected with input from City staff and scored based on equity, engagement, and feasibility. The targeted recommendations on the chosen study corridors entail specific countermeasures based on the crash history, roadway geometry, intersection control, and context. Additionally, this chapter provides a Systemic Countermeasure Toolbox; consisting of a variety of roadway countermeasures that may be used by cities and organizations throughout the region to further mitigate safety beyond the seven corridors in this study.

*Map of Study Corridors (page 76)*



*List of Study Corridors (page 75)*

Study Corridors								
Study Corridor	Limits		Length (mi)	Crashes (2017-2021)				Daily Volume
	From	To		K	A	B	Total KABs	
1. NE 23rd Street	I 35	N Bartell Rd	1.82	8	5	23	36	15,136
2. NW 23rd Street	N Ann Arbor Ave	N I 44 Hwy	1.75	3	6	27	36	15,132
3. Mustang Road	Reno Ave	SW 59th St	4	7	10	50	67	24,425
4. SW 44th Street	I-44 NBFR	Johnston Dr	1.77	3	9	32	44	10,705
5. S Pennsylvania Avenue	SW Grand Blvd	SW 59th St	1.49	3	3	25	31	12,415
6. NW 10th Street	County Line Rd	N Rockwell Ave	1.96	3	6	16	25	8,689
7. NW Expressway	N Council Rd	N Wilshire Blvd	2.1	0	12	30	42	18,006
<b>Total</b>			<b>14.89</b>	<b>27</b>	<b>51</b>	<b>203</b>	<b>281</b>	<b>14,930</b>

This chapter details systemic countermeasures that can be implemented across the City to enhance safety beyond the targeted countermeasures on the selected study corridors. A countermeasure toolbox provides the City of Oklahoma City with a range of options and resources to effectively improve safety and enhance the overall performance of roadways and transportation systems. Each countermeasure has an associated Crash Modification Factor (CMF). This figure is the ratio of crashes that can be expected to occur after the countermeasure has been implemented. The figures are provided by the CMF Clearinghouse, which is a national tool that provides CMF data, educates CMF users, and facilitates CMF research nationwide to compile the most reliable studies for increased accuracy in assigning CMFs.

## Systemic Countermeasures (page 62)

Countermeasures	CMF	Context (Urban/Rural)
Appropriate Speed Limits	0.856	Both
Bike Lanes	0.435	Both
Crosswalk Visibility Enhancements	0.732	Both
Leading Pedestrian Interval	0.9	Urban
Medians and Pedestrian Refuge Islands	0.29	Urban
Pedestrian Hybrid Beacons	0.883	Urban
Rectangular Rapid Flashing Beacons (RRFB)	0.31	Both
Roadway Reconfiguration	0.53	Urban
Sidewalks	0.598	Both
Enhanced Delineation for Horizontal Curves	0.82	Rural
Longitudinal Rumble Strips	0.745	Rural

Countermeasures	CMF	Context (Urban/Rural)
Median Barriers	0.29	Both
Wider Edge Lines	0.97	Both
Retroreflective Backplates	0.85	Both
Corridor Access Management	0.93	Both
Dedicated Left- and Right-Turn Lanes at Intersections	0.52 – 0.86	Both
Reduced Left-Turn Conflict Intersections	0.7029	Both
Roundabouts	0.59	Both
Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections	0.732	Both
Yellow Change Intervals	0.99	Both
Lighting	0.68	Both

## 2. Chapter 5: Getting to Zero

### VZAP Policy Review (page 133)

	Safer People	Safer Roads	Safer Speeds	Safer Vehicles	Post-Crash Care
<i>bikewalkokc</i> 2024 Updated	●	●	◐		
<i>connectokc</i> Transportation	◐	●			
2023 OKC Moves Bus Study	◐	◐	◐		
2023 ODOT Highway Safety Plan	●	●	●	◐	
2023 ODOT Active Transportation Plan	◐		◐		
2023 Alternative Speed Abatement Program	◐		◐		
2024 Bike Lane Standards		◐	◐		
50/50 Sidewalk Program	◐	◐			
ADA and Accessibility	◐				
2015 Watch For Me OKC	●				
Internal Coordination with Police Traffic Safety Unit	●	◐	●		◐
Intersection Enforcement Cameras			●		

Chapter 5 outlines the action plan, which is comprised of policies and programs to create solutions for systemic issues and are organized by the five safety emphasis areas, referred to as “pillars” (Safer People, Safer Speeds, Safer Vehicles, Safer Roads, and Post Crash Care) and focus on eliminating deaths on Oklahoma City roads. To make goals easier to achieve for each emphasis area, each goal has strategies and actions outlined.

While infrastructure investments are vital to eliminating future severe and fatal injury crashes, a safe systems approach also recognizes how engineering, enforcement, and education decisions are an outcome of planning, design, and policy guidelines in place when the decision are made. This chapter details a past plan review. The plans, standards, and programs were rated based on the strength of reference to each pillar.

*A blank cell indicates that there is little to no reference to this pillar in the document reviewed.*

◐ Indicates there are opportunities to build on referenced actions in the document via the Vision Zero Action Plan.

● Indicates that the document includes actions that will strengthen this pillar.

## III. Recommendation

Introduce and set for adoption on January 23, 2025.