

# 2017 Highway Safety Plan



THE HONORABLE MARY FALLIN, GOVERNOR OF OKLAHOMA

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## Executive Summary

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According to the Center for Disease Control in Atlanta, unintentional motor vehicle traffic-related injuries was the leading cause of unintentional death in 2014 in the 5-24<sup>1</sup> year old age group and the second leading cause of death in the 25 and older age group. The state of Oklahoma has experienced significant reductions in the overall number of traffic related fatalities over the last several years, from 737 in 2009 to 669 in 2014. The 5-year moving average analysis reflects improvement in most areas, with some of the most significant improvement occurring in alcohol-impaired fatalities. We will continue to involve our traffic safety partners in the strategic planning of traffic safety initiatives and in the development of effective, data-driven countermeasures.

Over the last three years in particular, Oklahoma has greatly increased its efforts in the area of impaired driving prevention and enforcement. The most recent FARS data indicate 154 alcohol-impaired (BAC=.08+) driving fatalities in 2014, representing 23% of all fatalities in the state. This reflects a significant decrease in the number of alcohol-related fatalities, from 222 in 2010 to 154 in 2014, which we feel is directly related to our increased efforts in this area. However, alcohol-impaired fatalities continue to represent a significant portion of the total traffic fatalities in Oklahoma. On a positive note, Oklahoma was the only state in NHTSA Region 6 in 2014 to perform better than the national average in the number of alcohol-impaired driving fatalities per 100 Million Vehicle Miles Traveled (VMT). We are extremely cognizant of the need to continue our efforts in this area; therefore, impaired driving prevention and enforcement will continue to constitute substantial portions of the State's plan to reduce highway fatalities and injuries. Additionally, OHSO seeks to identify or develop innovative programs to address unrestrained occupant, speed-related, and motorcycle fatalities in the FY2017 Highway Safety Plan.

There were 50 pedestrian fatalities in Oklahoma in 2014, down from 58 pedestrian fatalities in Oklahoma in 2013. Most of these continue to occur in the greater metropolitan areas of Tulsa and Oklahoma City. Oklahoma will continue to seek out new and innovative strategies to enhance efforts in this area through education and awareness efforts.

Effective programs begin with a clear picture of the problem and a very specific plan for applying countermeasures. That is why we intend to address shortfalls in the current traffic records system in Oklahoma. Members of the Oklahoma Traffic Records Council are eager to address identified gaps in our system and to build a dependable core system which will improve access to crash and driver records.

The following represent some program highlights of our traffic safety plan for FY2017:

- DDACTS (Data-Driven Approaches to Crime and Traffic Safety) – The number of agencies actively utilizing this system has expanded to include Norman Police Department, Midwest City Police Department, Oklahoma City Police Department and Tulsa Police Department.
- Traffic Safety Resource Prosecutor (TSRP) program – The hiring of a former DUI defense attorney in 2012 as TSRP has provided prosecutors and law enforcement officers a unique perspective on the enforcement and adjudication of impaired driving cases. In FY2017 OHSO

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<sup>1</sup> CDC Data and Statistics (WISQARS) Ten Leading Causes of Death and Injury 2014

will continue to promote the TSRP program and increase opportunities for the TSRP to interact with law enforcement and prosecutors in various forums.

- OHSO is supporting the increased, and more effective, use of ignition interlock devices in Oklahoma
- The Governor's Impaired Driving Prevention Advisory Council (GIDPAC), created in the spring of 2013, will continue its work to more clearly identify, address and coordinate the State's impaired driving prevention efforts. This council is comprised of members representing various disciplines, including law enforcement, highway safety, treatment and adjudication, and is charged with making recommendations to further combat the impaired driving problem in Oklahoma.
- As a part of the State's ENDUI campaign, the OHSO will continue to expand and improve the ENDUI website launched in 2014 to consolidate online availability of information related to drug and alcohol-impaired driving awareness, prevention, and enforcement efforts in Oklahoma ([enduiok.com](http://enduiok.com)).
- The State Judicial Educator program enters its sixth full year of implementation by East Central University. East Central began work on the SJE project in late FY2012. OHSO will continue to explore ways to improve the effectiveness of this program.
- In FY 2013, the OHSO purchased the Simulated Impaired Driving Experience (SIDNE) vehicle for use throughout the state to raise awareness about the dangers of impaired driving and in 2016 the OHSO expanded this effort by purchasing a distracted and impaired driving simulator. The OHSO, through a grant with the Oklahoma County Sheriff's Office, will continue to market and utilize these education and training tools in FY2017.
- OHSO will continue to support and assist efforts to effect behavior change with regard to distracted driving. OHSO currently participates in "Drive Aware Oklahoma" ([driveawareok.org](http://driveawareok.org)), the only known statewide effort to combat distracted driving, particularly distraction by electronic device. With the passage of a new distracted driving law effective November 1, 2015, the OHSO will work to further promote education and enforcement efforts to curb distracted driving practices.
- The OHSO will continue to provide assistance to local agencies with our audio recording system allowing our office to produce audio PSAs for distribution throughout the State.
- Oklahoma will continue to expand efforts in training and education for motorcycle riders, including support of the Advisory Committee for Motorcycle Safety and Education and the OkieMoto website ([okiemoto.ok.gov](http://okiemoto.ok.gov)), as well as Facebook, Twitter and other electronic social media outlets.
- Oklahoma is dedicated to improving the traffic records system of our state and to provide users with improved information for more timely and accurate decision making. A new statewide impaired driver database will be initiated in FY2017 and is expected to be a valuable tool in the recognition and adjudication of impaired driving offenders.

In addition to the highlights above, OHSO has crafted a sound, comprehensive plan to reduce traffic fatalities and serious injuries as outlined in the pages that follow. OHSO is confident the projects contained in Oklahoma's Highway Safety Plan will make a positive contribution to reducing injuries and deaths on Oklahoma's roadways.

## Legislative Issues

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The 2016 legislative session resulted in positive actions for traffic safety related issues. Several bills were signed by Gov. Mary Fallin that will help reduce the number of traffic fatalities in Oklahoma:

- HB3146 – Prohibits a municipality without a municipal court of record from prosecuting any laws or ordinances relating to driving under the influence. Municipalities with municipal courts of record are excluded from the preemption. The measure directs the Commissioner of Public Safety to create a Statewide Impaired Driver Database.
- HB2298 – Added the requirement for all driver education courses to include education regarding the dangers of texting while driving and the effects of being under the influence of alcohol or other intoxicating substance while driving.
- HB2260 – Requires any person seventeen (17) years of age or younger who is seeking a Motorcycle endorsement on their driver license to complete a certified state-approved motorcycle basic rider course approved by the Department of Public Safety.

Despite the positive steps forward for traffic safety, several legislative proposals failed to gain the support needed to become law:

- SB1406 - Would have required children at least eight (8) years of age but younger than thirteen (13) years of age in a motor vehicle to be properly secured in a seatbelt.
- HB2611 – Would have required every backseat passenger eighteen (18) years of age or younger in a motor vehicle to wear a properly adjusted and fastened safety seat belt system.
- HB2674 – Would have required any vehicle used by any school district for the transportation of school children to be equipped with safety belts or safety harnesses for the use of the driver and each child being transported.
- HB2894 – Would have required any child under fourteen (14) years of age in a motor vehicle to be properly restrained using a seatbelt or child passenger restraint system.
- HB1761 – Would have required a bicyclist to wear reflective outerwear apparel when operating a bicycle on highways.

## Oklahoma Demographics

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Oklahoma ranks 20<sup>th</sup> in size with a land area of 68,898<sup>2</sup> square miles. Oklahoma's roadway system of 112,821 total public miles includes: 673 miles of Interstate (non-toll road); 601 miles of toll roads (including Interstate); 19,410 miles of Federally maintained highways; 12,262 miles of State maintained roadways; 61,771 miles of rural local roads; 262 miles of State Park roads; and 16,375 miles of municipal local roads.<sup>3</sup>

Oklahoma ranks 28<sup>th</sup> in total population with 3,911,338 persons residing in 77 counties<sup>2</sup>. Some 65% of the State's population is urban and 35% is rural. From 2010 to 2015, Oklahoma's growth rate was 4.3%. Thirty-five of the Indian tribes currently living in Oklahoma are headquartered in the state. Racial categories estimates from 2014 show the following counts for Oklahoma: White alone-75.1%, American Indian/Alaska native alone-8.6%, Black/African American alone-7.7%, Asian alone-2.1%, Native Hawaiian/Pacific Islander only-0.2%. The Hispanic or Latino Origin population increased by 85.2% from 1990 to 2010. The median age is 37.7 years.

There were 4,123,089 registered vehicles (including motorcycles) in Oklahoma in 2014<sup>4</sup>. Motorcycle registrations have increased dramatically, from 81,693 in 2005 to 129,404 in 2014. There were 2,622,661 licensed drivers in Oklahoma in 2014.<sup>5</sup> There are 152 hospitals in Oklahoma with 104 hospitals licensed in the category of traumas and emergency operative services.<sup>6</sup> As of June 1, 2013, in addition to the Oklahoma Highway Patrol, there are 347 police departments, 77 sheriff's offices, 22 tribal police agencies and 40 campus police agencies.<sup>7</sup> The state of Oklahoma ranks as the largest employer in Oklahoma, followed by Walmart/Sam's Club and Tinker Air Force Base. Walmart/Sam's Club ranks as a Fortune 500 player with a large Oklahoma presence.<sup>8</sup>

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<sup>2</sup> 2015 US Census Bureau State and County Quick Facts, population estimates

<sup>3</sup> Oklahoma Total Road Mileage: Mileage as of December 31, 2012. Oklahoma Department of Transportation, Planning Division, GIS management Branch, Road Inventory Section. 2012.

<sup>4</sup> Annual Vehicle Registration Report. July 1, 2013 - June 30, 2014. Oklahoma Tax Commission, Motor Vehicle Division, Oklahoma City, Oklahoma.

<sup>5</sup> Oklahoma Crash Facts. 2014. Oklahoma Department of Public Safety, Oklahoma Highway Safety Office.

<sup>6</sup> Oklahoma State Department of Health.

<sup>7</sup> Oklahoma Association of Chiefs of Police.

<sup>8</sup> Oklahoma Department of Commerce. Major Oklahoma Employers. September 8, 2010

## **OHSO Vision & Mission Statement**

### **VISION**

*Create and maintain an environment where Oklahoma roadways are safe for everyone*

### **VALUES**

*Integrity*

*Service*

*Excellence*

### **PRINCIPLES**

*Credibility*

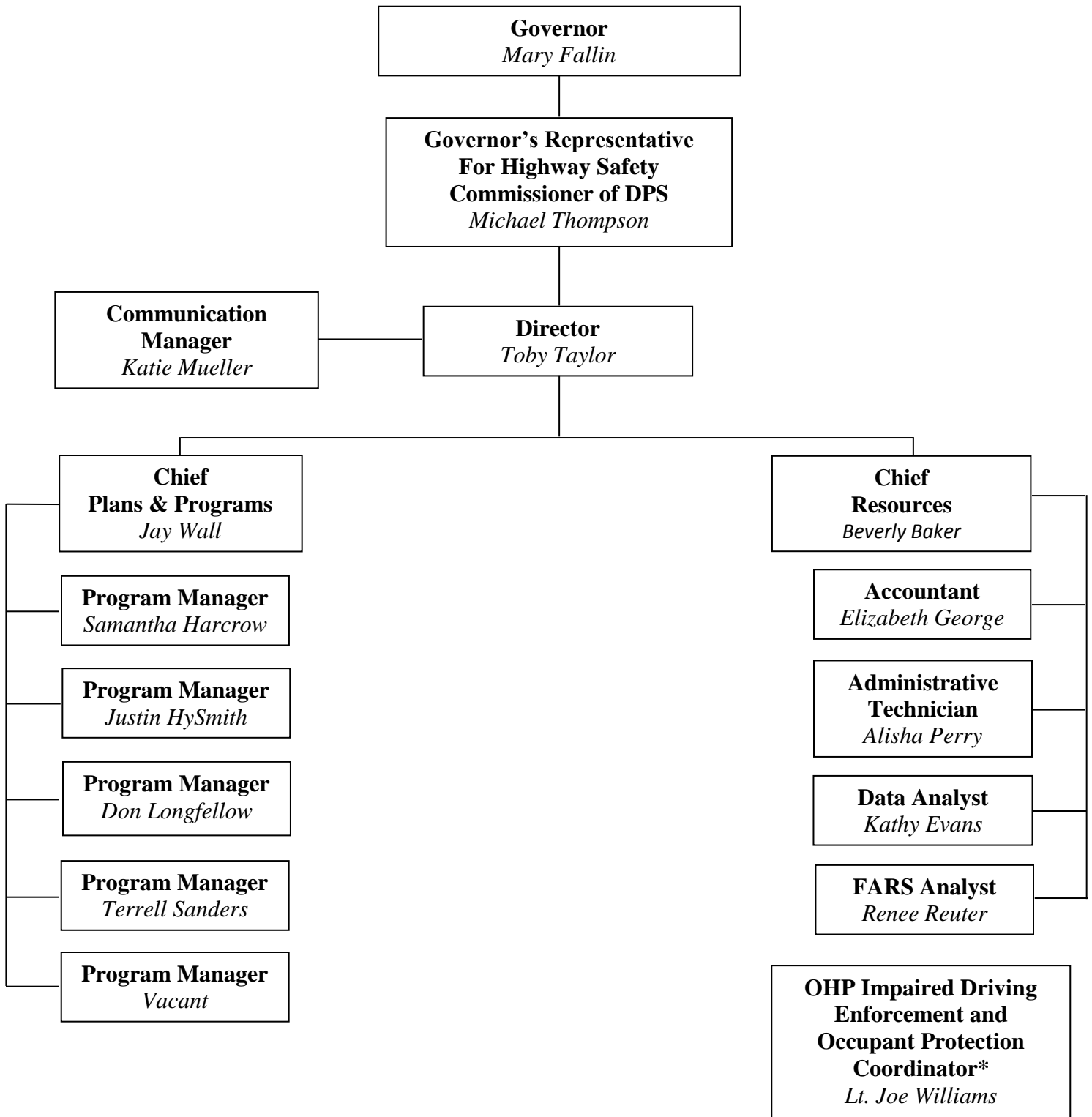
*Teamwork*

*People*

### **MISSION**

*To combat the number and severity of traffic crashes  
by developing and supporting educational, enforcement, and engineering programs*

**Organizational Chart**  
**OKLAHOMA HIGHWAY SAFETY OFFICE**



Revised June 1, 2016

\*OHP reports to OHSO for program issues only.

# **PLANNING PROCESS**

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## **Overview of the Highway Safety Planning Process**

### **Participants and Data Sources**

Collaborations are at the heart of OHSO's mission. The leadership in Oklahoma's highway safety community recognizes that, standing alone, OHSO's significant efforts will have little impact on improving the safety of Oklahoma's roadways. The concerns of OHSO's highway safety partners are heard and discussed at conferences, workshops and meetings throughout the year. During special emphasis periods, surveys may be sent to appropriate agencies to determine priorities for the coming year. OHSO also considers the results of "rate-the-state" reviews by national organizations such as the Centers for Disease Control and others. The OHSO makes collaboration with partner agencies a top priority by utilizing many of the following participants and data sources.

The Oklahoma Highway Safety Office (OHSO) provides leadership and coordination for Oklahoma's traffic safety efforts statewide. The OHSO continues to create new partnerships while maintaining support and cooperation with current partners. In this process the OHSO is supported by a variety of traffic safety advocates.

The OHSO's planning process is a circle with no beginning and no end, and OHSO staff members are at the core of this ongoing process. At any particular point in time, OHSO personnel may be working on data and information from the previous two years, the current year and the next two years. This multi-faceted involvement allows comprehensive understanding of past and current performance and enhances the ability to establish effective and productive targets for future years.

### ***Participants***

Our current list of partners and advocates includes state agencies; state, county and municipal law enforcement agencies; faith-based and diversity groups; health care and safety advocates; colleges and universities; Federal agencies; councils of governments; safety advocacy groups; and minority concern groups, including:

- AAA of Oklahoma
- Alcoholic Beverage Laws Enforcement Commission (ABLE)
- Association of Central Oklahoma Governments (ACOG)
- Association of Ignition Interlock Program Administrators
- Bureau of Indian Affairs (BIA)
- Board of Tests for Alcohol and Drug Influence
- Department of Corrections
- Drive Aware Oklahoma
- East Central University
- Federal Highway Administration
- Federal Motor Carrier Safety Administration
- Governor's Impaired Driving Prevention Advisory Council (GIDPAC)
- Green Country Safe Communities
- Indian Nations Council of Governments (INCOG)

- Metro Area Traffic Safety Coalition (Oklahoma City area)
- NHTSA Region 6
- North Central Oklahoma Traffic Safety Coalition
- Oklahoma Advisory Committee for Motorcycle Safety and Education
- Oklahoma Bureau of Narcotics and Dangerous Drugs
- Oklahoma Department of Mental Health and Substance Abuse Services
- Oklahoma Department of Public Safety
- Oklahoma Department of Transportation
- Oklahoma District Attorney's Council
- Oklahoma Governor's Office
- Oklahoma Highway Patrol
- Oklahoma Injury Prevention Advisory Committee
- Oklahoma Long Range Transportation Plan Committee
- Oklahoma Prevention Leadership Collaborative
- Oklahoma Safety Council
- Oklahoma State Department of Health
- Oklahoma State Legislature
- Oklahoma State University
- Oklahoma Supreme Court
- Oklahoma Traffic Records Council
- Safe Communities of Northeast Oklahoma (Tulsa area)
- Safe Kids Oklahoma, Inc.
- Safe Kids Oklahoma City Metro
- Southeast Oklahoma Traffic Safety Coalition
- Southern Plains Tribal Technical Assistance Program (TTAP)
- University of Central Oklahoma
- University of Oklahoma

OHSO has cultivated excellent working relationships with most of Oklahoma's established law enforcement agencies since being legislatively created in 1967. In order to conduct effective traffic enforcement programs, we believe these agencies must be governed by an internal set of operational policies. Such policies would include the regulation of seat belt use, equipment purchasing, maintenance and tracking. In addition, we actively encourage our law enforcement partners to regulate police pursuits by adopting policies similar to that developed by the International Association of Chiefs of Police.

OHSO also collaborates on a regular basis with the Oklahoma Department of Transportation, Oklahoma State Department of Health, Oklahoma Department of Mental Health and Substance Abuse Services, and Oklahoma Alcohol Beverage Law Enforcement Commission. Various OHSO staff members attend local safety fairs to provide services for which they are specially trained, such as child passenger safety technician services, and AAA Car-Fit services.

Together, these collaborations build and strengthen the traffic safety network in Oklahoma and multiply the effectiveness of each of the partners in the area of traffic safety.

### ***Planning Calendar***

OHSO's planning process is fluid and requires administrative flexibility. The OHSO attempts to address statistically identified problems using proven countermeasures as outlined in the NHTSA publication *Countermeasures That Work*, while simultaneously seeking out innovative solutions and new partners.

- September: Host annual Stakeholder's Meeting to discuss status of the upcoming year plan and obtain input for future years plans.
- October: Implement current year grant agreements and contracts.
- November: Draft prior year Annual Report.
- December: Submit prior year Annual Report. Establish preliminary state goals and post for next year's proposal reference. Post current state goals for traffic safety on website for proposal consideration.
- December-January: Solicitation period for OHSO highway safety proposals.  
Data analyst prepares Problem Identification for next Fiscal Year.
- February: Begin preliminary review of proposals submitted for consideration.
- March-April: Host annual statewide workshop to discuss issues and future priorities with partners. Set initial performance goals, objectives, and benchmarks. Complete Problem Identification.
- March-April: Proposal selection process for the next fiscal year.
- April-May: Notify applicants of proposal selection or non-selection.
- May-June: Finalize State goals, develop grant agreements, and draft the Highway Safety Plan for the next fiscal year.
- June: Submit HSP for next fiscal year.

### ***Data Sources***

**Crash Facts Book:** Each year, the OHSO Data Analyst prepares a Crash Facts publication and a Problem Identification based on at least five years of state crash data and an estimation, based on preliminary data, of the immediate past year's crash data in order to determine the nature of our traffic safety challenges. The Crash Facts Book provides an in-depth analysis of crash numbers, rates and locations, broken down by a variety of specific causal factors for each county in Oklahoma, in order to pinpoint the areas of highest risk. The annual Crash Facts Book and Problem Identification data are also used by many highway safety professionals across the state to evaluate traffic safety priority areas and propose potential solutions. Numerous applicants for traffic safety grants do, and must, use statistical problem identification to support their applications.

**Motor Vehicle Crash Reports:** The Oklahoma Department of Public Safety Records Management Division collects fatality and other crash reports in both electronic and paper form. The data from the crash reports is provided to the OHSO Data Analyst for analysis using SPSS software.

**Motor Vehicle Citation Data:** The Oklahoma Department of Public Safety Records Management Division collects citation data from city and county courts in both electronic and paper form. The citation data is provided to the OHSO Data Analyst for analysis using SPSS software.

**Driver License Records:** The Oklahoma Department of Public Safety Driver License Division collects and provides data relative to Oklahoma Driver Licenses for analysis by the OHSO Data Analyst using SPSS software.

**Motor Vehicle Registration Records:** The Oklahoma Tax Commission by law is the official state repository for motor vehicle registration records. This data is provided through electronic means for analysis by the OHSO Data Analyst in the preparation of the Crash Facts Book and Problem Identification.

**Breath Test Analysis Reports:** The Oklahoma Board of Tests for Alcohol and Drug Influence provides breath alcohol analysis results data on drivers arrested for driving under the influence. This information is used by the OHSO Data Analyst in compilation of crash data statistics.

**Attitude and Awareness Survey:** OHSO has conducted an attitude survey in accordance with NHTSA regulation since 2010 (see Attachment 1). The results of the survey are considered in establishing the priorities based on the problem identification process. A distracted driving question was added to the survey in 2016 after passage of a new texting law on November 1, 2015.

**Occupant Protection Surveys:** The University of Central Oklahoma conducts the State's annual occupant protection and child restraint surveys as well as the statewide motorcycle helmet use survey. In 2013, a new survey was added to determine the seat belt use rate specific to pickup trucks. Historical data have been used to establish future benchmarks. Safety belt and child restraint surveys are conducted each year using NHTSA's approved methods to determine the State's use rate. Results of the 2016 survey will be discussed in the FY2016 Annual Report.

**Fatality Analysis Reporting System (FARS):** For consistency, the most recently available FARS data (CY2014) are used to establish OHSO's performance measures. That information, supplemented by DPS data for serious injury and Oklahoma Department of Transportation vehicle mileage data, is used to set future goals and evaluate past progress. DPS and FARS data are regularly evaluated for accuracy and if discrepancies are found, research is conducted to determine the cause and necessary corrections are made.

**Department of Transportation Crash Rates:** The Oklahoma Department of Transportation provides vehicle miles traveled for the entire state and each county within Oklahoma. Population data are obtained from the Oklahoma Department of Commerce. Crash, fatality, and injury rates for counties and for the state are computed using vehicle miles traveled and population.

**Department of Public Safety Motorcycle Quality Assurance Program:** The Driver License Division of the Department of Public Safety is charged with oversight of program certification for all motorcycle training programs in the state of Oklahoma. This division provides data related to the number of MSF motorcycle training courses conducted and the number of students trained, as well as the results of course evaluations and audits conducted.

**Department of Public Safety Enforcement Planner:** The Department of Public Safety Futures, Capabilities and Plans division utilizes a full time Enforcement Planner to assimilate data from a number of the other sources listed to create nearly real-time data analysis, such as traffic crash patterns and heat maps, to assist the OHSO as well as the OHP and other state law enforcement agencies in their problem identification efforts.

## **Problem Identification**

### **Steps in the Problem Identification Process**

#### **Annual OHSO Stakeholders Meeting**

The OHSO hosts an annual planning meeting of various partner organizations, including senior representatives of OHSO, FHWA, FMCSA, Safe Kids Oklahoma, AAA Oklahoma, ODOT, Oklahoma Association of Chiefs of Police, and others. This group reviews the current Highway Safety Plan, discusses highway safety issues and solutions, legislation, and any subject related to highway safety for the current as well as future years.

#### **OHSO Staff Planning Sessions**

After the annual OHSO Problem Identification for the upcoming fiscal year is completed in January, the OHSO conducts strategic planning sessions with the OHSO staff (full staff: Director, Chief of Plans & Programs, Program Managers, Data Analyst, and resource and administrative staff personnel) to identify goals and performance measures for the upcoming Highway Safety Plan. While regular staff meetings are held monthly and often times involve discussion on past, current and future safety initiatives, the OHSO also conducts specific planning sessions which build on: (1) previous strategic planning sessions held during the current or preceding year(s) affecting the upcoming OHSO Strategic Plan; (2) problem identification based on data analysis provided by the various data sources listed above; (3) data trends as identified in the Oklahoma Crash Facts Book or other sources; and (4) Results from the statewide seat belt survey and attitude survey. These data sources are used to determination next years' performance measure targets, which are based on a 5 year moving average. The OHSO staff also considers potential funding sources which can be utilized in meeting these targets.

#### **Solicitation and Review of Grant Proposals**

The Oklahoma Highway Safety Office staff members meet several times during the selection process, normally occurring from February 1 through March 31, to discuss and score applications. Evaluation criteria include such elements as: state and local problem identification, project goals and objectives, project description, evaluation, performance measures, proposed evidence-based strategies, cost assumption, and budget details. Past performance and achievement of project targets and milestones are strongly considered in the selection process. Additionally, the application is reviewed to determine if the project is innovative, if there is a local match, if there is active community involvement, etc. We do not rely solely on unsolicited grant applications, but use a proactive process of identifying areas of the state where traffic safety problems exist, such as low seat belt use rates, high alcohol-use crash involvement or higher-than-average collision rates, and areas which could benefit from additional enforcement, education or awareness programs. Potential partner organizations in these areas are solicited to partner with OHSO to design programs to address specific causal factors contributing to the identified problem.

## **Annual Traffic Safety Forum**

The OHSO annually hosts the OHSO Traffic Safety Forum to provide updated and pertinent information to, as well as solicit input from, our various partners and interested individuals/groups throughout the state. This forum provides an opportunity for the attendees to hear experts in various fields of traffic safety, including general plenary sessions as well as a number of breakout sessions on specific traffic safety topics. In some years, a main topical emphasis may be identified. The primary focus for the April 2016 forum was more general in nature, addressing not only impaired driving prevention, traffic records improvements and pedestrian safety programs, but also a number of other “hot” topics, such as nighttime seat belt enforcement and distracted driving initiatives. After the conclusion of the 2-day event, each participant is asked to submit an evaluation, including recommendations for consideration in formulation of the State Highway Safety Plan as well as topics for future forums.

## **Oklahoma Traffic Records Council**

Another component of the planning process is the OHSO’s active membership in the Oklahoma Traffic Records Council, an organization which is vital to coordinated traffic safety-related discussions and improvement efforts. Participants include State agencies such as the Oklahoma Department of Transportation, Oklahoma Department of Public Safety, Oklahoma Tax Commission and the Oklahoma State Department of Health. Other organizations, including the Oklahoma City and Tulsa Police Departments, Federal Highway Administration, and the Federal Motor Carrier Safety Administration are also represented. The Traffic Records Council provides a diverse and important opportunity for communication, information sharing and planning efforts.

## **Boards and Committees**

Various OHSO staff members hold official positions on numerous boards, committees, and groups related to traffic safety. The committees on which OHSO staff members serve include the following:

- Association of Ignition Interlock Program Administrators
- Drive Aware Oklahoma
- Governor’s Impaired Driving Prevention Advisory Council (GIDPAC)
- Governor’s Highway Safety Association
- National Association of Women Highway Safety Leaders
- Oklahoma Advisory Committee for Motorcycle Safety and Education
- Oklahoma Injury Prevention Advisory Committee
- Oklahoma Long Range Transportation Plan Committee
- Oklahoma Prevention Leadership Collaborative
- Oklahoma Statewide Collision Reduction Goals Planning Committee
- Oklahoma Traffic Records Council
- Oklahoma Underage Drinking Prevention Committee
- Safe Kids Oklahoma City Metro
- Statewide Bicycle and Pedestrian Advisory Committee

## **Strategic Highway Safety Plan (SHSP) Coordination and Partnerships**

Active participation in the development of the State's Strategic Highway Safety Plan allowed for integration and coordination of key strategies for improving collaborative efforts in addressing highway safety countermeasures. The Strategic Highway Safety Plan was first developed in 2007 and the latest revision is the 2<sup>nd</sup> Edition January 22, 2015. Participants in the planning process have included the Oklahoma Department of Transportation (as the lead agency), the Oklahoma Highway Safety Office, Federal Highway Administration, motor carrier safety agencies, the Department of Public Safety, the Oklahoma Highway Patrol, the Oklahoma State Department of Health, the Oklahoma Municipal League, metropolitan planning organizations and regional councils, local law enforcement agencies, educational entities such as the Oklahoma Department of Education and University of Oklahoma, the Indian Health Service, the Oklahoma Turnpike Authority, county engineers and officials, and numerous advocacy groups. This coordination ensures that the Highway Safety Improvement Program (HSIP) and Strategic Highway Safety Plan (SHSP) contain the common performance measures, including number of fatalities, number of fatalities per VMT (statewide, rural and urban), and number of serious injuries. These are directly correlated within the SHSP by reference to the strategy and performance measure in the OHSO HSP by name and page number.

The OHSO also communicates regularly with the Bureau of Indian Affairs and the Indian Nations concerning potential projects with Native American groups or tribes.

The OHSO staff regularly briefs groups and/or participates in meetings through Safe Communities coalitions, highway safety advocacy groups and others. The OHSO's Impaired Driving Liaisons also meet with statewide local law enforcement personnel on a regular basis. These cooperative efforts allow for effective information sharing and target planning.

### **Statistical Analysis in setting program priorities**

*The OHSO Data Analyst does comprehensive analyses of the traffic safety data as outlined in the data sources on page 12.* Following analysis of the data, the Data Analyst provides a ranking of cities and counties where problems are shown to occur. This allows OHSO to plan to provide programs and services where the need is greatest. The OHSO's Problem Identification data are also used for internal processes, such as application evaluation and ranking and program selection. Annual goals are established using the latest FARS data (or State data in the absence of specific FARS data).

The Oklahoma Department of Public Safety maintains a database of crash records as reported by law enforcement agencies throughout Oklahoma. This database includes crashes resulting in injury, death or property damage of \$500 or more. Non-traffic crashes occurring on private or public property are also included in this database, but are not used in analysis. Data elements include statistics on vehicles, roadways, crash circumstances, drivers, passengers, pedestrians, motorcyclists and bicyclists involved in these crashes.

The OHSO Data Analyst prepares an annual Crash Facts book analyzing collisions for the most recent and past several years of state data. This publication is made available to the public on the OHSO website Data section at [www.ohso.ok.gov](http://www.ohso.ok.gov) (and incorporated by reference in several sections within the Highway Safety Plan). Within the Crash Facts Book, traffic collision data are organized into a variety of classifications, i.e. KABs (Fatalities, Incapacitating Injuries, Non-Incapacitating Injuries), Fatal (both



number of fatalities and number of fatal crashes), Unsafe Speed, Alcohol/Drug-Related, Motorcyclist, Pedestrian, and Bicyclist. An in-depth analysis is done to determine primary causation, location, contributing factors, vehicle type, time of day, day of week, age, gender, etc. This information is applied to each Oklahoma county, as well as each Oklahoma city having a population of 5,000 or more. While this analysis allows for in-depth planning and program countermeasures, FARS data are the primary source used to define the state's targets in the annual Highway Safety Plan and Performance Plan.

Each classification of traffic collisions is analyzed in order to establish priorities for program implementation and include:

- Change in collisions, fatalities, and injuries from the previous year
- 5-year trend of collisions, fatalities, and injuries
- Trend charts of collisions, fatalities, and injuries
- Tables with actual numbers of collisions, fatalities, and injuries
- Comparison of rural and urban collisions
- Causes of collisions
- Comparison of counties' collision rates per VMT and actual collision numbers
- Comparison of cities' collision rates per VMT and actual collision numbers
- Comparison of actual number of persons killed and injured

Data and other information are discussed, reviewed, analyzed and evaluated among the various agencies to pinpoint specific traffic safety problems. Within this process, fatal and serious injury crashes on Oklahoma's roadways are identified as primary traffic safety considerations.

OHSO recommends specific countermeasures that can be implemented to promote highway safety in an effort to reduce the incidence and severity of traffic crashes in the State. FARS data and data obtained from the Oklahoma Department of Public Safety database are compared to determine omissions and inaccuracies to improve the data quality.

Population data are derived from the latest census information collected by the U.S. Census Bureau and published by the Oklahoma Department of Commerce. Population data are evaluated each year, based on the latest census, and are considered in the development of the Problem Identification. Representatives from the National Highway Traffic Safety Administration (NHTSA) Region 6 offer the OHSO regular input for consideration, and the OHSO participates in strategic planning efforts with Regional officials.

### **Application Reviews and Program Manager Recommendations**

During the application review process, each project application is reviewed by the OHSO Program Managers, both individually and as a group (review Round 1). During this process, a variety of factors are considered, including statistical analysis by the Data Analyst ranking the problem ID, review of local data supplied by the applicant, past performance and current trends, population density and available resources. Based upon this review, the proposals are scored separately by the Program Managers and ranked according to established criteria for review by Administrative level personnel consisting of the Director, Chief of Resources and Chief of Plans and Programs. After the initial review by the Program Managers and scoring of the proposals, the Administrative level personnel meet as a group (review

Round 2) and review each proposal based on the score and recommendations from Round 1. During this round, final proposal selection is determined based on scores and recommendations from Round 1, confirmation of problem identification, and available funding and resources.

## **Corridor Projects**

The Oklahoma Highway Safety Corridor Project is designed to address traffic safety issues in areas that reflect a pattern of crashes based upon both a short-term and long-term review of crash data. Based on data analysis, the OHSO piloted three corridor projects in 2013 designed as 3-year projects in Cherokee, Payne and Pottawatomie Counties. These pilot projects designated specific sections of state highways in the selected counties for enhanced traffic enforcement involving as many local stakeholders as possible. The Plan focused on increased enforcement efforts over a longer period of time to impact the number of crashes occurring in the designated areas, particularly the use of zero-tolerance high-visibility enforcement of traffic laws. The project was a collaborative effort of the Oklahoma Highway Safety Office, the Oklahoma Highway Patrol and the Oklahoma Department of Transportation.

In FY2016, an assessment of the impact of the current corridors in improving traffic safety was conducted. The results were mixed, with the corridor in Cherokee County indicating a positive effect in reducing crashes, although minimally, while the corridors in Payne County and Pottawatomie County did not show significant statistical improvement.

Based on these results, the Payne and Pottawatomie County projects will be discontinued as of October 1, 2016. The collaborative effort was re-evaluated and a new approach is being designed to make better use of data analysis and personnel, focusing on more intensive “short-term” enforcement periods in identified locations utilizing a number of additional resources with an immediate evaluation of the results to follow. This new project design is expected to be finalized and initiated by October 1, 2016.

## **Collaborations**

### ***Impaired Driving Collaborations***

GOVERNOR’S IMPAIRED DRIVING PREVENTION ADVISORY COUNCIL (GIDPAC)

In November of 2012, the OHSO requested and received a technical assessment of Oklahoma’s impaired driving program from the National Highway Traffic Safety Administration (NHTSA). Among the 66 recommendations were two priority recommendations that encouraged the State to pass and implement the proposed legislation establishing a State impaired driving task force and one priority recommendation to engage the Governor in high-profile activities and leadership events in support of the impaired driving program. The task force was designated as the Governor’s Impaired Driving Prevention Advisory Council (GIDPAC). On February 5, 2013, Executive Order 2013-03 was signed by Gov. Fallin, thus officially creating the GIDPAC. This Executive Order was reissued on March 13, 2015. This task force was charged with evaluating and making recommendations concerning ways to address impaired driving issues, to share information, explore options and close potential loopholes in the circle of impaired driving legislation, enforcement, prosecution, adjudication and treatment. The OHSO collaborated with partner agencies on the creation of the task force and solicited membership recommendations from the following entities:

- Alcoholic Beverage Laws Enforcement Commission
- Oklahoma Department of Corrections
- Oklahoma Bureau of Narcotics and Dangerous Drugs
- Oklahoma Department of Public Safety
- Oklahoma Department of Mental Health and Substance Abuse Services
- Oklahoma District Attorney's Council
- Oklahoma State Legislature
- Supreme Court of the state of Oklahoma
- Stop D.U.I. Oklahoma, a citizen activist organization

### ***Occupant Protection Collaborations***

Unrestrained passenger vehicle occupant fatalities have decreased in Oklahoma significantly over the past few years, from 301 in 2009 to 258 in 2014, representing a 14% reduction over that five year period<sup>9</sup>. The observed seat belt use rate reported in the 2015 survey was 83.6%.

In addition to our regular law enforcement partners, partnerships created or expanded on occupant protection issues included:

- Bethany Children's Hospital
- Children's Center Rehabilitation Hospital
- Children's Hospital at OU Medical Center
- Oklahoma Dept. of Human Services-Child Care Licensing Division
- SafeKids Oklahoma, Inc.
- SafeKids Oklahoma City Metro
- SafeKids Tulsa Area (St. Francis Hospital)
- State Farm Insurance
- Sarkey's Foundation
- United Way of Oklahoma

The Oklahoma Child Restraint Law was amended effective November 1, 2015, to require that children under the age of 8 years and less than 4'9" tall must be properly restrained in a car seat or booster seat and a child under the age of 2 must be in a rear facing seat unless exceeding height/weight limits of the seat. Oklahoma's recertification rate for CPS technicians was 50.4% in calendar year 2015, compared to the national average of 58.8%. Recertification rates appear to be trending upward in Oklahoma as well as nationwide. The 2015 Oklahoma State Seat Belt Observation Study reported the state child seat use rate was 89.7%, reflecting little change from the 89.9% rate in the 2014 survey. However, according to Safe Kids Worldwide studies, a vast majority of parents or caregivers still continue to struggle with proper installation and use of car seats.

Discussions were conducted with OHSO personnel, partners and grantees for input into efforts that could potentially assist the state in increasing seat belt compliance rates. The OHSO also consulted with representatives of the Bureau of Indian Affairs, Southern Plains Tribal Technical Assistance Program, Tribal Chiefs of Police, the University of Central Oklahoma, Safe Kids Coalition, the Center for Disease

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<sup>9</sup> Based on NHTSA Fatality Analysis Reporting System (FARS)

Control, state and local law enforcement and state injury prevention specialists. Efforts to increase compliance rates will focus on effective countermeasures, including enforcement of current occupant protection laws, media, education, training, and outreach to target groups including unrestrained nighttime drivers and Native Americans.

### ***Motorcycle Safety Education Collaborations***

With the continuing increase of motorcycle registrations in Oklahoma, the need for motorcycle safety classes continues to grow. Although the number of safety training courses in the state has increased in recent years, there continues to be an insufficient number of MSF-approved classes to train the individuals who have expressed an interest in participating. OHSO will continue to actively support these programs with the goal that every rider should have the opportunity for training.

The Oklahoma Advisory Committee for Motorcycle Safety and Education is a statutory committee comprised of representatives from various groups, including: private sector rider education schools, licensed safety course operators, Oklahoma Insurance Department, certified instructors and OHSO. There are seven voting members on the committee, six of whom are appointed by the Commissioner of Public Safety and one of whom is appointed by the State Insurance Commissioner. The committee met on August 11, 2015 and voted to meet monthly thereafter on the second Tuesday of each month.

The committee supported the adoption of HB2260, which was passed effective November 1, 2016. This new law will require any person seventeen (17) years of age or younger who is seeking a motorcycle endorsement on their driver license to complete a certified state-approved motorcycle basic rider course approved by the Department of Public Safety as a prerequisite to obtain the endorsement.

The motorcycle safety committee also reviews all motorcycle-related grant applications received by the OHSO for the ensuing project year and makes recommendations to the OHSO as to applicability, relevance and funding.

Although not a funded project in the Highway Safety Plan this year, the Oklahoma Highway Patrol Troop MC will continue to provide a statewide motorcycle safety awareness program called the "Motorcycle Survival Course." Troop MC conducts approximately 25 classes per year, potentially training around 400 students. In addition, they will conduct PI&E events statewide at safety fairs, car shows, motorcycle rallies, schools, local organizations and other venues that attract large crowds to promote "Share the Road" education.

### **Problem Identification – Analysis Summary**

- While statewide fatalities have decreased overall from 2010-2014, the rate of decline for rural counties has exceeded the rate of decline for urban fatalities.
- Alcohol-related crashes still represent a significant percentage of all fatal crashes in Oklahoma. In 2014, 23% of the fatalities (154 of 222) were alcohol-related, with 18% (28) of those occurring in Oklahoma and Tulsa counties.
- The seat belt use rate continues to remain relatively level at 84.4% in 2015 with little improvement over the last 5 year period 2010-2014.
- For the 5-year period 2010-2014, 57% (1,331) of the fatalities in Oklahoma were unrestrained and 96% (561) of the fatalities that were ejected from the vehicle were unrestrained.
- For the 5-year period 2010-2014, 41% (540 of 1,331) of unrestrained fatalities occurred during nighttime hours 9pm-6am.

- The top three listed contributing factors in KAB crashes in 2014 were: 1) Unsafe Speed, 2) Failed to Yield, and 3) Inattention.
- Speed-related crashes represented 21% of the KAB crashes on the interstate highways and US69 corridor from years 2013-2015.
- In 2014, 77% (44 of 57) of the motorcycle fatalities were unhelmeted.
- While trending downward over the last couple of years, the 5-year MA from 2010-2014 indicates an overall increase in Pedestrian fatalities.

### **Selection of priority program areas**

After review of all the recommendations and analyses listed above, the OHSO administrative staff consolidate the recommendations, identify all available funding resources, and select those program areas and projects for inclusion in the HSP, based on identification of those areas of greatest need and available funding resources. This process and results are listed in the Project Selection and Development Section on page 24.

## Evidence-based Traffic Safety Enforcement Program

The evidence-based traffic enforcement program instituted by the OHSO and its various law enforcement partners endeavors to use high-visibility enforcement practices supported by high-visibility media campaigns to decrease and/or prevent motor vehicle crashes resulting from driver error in those locations deemed at risk for such incidents. At a minimum, the OHSO will provide for data analyses of crashes, including crash injury rates, causes and locations to identify those areas of highest risk to allow for better deployment of available resources and continual monitoring of the effective use of those resources. The OHSO also plans evidence-based high-visibility strategies to support state and national mobilization efforts including “Click It or Ticket” and “Drive Sober or Get Pulled Over” efforts.

The major portion of traffic safety funding is used for traffic safety directed grants to local, county and state law enforcement agencies. This grants primarily pay for overtime activities by law enforcement to reduce the incidence of speeding/aggressive driving, driving under the influence of alcohol/drugs, failure to use vehicle restraints, and other types of violations which primarily contribute to crashes. Organizations eligible for enforcement grants include municipal police departments, county sheriff offices and state law enforcement agencies. All grant proposals, whether through the normal request for proposal process or elicited by the OHSO, must include a problem identification, project description based on evidence-based strategies, objectives and milestones, budget detail and evaluation criteria. OHSO has developed policies and procedures to ensure that grant funds are utilized in an efficient and effective manner in support of state goals and objectives.

### Participants

*As described in the Overview on page 10*, following the development of problem identification data, the OHSO conducts strategic planning sessions with its entire staff to identify goals and performance objectives for the upcoming Highway Safety Performance Plan. During these sessions, OHSO staff members evaluate the most recent collision information from the Oklahoma Crash Facts Book, FARS data, Attitude and Awareness Survey, as well as the performance results from prior years and rank our problems and prioritize strategies.

Beginning with the FY2016 project year, a five year moving average was implemented to evaluate data for trend analysis and setting targets goals. Using standard analytical tools, a trend analysis based on the 5-year moving average was conducted for each of the Core Performance Measures as well as Railroad/Highway Crossings collision data, the results reviewed and future performance measures and targets established. If additional variables are introduced with the potential to have a highly significant effect on the designated target, such as a major recession or passage of new laws, those factors were also considered, reviewed and an explanation provided as to any targets set varying from the established trend line targets.

Preliminary goals are distributed to our partner agencies for review and input. *Strategic planning partner agencies include: ODOT, DPS, OHP, OHP Troop S, OSDH and various others as necessary (see complete list of possible participants in the Overview on page 10)*. OHSO considers numerous sources of guidance during this process, including but not limited to:

- Oklahoma’s Strategic Highway Safety Plan (SHSP)

- Oklahoma’s Highway Safety Improvement Plan (HSIP)
- Oklahoma’s Commercial Vehicle Safety Plan (CMVSP)
- Most recent NHTSA reviews (Currently – 2015 Traffic Records Assessment, 2010 OP Special Management Review, 2014 Management Review, 2012 Technical Assessment of the Impaired Driving Program.

## **Data Sources**

The statewide problem identification process and data used in the development of the state Highway Safety Plan (HSP) has been described earlier in the Problem Identification section on page 15. The data sources used were previously described on page 12, and include: Oklahoma Crash Facts, Motor Vehicle Crash Reports, Motor Vehicle Citation Data, Driver License Records, Motor Vehicle Registration Records, Breath or Blood Test Analysis Reports, Attitude and Awareness Survey, Occupant Protection Survey, FARS, DPS Enforcement Planner, ODOT highway mileage and crash rates, and motorcycle training statistics.

All law enforcement grants are required to implement evidence-based enforcement strategies as outlined in NHTSA Countermeasures That Work, the AASHTO Strategic Highway Safety Plan, NCHRP Report 662, Oklahoma GIDPAC Reducing Impaired Driving Traffic Crashes in Oklahoma State Plan, or other such credible research based reviews and reports.

## **Project Selection and Development**

*After the Problem Identification process as described on page 15 has been completed, the OHSO staff reviews and selects projects for inclusion in the HSP for the upcoming year.* Numerous applicants for traffic safety grants do, and must, use statistical problem identification to support their applications. The concerns of highway safety partners are heard and discussed at conferences, workshops and meetings. During special emphasis periods, surveys may be sent to appropriate agencies to ascertain priorities for the coming year.

The OHSO may approach potential applicants about partnering in a project, or may receive unsolicited project applications. Applications undergo a thorough evaluation process. The process is defined in the OHSO Policy and Procedure, and includes both subjective and objective criteria. After multiple rounds of evaluation, applications are scored, and then ranked. Projects addressing areas of the state previously identified as high-risk areas through the problem identification process are given preferential consideration in the scoring of the project applications submitted. Applications are then selected for funding according to their ranking. Special consideration is given to those projects that qualify under local benefit as well as projects specifically identified as meeting special funding considerations (i.e., Section 405 funds). Evaluation criteria include such elements as: problem identification, project goals and objectives, project description, evaluation budget and past performance. Additionally, the application is reviewed to determine if the project is innovative, if there is “local match”, if there is community involvement, etc.

Sustained enforcement of statutes addressing impaired driving, occupant protection, and speed and aggressive driving is a critical component of the OHSO Highway Safety Plan. Participating law enforcement agencies will not only take part in high-visibility enforcement programs throughout the

year, but will incorporate activities designed to create an environment of sustained enforcement. These efforts will be supported by a public information campaign which includes both paid and earned media components.

Projects are continuously monitored throughout the year as specified in the OHSO Policy & Procedures Manual. Progress reports are submitted monthly by subrecipients, and quarterly monitoring visits are conducted by Program Managers to review and evaluate project performance and compliance with State and Federal regulation. In addition to interaction with our partners (as identified in various other sections within the plan), monthly staff meetings are held to review and discuss current status and performance of projects as well as recommended updates or revisions to the HSP.

### **Solicitation, Review and Selection of Grant Proposals**

*The statewide problem identification process used in the development of the Highway Safety Plan (HSP) has been described earlier (see page 15).* Once that process is completed, various strategies are identified and reviewed by the OHSO staff for applicability and potential impact in each designated program area. Continuing data analyses are also conducted to further identify high-risk populations that may require additional or alternative responses to address traffic safety concerns. Key results summarizing the problems identified and recommended countermeasures are presented in the individual program area sections of the HSP.

Organizations which have registered with the OHSO to receive solicitations for projects are notified of the application availability dates for the upcoming project year. Agencies recognized in the Problem Identification process as potential partners are contacted and encouraged to consider submission of a grant proposal.

The solicitation period for submission of highway safety grant applications normally runs from December 15 to January 31 of the year preceding the year of the award. Applications deemed eligible for consideration and requiring macro-level analysis of the program area will be directed to the OHSO Data Analyst. After individual analysis is complete, the Data Analyst forwards the applications, via E-grants, to all Program Managers for their analysis and scoring. After review by the Program Managers, the Chief of Plans & Programs (CPP) will schedule a meeting with the Director and Chief of Resources for final review and funding consideration of all applications received in order to establish a final ranking list for the upcoming fiscal year's Highway Safety Plan. Consideration is given to the application rankings, Program Manager recommendations, program priorities and funding options. Once an application has been approved for potential inclusion in the upcoming HSP, a Program Manager is assigned to meet with the potential subrecipient to discuss the project in detail prior to a formal agreement being initiated.

To ensure enforcement resources are deployed effectively, subrecipients are directed to implement evidence-based strategies. The OHSO uses the NHTSA publication *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*, among others, as a guide for developing evidenced-based enforcement strategies. The HSP narrative outlines Oklahoma's broad approach to address key problem enforcement areas and guides local jurisdictions to examine local data, or utilize the data provided in the Oklahoma Crash Facts Book to develop appropriate countermeasures for their problem areas. Examples of proven strategies include targeted enforcement focusing on specific violations such as impaired driving, failure to wear seatbelts, and speeding.



Additional strategies may include use of integrated enforcement during specific times of the day or night where more crashes are occurring; daytime impaired driving checkpoints; short-term high-visibility enforcement within identified safety corridors; and increased nighttime seat belt enforcement activities. High-visibility enforcement, including participation in national seat belt and impaired driving mobilizations, is required of all law enforcement grants. The Data-Driven Approach to Crime and Traffic Safety (DDACTS) model and other strategies that use data to identify high-crash locations also are proven strategies. By implementing strategies that research has shown to be effective, more efficient use is made of the available resources and the success of enforcement efforts is enhanced.

### **Continuous Monitoring**

Continuous monitoring of the implementation of enforcement programs is another important element of the enforcement program. Enforcement agencies' deployment strategies are continuously evaluated and adjusted to accommodate shifts and changes in their local highway safety problems. Several methods are used to follow-up on programs funded by the OHSO. The law enforcement agencies receiving grant funding are required to report on the progress of their programs in their activity reports. These reports must include data on the activities conducted, such as the area and times worked and the number of contact reports issued. Funding decisions for subsequent years are based on the effectiveness of the implementation and performance of the enforcement project.

The OHSO employs Program Managers who oversee and manage law enforcement grants. In addition, the OHSO provides funding for Impaired Driving Liaisons (IDL's) who provide field coordination within their assigned regions. Contact with enforcement agencies is maintained through meetings, conferences, grant monitoring sessions, phone calls, and press events. Enforcement deployment strategies are continuously evaluated for their impact, effectiveness and modifications are made where warranted.

### **Evidence Based Traffic Enforcement Strategies**

Evidence-based enforcement is the use of research to create, sustain, or change enforcement strategies to increase their effectiveness; using what is proven to work rather than relying on anecdotal information, preconceptions or local customs. A strong evidence based enforcement program is a key to reducing fatalities, injuries and crashes in the state of Oklahoma. To support this enforcement program, the OHSO has developed policies and procedures to ensure that enforcement resources are used efficiently and effectively to support the goals of the State's highway safety program. Oklahoma incorporates an evidence-based data driven approach in its statewide enforcement program through the following components. The following have been identified by the OHSO as recognized evidence based strategies which will be selectively utilized in FY2017 projects.

#### **Alcohol/Drug Impaired Driving:**

- ✓ Administrative License Revocation or Suspension (CTW<sup>10</sup> 1.1.1., page 1-12)
- ✓ Open Containers (CTW 1.1.2, page 1-14)
- ✓ High-BAC Sanctions (CTW 1.1.3, page 1-15)

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<sup>10</sup> CTW Countermeasures That Work, Eighth Edition, 2015

- ✓ BAC Test Refusal Penalties (CTW 1.1.4, page 1-17)
- ✓ Alcohol-Impaired Driving Law Review (CTW 1.1.5, page 1-19)
- ✓ Publicized Sobriety Checkpoints (CTW 1.2.1, page 1-21; *Publicized Sobriety Checkpoint Programs-A Community Guide*-from the Community Guide Branch, Epidemiology and Analysis Program Office, Office of Surveillance, Epidemiology, and Laboratory Services (Pitan, Qu, Chattopadhyay, Elder), 2010; Challenging College Alcohol Abuse (SAMHSA National Registry of Evidence-based Programs and Practices, 2007)
- ✓ High Visibility Saturation Patrols (CTW 1.2.2, page 1-24)
- ✓ Preliminary Breath Test Devices (CTW 1.2.3, page 1-25)
- ✓ Passive Alcohol Sensors (CTW 1.2.4, page 1-26)
- ✓ Integrated Enforcement (CTW 1.2.5, page 1-27)
- ✓ DWI Courts – use of TSRP and JOL (CTW 1.3.1, page 1-29)
- ✓ Sanctions (CTW 1.3.4, page 1-34)
- ✓ Alcohol Problem Assessment and Treatment (CTW 1.4.1, page 1-36)
- ✓ Alcohol Ignition Interlocks (CTW 1.4.2, page 1-38)
- ✓ DUI Offender Monitoring (CTW 1.4.4, page 1-43)
- ✓ Alcohol Screening and Brief Interventions (CTW 1.5.1, page 1-47)
- ✓ Mass Media Campaigns (CTW 1.5.2, page 1-49; CDC<sup>11</sup> Guide to Community Preventive Services, 2010)
- ✓ Responsible Beverage Service (CTW 1.5.3, page 1-51)
- ✓ Designated Drivers (CTW 1.5.5, page 1-54)
- ✓ Minimum Legal Drinking Age 21 Laws (CTW 1.6.1, page 1-57)
- ✓ Zero-Tolerance Law Enforcement (CTW 1.6.2, page 1-59)
- ✓ Alcohol Vendor Compliance Checks (CTW 1.6.3, page 1-61)
- ✓ Other Minimum Legal Drinking Age Law Enforcement (CTW 1.6.4, page 1-62)
- ✓ Enforcement of Drug-Impaired Driving (CTW 1.7.1, page 1-69)
- ✓ Drug-Impaired Driving Laws (CTW 1.7.2, page 1-71)

#### Seat Belts and Child Restraints:

- ✓ State Primary Enforcement Seat Belt Use Laws (CTW 2.1.1, page 2-10)
- ✓ Short-term High-Visibility Enforcement (CTW 2.2.1, page 2-15)
- ✓ Combined Seat Belt and Alcohol Enforcement, Nighttime (CTW 2.2.2, page 1-17)
- ✓ Sustained Enforcement (CTW 2.2.3, page 2-19)
- ✓ Communications and Outreach (CTW 2.3.1, page 2-20)
- ✓ Communications and Outreach Strategies for Low-Belt-Use Groups (CTW 2.3.3, page 2-21)
- ✓ Short-Term High-Visibility Child Restraint/Booster Law Enforcement (CTW 2.5.1, page 2-26)
- ✓ Communications & Outreach Strategies for Child Restraint and Booster Seat Use (CTW 2.6.2, page 2-30)

#### Speeding and Speed Management:

- ✓ Speed Limits (CTW 3.1.1, page 3-16)
- ✓ Aggressive Driving and Other Laws (CTW 3.1.2, page 3-18)
- ✓ High-Visibility Enforcement (CTW 3.2.2, page 3-24)
- ✓ Other Enforcement Methods (CTW 3.2.3, page 3-28)

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<sup>11</sup> CDC Centers for Disease Control and Prevention

- ✓ Penalty Types and Levels (CTW 3.3.1, page 3-32)
- ✓ Communications and Outreach Supporting Enforcement (CTW 3.4.1, page 3-38)

#### Distracted Driving:

- ✓ Graduated Driver Licensing Requirements for Beginning Drivers (CTW 4.1.1, page 4-9)
- ✓ Cell Phone and Text Messaging Laws (CTW 4.1.2, page 4-11)
- ✓ Communications and Outreach on Distracted Driving (CTW 4.2.2, page 4-20)

#### Motorcycle Safety:

- ✓ Alcohol-Impaired Motorcyclists: Communication & Outreach (CTW 5.2.2, page 5-15)
- ✓ Communications and Outreach: Conspicuity and Protective Clothing (CTW 5.4.1, page 5-23)
- ✓ Communications and Outreach: Other Driver Awareness of Motorcyclists (CTW 5.4.2, page 5-25)

#### Young Drivers:

- ✓ Graduated Driver Licensing (CTW 6.1.1, page 6-8)
- ✓ GDL Intermediate License Nighttime Restrictions (CTW 6.1.3, page 6-12)
- ✓ GDL Intermediate License Passenger Restrictions (CTW 6.1.4, page 6-13)
- ✓ GDL Cell Phone Restrictions (CTW 6.1.5, page 6-15)
- ✓ GDL Intermediate License Violation Penalties (CTW 6.1.7, page 6-18)

#### Older Drivers:

- ✓ Referring Older Drivers to Licensing Agencies (CTW 7.2.2, page 7-15)
- ✓ License Restrictions (CTW 7.2.3, page 7-18)
- ✓ Medical Advisory Boards (CTW 7.2.4, page 7-20)
- ✓ Law Enforcement Roles (CTW 7.3.1, page 7-25)

#### Bicycle/Pedestrian:

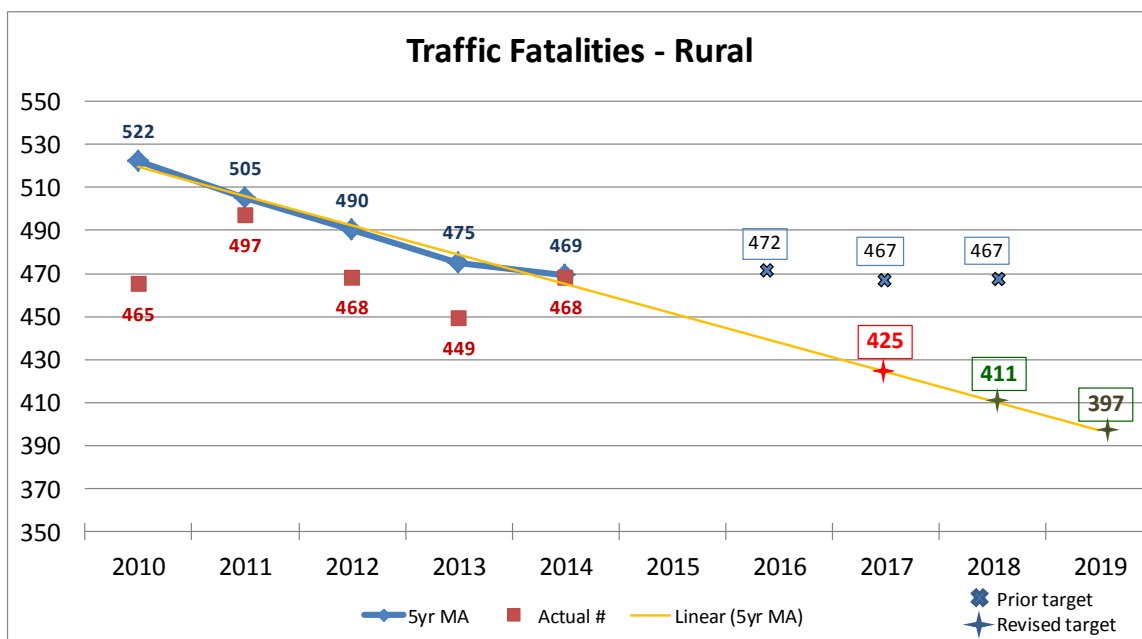
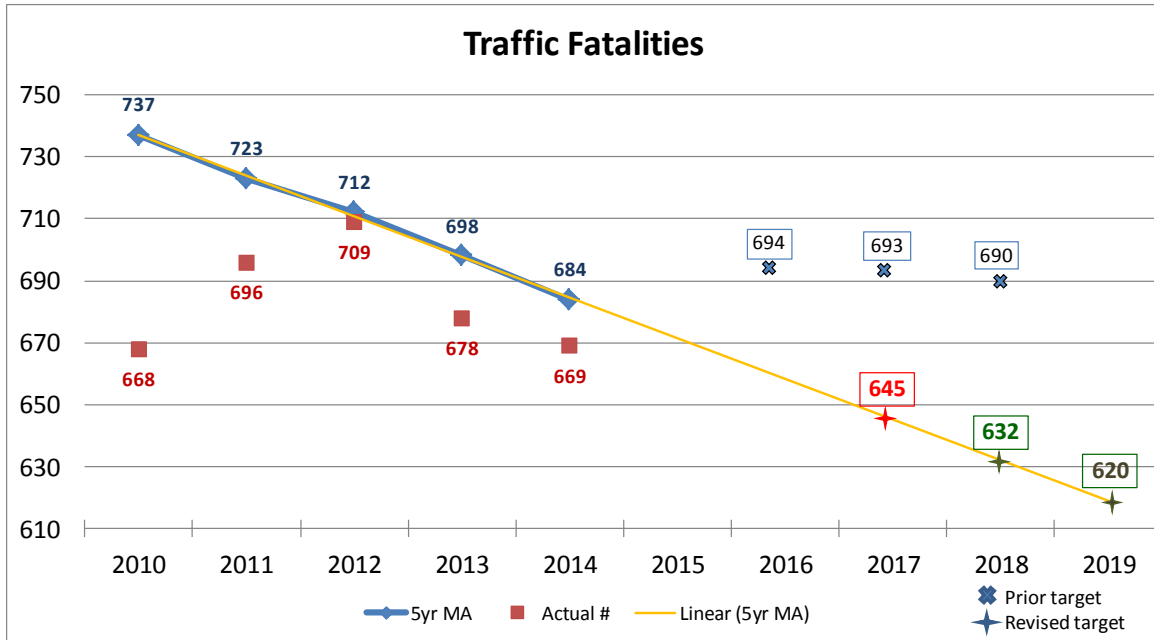
- ✓ Impaired Pedestrians: Communications Outreach (CTW 8.3.1, page 8-27)
- ✓ Targeted Enforcement (CTW 8.4.5, page 8-36)

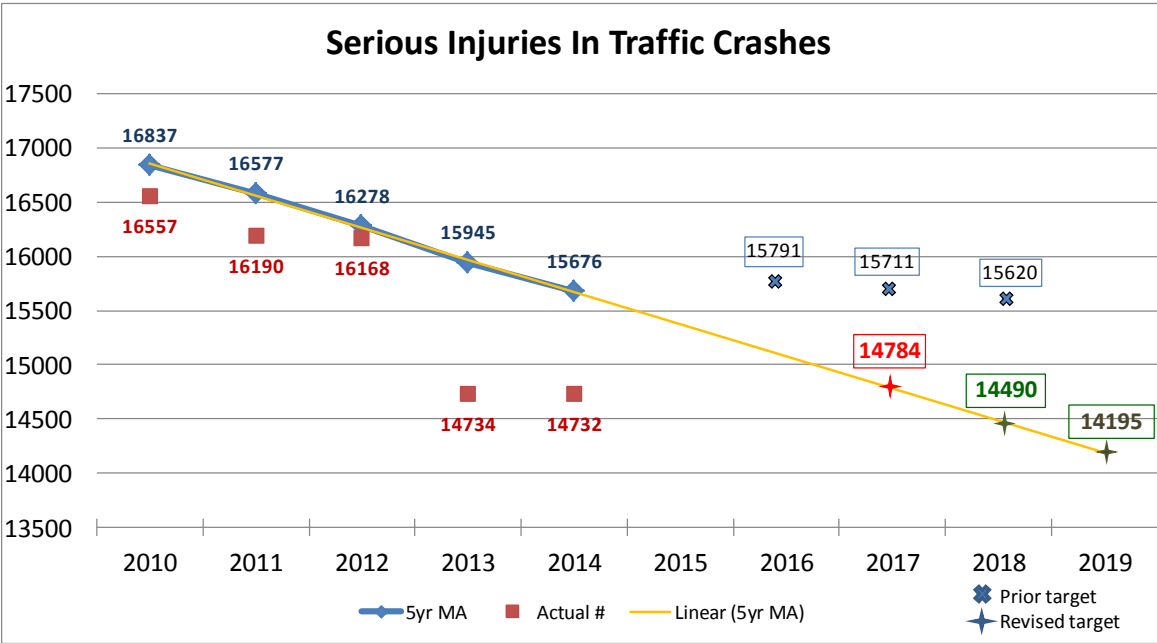
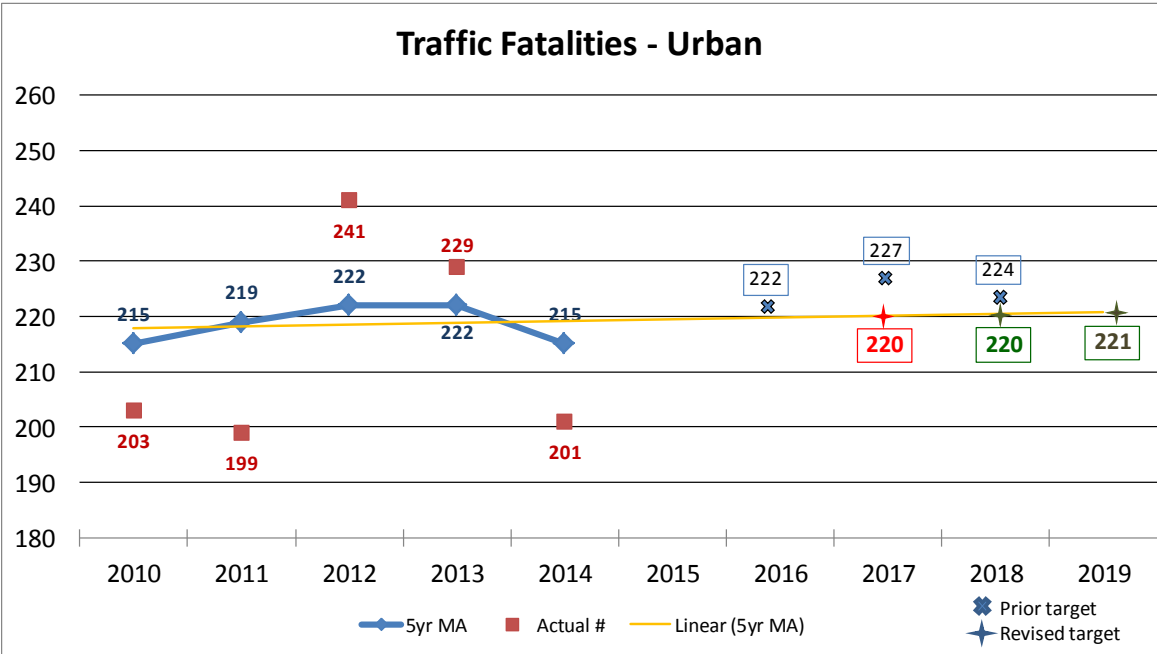
### **SHSP Coordination**

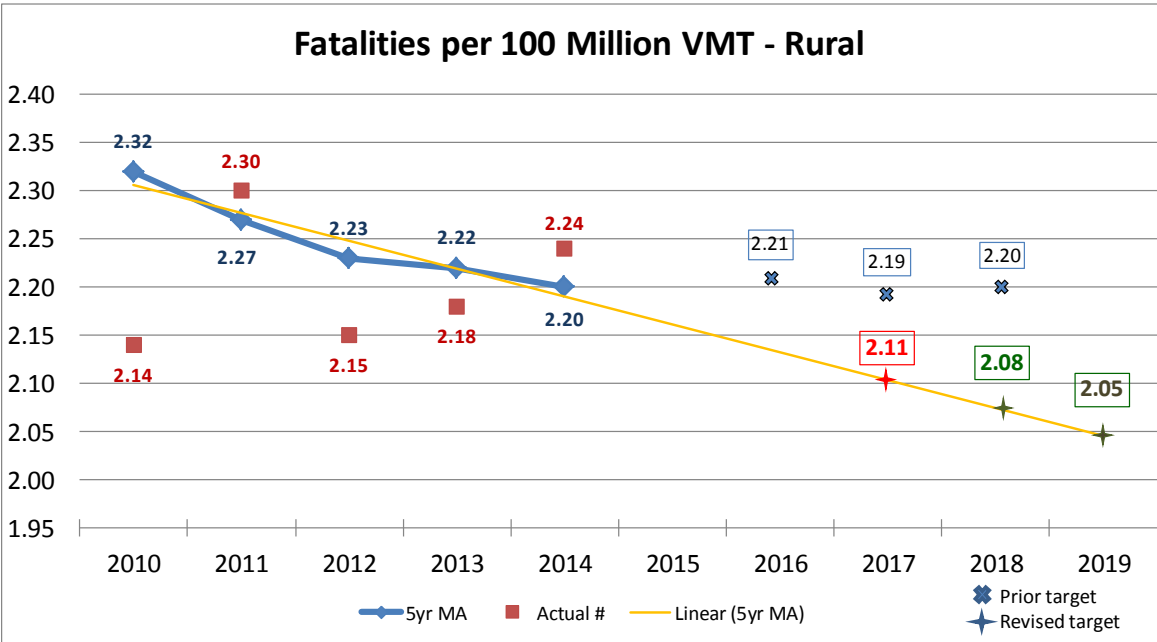
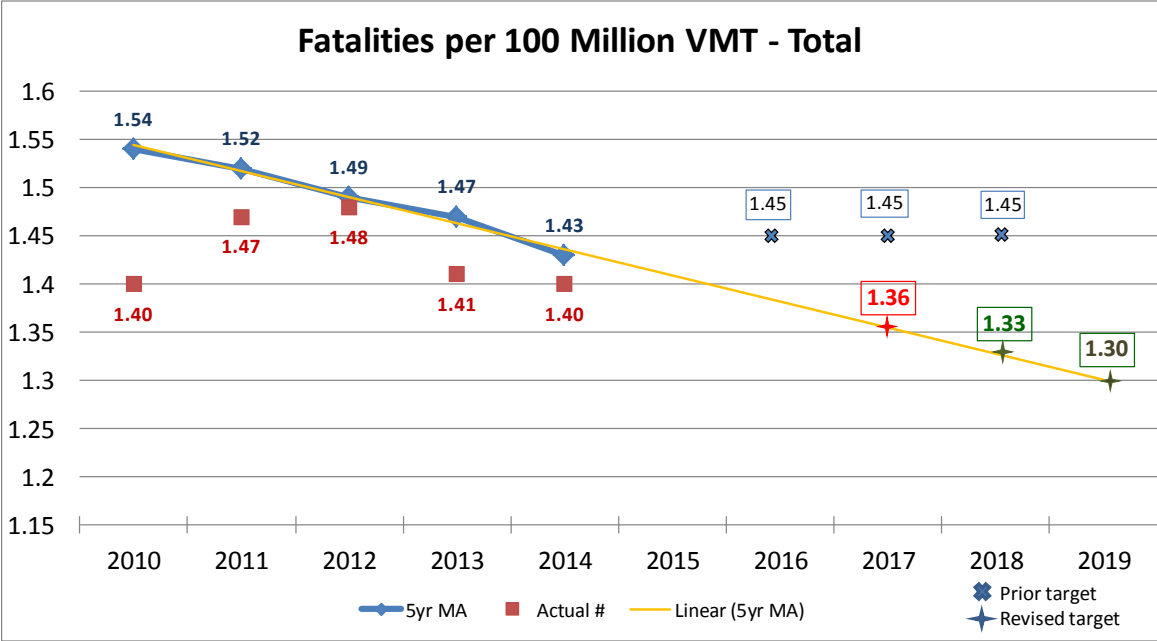
The Strategic Highway Safety Plan (SHSP) Coordination process, *as previously described on page 17*, ensures that the SHSP, the Highway Safety Improvement Program (HSIP), the state Highway Safety Plan (HSP), and the Commercial Motor Vehicle Safety Plan (CMVSP) contain common performance measures, including: number of fatalities, number of fatalities per VMT (statewide, rural and urban), and number of serious injuries.

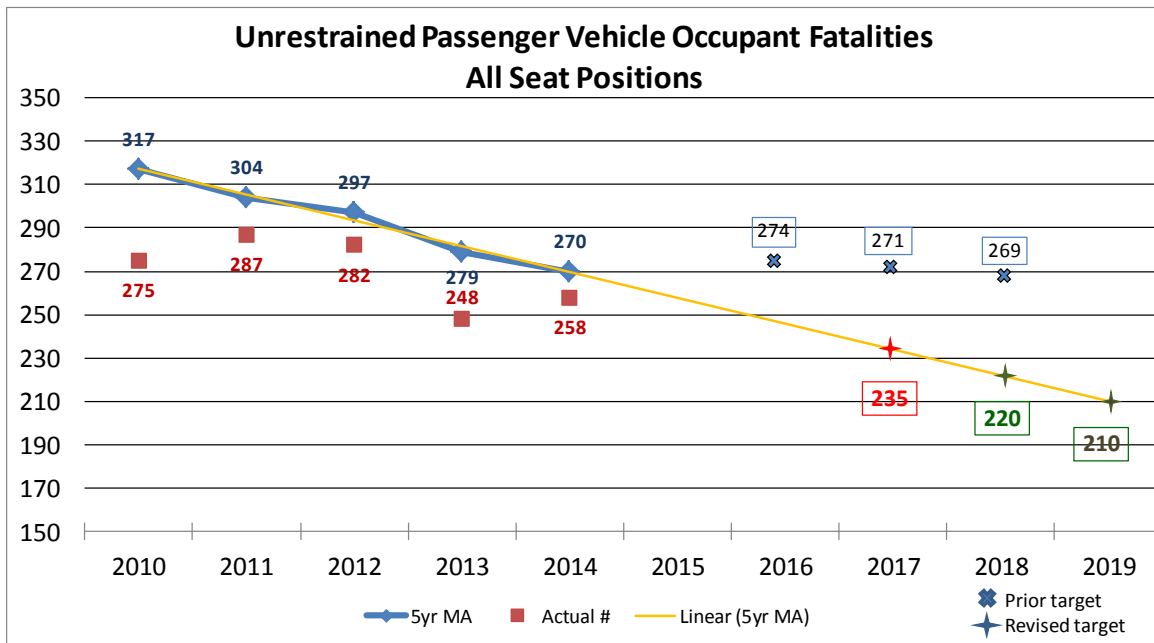
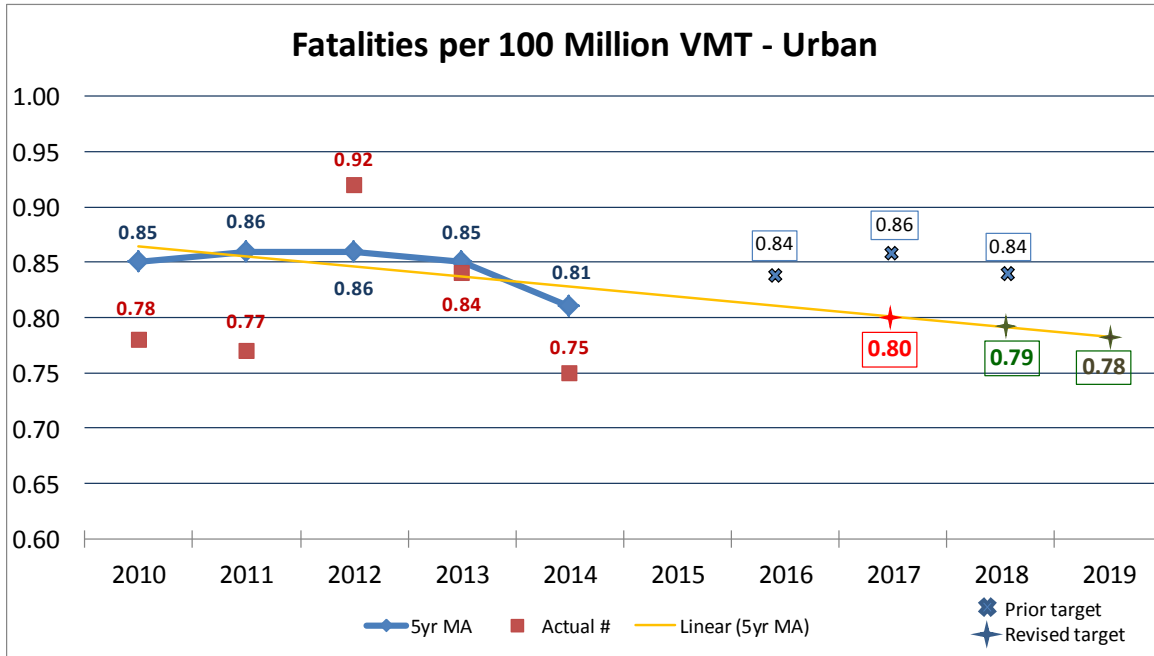
## Analysis of Performance Measures and Target goals FY2017

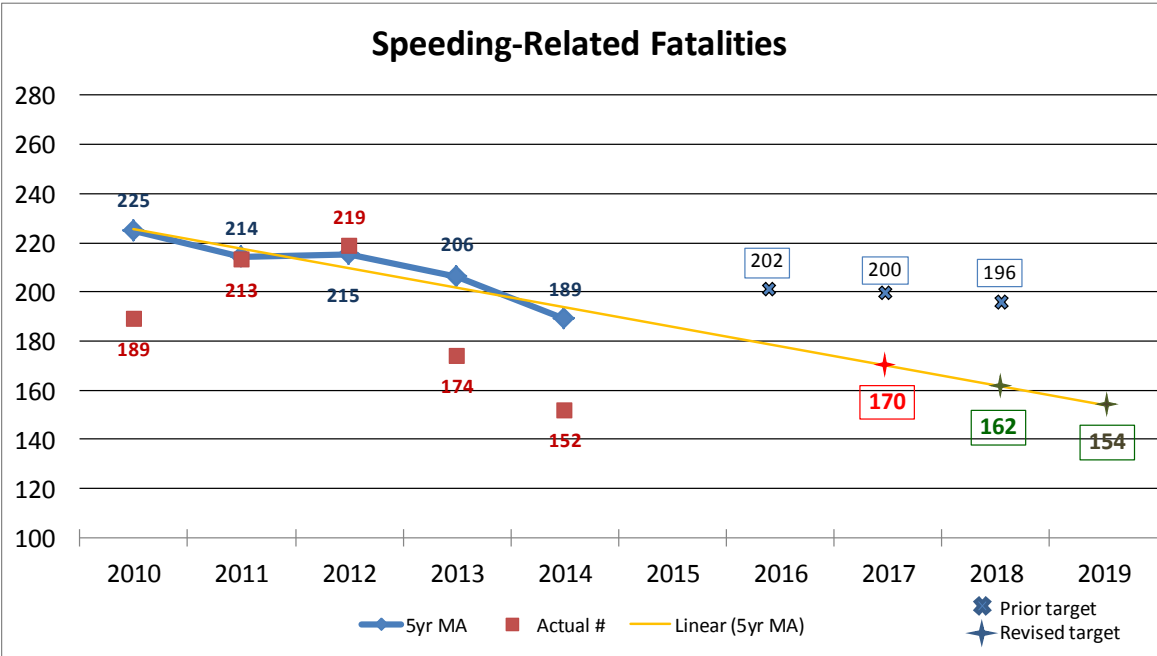
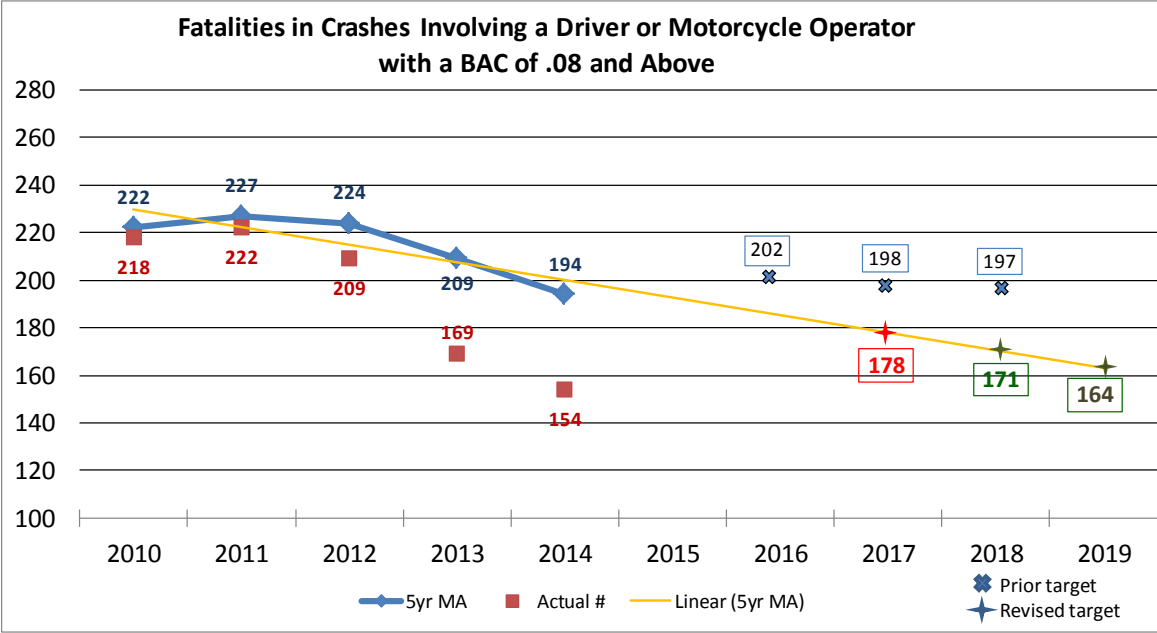
As previously stated, beginning with the FY2016 project year a five year moving average was implemented to evaluate data for trend analysis and setting target goals. The most recent statistics available are for calendar year 2014. Each graph displays the 5-year moving average (MA) from 2010 through 2014 and the previous target (goal) for years 2016-2018, as well as the revised target values for years 2017 through 2019 based on the 5-year moving average trend line.



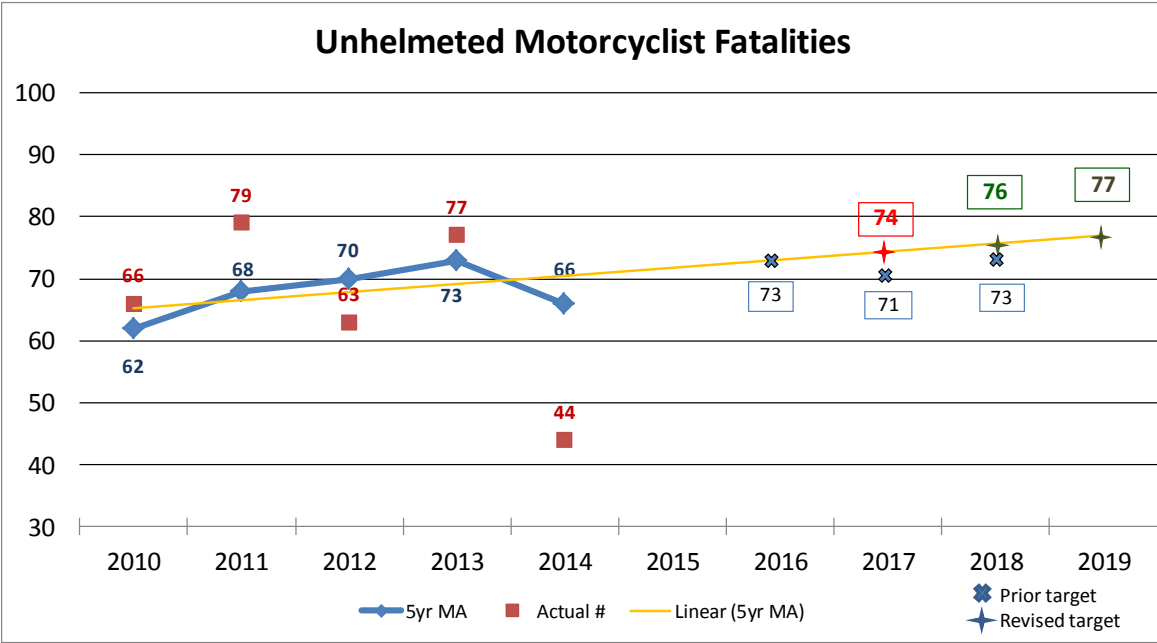
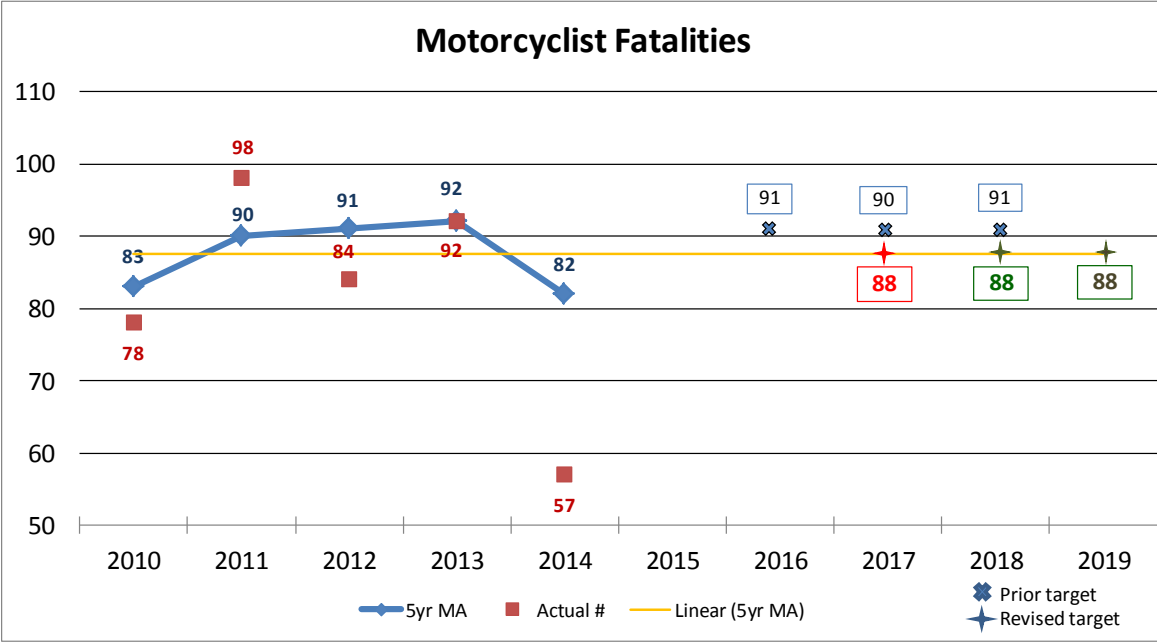


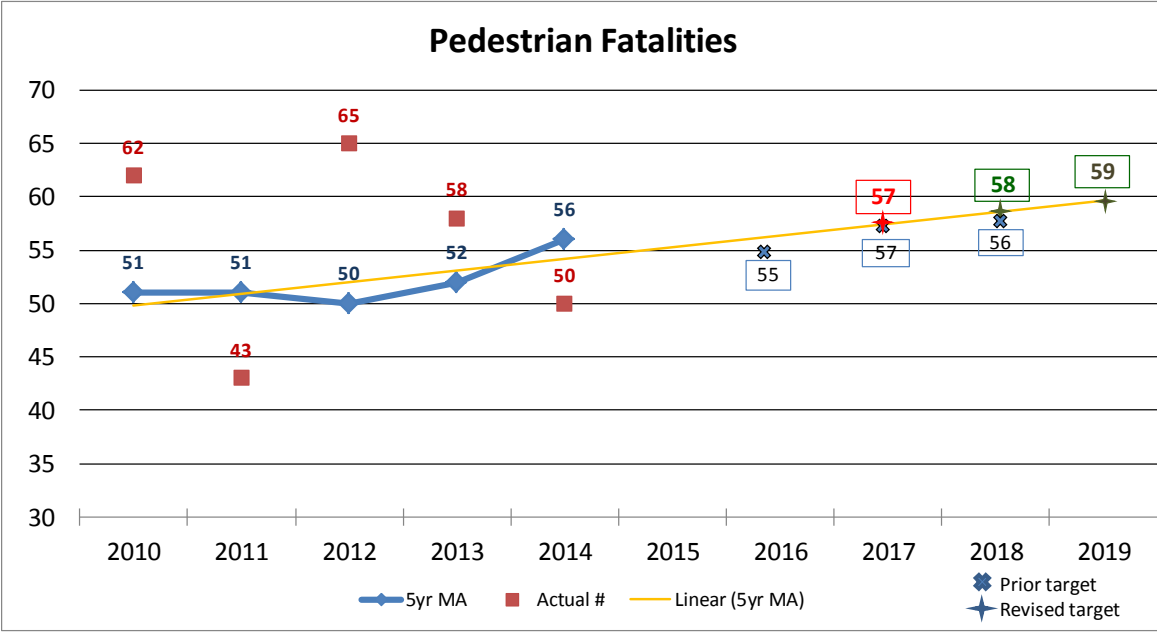
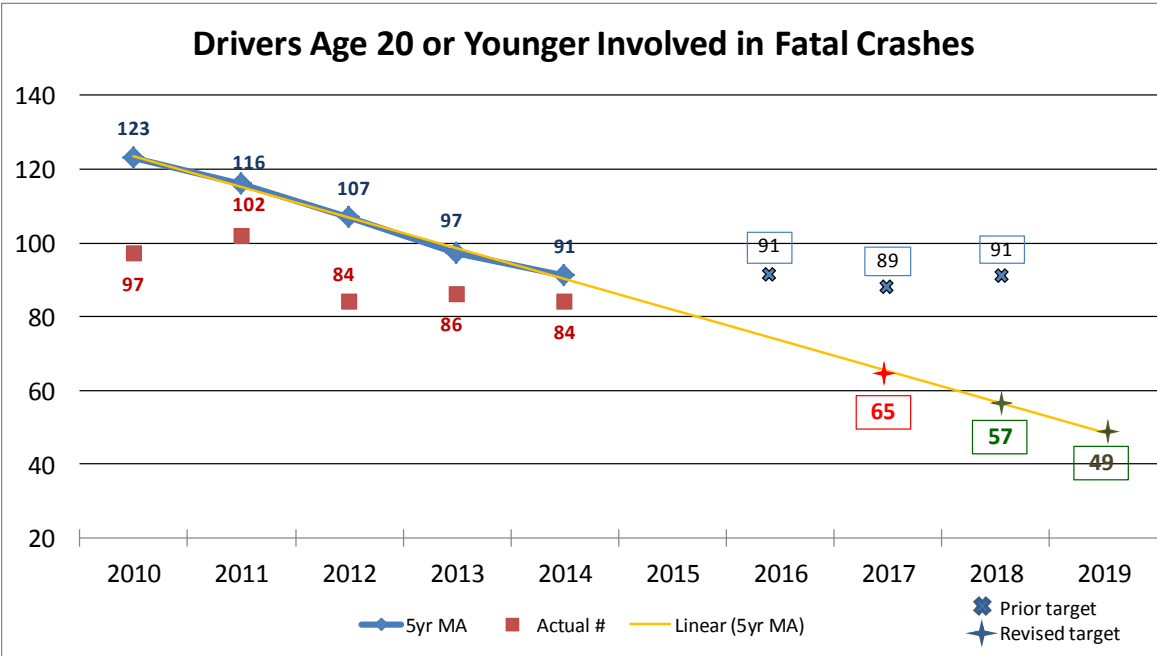


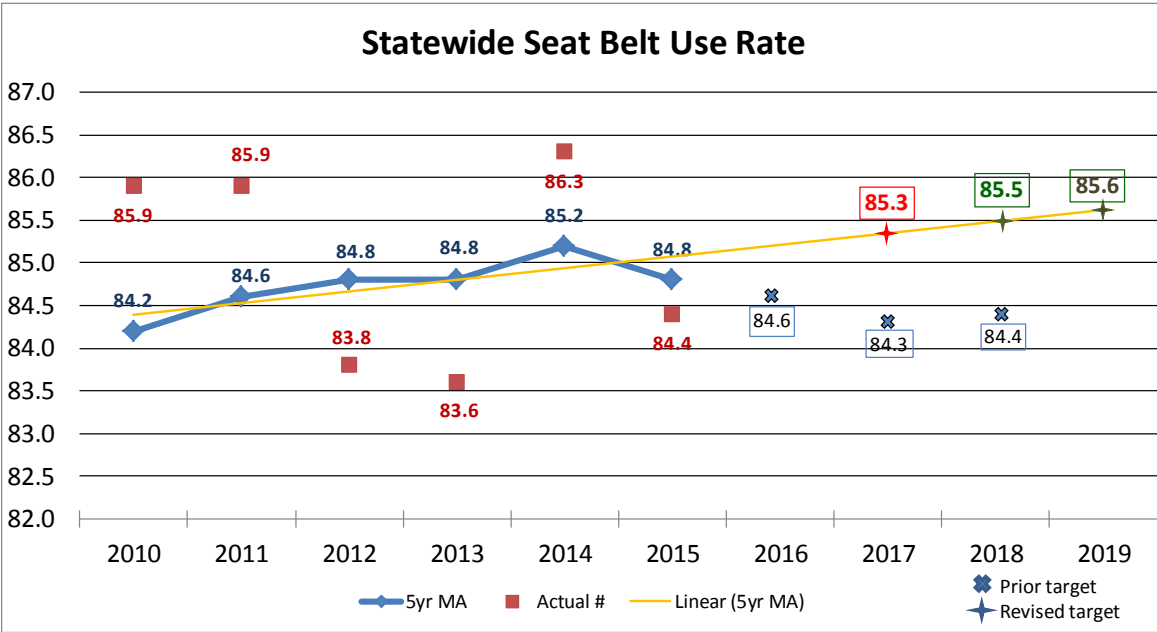
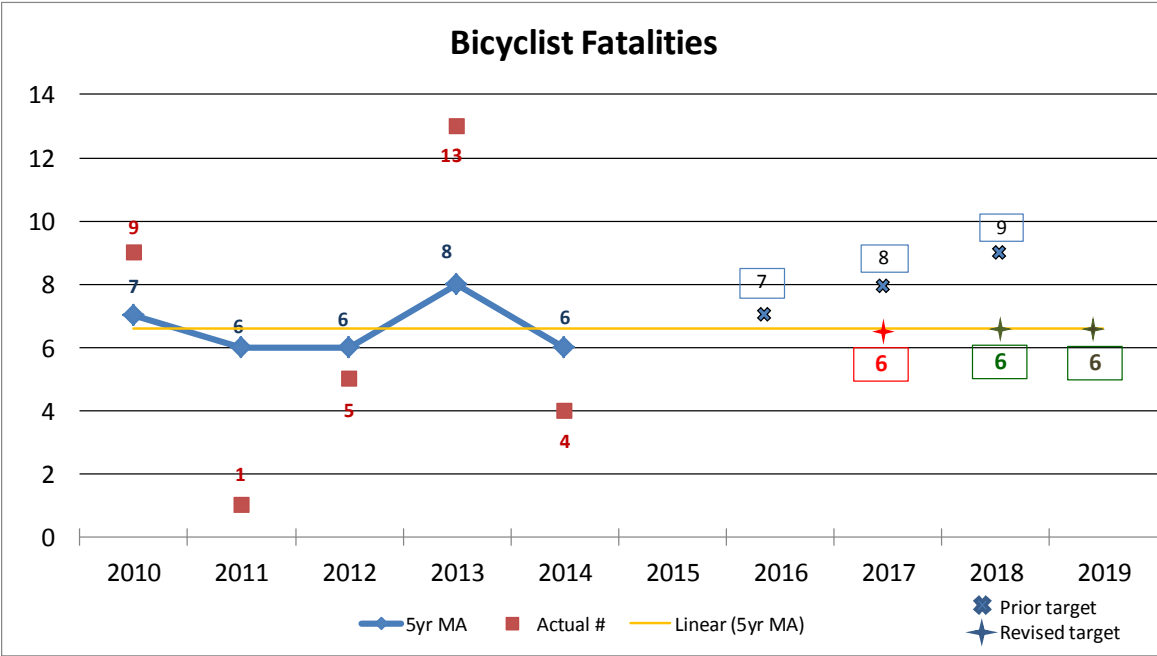


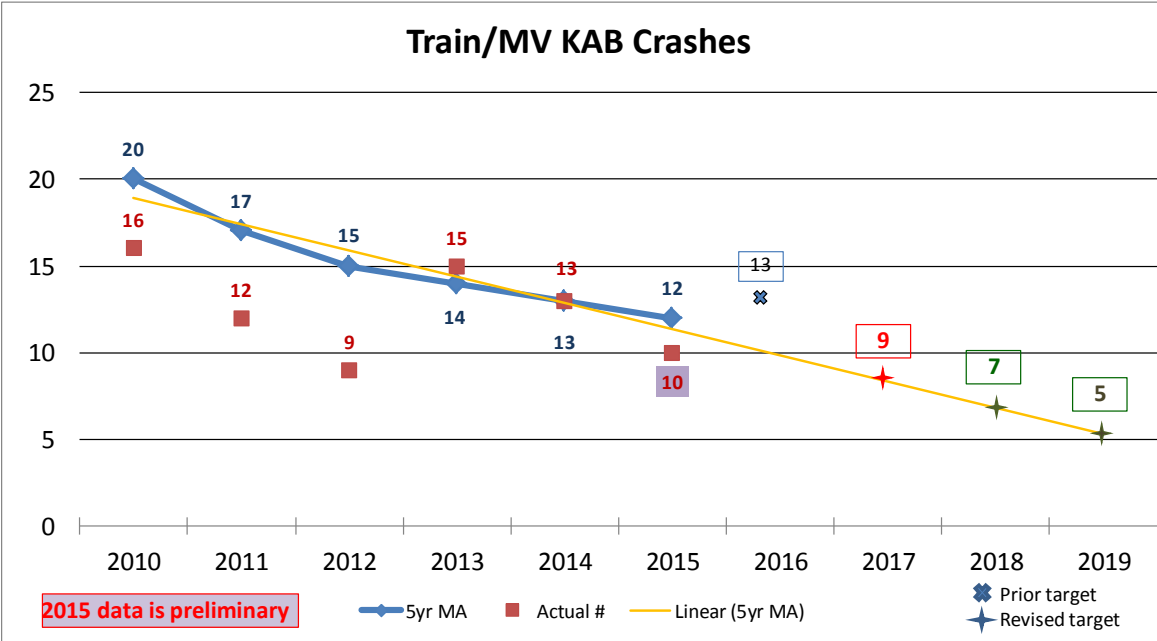
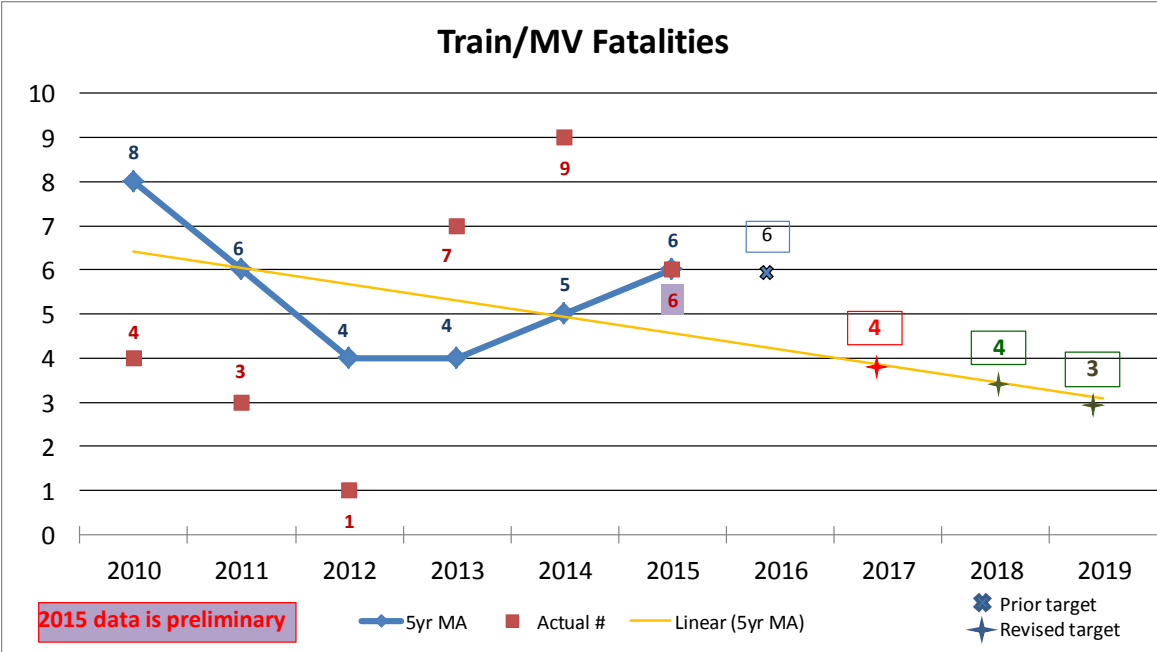












## FY2017 Core Performance Measures

					Previous FY Targets		Future FY Targets					
CORE PERFORMANCE MEASURES <sup>1</sup>	FARS (Final)						Previous Target	Revised Target	Previous Target	Revised Target	New Target	
	2011	2012	2013	2014 (Most current)	2015	2016 <sup>3</sup>	2017	2017 <sup>3</sup>	2018	2018 <sup>3</sup>	2019	
<b>Overall</b>												
C-1: Traffic Fatalities	Total	696	709	678	669	651	694	693	645	690	632	620
	Rural	497	468	449	468	368	472	467	425	467	411	397
	Urban	199	241	229	201	283	222	227	220	224	220	221
C-2: Serious Injuries (State Data)		16,190	16,168	14,734	14,732	15,904	15,791	15,711	14,784	15,620	14,490	14,195
C-3: Fatalities per 100 MVM <sup>2</sup>	Total	1.47	1.48	1.41	1.40	1.44	1.45	1.45	1.36	1.45	1.33	1.30
	Rural	2.30	2.15	2.18	2.24	1.98	2.21	2.19	2.11	2.20	2.08	2.05
	Urban	0.77	0.92	0.84	0.75	0.95	0.84	0.86	0.80	0.84	0.79	0.78
<b>Occupant Protection</b>												
C-4: Unrestrained Occupant Fatalities (all seating positions)		287	282	248	258	248	274	271	235	269	220	210
B-1: Observed Seat Belt Use Rate (front seat outboard occupants)		85.9	83.8	83.6	86.3	84.4 <sup>4</sup>	84.6	84.3	85.3	84.4	85.5	85.6
C-5: Fatalities Involving Driver or Motorcycle Operator with .08+ BAC		222	209	169	154	246	202	198	178	197	171	164
<b>Speeding</b>												
C-6: Speeding Related Fatalities		213	219	174	152	189	202	200	170	196	162	154
<b>Motorcyclists</b>												
C-7: Number of Motorcycle Fatalities		98	84	92	57	113	91	90	88	91	88	88
C-8: Number of Unhelmeted Motorcyclist Fatalities		79	63	77	44	93	73	71	74	73	76	77
<b>Youth</b>												
C-9: Number of Drivers under 21		102	84	86	84	92	91	89	65	91	57	49
<b>Pedestrians</b>												
C-10: Number of Pedestrian Fatalities		43	65	58	50	50	55	57	57	56	58	59
<b>Pedalcyclists</b>												
C-11: Number of Pedalcyclist Fatalities		1	5	13	4	9	7	8	6	9	6	6

<sup>1</sup> Using FARS data unless otherwise noted

<sup>2</sup> Million Vehicle Miles Traveled

<sup>3</sup> Changed to a 5 year Moving Average trend analysis

<sup>4</sup> FY15 statewide survey is most current data for seat belt use

# PERFORMANCE PLAN

## Problem Identification and setting target goals

### Statewide Fatality and Serious Injury Crashes

(See graphs on pages 29 and 30)

To assess the means and methods to improve traffic safety statewide, OHSO uses a comprehensive review of general trends statewide, then drills down to the county and local detail level to determine the best use of available resources. Data sources, as listed on page 12, provide the statistical basis on which problem identification is based (the steps in the Problem Identification process are identified on page 15).

In 2014, Oklahoma experienced significant and better than anticipated decreases in both the number of serious injuries, speed-related fatalities, and Urban Fatalities per 100 Million Vehicle Miles Traveled (MVMT) rate. Statistical analyses for 2014 revealed the following:

- October had the highest number of total crashes.
- Friday was the weekday having the most crashes.
- More crashes occurred between 5pm and 6pm than any other hour of the day.
- More fatalities occurred in May than any other month of the year.
- More fatalities occurred between 4 p.m. 5 p.m. than any other hour of the day.
- Cherokee County had the highest KAB crash rate, ranked by Vehicle Miles Traveled (MVMT).
- Nowata County had the highest fatal crash rate, ranked by Vehicle Miles Traveled (MVMT).

As the overall goal of any traffic safety plan is to reduce fatalities, injuries and societal costs resulting from motor vehicle crashes, the OHSO will strive to achieve these target goals utilizing the strategies identified on page 53.

- Target [C-1]: To decrease the number of traffic fatalities from 669 in 2014 to 645 in 2017.
- Target [C-2]: To maintain at the 2014 level or limit an increase in the number of Serious Injuries in MVC from 14,732 in 2014 to 14,784 in 2017.
- Target [C-3]: To decrease the overall Fatalities per 100 MVMT rate from 1.40 in 2014 to 1.36 in 2017.
- Target [C-3a]: To decrease the Rural Fatalities per 100 MVMT rate from 2.24 in 2014 to 2.11 in 2017.
- Target [C-3b]: To maintain at the 2014 level or limit an increase in the Urban Fatalities per 100 MVMT rate from 0.75 in 2014 to 0.80 in 2017.

### Occupant Protection

(See graphs on page 32)

The Oklahoma primary seat belt law requires only the driver and front seat passenger positions to wear safety belts and the fine for failure to wear a seat belt is \$20 including court costs. Unrestrained passenger vehicle occupant fatalities for all seating positions in Oklahoma have overall shown a slow decrease over the past several years, from 275 in 2010 to 258 in 2014. During the same period, the observed statewide seat belt use rate has remained relatively flat, from lows of 83.8% and 83.6% in 2012 and 2013, respectively, to a high of 86.3% in 2014 and a drop back to 84.4% in 2015. Efforts to expand the law to include other seating positions have so far been unsuccessful. We will continue to promote and support efforts in occupant protection education and enforcement to the greatest extent

possible, with particular emphasis on the increased risk of death or injury as a result of ejection from the vehicle when not properly restrained.

Unrestrained fatalities have decreased from 59.7% in 2010 to 55.1% in 2014<sup>12</sup>. The number of fatalities involving ejection present a graphic picture of that relationship:

- In 2014, 40.0% of unrestrained fatalities were totally ejected from the vehicle.
- In 2014, 78.8% of unrestrained fatalities that were totally ejected from the vehicle were occupants of a vehicle that rolled.
- In 2014, 71.5% of unrestrained fatalities were male.
- In 2014, 58.5% of unrestrained fatalities were killed in crashes involving only one vehicle.
- In 2014, 63.1% of unrestrained fatalities were killed in crashes that occurred on rural roads and highways.
- In 2014, 35.0% of unrestrained fatalities were killed in alcohol-related crashes.
- In 2014, 60.0% of unrestrained fatalities were occupants of passenger vehicles and 40% were occupants of pickup trucks.
- For the 5 year period 2010-2014, 41% (540 of 1,331) of unrestrained fatalities occurred during nighttime hours 9 p.m. – 6 a.m.
- During the 5 year period 2010-2014, **96% (561 of 582) of fatalities ejected from their vehicle were unrestrained.**

Oklahoma's recertification rate for CPS technicians was 50.4 percent in calendar year 2015 - below the national average of 58.8 percent. Recertification rates appear to be trending upward in Oklahoma and nationwide. Maintaining and increasing the number of CPS Technicians and the availability of Child Restraint Inspection Stations continues to be a concern. The 2014 Child Restraint Observation Survey results indicate that the child restraint use rate rose to 89.9 percent and was the highest use rate observed to date. The 2015 Child Restraint Observation Survey result dropped to 89.7 percent. Although observation results show increased use of child restraints, Safe Kids Worldwide reports a vast majority of parents or caregivers are still struggling with the proper use and installation of child restraint seats.

- Target [C-4]: To decrease the number of unrestrained occupant fatalities (all seat positions) from 258 in 2014 to 235 in 2017.
- Target [B-1]: To increase the statewide safety belt use rate from 84.4% in 2015 (most current) to 85.3% in 2017.

## **Impaired Driving**

(See graph on page 33)

Over the last three years, Oklahoma has achieved significant improvement in decreasing the number of fatalities from alcohol-related crashes in Oklahoma. FARS data reflect there were 222 alcohol-impaired driving fatalities in Oklahoma involving a driver or motorcycle operator with .08 or more blood alcohol content (BAC) in 2011, representing 31% of all fatalities in the State. In 2014, there were 154 alcohol-impaired fatalities .08 or more, representing 23% of all fatalities in the State. In addition, a recent report

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<sup>12</sup> OHSO Fact Sheet – Unrestrained Fatalities in Crashes (2014)

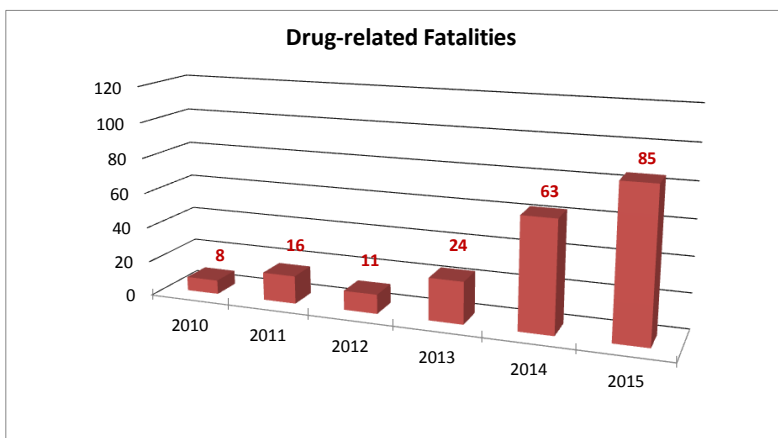
from NHTSA identified Oklahoma as the only State in NHTSA Region 6 to meet or better the national average for alcohol-impaired driving fatalities per 100 MVMT in 2014. Despite this improvement, alcohol-impaired fatalities continue to represent a significant percentage of the traffic fatalities experienced in Oklahoma, as evidenced by the target set based on review of the 5-year moving average statistics.

Statistical analyses reveals the following facts<sup>13</sup>:

- May had the highest number of alcohol related crashes.
- More alcohol-related crashes occurred between 2 a.m. and 3 a.m. than any other hour of the day.
- Saturday was the weekday having the highest number of alcohol-related crashes.
- Highest number of alcohol-related crashes occurred when the weather was clear.
- Jefferson County had the highest alcohol-related KAB crash rate, ranked by Vehicle Miles Traveled (MVMT).

Drug-related crashes continue to increase in Oklahoma, as reflected in the chart below.

Beginning in 2014, a better analysis process involving both state and FARS data was developed to better track drug-related crash data. The data shown prior to 2014 is considered “incomplete”, although it was based on crash reports received. The 2015 data shown was recently received.



\*Drug use is currently not tested for marijuana, oxycodone, methadone, lorazepam or clonazepam.

Statistical analysis of the 2014 data reveals the following<sup>14</sup>:

- Adair county had the highest drug-related KAB crash rate while Tillman County had the lowest, ranked by Vehicle Miles Traveled (MVMT).
- Of cities having a population of 5,000 or more, Tahlequah (Cherokee County) had the highest drug-related KAB crash rate.

Based on the State’s analysis of the problem identification and the current statistical data, it identified sufficient problem identification to substantiate the use of Section 405d funds for the Department of Mental Health Substance Abuse Services “ODMHSAS 2M2L Task Force Project”. Problem ID describes the nature and magnitude of the current traffic safety problem using current statistical data.

<sup>13</sup> Oklahoma Crash Facts 2014

<sup>14</sup> Oklahoma Crash Facts 2014



The OHSO plans to continue its efforts to create a more robust impaired driving program, to include evidence-based strategies:

- High-visibility Enforcement
- Law Enforcement and Judicial Training
- Regional Impaired Driving Enforcement Teams
- BAC and drug testing
- Mass Media
- Legislative initiatives
- Based on

In addition to the listed strategies, the OHSO will continue to actively participate in and provide administrative support for the Governor’s Impaired Driving Prevention Advisory Council (GIDPAC). The OHSO will work in conjunction with GIDPAC in executing the statewide strategic plan originally submitted to Governor Fallin in February of 2014 to reduce the incidence of impaired driving and associated traffic crashes and improve the impaired driving situation in Oklahoma. This plan contains elements in compliance with the *NHTSA Uniform Guidelines for Highway Safety Programs No. 8 – Impaired Driving*, and *Countermeasures That Work* as outlined in the strategies and enforcement sections beginning on page 49.

- **Target [C-5]: To maintain at the 2014 level or limit an increase in fatalities involving a driver/operator .08 or more BAC from 154 in 2014 to 178 in 2017.**
- **Target: To decrease the number of drug-related fatalities by 5% from 63 in 2014 to 60 in 2017.**

### **Police Traffic Services / Speed / Aggressive Driving**

(See graph on page 33)

Not all traffic crashes or injuries can be directly attributed to a specific primary causal factor such as impaired driving, failure to be properly restrained or improper or non-use of safety equipment. Simply put, many crashes occur because drivers operate a vehicle unsafely, without due attention to traffic laws and road conditions. While some program areas target specific identified problem areas such as seat belts or impaired driving, the general Police Traffic Services area is intended to allow agencies to address a greater variety of traffic violations, dependent upon local problem identification, which contribute in large part to the number of motor vehicle crashes and the death and injury resulting from them.

Speed and aggressive driving are responsible for a significant number of crashes and were listed as a primary factor in 152 fatalities in the state of Oklahoma in 2014. Speed-related crashes are not always caused by exceeding a posted speed limit, but also by driving too fast for conditions. Aggressive driving definitions almost universally include a speed-related component.

While Oklahoma has had laws for some time addressing “inattentive driving”, a new law went into effect November 1, 2015 which specifically bans the use of an electronic device to send/receive text messages while driving.

Oklahoma experienced the following serious traffic problems in 2014<sup>15</sup>:

- Crashes killed 669 persons (FARS data).

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<sup>15</sup> Oklahoma Crash Facts 2014

- Crashes seriously injured 14,732 persons.
- Alcohol-related crashes killed 172 persons.
- Drug-related crashes killed 63 persons.
- Unsafe speed-related crashes killed 152 persons.
- Cherokee County had the highest speed-related KAB crash rate while Harmon County has the lowest, ranked by Vehicle Miles Traveled (MVMT).
- Motorcycle crashes killed 57 motorcyclists.
- Crashes killed 258 unrestrained occupants.
- Distracted drivers were involved in 1,317 KAB crashes in 2014.

Police Traffic Services projects will conduct a combination of activities in support of the targets previously outlined in Statewide Fatality and Serious Injury Crashes (page 39), Occupant Protection (page 39), Impaired Driving (page 40) and distracted driving (page 44). In addition, speed projects will focus more specifically on violations directly related to speed and aggressive driving, using evidence-based enforcement strategies identified on page 53.

- Target [C-1]: To decrease the number of traffic fatalities from 669 in 2014 to 645 in 2017.
- Target [C-6]: To maintain at the 2014 level or limit an increase in speed-related fatalities from 152 in 2014 to 170 in 2017.
- Target: To decrease the number of distracted drivers involved in distracted driving-related KAB crashes by 5% from 1,317 in 2014 to 1,251 in 2017.
- Target: To decrease the number of distracted drivers age 16-24 involved in distracted driving-related KAB crashes by 5% from 325 in 2014 to 308 in 2017.

All Police Traffic Services projects are initiated to support the overall state targets as listed under the Statewide Fatality and Serious Injury Crashes section on page 39.

## **Motorcycle Safety**

(See graphs on page 34)

The demand for motorcycle safety training and education is overwhelming. Students outside the greater metropolitan areas routinely travel up to 100 miles to attend available training courses. The demand for motorcycle training continues to outpace our ability to provide such training. We are addressing this need by promoting additional training statewide for RiderCoaches, new riders and advanced riders, with emphasis on those areas outside the greater metropolitan Tulsa and Oklahoma City areas. In addition, new legislation effective November 1, 2016 will require that persons under the age of 18 wanting a motorcycle endorsement on their driver license will be required to show proof they have completed a state-approved Basic Rider Course.

Statistical analyses revealed the following<sup>16</sup>:

- August had more motorcycle KAB crashes than any other month.
- More motorcycle KAB crashes occurred between 5 p.m. and 6 p.m. than any other hour of the day.
- More motorcycle crashes occurred on Saturday than any other day of the week.

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<sup>16</sup> Oklahoma Crash Facts 2014

- Most motorcycle crashes occurred when the weather was clear.
- When helmet use was known, 35 or 47 motorcycle fatalities were unhelmeted.
- Of the 55 motorcycle fatalities, 50 were male and 5 were female.

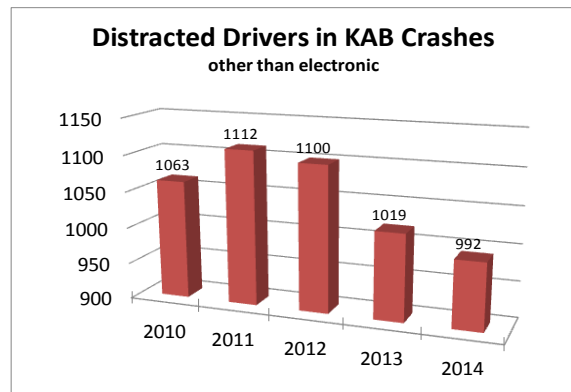
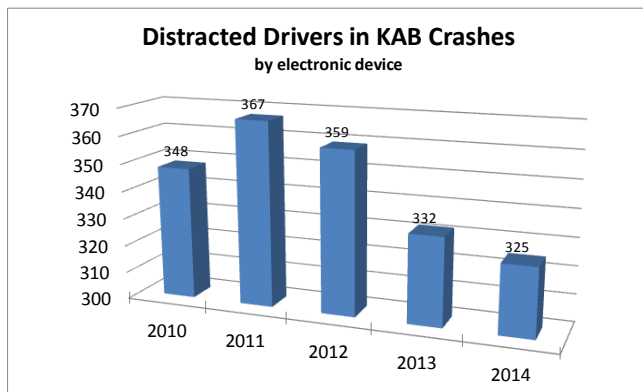
Motorcyclist fatalities showed a significant spike in 2009, believed to be the result of a growing number of older riders (age 45+). From 2010 to 2014, the 40-59 year old age group had the highest number of motorcyclist fatalities in Oklahoma with 173, or 43.3%<sup>17</sup> of the total motorcyclist fatalities. Somewhat surprisingly, the 18-39 year old age group was not far behind with 155 fatalities, or 38.8%. Conversely, the 17 and under age group had the least number of fatalities with 7, or 1.8% of the total fatalities. Oklahoma does not have a mandatory helmet law for motorcycle riders age 18 and older. The number of motorcyclist fatalities tends to be rather erratic in nature, due to the large influence of weather conditions and gas prices on motorcycle use. The 5-year moving average trend line is almost flat in both the short term and long term (2016-2019). A significant, albeit unexpected, decrease in both motorcyclist fatalities and unhelmeted motorcyclist fatalities occurred in 2014. We are hopeful that this is an indicator of continued improvement in this area. The 5-year moving average does not currently support such continued improvement, but only time will tell if our increased efforts in this area will continue to yield positive results.

- Target [C-7]: To maintain at the 2014 level or limit an increase in motorcycle fatalities from 57 in 2014 to 88 in 2017.
- Target [C-8]: To maintain at the 2014 level or limit an increase in unhelmeted motorcycle fatalities from 44 in 2014 to 74 in 2017.

### Driver Education

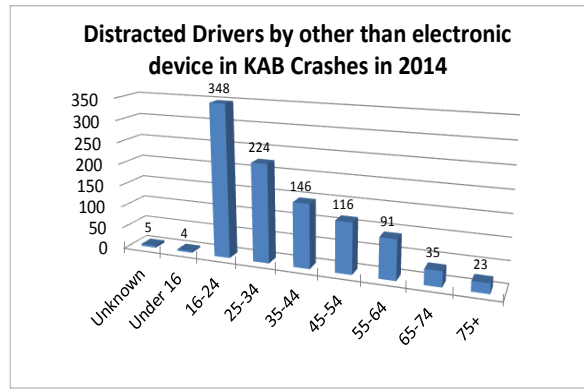
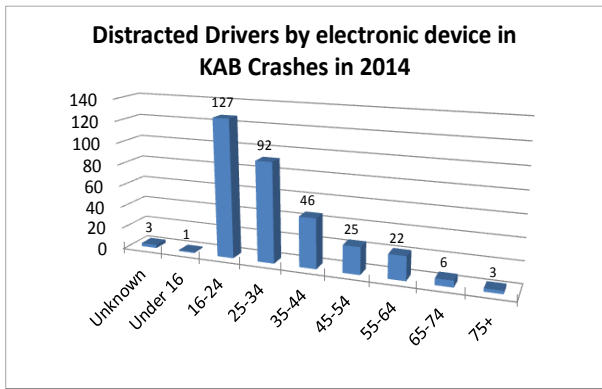
(See graph on page 35)

Between 2005 and 2009, Oklahoma averaged 133 drivers under the age of 21 killed every year in motor vehicle crashes. From 2010 through 2014, that average dropped to 90 fatalities per year - representing a decline of 32%! Through continued communications and outreach efforts<sup>18</sup>, with increased emphasis on distracted driving, Oklahoma hopes to continue to build on this success.



<sup>17</sup> Oklahoma Crash Facts 2014

<sup>18</sup> NHTSA Countermeasure That Work 4.2.1, page 4-18



Over the last several years, the number of drivers distracted by electronic device or other type of distraction involved in KAB crashes has shown a gradual decrease since highs in 2011. However, the 16-24 year old age group continues to be over represented in this area.

Through a grant to Educational Alternatives, a pilot project to decrease distracted driving through peer to peer education was initiated in FY2015. This ongoing project partners with state FCCLA groups and utilizes college age students as mentors to these groups to raise awareness and reduce distracted driving in their local schools and communities through communications and outreach.

The Alive at 25 program offered through the Oklahoma Safety Council is a traffic safety education course developed by the National Safety Council focusing on teenagers and young adults ages 15-24. It is designed to be an early intervention program to help prevent traffic violations, collisions and/or fatalities involving young drivers.

The National Safety Council's *Our Driving Concern* employers traffic safety program aims to improve traffic safety through the use of employer based programs to educate and encourage safe driving habits by their employees. According to Department of Labor statistics, there were 67 transportation related incidents reported by Oklahoma employers in CY2014.

- Target [C-9]: To decrease the number of drivers under the age of 21 involved in fatal crashes from 84 in 2014 to 65 in 2017.
- Target: To decrease the number of distracted drivers involved in distracted driving-related KAB crashes by 5% from 1,317 in 2014 to 1,251 in 2017.
- Target: To decrease the number of distracted drivers age 16-24 involved in distracted driving-related KAB crashes by 5% from 325 in 2014 to 308 in 2017.
- Target: To decrease the number of work-related transportation incidents by 5% from 67 in 2014 to 63 in 2017<sup>19</sup>.

### Bicyclist and Pedestrian Safety

(See graphs on pages 35 and 36)

Oklahoma experienced 50 pedestrian and four bicyclist fatalities in 2014. Approximately 50% of the total bicycle and pedestrian fatalities occurred within the greater metropolitan areas in and surrounding Oklahoma City and Tulsa. Preliminary state data for 2015 indicate an increase in the number of bike/pedestrian fatalities from 54 in 2014 to 74 in 2015, with 68 of those being pedestrians. The 5-year moving average projects little change in the number of bicyclist/pedestrian fatalities over the next three

<sup>19</sup> Source: U.S Bureau of Labor Statistics

years. In FY2015, OHSO initiated a pilot program with the Indian Nation Council of Governments (INCOG) in Tulsa to improve bicycle and pedestrian safety in the greater Tulsa metropolitan area, as this area was identified by NHTSA in 2012 as being well above the national average for bicyclist and pedestrian fatalities. State preliminary data for 2015 indicate that of the 68 pedestrian fatalities, 16 occurred in the city of Tulsa (24%) and 13 occurred in Oklahoma City (19%). Although not funded through a grant from the OHSO, the City of Oklahoma City is participating in the Mayor's Challenge, a national pedestrian safety initiative.

- Target [C-10]: To maintain at the 2014 level or limit an increase in pedestrian fatalities from 50 in 2014 to 57 in 2017.
- Target [C-11]: To maintain at the 2014 level or limit an increase in pedalcyclist fatalities from 4 in 2014 to 6 in 2017.

### **Rail Grade Crossing Safety**

(See graphs on page 37 )

The same problems that contribute to speed and aggressive driving are often times the cause of crashes at rail grade crossings, but as these are fewer in number they are often overlooked in problem identification. According to *2015 FRA Accident Trends*, Oklahoma ranks 21st in the nation for trespasser incidents and 19th in vehicle train collisions. Much like motorcycle fatalities, these numbers tend to fluctuate significantly from year to year. A Northwestern University statistical study concluded that at least 20% of the reduction in fatalities can be attributed to safety education. Our primary partner in this area is Oklahoma Operation Lifesaver, which is the state office affiliated with Operation Lifesaver National. Their stated mission is to prevent fatalities at railroad highway crossings and trespassing incidents through education, training, and partnerships with local law enforcement entities.

- To reduce the number of rail grade crossing fatalities from 9 in 2014 (state data) to 4 in 2017.
- To reduce the number of rail grade crossing fatality and serious injury crashes from 13 in 2014 (state data) to 9 in 2017.

### **Traffic Records**

The ability to effectively collect, collate and analyze data is not only ancillary in nature, but is of prime importance in being able to identify problems and measure program effectiveness. Recognizing such need, Oklahoma continues to work to improve its data collection and analysis systems, including improvement of its ability to create timely and accessible citation and crash location maps. Creating such interfaces will allow for the timely development of effective crash countermeasures, especially as related to county roads and city streets. Over the last several years, Oklahoma has made great strides in integrating GPS information into crash reports and electronically submitting that information to the appropriate agencies involved when a crash occurs, but more work is needed. Geocoding city/street data has greatly increased the number of mappable crashes in the State on these types of roadways within both the PARIS and SAFE-T systems. Improving crash reporting systems to enable electronic submission of crash reports, including GPS information, utilizing the PARIS and CRS systems (collectively now referred to as *PARIS.web*) will continue to improve the timeliness and completeness of crash data. Expansion of these systems will increase the number of crash reports containing geospatial information

gathered at the time of the investigation and will also allow users to more effectively utilize the data for a variety of visual planning tools to address their traffic safety problems. The long-term plan includes development of a statewide Data-Driven Approach to Crime and Traffic Safety (DDACTS) type system which will be linked to criminal data from the Oklahoma State Bureau of Investigation.

Oklahoma has also made significant improvements in creation of a system to collect data related to impaired driving arrests – currently no such system exists. However, new law effective November 1, 2016 statutorily authorizes and creates a “Statewide Impaired Driver Database”. Utilizing *PARIS.web* as the portal, a uniform Impaired Driving Arrest form will be utilized by all law enforcement agencies to report and submit impaired driving arrest data to the database.

Improvement in the core traffic record systems within the Department of Public Safety is a priority with the Traffic Records Council. The Traffic Records Council will take the lead in evaluating those core services and making recommendations on changes and improvements to user access and data integration.

- Target: To increase the number of mappable city collisions statewide in the SAFE-T Collision Explorer Tools from 79.2% as of April 1, 2016 to 90% by September 30, 2017.
- Target: To increase the number of user agencies on PARIS from 4 in 2016 to 8 in 2017.
- Target: To increase the number of collision reports submitted through electronic means by 10%, from 34,952 in FY2015 to 38,447 in FY2017.
- Target: To complete development of the *PARIS.web* electronic crash reporting and integration program and begin marketing to state agencies during FY2017.

### FFY 2015 Highway Safety Performance Report

Performance Measure Type	PM ID	Performance Measure	2015 Target	2015 Actual*	2015 Target Met	Percent Difference (Actual versus Target)	2016 Target
Core Outcome Measures	C-1	Fatalities	712	645	●	-9.4 %	694
	C-2	Serious Injuries	15,199	14,279	●	-6.0 %	15,791
	C-3	Fatalities per 100 MVMT	1.39	---	⊗	n/a	1.45
	C-3a	Fatalities per 100 MVMT – Rural	2.01	---	⊗	n/a	2.21
	C-3b	Fatalities per 100 MVMT – Urban	0.93	---	⊗	n/a	0.84
	C-4	Unrestrained passenger vehicle occupant fatalities	265	223	●	-15.8 %	274
	C-5	Alcohol-impaired fatalities (driver or motorcycle operator with BAC 0.08 or higher)**	240	139	●	-21.6%	202
	C-6	Speeding-related fatalities	216	159	●	-25.4 %	202
	C-7	Motorcycle fatalities	96	88	●	-8.3 %	91
	C-8	Unhelmeted motorcycle fatalities	70	49	●	-30.0 %	73
	C-9	Young drivers (20 or under) involved in fatal crashes	89	107	○	+20.2 %	91
C-10	Pedestrian fatalities	60	68	○	+13.3 %	55	
C-11	Bicyclist fatalities	10	6	●	-40.0 %	7	
Core Behavior Measure	B-1	Observed seat belt use	85.7%	84.4%	○	-1.5 %	84.6%

Key: ○ = Did Not Meet Target; ● = Met or Exceeded Target; and ⊗ = Data Not Available.

All targets are based on a 5-year Moving Average (Oklahoma did not begin using a moving average until the FY2016 HSP)

\*All 2015 Actual results shown reflect final state data - FARS data is not yet available.

\*\*valid as of 2015, prior years used "alcohol-related" in lieu of .08 or more

**PROGRAM AREA STRATEGIES**  
**AND PROJECTS**



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## PLANNING AND ADMINISTRATION

OHSO carefully monitors all projects to ensure the appropriate use of restricted funds (Sections 402 and 405 as well as State funds). In order to address the State’s needs *as identified in the Problem Identification process (see page 15)*, some projects will be provided funding from more than one source in order to supplement their enforcement efforts in support of statewide goals. During the grant selection process, the project’s primary program area and funding source will be identified and the project will be listed in the HSP as such. For example, a project identified as primarily a impaired driving project may combine funding from both Section 402 and Section 405 sources. Such multiple funding sources are delineated in the grant agreement description and assigned project number(s). The separate fund sources and activities are carefully tracked and billed to the appropriate funding source.

### Program Management Salaries by Program Area

The chart below summarizes the funded salaries for Program Management by Program Area at OHSO. Program area assignments may vary as the fiscal year progresses.

*Listed percentages subject to change after contract negotiations and final project assignments. GTS will be amended accordingly at such time.*

	P&A State	P&A Federal	AL	MC	OP	PT	TR
Director – Toby Taylor	45%	55%					
Chief of Resources - Beverly Baker	75%	25%					
Chief of Plans & Programs – Jay Wall			41%	6%	14%	29%	10%
Vacant Position - TBD	76%	24%					
Accountant – Elizabeth George	75%	25%					
Administrative Assistant – Alisha Perry		100%					
Program Mgr 1 (Communication Manager) - Katie Mueller			55%	12%	18%	15%	
Program Manager 2 – Sam Harcrow			27%		52%	21%	
Program Manager 3 – Justin HySmith			29%	34%		37%	
Program Manager 4 – Don Longfellow			51%			49%	
Program Manager 5 – Terrell Sanders			22%			26%	52%
Program Manager 6 – (currently vacant)			75%			25%	
Data Analyst – Kathy Evans							100%

### Strategies

- Develop and submit key planning documents and a comprehensive annual report.
- Develop and submit proposed highway safety-related state legislation as appropriate.
- Notify partners of proposed highway-safety related legislation.
- Brief agencies, organizations and the public on OHSO functions.
- Initiate new, and improve existing, partnerships.
- Conduct internal review of key OHSO documents.
- Evaluate programs for the purpose of measuring effectiveness and identifying areas for improvement.
- Systematically review and update Policy and Procedures instructions.
- Evaluate customer satisfaction through the use of customer surveys.

- Ensure appropriate training is conducted for appropriate staff in management and oversight of Federal funds.

### P&A Program Funding

**Project Title:** Planning and Administration

**Agency:** OHSO

**Project No:** PA-16-07-01-00      **Funding Source:** 402      **Amount:** \$297,214.00

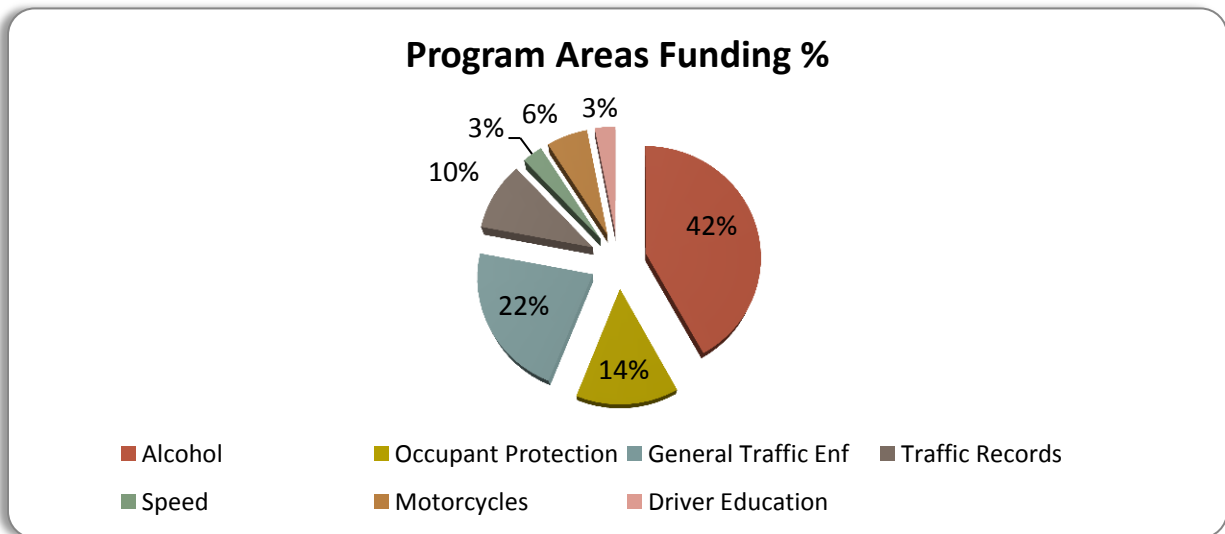
**Primary Project Type:** Planning and Administration      **Total Budget:** \$297,214.00

**Description:** Costs to include travel, training, office rent, office machines, office supplies, and other appropriate administrative expenditures. Personnel services to manage and provide administrative services for all Oklahoma Highway Safety Programs are reflected in the chart on page 51 (expressed as a percentage of federal funding used for each full time position).

### Budget Summary

#### Planning and Administration

Project Number	Program Area	Budget	Budget Source
PA- 17- 07- 01- 00	Planning & Administration	\$ 277,614.00	Section 402
PA- 17- 07- 01- 00	State Match	\$ 277,614.00	State of OK
<b>402 Total</b>		<b>\$ 277,614.00</b>	
<b>State Funds Total</b>		<b>\$ 277,614.00</b>	
<b>Total All Funds</b>		<b>\$ 555,228.00</b>	



## Evidence-based strategies

Projects selected for inclusion in the Oklahoma Highway Safety plan must identify the evidence-based strategies which will be utilized to achieve the stated project goal(s). The following list of evidence-based strategies have been identified as potential strategies which should be utilized to the greatest extent possible by sub-recipients as applicable to their specific program area.

### Alcohol/Drug Impaired Driving:

- ✓ Administrative License Revocation or Suspension (CTW<sup>20</sup> 1.1.1., page 1-12)
- ✓ Open Containers (CTW 1.1.2, page 1-14)
- ✓ High-BAC Sanctions (CTW 1.1.3, page 1-15)
- ✓ BAC Test Refusal Penalties (CTW 1.1.4, page 1-17)
- ✓ Alcohol-Impaired Driving Law Review (CTW 1.1.5, page 1-19)
- ✓ Publicized Sobriety Checkpoints (CTW 1.2.1, page 1-21; *Publicized Sobriety Checkpoint Programs-A Community Guide*-from the Community Guide Branch, Epidemiology and Analysis Program Office, Office of Surveillance, Epidemiology, and Laboratory Services (Pitan, Qu, Chattopadhyay, Elder), 2010; Challenging College Alcohol Abuse (SAMHSA National Registry of Evidence-based Programs and Practices, 2007)
- ✓ High Visibility Saturation Patrols (CTW 1.2.2, page 1-24)
- ✓ Preliminary Breath Test Devices (CTW 1.2.3, page 1-25)
- ✓ Passive Alcohol Sensors (CTW 1.2.4, page 1-26)
- ✓ Integrated Enforcement (CTW 1.2.5, page 1-27)
- ✓ DWI Courts – use of TSRP and JOL (CTW 1.3.1, page 1-29)
- ✓ Sanctions (CTW 1.3.4, page 1-34)
- ✓ Alcohol Problem Assessment and Treatment (CTW 1.4.1, page 1-36)
- ✓ Alcohol Ignition Interlocks (CTW 1.4.2, page 1-38)
- ✓ DUI Offender Monitoring (CTW 1.4.4, page 1-43)
- ✓ Alcohol Screening and Brief Interventions (CTW 1.5.1, page 1-47)
- ✓ Mass Media Campaigns (CTW 1.5.2, page 1-49; CDC<sup>21</sup> Guide to Community Preventive Services, 2010)
- ✓ Responsible Beverage Service (CTW 1.5.3, page 1-51)
- ✓ Designated Drivers (CTW 1.5.5, page 1-54)
- ✓ Minimum Legal Drinking Age 21 Laws (CTW 1.6.1, page 1-57)
- ✓ Zero-Tolerance Law Enforcement (CTW 1.6.2, page 1-59)
- ✓ Alcohol Vendor Compliance Checks (CTW 1.6.3, page 1-61)
- ✓ Other Minimum Legal Drinking Age Law Enforcement (CTW 1.6.4, page 1-62)
- ✓ Youth Directed Programs (CTW 1.6.5, page 1-59)
- ✓ Enforcement of Drug-Impaired Driving (CTW 1.7.1, page 1-69)
- ✓ Drug-Impaired Driving Laws (CTW 1.7.2, page 1-71)
- ✓ Education regarding medication (CTW 1.7.3, page 1-73)

### Seat Belts and Child Restraints:

- ✓ State Primary Enforcement Seat Belt Use Laws (CTW 2.1.1, page 2-10)

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<sup>20</sup> CTW Countermeasures That Work, Eighth Edition, 2015

<sup>21</sup> CDC Centers for Disease Control and Prevention

- ✓ Short-term High-Visibility Enforcement (CTW 2.2.1, page 2-15)
- ✓ Combined Seat Belt and Alcohol Enforcement, Nighttime (CTW 2.2.2, page 1-17)
- ✓ Sustained Enforcement (CTW 2.2.3, page 2-19)
- ✓ Communications and Outreach (CTW 2.3.1, page 2-20)
- ✓ Communications and Outreach Strategies for Low-Belt-Use Groups (CTW 2.3.3, page 2-21)
- ✓ Strengthening Child Occupant Protection Laws (CTW, 2.4.1, page 2-24)
- ✓ Short-Term High-Visibility Child Restraint/Booster Law Enforcement (CTW 2.5.1, page 2-26)
- ✓ Communications & Outreach Strategies for Child Restraint and Booster Seat Use (CTW 2.6.2, page 2-30)
- ✓ School Programs (CTW 2.7.1, 2-32)
- ✓ Inspection Stations (CTW 2.7.2, page 2-31)

#### Speeding and Speed Management:

- ✓ Speed Limits (CTW 3.1.1, page 3-16)
- ✓ Aggressive Driving and Other Laws (CTW 3.1.2, page 3-18)
- ✓ High-Visibility Enforcement (CTW 3.2.2, page 3-24)
- ✓ Other Enforcement Methods (CTW 3.2.3, page 3-28)
- ✓ Penalty Types and Levels (CTW 3.3.1, page 3-32)
- ✓ Communications and Outreach Supporting Enforcement (CTW 3.4.1, page 3-38)

#### Distracted Driving:

- ✓ Employer Programs (CTW 3.3.1, page 4-21)
- ✓ Graduated Driver Licensing Requirements for Beginning Drivers (CTW 4.1.1, page 4-9)
- ✓ Cell Phone and Text Messaging Laws (CTW 4.1.2, page 4-11)
- ✓ Communications and Outreach on Distracted Driving (CTW 4.2.2, page 4-20)

#### Motorcycle Safety:

- ✓ Alcohol-Impaired Motorcyclists: Communication & Outreach (CTW 5.2.2, page 5-15)
- ✓ Motorcycle Rider Licensing (CTW 5.3.1, page 5-18)
- ✓ Motorcycle Rider Training (CTW 5.3.2, PAGE 5-21)
- ✓ Communications and Outreach: Conspicuity and Protective Clothing (CTW 5.4.1, page 5-23)
- ✓ Communications and Outreach: Other Driver Awareness of Motorcyclists (CTW 5.4.2, page 5-25)

#### Young Drivers:

- ✓ Peer Education: Promoting Healthy Behaviors publication (Advocates for Youth, Washington D.C.)
- ✓ Graduated Driver Licensing (CTW 6.1.1, page 6-8)
- ✓ GDL Learner's Permit Length, Supervised Hours (CTW 6.1.2, page 6-10)
- ✓ GDL Intermediate License Nighttime Restrictions (CTW 6.1.3, page 6-12)
- ✓ GDL Intermediate License Passenger Restrictions (CTW 6.1.4, page 6-13)
- ✓ GDL Cell Phone Restrictions (CTW 6.1.5, page 6-15)
- ✓ GDL Intermediate License Violation Penalties (CTW 6.1.7, page 6-18)
- ✓ Pre-Licensure Driver Education (CTW 6.2.1, page 6-19)

#### Older Drivers:

- ✓ Formal Courses for Older Drivers (CTW 7.1.1, page 7-9)
- ✓ General Communications and Education (CTW 7.1.2, page 7-11)
- ✓ Referring Older Drivers to Licensing Agencies (CTW 7.2.2, page 7-15)
- ✓ License Restrictions (CTW 7.2.3, page 7-18)
- ✓ Medical Advisory Boards (CTW 7.2.4, page 7-20)
- ✓ Law Enforcement Roles (CTW 7.3.1, page 7-25)

#### Bicycle/Pedestrian:

- ✓ Safe Routes to School (CTW 8.2.2, page 8-22)
- ✓ Impaired Pedestrians: Communications Outreach (CTW 8.3.1, page 8-27)
- ✓ Pedestrian Safety Zones (CTW 8.4.1, page 8-30)
- ✓ Targeted Enforcement (CTW 8.4.5, page 8-36)

#### Railroad Crossing Safety

- ✓ Improve driving training and licensing relative to safe practices (AASHTO Strategic Highway Safety Plan, Part 4: Highways)

# ALCOHOL/IMPAIRED DRIVING

## Strategies

*All identified strategies and projects are selected to support the Performance Plan outlined beginning on page 39.*

### **Governor's Impaired Driving Prevention Advisory Council**

The Governor's Impaired Driving Prevention Advisory Council, created in 2013, was renewed for an additional two years when Gov. Mary Fallin signed Executive Order 2015-14 on March 13, 2015. The Governor added one additional appointee to the Council, thereby increasing the total number of appointees to 11. The purpose of the Council remains the same: to reduce the incidence of impaired driving and associated traffic crashes in the state of Oklahoma.

The Council developed 37 recommendations which the GIDPAC members believe will improve the State's impaired driving system, resulting in a reduction in fatalities and serious injuries caused by individuals who choose to drive under the influence of alcohol and/or drugs. Many of those action items have been implemented by state agencies, using their current resources and authority, while others will require further evaluation and possibly legislative action to properly implement.

### **Evidence-based Enforcement**

Oklahoma will provide sustained enforcement of impaired driving laws by funding and supporting State and local law enforcement programs. Oklahoma will market, coordinate and support multi-jurisdictional impaired driving enforcement programs, including but not limited to:

- Use of Publicized Sobriety Checkpoint Programs
  - Sobriety checkpoints have been found to be an effective way of deterring impaired driving. Agencies participating in directed impaired driving enforcement will be encouraged to make use of sobriety checkpoints for the detection and apprehension of suspected impaired drivers. A training presentation has previously been developed by the Oklahoma District Attorneys Council in cooperation with the Oklahoma County Sheriff's Office to assist agencies in conducting lawful and effective sobriety checkpoints.
  - In combination with sobriety checkpoints, agencies will be encouraged to use other activities, such as saturation patrols, to increase effectiveness.
  - Support GIDPAC recommendation to promote responsible alcohol service practices, transportation alternatives, and community-based programs, at work sites, in medical and health care facilities and by community coalitions. Programs should prevent underage drinking as well as drinking and driving for persons under 21 years of age, and should prevent over-service and impaired driving by persons 21 or older.
- Designation of Impaired Driving Liaisons (IDLs)
  - The OHSO will utilize six Impaired Driving Liaisons to coordinate regional impaired driving prevention efforts statewide. Previously designated as Law Enforcement Liaisons (LELs), these positions will be responsible for organizing and conducting impaired driving area-wide directed enforcement activities, as well as assisting in other statewide efforts such as "Click It or Ticket".

- Use of high-visibility Saturation Patrol Programs
  - Saturation patrols will be utilized in those areas where jurisdictional policy or available manpower precludes or limits the use of sobriety checkpoints. This is especially appropriate to more rural areas predominant in Oklahoma.
- Integrated Impaired Driving Enforcement
  - Utilizing checkpoints, saturation patrols, seat belt enforcement, speed enforcement zones and safety corridors, Oklahoma will support creation of regional multi-agency impaired driving enforcement teams to further bolster impaired driving enforcement efforts across the state. These teams will be supervised by the OHP Statewide Impaired Driving/Occupant Protection Coordinator and coordinated locally by the OHP Impaired Driving Liaisons assigned to OHSO.
- Participate in national impaired driving mobilizations.
  - Require participation by subrecipient law enforcement agencies in national impaired driving crackdowns.
  - Support and encourage statewide participation by all law enforcement agencies in state and national impaired driving crackdowns.
  - Utilize the OHSO Mobilization Reporting System to notify and encourage support of impaired driving mobilizations and collect data after conclusion of the crackdown.
- Support the existing safety corridor in Cherokee County as well as support initiation of new safety corridors, based on problem identification.
- Assist in coordinating, supporting, publicizing and expanding Place of Last Drink (POLD) and Trace investigations by the Alcoholic Beverage Laws Enforcement (ABLE) Commission.
- Encourage increased enforcement of motorcyclist impaired driving violations in jurisdictions representing above-average rates of impaired motorcyclist crashes.
- Targeted high-visibility enforcement (HVE) efforts will be scheduled throughout the year, paying particular attention to implementing them during high-incidence times of the year and with special emphasis on impaired driving enforcement. For example, HVE efforts may take place during the Christmas and New Year's holiday seasons, St. Patrick's Day, and peak times during the summer, including Independence Day. A minimum of four special emphasis periods will be conducted.

***Prosecution and Adjudication***

- Through the continued and expanded use of a Traffic Safety Resource Prosecutor (TSRP), Oklahoma will continue to educate District Attorneys on the importance of prosecuting alcohol/drug impaired drivers. The TSRP will continue to expand training for District Attorneys in best practices and emerging trends for the prosecution of alcohol/drug impaired drivers.
- Through the continued and expanded use of a State Judicial Outreach Liaison (JOL), Oklahoma will educate the judiciary and court personnel on the importance of alcohol/drug impaired driving cases. The JOL will continue to expand training for the judiciary in best practices and emerging trends in the adjudication of alcohol/impaired driving cases.



### ***Training, Technology and Testing***

- Oklahoma will continue support of law enforcement training efforts through the Council on Law Enforcement Education and Training (CLEET). A CLEET Impaired Driving Training Coordinator will be deployed to coordinate a statewide impaired driving investigator training program. Included in the training program are topics such as: Drugs That Impair (DTI), Standardized Field Sobriety Test (SFST), SFST Refresher, Advanced Roadside Impaired Driving Education (ARIDE) and Drug Recognition Education (DRE) training efforts statewide.
- Oklahoma will continue to fund and promote DRE and ARIDE training for law enforcement officers.
- Oklahoma will continue to support the use of technology in impaired driving enforcement efforts through the use and implementation of Intoxilyzers, Portable Breath Testing (PBT) devices and Passive Alcohol Sensing (PAS) devices.
  - A full-time employee with the Board of Tests will be assigned to promote and conduct Intoxilyzer training in the four main quadrants of the State.
- Oklahoma will continue to support the efforts of the Oklahoma State Bureau of Investigation to conduct timely blood analysis for ethanol and non-ethanol impaired driving cases.
- Oklahoma will continue to utilize the four mobile Impaired Driving Command Centers equipped as necessary to set up sobriety checkpoints and saturation patrols anywhere within the State with on-site BAC testing facilities.

### ***Education and Awareness***

- Discourage impaired driving and underage drinking through paid media, earned media, sports marketing, participation in community events and production of materials as the opportunity arises.
- Continue to develop and deploy a comprehensive website to deliver impaired driving awareness messages and link the public to available impaired driving resources (enduiok.com).
- Conduct statewide attitude surveys in order to gauge awareness of impaired driving issues.
- Promote and provide education to Oklahoma employers through the *Our Driving Concern* program developed by the National Safety Council.
- Promote awareness through the OHSO and ENDUI webpages dedicated to impaired driving information and initiatives.

### ***Participation in National Mobilizations***

The Oklahoma Highway Safety Office actively supports NHTSA's national "Click It or Ticket" and "Drive Sober or Get Pulled Over" mobilizations. OHSO uses an online electronic mobilization reporting system allowing law enforcement agencies to indicate their intent to participate and to report activity after the mobilization. Agency participation in this event is accomplished in a variety of ways.

- Each subrecipient law enforcement agency is required as a condition of their grant agreement to, as an agency and not specific to only grant funded activity, participate in and report enforcement/PI&E activities for the "Click It or Ticket" and "Drive Sober or Get Pulled Over" mobilizations, including submission of pre-mobilization and post-mobilization reports. This is not limited to use of grant funds, as some grant funds cannot be used for all purposes.

- Law enforcement agencies that are not subrecipients are contacted prior to each mobilization by the OHSO Impaired Driving Liaison (IDL) assigned to their region. These agencies are encouraged to support the statewide mobilization efforts.
- The OHSO actively promotes the mobilizations with earned media and support from our Safe Communities groups. Our paid media contractor promotes the mobilizations using the national messaging taglines, unless otherwise directed by the OHSO<sup>22</sup>. The contractor is required to report on the number of impressions achieved in each advertising venue.

**Evidence Based Strategies Selection**

See the list of Alcohol/Impaired Driving strategies on page 53.

**Assessment of Overall Traffic Safety Impacts of Impaired Driving Strategies**

Strategies proposed for the Impaired Driving program area are largely based upon the recommendations made through the Governors Impaired Driving Prevention Advisory Council. The selected projects will impact all seventy-seven counties in the state and provide a comprehensive program including enforcement, treatment, education, judicial training, and improved chemical testing. The selected strategies are evidence-based and have been proven to have a positive effect on impaired driving prevention to achieve the target of reducing the number of fatalities and injuries related to alcohol and drug-related motor vehicle crashes.

**Program Area Management**

Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage the various Impaired Driving Prevention projects.

**Countermeasure Programs**

**Statewide Impaired Driving/Alcohol Enforcement**

**Project Title:** OHP Statewide High-visibility Impaired Driving Enforcement  
**Agency:** Oklahoma Highway Patrol  
**Project No:** M5HVE-17-03-02-11    **Funding Source:** 405(d)(1)    **Amount:** \$700,000.00  
**Primary Project Type:** Impaired Driving    **Total Budget:** \$700,000.00

**Description:** Under the direction of a OHSO funded full-time OHP Statewide Impaired Driving & Occupant Protection Coordinator, the Oklahoma Highway Patrol will use experienced Troopers to conduct a statewide overtime impaired driving traffic enforcement project. Troopers will be assigned to work overtime shifts to enforce alcohol and drug-related traffic laws at high-risk locations in all 77 counties on a regular basis. In addition to the National “Drive Sober or Get Pulled Over” crackdowns during Labor Day and the month of December, Troopers will participate in interagency “ENDUI Impaired Driving Enforcement Teams”, conducting regional impaired driving enforcement in cooperation with local, county, tribal and university law enforcement.

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<sup>22</sup> For the FY2017 impaired driving mobilizations, the ENDUI tagline will be used.

**Project Title:** OHP Regional Impaired Driving Liaisons (IDL)  
**Agency:** Oklahoma Highway Patrol  
**Project No:** PT-17-05-02-10      **Funding Source:** 402      **Amount:** \$843,263.00  
**Project No:** M5BAC-17-06-01-06      **Funding Source:** 405(d)(1)      **Amount:** \$12,200.00  
**Primary Project Type:** Impaired Driving      **Total Budget:** \$855,463.00

**Description:** The project will fund a full-time OHP Statewide Impaired Driving & Occupant Protection Coordinator and six (6) full-time Impaired Driving Liaisons (IDLs) with the Oklahoma Highway Patrol to implement and conduct activities focusing primarily on impaired driving enforcement in support of national and state highway safety goals to reduce motor vehicle collisions and to provide assistance to local law enforcement agencies with regard to impaired driving enforcement. Coordination of regional multi-jurisdiction events will occur on a regular basis, to include checkpoints and saturation patrols. Public information and education events, along with media releases when appropriate, will be used to inform the public of events and relevant traffic safety issues. In addition, the IDLs will conduct visits with local law enforcement agencies in support of National Highway Safety initiatives including the “Click-It or Ticket” mobilization and the “Drive Sober or Get Pulled Over” crackdown, and will assist in pre and post-mobilization activity reporting. Lighting equipment for conducting nighttime checkpoint operations is included in the funding amount (M5BAC-17-06-01-06).

*Note: PT-17-05-02-10 funds are listed in the Budget Summary: PTS table on page 99*

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**Project Title:** Oklahoma County Impaired Driving Education and Enforcement  
**Agency:** Oklahoma County Sheriff’s Office  
**Project No:** PT-17-03-15-10      **Funding Source:** 402      **Amount:** \$321,000.00  
**Primary Project Type:** Impaired Driving      **Total Budget:** \$321,000.00

**Description:** There are three major components to this law enforcement project: Impaired Driving, Occupant Protection and Police Traffic Services enforcement and education. As the primary objective, Oklahoma County deputies will dedicate approximately 33% of the overtime funding provided to conduct countywide impaired driving enforcement activities in order to decrease the rate of alcohol involvement in crashes. In addition, approximately 33% of the overtime hours will be devoted to OP enforcement focusing on seat belt and child restraint violations and 33% of the overtime hours to carry out general traffic enforcement activities, including speeding, aggressive driving and other traffic safety violations. *At least 10% of the OP overtime enforcement hours are to be dedicated to nighttime activities.* A full-time grant-funded Deputy will conduct educational programs, not only within Oklahoma County but also at other venues statewide, including care and use of the SIDNE vehicle, the Rollover Simulator, and the Distracted/Impaired Driving Simulator equipment. Funds are also provided for out-of-state travel for project personnel to attend Lifesavers or other traffic safety related conference.

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**Project Title:** ODMHSAS 2M2L Task Force Project  
**Agency:** Oklahoma Department of Mental Health Substance Abuse Services  
**Project No:** M5OT-17-02-01-04      **Funding Source:** 405(d)(1)      **Amount:** \$23,602.00

**Primary Project Type:** Impaired Driving **Total Budget:** \$23,602.00

**Description:** The 2M2L (Too Much To Lose) Task Force project will leverage local alcohol prevention plans that are under development by the ODMHSAS Regional Prevention Coordinator (RPCs) and their partner community coalitions by providing resources for alcohol compliance enforcement efforts. This grant will fund a part-time ODMHSAS Prevention Program Manager who will devote a percentage of his/her time toward management and oversight of the 2M2L project, not to exceed 25% FTE over the course of the contract year, to coordinate and monitor targeted alcohol compliance enforcement by selected 2M2L Task Force agencies in support of the NHTSA goal to target violations which contribute to alcohol-related motor vehicle crashes. In addition to project oversight, the Prevention Program Manager will be responsible for maintenance, collection, and compilation of all documentation related to project activities and for submitting monthly progress reports to OHSO.

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### *Law Enforcement Training Projects*

**Project Title:** Breath Test Operator Training

**Agency:** Board of Tests for Alcohol and Drug Influence

**Project No:** M5TR-17-05-01-04 **Funding Source:** 405(d)(1) **Amount:** \$78,152.00

**Primary Project Type:** Impaired Driving **Total Budget:** \$78,152.00

**Description:** This project provides funding for a Lead Instructor to promote and provide Breath Test Operator training and other relevant training under the purview of the Board of Tests on a regional basis in an effort to maintain and/or increase the number of Breath Test Operators and Officer certification maintenance. These efforts will enhance impaired driving enforcement initiatives.

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**Project Title:** Impaired Driving Training Coordinator

**Agency:** Council on Law Enforcement Education and Training (CLEET)

**Project No:** M5TR-17-05-02-04 **Funding Source:** 405(d)(1) **Amount:** \$75,184.00

**Primary Project Type:** Impaired Driving **Total Budget:** \$75,184.00

**Description:** This project will fund a full-time training coordinator with the Oklahoma Council on Law Enforcement Education and Training to facilitate and coordinate impaired driving training courses throughout the State, including but not limited to: SFST, DTI, DRE, and ARIDE courses.

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**Project Title:** Drug Recognition Expert (DRE) Training

**Agency:** Norman Police Department

**Project No:** AL-17-02-01-17 **Funding Source:** 402 **Amount:** \$71,000.00

**Primary Project Type:** Impaired Driving **Total Budget:** \$71,000.00

**Description:** The Norman Police Department will conduct two Drug Recognition Expert (DRE) schools in accordance with published federal guidelines and curriculum, which consists of nine days classroom instruction, hands-on drug evaluation training, and a final exam. Students will be from a variety of different law enforcement agencies from across the state of Oklahoma. The Project Director will coordinate the class with OHSO and the Board of Tests of Alcohol and Drug Influence. Each student successfully completing the course will be granted DRE certification. The Project Director will encourage current and new DREs to utilize their skills in impaired driving arrests across the state, increasing the number of evaluations conducted each year. Funds are also provided for out-of-state travel for project personnel to attend Lifesavers or other OHSO approved traffic safety related conference.

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**Project Title:** ARIDE Training Project

**Agency:** Oklahoma Association of Chiefs of Police

**Project No:** M5TR-17-02-02-16      **Funding Source:** 405(d)(1)      **Amount:** \$64,047.00

**Primary Project Type:** Impaired Driving      **Total Budget:** \$64,047.00

**Description:** In order to reduce the number of crashes, injuries and deaths caused by impaired driving in Oklahoma, the Oklahoma Association of Chiefs of Police will provide Advance Roadside Impaired Driving Enforcement (ARIDE) training courses, as developed by NHTSA, to law enforcement officers statewide. In addition to Standard Field Sobriety Testing (SFST) training, this course provides officers with more advanced skills in recognizing signs and symptoms of alcohol and other drug impairments. This proactive approach, along with training in description and documentation of observations, will promote officers' confidence and increase enforcement actions related to impaired driving.

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*Prosecution and Adjudication*

**Project Title:** Traffic Safety Resource Prosecutor

**Agency:** District Attorneys Council

**Project No:** M5TR-17-02-01-14      **Funding Source:** 405(d)(1)      **Amount:** \$175,500.00

**Primary Project Type:** Impaired Driving      **Total Budget:** \$175,500.00

**Description:** The project will fund 90% of the full-time salary and benefits for a Traffic Safety Resource Prosecutor (TSRP) to provide continuing professional education for District Attorneys and Assistant District Attorneys. The purpose of the education will be to improve their ability to effectively prosecute complex traffic safety cases such as vehicular homicide, felony drug and alcohol-impaired driving and others. The TSRP will provide resource documents, conduct seminars and provide technical legal assistance to Oklahoma prosecutors, law enforcement and traffic safety partners with regard to impaired driving.

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**Project Title:** State Judicial Educator/Judicial Outreach Liaison

**Agency:** East Central University

**Project No:** M5CS-17-02-01-06      **Funding Source:** 405(d)(1)      **Amount:** \$114,000.00

**Primary Project Type:** Impaired Driving **Total Budget:** \$114,000.00

**Description:** The goal of the State Judicial Educator (SJE)/Judicial Outreach Liaison (JOL) project is to educate members of the judiciary on impaired driving issues. The SJE/JOL project will provide training to judges and other members of the court on issues relating to the adjudication of impaired drivers. It will consist of training on topics that may include sentencing, clinical assessment, case management strategies, evaluation of outcomes and treatment options. The SJE/JOL will provide support for education, outreach and technical assistance to enhance the professional competence of all persons performing judicial branch functions.

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**Project Title:** Impaired Driving Testing Program

**Agency:** Oklahoma State Bureau of Investigation

**Project No:** M5BAC-17-05-01-09 **Funding Source:** 405(d)(1) **Amount:** \$174,000.00

**Primary Project Type:** Impaired Driving **Total Budget:** \$174,000.00

**Description:** This project will fund two full-time technician/chemist positions to operate the GC/MSD (gas chromatograph/mass selective detector) analysis device and the LC/MS/MS (liquid chromatography/tandem mass spectrometry). These positions will devote 100% of their time to the alcohol/drug analysis of blood samples submitted to the OSBI laboratory for the prosecution of impaired driving cases. The goal of this project is to eliminate the backlog and complete case analysis in a timely manner (30 days) and provide reports as quickly as possible to avoid delays in the prosecution of DUI/DUID cases.

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***Education and Awareness***

**Project Title:** ODMHSAS AlcoholEdu Project

**Agency:** Oklahoma Department of Mental Health and Substance Abuse Services

**Project No:** AL-17-05-01-04 **Funding Source:** 402 **Amount:** \$79,900.00

**Primary Project Type:** Impaired Driving **Total Budget:** \$79,900.00

**Description:** AlcoholEdu is an online course designed to allow students to travel virtually through a community to better understand the risks around drinking alcohol and apply their learning in the areas of blood alcohol concentration (BAC), standard drink definition, alcohol's effects on the mind/body, protective strategies, and bystander intervention. The proposed project will utilize funds to increase the number of high schools participating in AlcoholEdu through outreach. Funds will be used to overcome a barrier to program implementation at the high school level by providing licensing fees for implementation. The ODMHSAS will maintain a full-time Prevention Program Manager that will devote 25% of their time to project activities. The Prevention Program Manager will be responsible for face-to-face promotion of the program and provide technical assistance to the state's largest, high impact schools.

**Project Title:** Alcohol/Impaired Driving PI&E

**Agency:** OHSO

**Project No:** AL-17-04-01-00      **Funding Source:** 402      **Amount:** \$19,500.00

**Primary Project Type:** Impaired Driving      **Total Budget:** \$19,500.00

**Description:** The OHSO will use this funding to promote various activities, including development and printing of impaired driving-related brochures, literature, and videos.

*Community Impaired Driving Enforcement Projects*

*The below listed agencies have been provided funding to conduct overtime enforcement projects targeting impaired driving violations. Funding may also be directed toward secondary objectives as described to address other identified problem areas. These projects will use evidence-based strategies as indicated in the project description, including: High-visibility Enforcement, saturation patrols, publicized sobriety checkpoints, PI&E in support of HVE efforts, and Integrated Enforcement.*

**Agency:** Broken Arrow Police Department

**Project No:** AL-17-03-01-17      **Funding Source:** 402      **Amount:** \$42,000.00

**Description:** Officers will be assigned to work overtime impaired driving high visibility enforcement (HVE) and saturation patrols in identified areas throughout the city of Broken Arrow. Increased activity will be directed toward the two designated statewide impaired driving mobilizations occurring around Labor Day in September and the holiday period in the month of December. Checkpoints will be conducted during the mobilizations in cooperation with the ENDUI Impaired Driving Enforcement Team efforts as much as possible. Funds are also provided for out-of-state travel for project personnel to attend Lifesavers or other traffic safety related conference.

**Agency:** Choctaw Police Department

**Project No:** AL-17-03-02-01      **Funding Source:** 402      **Amount:** \$12,000.00

**Description:** Officers will be assigned to work overtime impaired driving high visibility enforcement (HVE) and saturation patrols in identified areas throughout the city of Choctaw. Increased activity will be directed toward the two designated statewide impaired driving mobilizations occurring around Labor Day in September and the holiday period in the month of December. Checkpoints will be conducted during the mobilizations in cooperation with the ENDUI Impaired Driving Enforcement Team efforts as much as possible.

**Agency:** Del City Police Department

**Project No:** AL-17-03-03-02      **Funding Source:** 402      **Amount:** \$20,000.00

**Description:** Officers will be assigned to work overtime impaired driving high visibility enforcement (HVE) and saturation patrols in identified areas throughout the city of Del City. Increased activity will be directed toward the two designated statewide impaired driving mobilizations occurring around Labor Day in September and the holiday period in the month of December. Checkpoints will be conducted during the mobilizations in cooperation with the ENDUI Impaired Driving Enforcement Team efforts as much as possible.

**Agency:** Lawton Police Department

**Project No:** AL-17-03-04-14      **Funding Source:** 402      **Amount:** \$109,000.00

**Description:** Officers will be assigned to work overtime impaired driving high visibility enforcement (HVE) and saturation patrols in identified areas throughout the city of Lawton. Increased activity will be directed toward the two designated statewide impaired driving mobilizations occurring around Labor Day in September and the holiday

period in the month of December. Checkpoints will be conducted during the mobilizations in cooperation with ENDUI Impaired Driving Enforcement Team efforts as much as possible.

**Agency:** Midwest City Police Department

**Project No:** AL-17-03-05-14      **Funding Source:** 402      **Amount:** \$44,000.00

**Description:** Officers will be assigned to work impaired driving high visibility enforcement (HVE) and saturation patrols in identified areas throughout the city of Midwest City, specifically Interstate 40, US Highway 62 and the major street arteries that cross the city, in particular East Reno Avenue, SE 15th Street and SE 29th Street. Checkpoints will be conducted on a quarterly basis and in cooperation with the ENDUI Impaired Driving Enforcement Team efforts as much as possible. Increased activity will be directed toward the two designated statewide impaired driving mobilizations occurring around Labor Day in September and the holiday period in the month of December. Funds are also provided for out-of-state travel for project personnel to attend Lifesavers or other traffic safety related conference.

**Agency:** Morris Police Department

**Project No:** AL-17-03-06-01      **Funding Source:** 402      **Amount:** \$10,000.00

**Description:** Officers will be assigned to work overtime impaired driving high visibility enforcement (HVE) and saturation patrols in identified areas throughout the city of Morris. Increased activity will be directed toward the two designated statewide impaired driving mobilizations occurring around Labor Day in September and the holiday period in the month of December. Checkpoints will be conducted during the mobilizations in cooperation with the ENDUI Impaired Driving Enforcement Teams efforts as much as possible.

**Agency:** Mustang Police Department

**Project No:** AL-17-03-07-03      **Funding Source:** 402      **Amount:** \$26,500.00

**Description:** Officers will be assigned to work overtime impaired driving high visibility enforcement (HVE) and saturation patrols in identified areas throughout the city of Mustang. Increased activity will be directed toward the two designated statewide impaired driving mobilizations occurring around Labor Day in September and the holiday period in the month of December. Checkpoints will be conducted during the mobilizations in cooperation with the ENDUI Impaired Driving Enforcement Teams efforts as much as possible.

**Agency:** Norman Police Department

**Project No:** AL-17-03-08-09      **Funding Source:** 402      **Amount:** \$68,000.00

**Description:** Utilizing approximately 55% of the funding provided, officers will work overtime impaired driving high visibility enforcement (HVE) and saturation patrols in identified areas throughout the city of Norman. As a secondary objective, approximately 45% of the funding will be directed at overtime general traffic enforcement. Norman PD will also utilize officers with the Bike Team Division to focus on areas of increased numbers of pedestrians and bicyclists. The City of Norman has a high student population that utilizes these modes of transportation and increases the likelihood for crashes as they share the road with motorists. To identify those times and locations where KAB crashes most often occur, the Project Director will utilize all data and reference sources available including crash reports, public complaints, and DDACTS to identify high collision areas for enhanced enforcement.

**Agency:** Oklahoma City Police Department

**Project No:** AL-17-03-09-13      **Funding Source:** 402      **Amount:** \$216,915.00

**Description:** Officers will be assigned to work overtime impaired driving high visibility enforcement (HVE) and saturation patrols in identified areas throughout the city of Oklahoma City. Increased activity will be directed toward the two designated statewide impaired driving mobilizations occurring around Labor Day in September and the holiday period in the month of December. A secondary component of the project will be overtime occupant protection enforcement. *At least 10% of the OP enforcement hours worked will be dedicated to nighttime enforcement activities.*



**Agency:** Oklahoma Department of Mental Health Task Force Agencies  
**Project No:** M5OT-17-03-02-01      **Funding Source:** 405(d)(1)      **Amount:** \$156,398.00  
**Description:** In support of the ODMHSAS 2M2L youth access to alcohol project (M5OT-17-02-01-04), the OHSO will provide direct funding to participating local law enforcement agencies identified by the ODMHSAS through surveys and statistical analysis for overtime enforcement of alcohol laws related to the sale, purchase or possession of alcoholic beverages by persons under the age of 21 years.

**Agency:** Sand Springs Police Department  
**Project No:** AL-17-03-10-14      **Funding Source:** 402      **Amount:** \$50,000.00  
**Description:** Officers will be assigned to work overtime impaired driving high visibility enforcement (HVE) and saturation patrols in identified areas throughout Sand Springs. Increased activity will be directed toward the two designated statewide impaired driving mobilizations occurring around Labor Day in September and the holiday period in the month of December. Checkpoints will be conducted during the mobilizations in cooperation with the ENDUI Impaired Driving Enforcement Teams efforts as much as possible. A secondary component of the project will be overtime occupant protection enforcement. Funds are also provided for out-of-state travel for project personnel to attend Lifesavers or other traffic safety related conference.

**Agency:** Tulsa County Sheriff's Office  
**Project No:** AL-17-03-11-10      **Funding Source:** 402      **Amount:** \$106,000.00  
**Description:** Deputies will be assigned to work overtime impaired driving high visibility enforcement (HVE) and saturation patrols in identified areas throughout Tulsa County. Increased activity will be directed toward the two designated statewide impaired driving mobilizations occurring around Labor Day in September and the holiday period in the month of December. Checkpoints will be conducted during the mobilizations in cooperation with the ENDUI Impaired Driving Enforcement Teams efforts as much as possible. Funds are also provided for out-of-state travel for project personnel to attend Lifesavers or other traffic safety related conference.

**Agency:** Tulsa Police Department  
**Project No:** AL-17-03-12-10      **Funding Source:** 402      **Amount:** \$100,000.00  
**Description:** Officers will be assigned to work overtime impaired driving high visibility enforcement (HVE) and saturation patrols in identified areas throughout the City of Tulsa. Increased activity will be directed toward the two designated statewide impaired driving mobilizations occurring around Labor Day in September and the holiday period in the month of December. Checkpoints will be conducted during the mobilizations in cooperation with the ENDUI Impaired Driving Enforcement Teams efforts as much as possible. A secondary component of the project will be overtime speed enforcement. Funds are also provided for out-of-state travel for project personnel to attend Lifesavers or other traffic safety related conference.

**Agency:** Warr Acres Police Department  
**Project No:** AL-17-03-13-07      **Funding Source:** 402      **Amount:** \$10,000.00  
**Description:** In support of the ENDUI effort and statewide impaired driving mobilizations occurring around Labor Day and in December, Warr Acres Police Department will use grant funded overtime hours to conduct at least one impaired driving high visibility enforcement (HVE) effort quarterly in identified areas throughout the city of Warr Acres. Checkpoints will be conducted in cooperation with the ENDUI Impaired Driving Enforcement Teams efforts as much as possible.

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## Program Area Management

**Project No:** AL-17-07-01-00      **Funding Source:** 402      **Amount:** \$206,648.37

**Primary Project Type:** Impaired Driving      **Total Budget:** \$206,648.37

**Description:** Program Area Management includes funds used for the costs of supporting projects and programs related to alcohol/impaired driving, including Program Manager salaries, benefits, operating costs, travel, etc..

### Budget Summary: Alcohol

Project Number	Project Name	Budget	Budget Source	Indirect cost	Program Income
M5TR- 17- 05- 01- 04	Board of Tests-00006	78,152.00	Section 405(d)(1)		
AL- 17- 03- 01- 17	Broken Arrow PD-00036	42,000.00	Section 402		
AL- 17- 03- 02- 01	Choctaw PD-00079	12,000.00	Section 402		
M5TR- 17- 05- 02- 04	CLEET-00097	75,184.00	Section 405(d)(1)		
AL- 17- 03- 03- 02	Del City PD-00012	20,000.00	Section 402		
M5TR- 17- 02- 01- 14	District Atty Council-00098	175,500.00	Section 405(d)(1)		
M5HVE- 17- 03- 02- 11	DPS-OHP DUI-OT-00028	700,000.00	Section 405(d)(1)	2,500.00	
M5BAC- 17- 06- 01- 10	DPS-OHP IDLs-00029	12,200.00	Section 405(d)(1)		
M5CS- 17- 02- 01- 06	ECU-00047	114,000.00	Section 405(d)(1)	26,282.00	
AL- 17- 03- 04- 14	Lawton PD-00082	109,000.00	Section 402		
AL- 17- 03- 05- 14	Midwest City PD-00021	44,000.00	Section 402		
AL- 17- 03- 06- 01	Morris PD-00106	10,000.00	Section 402		
AL- 17- 03- 07- 03	Mustang PD-00066	26,500.00	Section 402		
AL- 17- 03- 08- 09	Norman PD-00110	68,000.00	Section 402		
AL- 17- 02- 01- 17	Norman PD-DRE-00067	71,000.00	Section 402		
M5TR- 17- 02- 02- 16	OACP - ARIDE - 00058	70,452.00	Section 405(d)(1)	6,405.00	
M5OT- 17- 02- 01- 04	ODMHSAS-00073	23,602.00	Section 405(d)(1)	2,642.00	
AL- 17- 05- 01- 04	ODMHSAS-00090	79,900.00	Section 402	3,150.00	
M5OT- 17- 03- 02- 01	ODMHSAS-Task Force-00073	156,398.00	Section 405(d)(1)		
AL- 17- 03- 09- 13	Oklahoma City PD-00022	216,915.00	Section 402		
M5BAC- 17- 05- 01- 09	OSBI-00093	174,000.00	Section 405(d)(1)		
AL- 17- 04- 01- 00	PI&E	19,500.00	Section 402		
AL- 17- 07- 01- 00	Program Area Management	206,648.37	Section 402		
AL- 17- 03- 10- 14	Sand Springs PD-00009	50,000.00	Section 402		
M5HVE- 17- 07- 02- 00	State Match	583,635.79	State of Oklahoma		
PT- 17- 07- 02- 00	State Match	297,865.84	State of Oklahoma		
AL- 17- 03- 11- 10	Tulsa County SO-00078	106,000.00	Section 402		
AL- 17- 03- 12- 10	Tulsa PD-00057	100,000.00	Section 402		
AL- 17- 03- 13- 07	Warr Acres PD-00025	10,000.00	Section 402		
M5OT- 17- 07- 01- 00	GIDPAC	755,055.17	Section 405(d)(1)		
<b>402 Total</b>		<b>1,191,463.37</b>			
<b>405(d)(1) Total</b>		<b>2,334,543.17</b>			
<b>State Funds Total</b>		<b>881,501.64</b>			
<b>Total All Funds</b>		<b>4,407,508.18</b>			

# BICYCLIST AND PEDESTRIAN SAFETY

## Strategies

All identified strategies and projects are selected to support the Performance Plan outlined beginning on page 39. A number of cities in Oklahoma have already implemented bicyclist passing laws, with most requiring a three-foot distance be maintained when passing a bicyclist and allowing the bicyclist to use the full lane. There is no official safety program currently being funded out of the OHSO or ODOT. Safe Kids Oklahoma and the Oklahoma Bicycle Coalition host bike rodeos as part of their overall program to teach kids how to ride safely. According to ODOT, some prior Transportation Enhancements funding is currently being spent by the City of Oklahoma City for bus wraps and radio PSAs. Through the Transportation Alternatives Program, ODOT awards entities funding to implement infrastructure such as sidewalks, trails and lighting.

ODOT also chairs the Statewide Bicycle and Pedestrian Advisory Committee. The members include state agencies and bicycle and pedestrian advocates, including the OHSO. The OHSO currently publishes a Bicycle Safety brochure, including changes recommended by the Oklahoma Bicycle Society.

Other strategies include:

- Promote the adoption of bicyclist passing laws
- Targeted “Share the Road” awareness programs
- Promote the establishment of Pedestrian Safety Zones
- Promote enhanced signage at crosswalks
- Increase directed bicyclist education through selective message signs

### **Evidence Based Strategies Selection**

See the list of Bicyclist/Pedestrian strategies on page 53.

### **Assessment of Overall Traffic Safety Impacts of Bicycle and Pedestrian Safety Strategies**

Strategies proposed for the Bicycle and Pedestrian Safety program are designed to address the area of greatest need identified at this time, which are the greater Oklahoma City and Tulsa Metropolitan areas. (See the description given on page 45.)

### **Program Area Management**

Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage this program area.

## Countermeasures Programs

<b>Project Title:</b>	INCOG Bicycle and Pedestrian Safety Project				
<b>Agency:</b>	Indian Nations Council of Governments (INCOG)				
<b>Project No:</b>	PS-17-02-01-03	<b>Funding Source:</b>	402	<b>Amount:</b>	\$40,000.00
<b>Primary Project Type:</b>	Bicycle/Pedestrian Safety		<b>Total Budget:</b>	\$40,000.00	

**Description:** This grant will fund up to .5 FTE salary and benefits for a project coordinator to manage this project. The project will use all resources and evidence-based countermeasures available to promote public education and bicyclist training in the City of Tulsa. The project will involve devoted staff time from INCOG toward data analysis, examining specific causes, location specific characteristics, site visits, coordination of the inter-disciplinary task force that makes recommendations to the decision makers: the City of Tulsa City Council, Transportation Advisory Board, Tulsa Mayor's office, and Transportation Committees at INCOG. Project objectives for the year will include: Coordinate four task force meetings; conduct ten high frequency crash location studies including documentation of crash causes; conduct four task force site visits; document and recommend effective countermeasures for each location; conduct one workshop; conduct two seasonal radio and on-line advertising promotions. Funding is also provided for project personnel to attend one traffic engineers conference (pre-approval required).

**Budget Summary: Bicycle/Pedestrian Safety**

Project Number					Project Name	Budget	Budget Source	Indirect cost	Program Income
PS-	16-	02-	01-	02	Indian Nations Council of Governments	40,000.00	Section 402		
PT-	16-	07-	02-	00	State Match	10,000.00	State of Oklahoma		
<b>402 Total</b>						<b>40,000.00</b>			
<b>State Funds Total</b>						<b>10,000.00</b>			
<b>Total All Funds</b>						<b>50,000.00</b>			

## **DRIVER EDUCATION**

### **Strategies**

*All identified strategies and projects are selected to support the Performance Plan outlined beginning on page 39.*

#### ***Education and Training***

- Provide safe driving education to younger drivers through the “Alive at 25” program developed by the National Safety Council.
- Promote and provide safe driving education to Oklahoma employers through the *Our Driving Concern* program developed by the National Safety Council.
- Support a pilot project to increase awareness of the dangers of distracted driving to youth through high school sponsored programs and peer to peer mentoring.
- Promote safety education and awareness through the OHSO webpage dedicated to traffic safety information and initiatives.

#### ***Evidence Based Strategies Selection***

*Evidence based strategies are listed beginning on page 53. The strategies employed with the programs identified in this section will use one or more of the following:*

*Distracted Driving: Communications and Outreach*

*Seat Belt and Child Restraints: Communications and Outreach*

*Alcohol-drug Impaired Driving: Youth Directed programs*

*Motorcycle Safety: Communications and Outreach*

#### ***Assessment of Overall Traffic Safety Impacts of Driver Education Strategies***

Strategies proposed for the Driver Education program will have the potential to impact all areas of the state, based on available opportunities, with particular emphasis on texting and driving. The Alive at 25 program is often used by court systems in judicial adjudication. With the adoption of a new texting law effective November 1, 2015 greater emphasis will be placed on those programs promoting no texting and driving, including statewide paid media and educational efforts. Educational Alternatives is in the second year of a pilot program to curb distracted driving through school related groups and peer to peer mentoring. The National Safety Council’s *Our Driving Concern* is an employer program which seeks to partner with employers through the state to provide traffic safety education to workers, with emphasis on speed and aggressive driving, distracted driving, impaired driving (including drowsy driving) and occupant protection. The selected strategies are evidence-based and have been shown to have a positive effect on changing attitudes and behaviors related to these at-risk behaviors with the target of reducing the number of fatalities and injuries crashes involving distracted driving and risk-taking behaviors.

#### ***Program Area Management***

Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage this program area.

## Countermeasure Programs

### *Education and Awareness*

**Project Title:** "Alive at 25" Program

**Agency:** Oklahoma Safety Council

**Project No:** DE-17-02-04-07      **Funding Source:** 402      **Amount:** \$35,750.00

**Primary Project Type:** Driver Education      **Total Budget:** \$35,750.00

**Description:** "Alive at 25" is a course developed by the National Safety Council focusing on teenagers and young adults ages 15-24. It is designed to be an early intervention program to help prevent traffic violations, collisions and/or fatalities involving young drivers through education. This project will focus on training "Alive at 25" instructors and effectively presenting the program. "Alive at 25" is taught exclusively by trained police officers and certified driving instructors in Oklahoma in one four-hour session. Topics addressed include speeding, distracted driving, aggressive driving, seat belts, impaired driving and other life-or-death issues pertinent to teen drivers.

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**Project Title:** Distracted Driving Prevention

**Agency:** Educational Alternatives

**Project No:** DE-17-02-02-03      **Funding Source:** 402      **Amount:** \$83,780.00

**Primary Project Type:** Driver Education      **Total Budget:** \$83,780.00

**Description:** In the third year of this pilot project, Educational Alternatives will recruit 120 teams to attend six peer-leadership activity planning conferences for Oklahoma high school and middle school student leaders to raise awareness and reduce distracted driving among their peers in their local schools and community. Each team will consist of five students and an adult adviser. These conferences will be conducted on Saturdays throughout the 2016-17 and early 2017-18 school years. The approach will use slightly older peers (college students) to motivate and train these students.

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**Project Title:** Our Driving Concern – Employers Traffic Safety Program

**Agency:** National Safety Council

**Project No:** DE-17-02-03-01      **Funding Source:** 402      **Amount:** \$200,000.00

**Primary Project Type:** Driver Education      **Total Budget:** \$200,000.00

**Description:** This project will Develop employer outreach materials to reach Oklahoma employers. All activities will be advised by an expert Advisory Group of maximum 25 people including traffic safety professionals, government representatives, and employer sectors including commercial motor vehicle and fleet, and various employee demographics. Outreach will include development and distribution of campaign materials to Oklahoma companies to introduce best practice traffic safety strategies and build commitment to prevention among business owners, senior/executive management, and safety and health human resource and public affairs professionals.

Strategies include:

Develop employer outreach materials to reach Ok employers. All activities will be advised by an expert Advisory Group of maximum 25 people including traffic safety professionals, government representatives, and employer sectors including commercial motor vehicle and fleet, and various employee demographics. Outreach will include development and distribution of campaign materials to OK companies to introduce best practice traffic safety strategies and build commitment to prevention among business owners; senior/executive management; and safety and health, human resource and public affairs professionals.

A statewide communication strategy linking OK employers with existing materials and initiatives and schedule outreach to leverage federal and state promotional campaigns. Through networking and collaboration we will link employers with other OK resources. A statewide distribution system will be developed by developing partnerships with organizations that have statewide membership.

A website clearinghouse will include new and existing materials and key resources. Project priority is downloadable and innovative interactive electronic PI&E versus print. Focus is employers, but clearinghouse will also cover topics for employee families like teen driving and occupant protection.

PI&E materials will address impairment, distracted driving, aggressive driving, driver fatigue, occupant protection, cell-phone policies, and employer policies. Higher-risk employee populations will be targeted.

Train-the-Trainer Model will provide training and education to employers that will provide the skills and knowledge they need to put traffic safety into their company's safety culture in an on-going manner.

Provide professional development webcasts will be utilized to reach people in their office. 10 minutes to 45 minutes in length.

A monthly newsletter will provide educational content, news, resources, and safety talks they can use.

### Budget Summary: Driver Education

Project Number	Project Name	Budget	Budget Source	Indirect cost	Program Income
DE- 17-02- 02- 03	Educ Alternatives-00048	83,780.00	Section 402		
DE- 17-02- 03- 01	National Safety Council-00054	200,000.00	Section 402	18,182.00	
DE- 17-02- 04- 07	Oklahoma Safety Council-00014	35,750.00	Section 402		
PT- 17-07- 02- 00	State Match	79,882.50	State of Oklahoma		
<b>402 Total</b>		<b>319,530.00</b>			
<b>State Funds Total</b>		<b>79,882.50</b>			
<b>Total All Funds</b>		<b>399,412.50</b>			

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# MOTORCYCLE SAFETY

## Strategies

*All identified strategies and projects are selected to support the Performance Plan outlined beginning on page 39.*

### **Training and Education**

- Oklahoma will maintain and expand innovative motorcycle training programs statewide.
- Oklahoma will continue to increase the number of certified motorcycle safety instructors.
- Oklahoma will take steps to ensure consistent, quality instruction in motorcycle safety training courses.
- Oklahoma will work to increase the capacity of government, private and non-profit entities to provide motorcycle safety training.
- Promote awareness through the OHSO and OKIEMOTO webpages dedicated to motorcycle safety information and initiatives.

### **Communications**

- Oklahoma will promote the benefits of training and licensing through motorcycle dealers, civic groups, social media and other appropriate forums.
- Oklahoma will conduct a motorcycle helmet survey and communicate the results to the media and motorcycling community along with data related to the efficacy of motorcycle helmets in reducing the risk of injury and death.
- Oklahoma will continue to promote a safer environment for motorcyclists through “Share the Road” advertising and messaging.
- The OHSO will continue to support the efforts of the Oklahoma Advisory Committee for Motorcycle Safety and Education to improve education and training.

### **Evidence Based Strategies Selection**

*See the list of Motorcycle Safety strategies on page 53.*

### **Assessment of Overall Traffic Safety Impacts of Motorcycle Safety Strategies**

With the growing number of motorcycle riders and resultant increased numbers of fatal and personal injury motorcycle crashes, strategies proposed for the Motorcycle Safety area will have the potential to impact almost 80% of the state, based on available opportunities, and will provide training and educational opportunities. With guidance from the State Motorcycle Safety Advisory Committee, these projects will provide training on motorcycle operations, including MSF approved courses, as well as a new 3-wheel motorcycle operator training course and courses available for the hearing impaired. All programs are evidence-based, approved by DPS and meet MSF requirements where necessary. All expenditures must be in accordance with Oklahoma State law. The overall effect should be to reduce the number of fatality and injury crashes involving motorcycles.

**Program Area Management**

Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage the various Motorcycle Safety projects.

**Countermeasure Programs**

*Statewide Motorcycle Safety Projects*

**Project Title:** ABATE Motorcycle Safety Education  
**Agency:** ABATE of Oklahoma  
**Project No:** STMC-17-02-02-02      **Funding Source:** State Funds      **Amount:** \$20,000.00  
**Primary Project Type:** Motorcycle Safety      **Total Budget:** \$20,000.00

**Description:** ABATE (A Brotherhood Aiming Toward Education) of Oklahoma, utilizing state motorcycle funds to reimburse travel costs, will present a "Share the Road" awareness program to the student body at various Oklahoma public schools. Grant funding will be used to purchase computer equipment, safety banners signage, and an enclosed trailer. This program will focus on providing education about identifying motorcycles in the traffic scene to avoid crashes. ABATE personnel may also attend national safety conferences including, but not limited to, safety training seminars and demonstrations of motorcycle safety equipment. Funding provided will be expended in compliance with Oklahoma State law.

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**Project Title:** Edmond PD Motorcycle Safety Education  
**Agency:** Edmond Police Department  
**Project No:** STMC-17-02-05-19      **Funding Source:** State funds      **Amount:** \$51,000.00  
**Primary Project Type:** Motorcycle Safety      **Total Budget:** \$51,000.00

**Description:** Working in an overtime capacity, the Edmond Police Department will continue this two-phase program, including: 1) a Motorcycle Awareness Program that will provide public awareness, public service announcements and other outreach programs to enhance driver awareness of motorcyclists, such as the "Share the Road" safety messages developed using model language; and 2) the expansion and delivery of Motorcyclist Safety Curricula for the purpose of educating motorcycle riders in safe operation of motorcycles and the risk of impaired riding. This program may be presented throughout the state and may include displays and/or presentations at safety fairs, car shows, motorcycle rallies and other venues that attract large numbers of attendees. Funds are also provided for out-of-state travel for project personnel to attend Lifesavers or other traffic safety related conference. Funding provided will be expended in compliance with Oklahoma State law.

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**Project Title:** DPS Motorcycle Education Quality Assurance Program  
**Agency:** Department of Public Safety  
**Project No:** STMC-17-05-01-05      **Funding Source:** State Funds      **Amount:** \$78,631.00

**Primary Project Type:** Motorcycle Safety

**Total Budget:** \$78,631.00

**Description:** This project will provide funding for one DPS Quality Assurance Officer to ensure compliance with procedures and applicable administrative rules for motorcycle training courses, conducting in-depth auditing and monitoring of school facilities, classroom instruction and instructors to ensure that students are receiving appropriate training that meets State standards. Other responsibilities of the MCQA Officer include certification and recertification of instructors and schools, as well as submission, maintenance, and updating of all records and reports relating to commercial motorcycle education provider audits. Funds are also provided for out-of-state travel for project personnel to attend Lifesavers or other traffic safety related conference. Funding provided will be expended in compliance with Oklahoma State law.

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### *Community Motorcycle Training and Education*

***The below listed organizations have been provided funding to conduct area-wide motorcycle training projects at various locations throughout the state. Funding provided will be expended in compliance with Oklahoma State law.***

**Agency:** Broken Arrow Police Department

**Project No:** STMC-17-02-03-16      **Funding Source:** State Funds      **Amount:** \$31,260.00

**Description:** The Broken Arrow Police Department, utilizing officers certified in motorcycle operation and working in an overtime capacity, will conduct a motorcycle safety program for the purpose of educating motorcycle riders in the safe operation of motorcycles and the risk of impaired riding. The program will also promote public awareness through use of public service announcements and other outreach programs to enhance driver awareness of motorcyclists, such as the "Share the Road" safety messages developed using model language. Funds are also provided for out-of-state travel for project personnel to attend Lifesavers or other traffic safety related conference.

**Agency:** Chisholm Trail Technology Center

**Project No:** STMC-17-02-04-01      **Funding Source:** State Funds      **Amount:** \$31,000.00

**Description:** The Chisholm Trail Technology Center (CTTC) will provide the MSF/DPS approved motorcycle Basic Rider Course training at their facility in Omega, OK. Grant funded part-time instructors will provide training to the general public. Grant funds will also be utilized to purchase and maintain six training motorcycles. Courses will be offered during the riding season, March through September. CTTC will maintain an inventory of any grant funded motorcycle or safety equipment and ensure that every rider receiving training wears appropriate safety gear, including a helmet.

**Agency:** Great Plains Technology Center

**Project No:** STMC-17-02-06-06      **Funding Source:** State Funds      **Amount:** \$23,095.00

**Description:** The Great Plains Technology Center (GPTC) in Lawton, using grant funded part-time instructors, will conduct MSF/DPS-approved motorcycle safety education courses, including Basic Rider Course 1, Basic Rider Course 2, and Introductory Motorcycle Experience (IME). In addition, GPTC will conduct PI&E through distribution of outreach materials, such as safety messaging using "Share the Road" model language. GPTC will maintain an inventory of any grant funded motorcycle or safety equipment and ensure that every rider receiving training wears appropriate safety gear, including a helmet. Funds are also provided for out-of-state travel for project personnel to attend Lifesavers or other traffic safety related conference.

**Agency:** High Plains Technology Center  
**Project No:** STMC-17-02-07-01 **Funding Source:** State Funds **Amount:** \$47,570.00  
**Description:** The High Plains Technology Center (HPTC) will provide the MSF/DPS approved motorcycle Basic Rider Course training at their facility in Woodward, OK. Utilizing grant funds provided, part-time instructors will offer this training to the general public. Funding is also provided to purchase and maintain seven training motorcycles. Courses will be offered during the riding season, March through September. HPTC will provide maintenance and improvements of the training riding range and classroom facilities for training purposes, will maintain inventory of equipment, and ensure every rider that receives training wears appropriate safety gear, including helmets.

**Agency:** Oklahoma State University-Oklahoma City  
**Project No:** STMC-17-02-08-06 **Funding Source:** State Funds **Amount:** \$31,046.00  
**Description:** The Center for Safety and Emergency Preparedness (CSEP) at Oklahoma State University-Oklahoma City will host the MSF/DPS approved "Ready to Ride" course (R2R), the 3 wheel Basic Rider Course for licensed riders seeking to improve their street survival skills, and the BRC for deaf riders who wish to obtain their "M" endorsement. OSU-OKC will also offer the Introductory Motorcycle Experience (IME) and is the only facility offering 3 wheel BRC training in Oklahoma. OSU/OKC will utilize part-time instructors for the preparation and presentation of the training courses as well as "Share the Road" training. During this project year, OSU-OKC will host the first Oklahoma RiderCoach Education Conference. This conference will explore and navigate the future of motorcycle riding in Oklahoma. It will provide an opportunity for all state certified motorcycle instructors to explore and share information with other RiderCoaches across the State. OSU-OKC will maintain an inventory of any grant funded motorcycle or safety equipment and ensure that every rider receiving training wears appropriate safety gear, including a helmet. Funds are also provided for out-of-state travel for project personnel to attend Lifesavers or other traffic safety related conference.

**Agency:** Southern Oklahoma Technology Center  
**Project No:** STMC-17-02-09-05 **Funding Source:** State Funds **Amount:** \$19,129.00  
**Description:** The Southern Oklahoma Technology Center (SOTC) will provide MSF/DPS-approved motorcycle Basic Rider and Advanced Rider courses. Utilizing grant funds provided, part-time instructors will provide training to the general public during the primary riding season, March through September. This program will be at the SOTC campus in Ardmore, OK. SOTC will maintain inventory of any grant funded motorcycle or safety equipment and ensure every rider receiving training wears appropriate safety gear, including a helmet. Funds are also provided for out-of-state travel for project personnel to attend Lifesavers or other traffic safety related conference.

**Agency:** Southwest Technology Center  
**Project No:** STMC-17-02-10-03 **Funding Source:** State Funds **Amount:** \$16,500.00  
**Description:** The Southwest Technology Center (SWTC) will utilize grant funds to provide the MSF/DPS-approved motorcycle Basic Rider Course training at their facility in Altus, OK using part-time instructors. Grant funds will also be used to purchase an enclosed trailer for transporting training motorcycles. The courses will be offered during the primary riding season, March through September. SWTC will provide maintenance and improvements of the training riding range and classroom facilities for training purposes, will maintain inventory of any grant funded motorcycle or safety equipment and ensure every rider receiving training wears appropriate safety gear, including a helmet.

**Agency:** Tulsa Police Department  
**Project No:** STMC-17-02-11-10 **Funding Source:** State Funds **Amount:** \$34,269.00  
**Description:** The Tulsa Police Department, utilizing officers certified in motorcycle operation and working in an overtime capacity, will conduct a motorcycle safety program for the purpose of educating motorcycle riders in

the safe operation of motorcycles and the risk of impaired riding. Grant funds will also be utilized to maintain equipment, including the purchase of one additional training motorcycle. The program will also promote public awareness through use of public service announcements and other outreach programs to enhance driver awareness of motorcyclists, such as the "Share the Road" safety messages developed using model language.

**Agency:** Western Technology Center

**Project No:** STMC-17-02-12-01      **Funding Source:** State Funds      **Amount:** \$47,570.00

**Description:** The Western Technology Center (WTC) will provide the MSF/DPS approved motorcycle Basic Rider Course training at their facility in Elk City, OK. Utilizing grant funds provided, part-time instructors will offer training to the general public. Grant funds will also be utilized to purchase and maintain seven training motorcycles. Courses will be conducted during the riding season, March through September. WTC will provide maintenance and improvements of the training riding range and classroom facilities for training purposes, will maintain inventory of safety equipment, and ensure every rider that receives training wears appropriate safety gear, including helmets.

### Program Area Management

**Project No:** MC-17-07-01-00      **Funding Source:** 402      **Amount:** \$43,386.21

**Primary Project Type:** Motorcycle Safety      **Total Budget:** \$43,386.21

**Description:** Program Area Management includes funds used for the costs of supporting projects and programs related to Motorcycle Safety, including Program Manager salaries, benefits, operating costs, travel, etc.

### Budget Summary: Motorcycle Safety

Project Number	Project Name	Budget	Budget Source	Indirect cost	Program Income
MC- 17- 07- 01- 00	Program Area Management	43,386.21	Section 402		
MC- 17- 07- 02- 00	State Match	10,846.55	State of Oklahoma		
<b>402 Total</b>		<b>43,386.21</b>			
<b>State Funds Total</b>		<b>10,846.55</b>			
<b>Total All Funds</b>		<b>54,232.76</b>			

*\*State funded programs described under countermeasures are not included in the Motorcycle Safety Budget Summary and the State Match total shown does not reflect the total of State Motorcycle funds provided. The difference will be used toward 402 match requirements in other sections.*

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## OCCUPANT PROTECTION

### Strategies

*All identified strategies and projects are selected to support the Performance Plan outlined beginning on page 39.* The 2015 Statewide Seat Belt Survey identified the five counties having the lowest seat belt use rate: Lincoln County, Pottawatomie County, Garfield County, Okmulgee County and Creek County. OHSO initiated or continued grants in FY2017 with agencies in four of those counties to target increased seat belt enforcement. Two of those projects, Pottawatomie County and Lincoln County, involve a full-time Project Officer assigned to enhance OP enforcement as part of an overall Police Traffic Services grant. The strategy also places emphasis on those areas of the state identified in the FY2017 Section 405 Occupant Protection application Seat Belt Enforcement Plan.

#### **Enforcement**

- Partner with various agencies to conduct targeted enforcement of occupant protection laws including nighttime enforcement, in particular in those counties identified as having the lowest seat belt use rate in the State. Several agencies will conduct dedicated seat belt enforcement as a secondary objective, those being: Oklahoma County Sheriff's Office, Oklahoma City Police Department, and Owasso Police Department.
- Initiate Selective Traffic Enforcement Project (STEP) grants with designated agencies to provide funding for overtime enforcement during designated mobilization periods;
- The OHSO Statewide Impaired Driving/Occupant Protection Coordinator will organize and coordinate occupant protection enforcement efforts in cooperation with local agencies, focusing on targeted areas to reach 70% of the population, including the following counties: Oklahoma, Tulsa, Cleveland, Comanche, Canadian, Rogers, Payne, Wagoner, Muskogee, Creek, Pottawatomie, Garfield, Grady, Washington, Leflore, Carter, Cherokee and Osage.
- Oklahoma will support statewide seat belt enforcement campaigns coordinating local law enforcement participation during designated periods, along specific routes or in specified geographic locations throughout the state.
- Oklahoma will expand efforts to increase participation in the "Click It or Ticket" national mobilization, including: use of OHSO IDLs and the OHSO Statewide Impaired Driving /Occupant Protection Coordinator during designated time periods to encourage and assist local law enforcement agencies participation and online pre- and post-reporting of activities; requiring current LE subrecipients to participate in CIOT mobilization efforts; and assisting in organizing agency participation in a variety of enforcement efforts including nighttime enforcement of seat belt violations.
- Promote CIOT participation through established Safe Communities groups statewide.

#### **Education and Training**

- Training opportunities will be provided through established Safe Communities Groups around the state.
- CPS Technician certification and re-certification training will be provided through partners and subrecipients, including efforts to promote higher recertification rates of existing technicians.

- Recruitment of new technicians and instructors through current partnerships and grantees, and increase services to underserved (rural) areas of the state.
- Conduct CPS workshop programs through current partnerships with a focus on educating parents and caregivers on proper child restraint use.
- Partner with the Oklahoma Safety Council to promote and provide the “Alive at 25” program.
- Promote and provide education to Oklahoma employers through the *Our Driving Concern* program developed by the National Safety Council.

### ***Outreach and Awareness***

- The OHSO Statewide Impaired Driving/Occupant Protection Coordinator and Regional IDLs will promote outreach and awareness of occupant protection best practices to communities statewide through partnerships with LE agencies, subrecipients, schools, Safe Communities groups and Oklahoma Native American Tribes.
- Increase awareness of proper CPS use statewide through partnerships with Safe Kids Oklahoma and Tulsa Area Safe Kids.
- Maintain a list of active Oklahoma Child Restraint Inspection Stations and upcoming car seat check events which is accessible for public information.
- Utilize partnerships and grantees to expand programs, services and outreach to Oklahoma’s Native American population and other minority groups.
- Participate in and promote “Click It or Ticket”, National CPS Week and Seat Check Saturday events statewide in an effort to increase awareness of child passenger safety laws and best practices.
- Conduct a statewide Seat Belt Survey and Child Restraint Survey each year to determine the overall observed use of passenger safety restraints and determine those areas for future program focus.
- Promote public awareness utilizing brochures, videos, television and radio PSAs, posters, press releases, promotion of special events, display booths, speakers, media campaigns and use of OHSO’s film library and educational materials.
- Promote awareness through the OHSO webpage dedicated to occupant protection information and initiatives.

### ***Participation in National Mobilizations***

The Oklahoma Highway Safety Office actively supports NHTSA’s national “Click It or Ticket” and “Drive Sober or Get Pulled Over” mobilizations. OHSO uses an online electronic mobilization reporting system allowing law enforcement agencies to indicate their intent to participate and to report activity after the mobilization. Agency participation in this event is accomplished in a variety of ways.

- Each subrecipient law enforcement agency is required as a condition of their grant agreement to, as an agency and not specific to only grant funded activity, participate in and report enforcement/PI&E activities for the “Click It or Ticket” and “Drive Sober or Get Pulled Over” mobilizations, including submission of pre-mobilization and post-mobilization reports. This is not limited to use of grant funds, as some grant funds cannot be used for all purposes.



- Law enforcement agencies that are not subrecipients are contacted prior to each mobilization by the OHSO Impaired Driving Liaison (IDL) assigned to their region. These agencies are encouraged to support the statewide mobilization efforts.
- The OHSO actively promotes the mobilizations with earned media and support from our Safe Communities groups. Our paid media contractor promotes the mobilizations using the national messaging taglines, unless otherwise directed by the OHSO<sup>23</sup>. The contractor is required to report on the number of impressions achieved in each advertising venue.

**Evidence Based Strategies Selection**

See the list of occupant protection strategies on page 53.

**Assessment of Overall Traffic Safety Impacts of Occupant Protection Strategies**

The proposed strategies for occupant protection reach all seventy-seven counties in the State and consist of both enforcement and educational opportunities, as well as outreach to at-risk populations such as Native Americans. Enforcement projects include a statewide OP Coordinator with the Highway Patrol. The Child Passenger Safety effort includes both Safe Kids Oklahoma and the Tulsa Safe Kids Coalition with St. Francis Hospital to offer car seats, checkup events, and education statewide. Using evidence-based strategies, these projects are expected to have a positive impact in increasing the State’s seat belt and child restraint use rate targets.

**Program Area Management**

Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage the various Occupant Protection projects.

**Countermeasures Programs**

**Statewide High-visibility Occupant Protection Enforcement**

**Project Title:** OHP Statewide High-Visibility OP Enforcement  
**Agency:** Oklahoma Highway Patrol  
**Project No:** M2HVE-17-03-01-11    **Funding Source:** 405(b)    **Amount:** \$250,000.00  
**Primary Project Type:** Occupant Protection    **Total Budget:** \$250,000.00

**Description:** Under the direction of a OHSO funded full-time OHP Statewide Impaired Driving/Occupant Protection Coordinator, the OHP will conduct overtime enforcement activities statewide focusing on occupant protection violations utilizing a no tolerance policy. Overtime assignments will be concentrated in designated counties of Oklahoma in an effort to impact 70% of the State's population and counties with the lowest use rate percentage as indicated in the Seat Belt Observation Survey. Troopers will conduct overtime occupant protection enforcement in locations and times as determined by the State OP LEL. *At least 10% of the enforcement hours worked will be dedicated to nighttime enforcement activities.* Enforcement may include checkpoints, saturation

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<sup>23</sup> For the FY2017 impaired driving mobilizations, the ENDUI tagline will be used.

patrols, and PI&E efforts. Locations will include those areas where a higher than average number of KAB crashes involving unrestrained occupants occur based on problem identification. Troopers will encourage cooperative efforts with area law enforcement and tribal police agencies.

### *Child Passenger Safety*

**Project Title:** CPS Technician Certification Project

**Agency:** Safe Kids Worldwide

**Project No:** STCPS-17-02-04-00      **Funding Source:** State Funds      **Amount:** \$5,000.00

**Primary Project Type:** Child Passenger Safety      **Total Budget:** \$5,000.00

**Description:** Utilizing state CPS educational funds, OHSO will provide scholarships for payment of certification or re-certification fees of qualified CPS Technicians and CPS Technician Instructors based upon selection criteria established by Safe Kids Oklahoma, Inc. This is an effort to maintain the momentum achieved over the last few years in increasing technician and instructor certification and re-certification rates. As the number of certified technicians and instructors increases, the ability of the State to provide this valuable service is correspondingly improved. Funding provided will be expended in compliance with Oklahoma State law.

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**Project Title:** Safe Kids Oklahoma Child Passenger Safety Program

**Agency:** Safe Kids Oklahoma, Inc.

**Project No:** M2CPS-17-02-01-19      **Funding Source:** 405(b)      **Amount:** \$107,000.00

**Project No:** M2TR-17-02-01-19      **Funding Source:** 405(b)      **Amount:** \$35,900.00

**Project No:** M2CSS-17-02-01-19      **Funding Source:** 405(b)      **Amount:** \$15,700.00

**Project No:** STCPS-17-02-03-19      **Funding Source:** State Funds      **Amount:** \$15,000.00

**Primary Project Type:** Child Passenger Safety      **Total Budget:** \$173,600.00

**Description:** Safe Kids Oklahoma (SKO) will use qualified, experienced employees (both staff and contracted individuals) to conduct child passenger safety programs including certification/recertification, education, outreach, and technical support for the Oklahoma City metro area and other designated rural areas of Oklahoma. Outreach may include, but is not limited to hospitals, public service units (i.e. fire, police, EMS), faith-based community organizations, county health departments, and an emphasis on Oklahoma’s Native American population. SKO staff will also host and/or assist with car seat check up events and workshops in the OKC metro and other designated rural areas statewide, providing needy families the ability to receive installation and education services. A special needs class will also be conducted this year. SKO will be responsible for compiling and maintaining an accurate list of active Oklahoma Child Restraint Inspection Stations made available to the public. Safe Kids Oklahoma will plan, coordinate and conduct the annual Martha Collar Tech Reunion. Funds are also provided for out-of-state travel for project personnel to attend Lifesavers or other traffic safety related conference. State funding provided will be expended in compliance with Oklahoma State law.

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**Project No:** STMC-17-05-02-00      **Funding Source:** State Funds      **Amount:** \$5,000.00

**Primary Project Type:** Occupant Protection      **Total Budget:** \$89,126.00

**Description:** Utilizing the approved NHTSA survey design, the University of Central Oklahoma will conduct the annual statewide Seat Belt and Child Restraint Use Surveys. In addition to the statewide survey, UCO will also conduct the Statewide Motorcycle Helmet Use and Pickup Truck Seat Belt Use surveys. Observers will be specially trained to conduct observation surveys and deployed at specific designated locations for data collection. Data will be compiled and analyzed to obtain a use rate for each survey and a final report will be submitted to the OHSO. For the statewide Seat Belt Use Survey, a qualified statistician will review the resulting seat belt use rate estimate, determine that the data meets the Uniform Criteria for State Observational Surveys of Seat Belt Use, and approve the survey results. State funding provided will be expended in compliance with Oklahoma State law.

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**Project Title:** Occupant Protection PI&E

**Agency:** OHSO

**Project No:** OP-17-04-01-00      **Funding Source:** 402      **Amount:** \$12,000.00

**Primary Project Type:** Occupant Protection      **Total Budget:** \$12,000.00

**Description:** The OHSO will use this funding to promote various activities, including development and printing of occupant protection-related brochures, literature, and videos.

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### *Community Occupant Protection Enforcement Projects*

***The below listed agencies have been provided funding to conduct seat belt and child restraint enforcement projects, with at least 10% of the hours worked dedicated to nighttime enforcement activities. Funding may also be directed toward secondary objectives as described to address other identified problem areas.***

**Agency:** Creek County Sheriff's Office

**Project No:** OP-17-03-01-06      **Funding Source:** 402      **Amount:** \$18,000.00

**Description:** The Creek County SO will conduct overtime traffic enforcement focusing primarily on occupant protection violations (seat belt and child restraint use). *A minimum of 10% of the hours worked will be dedicated to nighttime enforcement activities.* Pre and post-surveys will be conducted to evaluate the success of the project. Special attention will be given to the statewide Click-it or Ticket mobilization.

**Agency:** Enid Police Department

**Project No:** OP-17-03-02-13      **Funding Source:** 402      **Amount:** \$85,000.00

**Description:** The Enid Police Department will conduct overtime traffic enforcement focusing primarily on occupant protection violations (seat belt and child restraint use). *A minimum of 10% of the hours dedicated to OP enforcement will be dedicated to nighttime enforcement.* Pre and post-surveys will be conducted to evaluate the success of the project. Special attention will be given to the statewide Click-it or Ticket mobilization. In addition, up to 40% of the funding provided may be used toward the secondary objective of impaired driving enforcement. Funds are also provided for out-of-state travel for project personnel to attend Lifesavers or other traffic safety related conference.

## Program Area Management

**Project No:** OP-17-07-01-00      **Funding Source:** 402      **Amount:** \$73,796.19

**Primary Project Type:** Occupant Protection      **Total Budget:** \$73,796.19

**Description:** Program Area Management includes funds used for the costs of supporting projects and programs related to Occupant Protection, including Program Manager salaries, benefits, operating costs, travel, etc.

### Budget Summary: Occupant Protection

Project Number	Project Name	Budget	Budget Source	Indirect cost	Program Income
OP- 17- 03- 01- 06	Creek County SO-00052	18,000.00	Section 402		
OP- 17- 02- 01- 03	DCCCA-00039	67,800.00	Section 402	7,982.00	
OP- 17- 02- 02- 03	DCCCA-00053	7,600.00	Section 402	690.00	
M2HVE- 17- 03- 01- 11	DPS-OHP OP-OT-00028	250,000.00	Section 405b	2,500.00	
OP- 17- 03- 02- 13	Enid PD-00050	85,000.00	Section 402		
M2X- 17- 06- 01- 00	Op Assessment	30,000.00	Section 405b		
OP- 17- 04- 01- 00	PI&E	12,000.00	Section 402		
OP- 17- 07- 01- 00	Program Area Management	73,796.19	Section 402		
M2CPS 17- 02- 01- 19	Safe Kids OK-00062	107,000.00	Section 405b		
M2CSS- 17- 02- 01- 19	Safe Kids OK-00062	15,700.00	Section 405b		
M2TR- 17- 02- 01- 19	Safe Kids OK-00062	35,900.00	Section 405b		4,000.00
OP- 17- 05- 01- 00	Seat Belt/Child Passenger /Pickups Surveys	84,126.00	Section 402		
OP- 17- 07- 02- 00	State Match	87,080.55	State of Oklahoma		
M2HVE- 17- 07- 01- 00	State Match	144,150.00	State of Oklahoma		
M2CPS 17- 02- 02- 17	Tulsa Safe Kids-00005	104,832.00	Section 405b		
M2CSS- 17- 02- 02- 17	Tulsa Safe Kids-00005	10,500.00	Section 405b		
M2TR- 17- 02- 02- 17	Tulsa Safe Kids-00005	22,668.00	Section 405b		3,420.00
<b>402 Total</b>		<b>348,322.19</b>			
<b>405B Total</b>		<b>576,600.00</b>			
<b>State Funds Total</b>		<b>231,230.55</b>			
<b>Total All Funds</b>		<b>1,156,152.74</b>			

*\*The State Match total shown in the Occupant Protection Budget Summary does not reflect the total of State CPS funds provided. The difference will be used toward 402 match requirements in other sections.*

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## **POLICE TRAFFIC SERVICES**

### **Strategies**

*All identified strategies and projects are selected to support the Performance Plan outlined beginning on page 39.* Police Traffic Services (PTS) grants provide a variety of traffic enforcement and community education services, depending upon the specific needs of the community. Speeding, aggressive and impaired driving issues are all addressed to some extent through general PTS programs. Strategies for addressing general traffic safety issues include:

#### **Enforcement**

- Supporting sustained enforcement by state and local law enforcement officers of drug- and alcohol-impaired drivers, seat belt use, and driving in excess of posted speed limits, by funding general Police Traffic Service contracts statewide.
- Encouraging and supporting Selective Traffic Enforcement Programs focused on alcohol/drug impaired drivers, speed, distracted and aggressive driving and occupant protection.
- Provide more robust crash investigation techniques by developing a program within the Oklahoma Highway Patrol whereby specially trained Troopers can investigate or assist in the investigation of crashes at a more detailed level.

#### **Training**

- Providing advanced crash investigation classes for law enforcement agencies to improve data collection and analysis, through our Safe Communities organizations.
- Providing training to Project Directors and other safety advocates in managing traffic safety issues.
- Conducting workshops, speed management seminars and other informational meetings to inform and educate traffic safety personnel and partners as appropriate or requested.

#### **Participation in National Mobilizations**

The Oklahoma Highway Safety Office actively supports NHTSA's national "Click It or Ticket" and "Drive Sober or Get Pulled Over" mobilizations. OHSO uses an online electronic mobilization reporting system allowing law enforcement agencies to indicate their intent to participate and to report activity after the mobilization. Agency participation in this event is accomplished in a variety of ways.

- Each subrecipient law enforcement agency is required as a condition of their grant agreement to, as an agency and not specific to only grant funded activity, participate in and report enforcement/PI&E activities for the "Click It or Ticket" and "Drive Sober or Get Pulled Over" mobilizations, including submission of pre-mobilization and post-mobilization reports. This is not limited to use of grant funds, as some grant funds cannot be used for all purposes.
- Law enforcement agencies that are not subrecipients are contacted prior to each mobilization by the OHSO Impaired Driving Liaison (IDL) assigned to their region. These agencies are encouraged to support the statewide mobilization efforts.
- The OHSO actively promotes the mobilizations with earned media and support from our Safe Communities groups. Our paid media contractor promotes the mobilizations using the national

messaging taglines, unless otherwise directed by the OHSO<sup>24</sup>. The contractor is required to report on the number of impressions achieved in each advertising venue.

**Education and Awareness**

- Working with not-for-profit and law enforcement agencies to enhance the driving skills of younger drivers.
- Supporting law enforcement and non-law enforcement efforts to address young driver issues.
- Promoting responsible driving through media campaigns, sports events, fairs and other community events.
- Promoting traffic safety related education and training for employer based programs through the *Our Driving Concern* project with the National Safety Council
- Promote awareness through the OHSO webpage dedicated to traffic safety information and initiatives.

**Evidence Based Strategies Selection**

See the list of strategies on page 53.

**Assessment of Overall Traffic Safety Impacts of Police Traffic Services Strategies**

The proposed strategies for Police Traffic Services include improved traffic safety efforts in local communities through increased enforcement and education, as well as improving crash scene investigations. In 2017, thirty-three (33) local traffic enforcement projects in twenty different counties were selected for funding, including multiple projects in the three most populous counties in Oklahoma (Oklahoma, Tulsa and Cleveland counties). These agencies will use evidence-based strategies to address high crash rates in their respective jurisdictions. The OHP will use funding provided to improve the quality and timeliness of crash investigations involving personal injury, especially those related to speed, aggressive driving and Commercial Motor Vehicles. These strategies should serve to decrease the number and severity of traffic crashes and provide better investigations to determine cause and aid in development of better preventive measures.

**Program Area Management**

Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage the various Police Traffic Services projects.

**Countermeasure Programs**

*Education and Awareness*

<b>Project Title:</b>	OACP Law Enforcement Challenge				
<b>Agency:</b>	Oklahoma Association of Chiefs of Police				
<b>Project No:</b>	PT-17-05-01-16	<b>Funding Source:</b>	402	<b>Amount:</b>	\$50,000.00
<b>Primary Project Type:</b>	Police Traffic Services	<b>Total Budget:</b>			\$50,000.00

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<sup>24</sup> For the FY2017 impaired driving mobilizations, the ENDUI tagline will be used.



**Description:** The OACP will continue to develop, promote and coordinate a Oklahoma Law Enforcement Challenge (OLEC) competition to recognize excellence in law enforcement traffic safety programs in the state of Oklahoma. The grant will fund a part-time OLEC Coordinator position responsible for marketing the program statewide and encouraging participation in both the State challenge and the National Law Enforcement Challenge competition. With assistance from the OLEC coordinator, participating agencies will be encouraged to develop strategies to promote traffic safety and thereby reduce collisions within their jurisdictions. Strategies must include educational components as well as enforcement.

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**Project Title:** OHP Statewide Crash Team Investigation Project

**Agency:** Oklahoma Highway Patrol

**Project No:** PT-17-06-01-06      **Funding Source:** 402      **Amount:** \$57,100.00

**Primary Project Type:** Police Traffic Services      **Total Budget:** \$57,100.00

**Description:** The OHP currently has 13 Troop Crash Teams located in offices around Oklahoma that service 6-7 Oklahoma counties each. In addition the OHP has a State Crash Team that responds to large scale events that will tax the resources of the local troop team, and eight full-time Traffic Homicide Investigators (THIs) in the busier areas of the state. The OHP Crash Teams not only provide highly advanced technology to our serious injury and fatal crash investigations thru an OHSO grant but also assist more than 200 law enforcement agencies each year with investigating their serious injury and fatal collisions. They are routinely called upon by local law enforcement agencies and prosecutors to assist with the investigation of motor vehicle deaths. This grant will also fund the purchase of advanced computer software to take the data from event data recorders, scene investigations and forensic mapping compilations and produce high quality animations that re-create in high definition what occurred in a collision.

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**Project Title:** OHP Advanced Crash Investigation Training

**Agency:** Oklahoma Highway Patrol

**Project No:** PT-17-02-01-01      **Funding Source:** 402      **Amount:** \$33,585.00

**Primary Project Type:** Police Traffic Services      **Total Budget:** \$33,585.00

**Description:** The Oklahoma Highway Patrol Training Division has a compliment of troopers highly trained and certified in advanced crash scene investigation techniques, often times with higher certifications ratings and at a lower per person cost than the IPTM courses previously funded by the OHSO. In a new program, this grant will fund the salary, benefits and operating costs for two OHP Troopers to offer, coordinate and conduct advanced crash investigation training to local law enforcement agencies. The courses offered will differ from year to year. In this initial year, the level I, II and III Advanced At-Scene Crash Investigation Course will be conducted.

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**Project Title:** Traffic Safety Conference Planning Services  
**Agency:** University of Oklahoma Board of Regents  
**Project No:** PT-17-06-02-13      **Funding Source:** 402      **Amount:** \$100,000.00  
**Primary Project Type:** Police Traffic Services      **Total Budget:** \$100,000.00  
**Description:** University of Oklahoma ConferencePROS will provide conference planning services for the OHSO as outlined in their Statement of Work for the annual OHSO Project Directors Course, the Annual Traffic Safety Forum, and other conference services as requested and applicable to the Statement of Work.

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**Project Title:** Police Traffic Services PI&E  
**Agency:** OHSO  
**Project No:** PT-17-04-01-00      **Funding Source:** 402      **Amount:** \$5,500.00  
**Primary Project Type:** Police Traffic Services      **Total Budget:** \$5,500.00  
**Description:** The OHSO will use this funding to promote various activities, including development and printing of traffic safety-related brochures, literature, and videos – other than those identified in the Alcohol and Occupant Protection program areas.

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### *Community Traffic Enforcement Projects*

***The below listed agencies have been provided funding to conduct general traffic enforcement projects, including speed, occupant protection, impaired driving and other violations which contribute to motor vehicle crashes as listed in the project description.***

**Agency:** Apache Police Department  
**Project No:** PT-17-03-01-02      **Funding Source:** 402      **Amount:** \$10,000.00  
**Description:** Officers will conduct overtime high visibility enforcement along identified areas in their community including US Highway 62 and Oklahoma State Highway 19, focusing on speed, following too closely, and red light violations. Enforcement efforts may also include impaired driving enforcement, occupant protection enforcement and related activities such as traffic safety and sobriety checkpoints.

**Agency:** Blanchard Police Department  
**Project No:** PT-17-03-02-01      **Funding Source:** 402      **Amount:** \$10,000.00  
**Description:** Utilizing officers working in an overtime capacity, the Blanchard Police Department will participate in a Selective Traffic Enforcement Project (STEP) in support of the ENDUI Impaired Driving Enforcement Teams effort and designated Traffic Safety Corridors when so requested and applicable to their area.

**Agency:** Canadian County Sheriff's Office  
**Project No:** PT-17-03-03-01      **Funding Source:** 402      **Amount:** \$15,000.00  
**Description:** Utilizing officers working in an overtime capacity, the Canadian County Sheriff's Office will participate in a Selective Traffic Enforcement Project (STEP) in support of the ENDUI Impaired Driving Enforcement Teams effort and designated Traffic Safety Corridors when so requested and applicable to their area.

**Agency:** Catoosa Police Department  
**Project No:** PT-17-03-04-06      **Funding Source:** 402      **Amount:** \$25,000.00  
**Description:** Using overtime hours, Catoosa Police Officers will conduct high visibility enforcement in areas where KAB crashes most often occur, based upon all data and reference sources available including crash reports, arrest records, public complaints, and other sources. In the high visibility enforcement model, officers focus on drivers who commit common aggressive driving actions such as speed, following too closely, and running red lights. Efforts may also include impaired driving enforcement, occupant protection enforcement and related activities such as traffic safety and sobriety checkpoints. Saturation patrols may be conducted with a primary focus on those violations that may cause or contribute to KAB crashes.

**Agency:** Drumright Police Department  
**Project No:** PT-17-03-05-04      **Funding Source:** 402      **Amount:** \$15,000.00  
**Description:** Using overtime hours, Drumright Police Officers will conduct high visibility enforcement along identified areas in their community including Oklahoma State Highway 33, Oklahoma State Highway 99 and Oklahoma State Highway 16. In the high visibility enforcement model, officers focus on drivers who commit common aggressive driving actions such as speed, following too closely, and running red lights. Efforts may also include impaired driving enforcement, occupant protection enforcement and related activities such as traffic safety and sobriety checkpoints. Saturation patrols may be conducted with a primary focus on those violations that may cause or contribute to KAB crashes.

**Agency:** Durant Police Department  
**Project No:** PT-17-03-06-14      **Funding Source:** 402      **Amount:** \$44,000.00  
**Description:** Using overtime hours, officers will conduct enhanced enforcement efforts to identify traffic violations and conduct a variety of public information and education activities to inform and educate the community about traffic safety issues. To identify those times and locations where KAB crashes most often occur, the Project Director will utilize all data and reference sources available including crash reports, arrest records, public complaints, and other sources. Durant PD will continue outreach efforts and enforcement coordination with the Choctaw Nation and other area partners. Funds are also provided for out-of-state travel for project personnel to attend Lifesavers or other traffic safety related conference.

**Agency:** Fairview Police Department  
**Project No:** PT-17-03-07-01      **Funding Source:** 402      **Amount:** \$5,000.00  
**Description:** Utilizing officers working in an overtime capacity, Fairview Police Department will participate in a Selective Traffic Enforcement Project (STEP) in support of the ENDUI Impaired Driving Enforcement Teams effort and designated Traffic Safety Corridors when so requested and applicable to their area.

**Agency:** Grove Police Department  
**Project No:** PT-17-03-08-08      **Funding Source:** 402      **Amount:** \$17,000.00  
**Description:** Grove Police Department will conduct high visibility enforcement using overtime hours along identified roadways within their community, including US Highway 59 and Oklahoma State Highway 10 as primary access routes to recreational areas, in support of State and National goals to reduce the incidence of KAB crashes in their community. To identify those times and locations where KAB crashes most often occur, the Project Director will utilize all data and reference sources available including crash reports, arrest records, public complaints, and other sources.

**Agency:** Guthrie Police Department  
**Project No:** PT-17-03-09-01      **Funding Source:** 402      **Amount:** \$12,000.00  
**Description:** Officers will conduct high visibility enforcement along identified areas in their community including Interstate 35, US Highway 77 and Oklahoma State Highway 33. In the high visibility enforcement model,

officers focus on drivers who commit common aggressive driving actions such as speed, following too closely, and running red lights. Efforts may also include impaired driving enforcement, occupant protection enforcement and related activities such as traffic safety and sobriety checkpoints.

**Agency:** Kiowa Police Department  
**Project No:** PT-17-03-10-07      **Funding Source:** 402      **Amount:** \$10,000.00  
**Description:** The Kiowa Police Department will conduct high visibility enforcement utilizing overtime hours in support of State and National goals to reduce the incidence of KAB crashes in their community. To identify those times and locations where KAB crashes most often occur, the Project Director will utilize all data and reference sources available including crash reports, arrest records, public complaints, and other sources.

**Agency:** Lincoln County Sheriff's Office  
**Project No:** PT-17-03-11-06      **Funding Source:** 402      **Amount:** \$46,000.00  
**Description:** This grant will fund one full-time Project Deputy to dedicate 100% of his/her time and effort to high-visibility traffic enforcement to endeavor to decrease the number of injury crashes in Lincoln County, with a particular focus on occupant protection enforcement based on the below-average use rate for this county identified in the 2015 statewide OP survey. In addition to enforcement activity, PI&E events will be conducted to inform the public, including school students and other members of the community about traffic safety issues and related events.

**Agency:** Madill Police Department  
**Project No:** PT-17-03-12-09      **Funding Source:** 402      **Amount:** \$23,558.00  
**Description:** Madill Police Department officers will conduct enhanced enforcement efforts utilizing overtime hours enforce traffic violations and conduct a variety of public information and education activities to inform and educate the community about traffic safety issues. To identify those times and locations where KAB crashes most often occur, the Project Director will utilize all data and reference sources available including crash reports, arrest records, public complaints. Ten percent (10%) of the overtime will be used to conduct high visibility impaired driving enforcement efforts at particular times coinciding with National impaired driving mobilizations and during the Independence Day Holiday. Funding is also provided for the purchase of two radar units to assist in the identification and adjudication of speed related offenses.

**Agency:** McCurtain County Sheriff's Office  
**Project No:** PT-17-03-13-02      **Funding Source:** 402      **Amount:** \$10,000.00  
**Description:** McCurtain County Sheriff's Office Deputies will conduct high visibility enforcement utilizing overtime hours in support of State and National goals to reduce the incidence of KAB crashes in their county. To identify those times and locations where KAB crashes most often occur, the Project Director will utilize all data and reference sources available including crash reports, arrest records, public complaints, and other sources.

**Agency:** McCloud Police Department  
**Project No:** PT-17-03-14-02      **Funding Source:** 402      **Amount:** \$11,100.00  
**Description:** The McCloud Police Department will enhance current crash reduction efforts by using overtime funds to increase the number of hours devoted to general traffic enforcement. Officers will target unsafe speeds, seat belt compliance, impaired driving violations and other general traffic violations that may cause or contribute to the severity of KAB crashes. In particular, this project will focus on times and locations in which high incidences of KAB crashes are likely to occur, including the Safety Corridor, highway 270, highway 102 and around Wes Watkins Reservoir; with the emphasis to be on traffic areas other than Interstate 40.

**Agency:** Ponca City Police Department  
**Project No:** PT-17-03-16-10      **Funding Source:** 402      **Amount:** \$22,000.00  
**Description:** The Ponca City Police Department will conduct high visibility enforcement utilizing overtime hours in support of State and National goals to reduce the incidence of KAB crashes in their community. To identify those times and locations where KAB crashes most often occur, the Project Director will utilize all data and reference sources available including crash reports, arrest records, and public complaints. Funds are also provided for out-of-state travel for project personnel to attend Lifesavers or other traffic safety related conference.

**Agency:** Pottawatomie County Sheriff's Office  
**Project No:** PT-17-03-17-07      **Funding Source:** 402      **Amount:** \$45,500.00  
**Description:** This grant will fund one full-time Project Deputy to dedicate 100% of his/her time and effort to high-visibility traffic enforcement to endeavor to decrease the number of injury crashes in Pottawatomie County, with a particular focus on occupant protection enforcement based on the below-average use rate for this county identified in the 2015 statewide OP survey. In addition to enforcement activity, PI&E events will be conducted to inform the public, including school students and other members of the community about traffic safety issues and related events.

**Agency:** Purcell Police Department  
**Project No:** PT-17-03-18-13      **Funding Source:** 402      **Amount:** \$15,000.00  
**Description:** The Purcell Police Department will implement activities in support of national and state highway safety goals and target violations that contribute to the causes and/or severity of motor vehicle crashes. Officers will work overtime traffic enforcement hours focusing on locations and times having high incidence of KAB crashes, based on crash reports, arrest records, and public complaints. PI&E activities will be conducted on a regular basis to educate and inform the community on traffic safety and related events.

**Agency:** Sapulpa Police Department  
**Project No:** PT-17-03-19-16      **Funding Source:** 402      **Amount:** \$48,384.00  
**Description:** The Sapulpa Police Department will work overtime traffic enforcement shifts targeting speed and aggressive drivers during peak enforcement hours. The enforcement will be based on target locations and times where high incidents of speed and related crashes have occurred. Public information and education activities will be conducted as to inform the community on traffic safety issues and related events. These events would include Central Technology Center annual open house, Route 66 Blowout (an annual community event) and other public information opportunities.

**Agency:** Skiatook Police Department  
**Project No:** PT-17-03-20-01      **Funding Source:** 402      **Amount:** \$15,000.00  
**Description:** The Skiatook Police Department will conduct high visibility enforcement utilizing overtime hours in support of State and National goals to reduce the incidence of KAB crashes in their community. To identify those times and locations where KAB crashes most often occur, the Project Director will utilize all data and reference sources available including crash reports, arrest records, public complaints.

**Agency:** Tecumseh Police Department  
**Project No:** PT-17-03-21-07      **Funding Source:** 402      **Amount:** \$18,000.00  
**Description:** The Tecumseh Police Department will conduct high visibility enforcement utilizing overtime hours in support of State and National goals to reduce the incidence of KAB crashes in their community. To identify those times and locations where KAB crashes most often occur, the Project Director will utilize all data and reference sources available including crash reports, arrest records, public complaints, and other sources.

**Agency:** Tuttle Police Department  
**Project No:** PT-17-03-22-05      **Funding Source:** 402      **Amount:** \$5,000.00  
**Description:** Utilizing officers working in an overtime capacity, the Tuttle Police Department will participate in a Selective Traffic Enforcement Project (STEP) in support of the ENDUI Impaired Driving Enforcement Teams effort and designated Traffic Safety Corridors when so requested and applicable to their area.

**Agency:** Yukon Police Department  
**Project No:** PT-17-03-23-01      **Funding Source:** 402      **Amount:** \$30,000.00  
**Description:** The Yukon Police Department will conduct high visibility enforcement utilizing overtime hours in support of State and National goals to reduce the incidence of KAB crashes in their community. To identify those times and locations where KAB crashes most often occur, the Project Director will utilize all data and reference sources available including crash reports, arrest records, public complaints, and other sources. Funding is also provided for the purchase of one LIDAR radar unit to assist in the identification and adjudication of speed related offenses.

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### *Community Speed Abatement Projects*

***The below listed agencies have been provided funding to primarily conduct speed abatement enforcement projects. Funding may also be directed toward secondary objectives as described to address other identified problem areas.***

**Agency:** Bethany Police Department  
**Project No:** SE-17-03-01-14      **Funding Source:** 402      **Amount:** \$33,000.00  
**Description:** Officers will work overtime high-visibility traffic enforcement to reduce the incidence of unsafe speed in their community. The Project Director will utilize all data and reference sources available including but not limited to crash reports, arrest records, and public complaints to identify those times and locations having a significant crash rate involving speed related violations. Officers will be assigned to work high visibility enforcement in the identified areas focusing on violations such as speed, following too closely, and running red lights. Funds are also provided for out-of-state travel for project personnel to attend Lifesavers or other traffic safety related conference.

**Agency:** Bixby Police Department  
**Project No:** SE-17-03-02-16      **Funding Source:** 402      **Amount:** \$42,000.00  
**Project No:** M5HVE-17-03-01-16      **Funding Source:** 405(d)(1)      **Amount:** \$20,000.00  
**Description:** Using appropriate funding sources, Bixby PD will conduct enforcement and educational activities in support of State and National goals to reduce the incidence of unsafe speed and impaired driving violations in their community. The Project Director will utilize all data and reference sources available to identify those times and locations having a significant crash rate involving unsafe speed, including but not limited to crash reports, arrest records, and public complaints. Officers will be assigned to work high visibility speed enforcement and saturation patrols in the identified areas. The Bixby PD will utilize M5HVE funding to conduct overtime impaired driving HVE efforts, with particular emphasis on supporting ENDUI efforts and statewide impaired driving mobilization efforts. Funds are also provided for out-of-state travel for project personnel to attend Lifesavers or other traffic safety related conference.

**Agency:** Calera Police Department  
**Project No:** SE-17-03-03-08      **Funding Source:** 402      **Amount:** \$32,000.00

**Description:** Calera Police Department officers will work in an overtime capacity conducting enhanced enforcement efforts to identify speed related violations and conduct a variety of public information and education activities to inform and educate the community about traffic safety issues. The Calera PD will also utilize the previously grant purchased fully equipped Harley Davidson police motorcycle during these traffic safety enforcement efforts. To identify those times and locations where unsafe speed KAB crashes most often occur, the Project Director will utilize all data and reference sources available including crash reports, arrest records, public complaints, and other sources.

**Agency:** Edmond Police Department

**Project No:** SE-17-03-04-19      **Funding Source:** 402      **Amount:** \$60,000.00

**Description:** Using officers working in an overtime capacity, Edmond Police Department will conduct enforcement and educational activities in support of State and National goals to reduce the incidence of unsafe speed and impaired driving in their community. The Project Director will utilize all data and reference sources available to identify those times and locations having a significant crash rate involving unsafe speed, including but not limited to crash reports, arrest records, and public complaints. The Edmond Police Department will dedicate approximately 75% of all grant hours for speed and aggressive driving enforcement efforts. As a secondary objective, Edmond PD will dedicate approximately 25% of all grant hours worked for impaired driving enforcement efforts. Impaired driving high visibility enforcement and saturation patrols will be conducted in areas identified throughout the city of Edmond. Increased activity will also be directed toward the two designated statewide impaired driving mobilizations occurring around Labor Day in September and the holiday period in the month of December.

**Agency:** Idabel Police Department

**Project No:** SE-17-03-05-04      **Funding Source:** 402      **Amount:** \$16,700.00

**Description:** Idabel Police Department officers will work in an overtime capacity to conduct enhanced enforcement efforts to identify speed related violations and conduct a variety of public information and education activities to inform and educate the community about traffic safety issues. This grant will fund the purchase of one radar to assist in the identification and adjudication of speed related offenses. To identify those times and locations where unsafe speed KAB crashes most often occur, the Project Director will utilize all data and reference sources available including crash reports, arrest records, public complaints, and other sources.

**Agency:** McAlester Police Department

**Project No:** SE-17-03-06-08      **Funding Source:** 402      **Amount:** \$41,600.00

**Description:** McAlester Police Department officers will work in an overtime capacity conducting enhanced enforcement efforts to identify speed related violations and conduct a variety of public information and education activities to inform and educate the community about traffic safety issues. As a secondary objective, 10% of total grant hours will be utilized for impaired driving enforcement efforts at particular times coinciding with National impaired driving mobilizations and during the Independence Day Holiday. Funding is also provided for the purchase of two radar units to assist in the identification and adjudication of speed related offenses. The Project Director will utilize all data and reference sources available including crash reports, arrest records, public complaints, and other sources to identify those times and locations where speed and alcohol-related KAB crashes are most likely to occur.

**Agency:** Minco Police Department

**Project No:** SE-17-03-07-01      **Funding Source:** 402      **Amount:** \$7,700.00

**Description:** Minco Police Department officers will conduct high visibility enforcement activities utilizing overtime hours to enhance traffic enforcement efforts to reduce the incidence of unsafe speed crashes in their community. Funding is also provided for the purchase of one LIDAR radar unit to assist in the identification and adjudication of speed related offenses. The Project Director will utilize all data and reference sources available including crash reports, arrest records, public complaints, and other sources to identify those times and locations where speed related crashes are most likely to occur.

**Agency:** Owasso Police Department

**Project No:** SE-17-03-08-12      **Funding Source:** 402      **Amount:** \$62,000.00

**Description:** Using officers working in an overtime capacity, Owasso Police Department will conduct enforcement and educational activities to reduce the incidence of unsafe speed, unrestrained motorists and impaired driving violations in their community. The Project Director will utilize all data and reference sources available to identify those times and locations having a significant crash rate involving unsafe speed and impaired drivers, including but not limited to crash reports, arrest records, and public complaints. Officers will dedicate 45% of grant hours to work speed related high visibility enforcement and saturation patrols in the identified areas located in the city of Owasso. As a secondary objective, approximately 30% of grant hours worked will be used to conduct overtime high visibility seat belt enforcement, with particular emphasis on the statewide Click It or Ticket seat belt mobilization. *At least 10% of the OP enforcement hours worked will be dedicated to nighttime enforcement activities.* Approximately 25% of the grant hours worked will be dedicated to impaired driving enforcement efforts, with particular emphasis on statewide impaired driving crackdowns occurring around Labor Day in September and the holiday period in the December.

**Agency:** Piedmont Police Department

**Project No:** SE-17-03-09-01      **Funding Source:** 402      **Amount:** \$15,000.00

**Description:** The Piedmont Police Department will conduct enforcement and educational activities in support of State and National goals to reduce the incidence of speed related violations in their community. This will be accomplished through enhanced enforcement efforts using officers working in an overtime capacity to identify speed related violations. The Project Director will utilize all data and reference sources available to identify those times and locations having a significant crash rate involving speed related violations, including but not limited to crash reports, arrest records, and public complaints. Officers will be assigned to work high visibility enforcement and saturation patrols in the identified areas throughout the city of Piedmont.

**Agency:** Shawnee Police Department

**Project No:** SE-17-03-10-11      **Funding Source:** 402      **Amount:** \$33,000.00

**Description:** Using officers working in an overtime capacity, Shawnee Police Department will conduct enforcement and educational activities to reduce the incidence of unsafe speed and impaired driving violations in their community. The Project Director will utilize all data and reference sources available to identify those times and locations having a significant crash rate involving unsafe speed, including but not limited to crash reports, arrest records, and public complaints. Approximately 70% of all grant hours worked will be utilized for speed enforcement efforts. Officers will be assigned to work high visibility enforcement and saturation patrols in the identified areas. As a secondary objective, the Shawnee Police Department will also conduct overtime impaired driving HVE, with particular emphasis on statewide impaired driving mobilization efforts. Approximately 30% of all grant hours worked will be utilized for dedicated impaired driving enforcement efforts. Shawnee Police Department officers will be assigned to work HVE and saturation patrols in identified areas within the city of Shawnee. Increased activity will also be directed toward the two designated statewide impaired driving mobilizations occurring around Labor Day in September and the holiday period in the month of December.

**Agency:** Tahlequah Police Department

**Project No:** SE-17-03-11-15      **Funding Source:** 402      **Amount:** \$12,000.00

**Description:** The Tahlequah Police Department will conduct enforcement and educational activities in support of State and National goals to reduce the incidence of speed related violations in their community. This will be accomplished through enhanced enforcement efforts using officers working in an overtime capacity targeting speed related violations. The Project Director will utilize all data and reference sources available to identify those times and locations having a significant crash rate involving speed related violations, including but not limited to crash reports, arrest records, and public complaints. Officers will be assigned to work high visibility enforcement and saturation patrols in the identified areas to include the Cherokee County Corridor.



## Program Area Management

**Project No:** PT-17-07-01-00      **Funding Source:**      **Amount:** \$198,396.97

**Primary Project Type:** Police Traffic Services      **Total Budget:** \$198,396.97

**Description:** Program Area Management includes funds used for the costs of supporting projects and programs related to Police Traffic Services, including Program Manager salaries, benefits, operating costs, travel, etc.

### Budget Summary: Speed

Project Number	Project Name	Budget	Budget Source	Indirect cost	Program Income
SE- 17- 03- 01- 14	Bethany PD-00026	33,000.00	Section 402		
SE- 17- 03- 02- 16	Bixby PD-00087	42,000.00	Section 402		
M5HVE- 17- 03- 01- 16	Bixby PD-00087	20,000.00	Section 405d		
SE- 17- 03- 03- 08	Calera PD-00042	32,000.00	Section 402		
SE- 17- 03- 04- 19	Edmond PD-00038	60,000.00	Section 402		
SE- 17- 03- 05- 04	Idabel PD-00044	16,700.00	Section 402		
SE- 17- 03- 06- 08	McAlester PD-00063	41,600.00	Section 402		
SE- 17- 03- 07- 01	Minco PD-00099	7,700.00	Section 402		
SE- 17- 03- 08- 12	Owasso PD-00095	62,000.00	Section 402		
SE- 17- 03- 09- 01	Piedmont PD-00080	15,000.00	Section 402		
SE- 17- 03- 10- 11	Shawnee PD-00023	33,000.00	Section 402		
M5HVE- 17- 07- 02- 00	State Match	5,000.00	State of Oklahoma		
PT- 17- 07- 02- 00	State Match	88,750.00	State of Oklahoma		
SE- 17- 03- 11- 15	Tahlequah PD-00094	12,000.00	Section 402		
<b>402 Total</b>		<b>355,000.00</b>			
<b>405d Total</b>		<b>20,000.00</b>			
<b>State Funds Total</b>		<b>93,750.00</b>			
<b>Total All Funds</b>		<b>448,750.00</b>			

### Budget Summary: PTS

Project Number	Project Name	Budget	Budget Source	Indirect cost	Program Income
PT- 17- 03- 01- 02	Apache PD-00020	10,000.00	Section 402		
PT- 17- 03- 02- 01	Blanchard PD-00060	10,000.00	Section 402		
PT- 17- 03- 03- 01	Canadian County SO-00040	15,000.00	Section 402		
PT- 17- 03- 04- 06	Catoosa PD-00111	25,000.00	Section 402		
PT- 17- 02- 01- 01	DPS-IPTM Training-00089	33,585.00	Section 402		
PT- 17- 06- 01- 06	DPS-OHP Crash Teams-00030	57,100.00	Section 402		
PT- 17- 05- 02- 10	DPS-OHP IDLs-00029	843,263.00	Section 402	2,500.00	
PT- 17- 03- 05- 04	Drumright PD-00024	15,000.00	Section 402		
PT- 17- 03- 06- 14	Durant PD-00059	44,000.00	Section 402		
PT- 17- 03- 07- 01	Fairview PD-00068	5,000.00	Section 402		
PT- 17- 03- 08- 08	Grove PD-00074	17,000.00	Section 402		
PT- 17- 03- 09- 01	Guthrie PD -00004	12,000.00	Section 402		
PT- 17- 03- 10- 07	Kiowa PD-00064	10,000.00	Section 402		
PT- 17- 03- 99- 00	LE Challenge Awards	40,000.00	Section 402		
PT- 17- 03- 11- 06	Lincoln County SO-00091	46,000.00	Section 402		
PT- 17- 03- 12- 09	Madill PD-00065	23,558.00	Section 402		
PT- 17- 03- 13- 02	McCurtain County SO-00046	10,000.00	Section 402		
PT- 17- 03- 14- 02	McLoud PD-00007	11,100.00	Section 402		
PT- 17- 05- 01- 16	OACP-LE Challenge-00049	50,000.00	Section 402	4,550.00	
PT- 17- 03- 15- 10	Oklahoma County SO-00085	321,000.00	Section 402		
PT- 17- 06- 02- 13	OU Conference Pros	100,000.00	Section 402	12,203.69	
PT- 17- 04- 01- 00	PI&E	5,500.00	Section 402		
PT- 17- 03- 16- 10	Ponca City PD-00102	22,000.00	Section 402		
PT- 17- 03- 17- 07	Pottawatomie County SO-00019	45,500.00	Section 402		
PT- 17- 07- 01- 00	Program Area Management	198,396.97	Section 402		
PT- 17- 03- 18- 13	Purcell PD-00008	15,000.00	Section 402		
PT- 17- 03- 19- 16	Sapulpa PD-00084	48,384.00	Section 402		
PT- 17- 03- 20- 01	Skiatook PD-00010	15,000.00	Section 402		
MC- 17- 07- 02- 00	State Match	467,584.70	State of Oklahoma		
OP- 17- 07- 02- 00	State Match	16,919.45	State of Oklahoma		
PT- 17- 07- 02- 00	State Match	43,342.59	State of Oklahoma		
PT- 17- 03- 21- 07	Tecumseh PD-00108	18,000.00	Section 402		
PT- 17- 03- 22- 05	Tuttle PD-00083	5,000.00	Section 402		
PT- 17- 03- 23- 01	Yukon PD-00081	30,000.00	Section 402		
<b>402 Total</b>		<b>2,101,386.97</b>			
<b>State Funds Total</b>		<b>527,846.74</b>			
<b>Total All Funds</b>		<b>2,629,233.71</b>			

# RAILROAD CROSSINGS SAFETY

## Strategies

All identified strategies and projects are selected to support the Performance Plan outlined beginning on page 39.

### Education and Training

- Conduct Presenter Training in rail grade crossing safety education.
- Presenters to provide safety education to various groups throughout the state.
- Provide Grade Crossing Collision Investigation (GCCl) training to law enforcement.
- Use of paid and earned media radio public service announcements statewide.

### Enforcement

- Coordinate with local law enforcement agencies to conduct “Officer on the Train” events targeting RR crossing violations.

### Evidence Based Strategies Selection

See the list of Speed/Aggressive Driving strategies on page 53.

### Assessment of Overall Traffic Safety Impacts of Railroad Crossing Safety Strategies

As most MV/train crashes involve a fatality or serious injury, the proposed strategies for Railroad Crossing Safety will use evidence-based strategies, including both media and training, to improve public information and education efforts directed at decreasing the number of crashes at rail grade crossings. Oklahoma Operation Lifesaver will use public service announcements in communities identified as at-risk for crashes occurring at rail grade crossings. Presenters will be trained and utilized to give railroad crossing safety presentations to local communities statewide as requested. Training will also be conducted with law enforcement agencies to assist them in conducting rail grade crossing crash investigations. This strategies overall should have a positive impact in decreasing the number of MV/train crashes.

### Program Area Management

Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage this project.

## Countermeasure Programs

### Railroad Safety Education

**Project Title:** Operation Lifesaver Railroad Safety Program

**Agency:** Oklahoma Operation Lifesaver

**Project No:** RH-17-02-01-13      **Funding Source:** 402      **Amount:** \$48,000.00

**Primary Project Type:** Railroad Safety      **Total Budget:** \$48,000.00

**Description:** Oklahoma Operation Lifesaver (OKOL) will utilize 55 active volunteers to educate the public, law enforcement officers, emergency responders, bus drivers, truck drivers and an array of community groups about highway safety at railroad crossings. Efforts will include recruitment and training of additional volunteers. OKOL will contract with various media outlets providing information and awareness of the potential dangers of inappropriate or unsafe driver behavior at railroad crossings through Public Service Announcements produced by the Operation Lifesaver national organization. Trainers will receive additional refresher training at regional conferences and continued education via internet through the National Lifesaver website.

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**Budget Summary: Railroad Highway Crossings**

<b>Project Number</b>	<b>Project Name</b>	<b>Budget</b>	<b>Budget Source</b>	<b>Indirect cost</b>	<b>Program Income</b>
RH- 17- 02- 01- 13	Operation Lifesaver-00002	48,000.00	Section 402		
PT- 17- 07- 02- 00	State Match	12,000.00	State of Oklahoma		
<b>402 Total</b>		<b>48,000.00</b>			
<b>State Funds Total</b>		<b>12,000.00</b>			
<b>Total All Funds</b>		<b>60,000.00</b>			

# TRAFFIC RECORDS

## Strategies

All identified strategies and projects are selected to support the Performance Plan outlined beginning on page 39.

The Oklahoma Traffic Records Council’s five-year Strategic Plan for improving traffic records includes a number of strategies (the complete plan and timelines are included in the attached document “Oklahoma Traffic Records Council July 2015-June 2020 Strategic Plan”), including:

- Creation and implementation of a long-term plan for distribution of a statewide electronic crash reporting system (currently a dual system involving the PARIS and CRS systems, collectively referred to as *Paris.web*)
- Providing guidance in the integration of agency-specific third party systems with the Department of Public Safety crash reporting data systems.
- Review and provide input to the Commissioner of Public Safety on needed revisions to the Official Collision Reporting Form.
- Assisting in the dissemination of information on technology and systems through meetings and forums and TRCC meetings.
- Providing guidance for and promotion of the creation and development of a statewide impaired driving database as required by state law effective November 1, 2016.

### **Assessment of Overall Traffic Safety Impacts of Traffic Records Strategies**

The traffic records strategies identified here impact every law enforcement agency in Oklahoma as well as the public need for timely and accurate access to traffic records. The project identified in this section, as well as those projects which have yet to be identified, address those needs by developing and improving access to traffic records through improvement of the systems and processes by which data is collected and submitted. Traffic safety will also benefit with the ability to better identify those high crash times and locations where traffic enforcement can be best deployed by law enforcement agencies. These efforts should impact the timeliness, quality and accuracy of traffic records statewide.

### **Program Area Management**

Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage the various traffic records projects.

## Countermeasure Programs

### *Data Improvement*

<b>Project Title:</b>	Statewide Impaired Driver Database		
<b>Agency:</b>	Department of Public Safety		
<b>Project No:</b>	M3DA-17-06-03-00	<b>Funding Source:</b>	405(c) <b>Amount:</b> \$200,000.00
<b>Primary Project Type:</b>	Traffic Records	<b>Total Budget:</b>	\$200,000.00

**Description:** This funding is designated for use in the development of a statewide impaired driver database. This database was mandated by legislation passed during the FY16 session and effective on November 1, 2016. No such system currently exists. The state recognizes the need for a database to be able to follow an impaired driving charge from arrest through final disposition. This system would be utilized by all parties in the criminal justice system, including prevention and treatment, as allowed by law, to better recognize and deter impaired driving repeat offenders.

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**Project Title:** DPS E-Data Support

**Agency:** Department of Public Safety

**Project No:** M3DA-17-05-02-10      **Funding Source:** 405(c)      **Amount:** \$121,366.18

**Primary Project Type:** Traffic Records      **Total Budget:** \$121,366.18

**Description:** This grant, through a sub-grant with the Office of Management and Enterprise Services (OMES), will fund two OMES employees to assist OHP personnel with technical support, purchasing, inventory, installation, maintenance and reporting for any agency using the PARIS electronic crash reporting system.

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**Project Title:** OHP Enforcement Planner

**Agency:** Department of Public Safety

**Project No:** M3DA-17-05-01-04      **Funding Source:** 405(c)      **Amount:** \$86,700.00

**Project No:** TR-17-05-01-04      **Funding Source:** 402      **Amount:** \$2,500.00

**Primary Project Type:** Traffic Records      **Total Budget:** \$89,200.00

**Description:** The DPS Futures, Capabilities and Plans Division will employ a full-time Enforcement Systems Planner. This position will work toward improving the current DPS crash reporting systems to better utilize electronic data submitted, such as that from PARIS and SAFE-T, and improve the accuracy of the data and timeliness to be able to generate multi-layer reports for use by law enforcement agencies to improve the effectiveness of traffic safety efforts. The position will work with both the OHP and local governmental agencies, utilizing both internal and external data systems, to support the creation of a statewide enforcement plan and traffic safety corridors, assist in integration of crash and criminal data systems (DDACTS), evaluate the effectiveness of the systems and be the lead in the creation of a wide variety of traffic records reports. This position will also be actively involved with the development and implementation of a statewide impaired driving database system. Funds are also provided for out-of-state travel for training purposes in advanced use of the ESRI system (TR-17-05-01-04).

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**Project Title:** Fatality Analysis Reporting System (FARS)

**Agency:** OHSO

**Project No:** DTNH22-12-H-00134      **Funding Source:** Cooperative Agreement      **Amount:** \$70,000.00

**Primary Project Type:** Traffic Records      **Total Budget:** \$70,000.00

**Description:** The Fatality Analysis Reporting System (FARS) provides a complete census of all fatal traffic crashes and contains relevant statistics drawn from information provided by individual FARS analysts in each State. Beginning January 1, 2006, with the implementation of Fast FARS, analysts forward preliminary data to the national database from fatal crashes within hours of notification by law enforcement agencies statewide. The National Highway Traffic Safety Administration (NHTSA) publishes compilations of States' data in its annual Traffic Safety Facts book.

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**Project Title:** PARIS Software Development

**Agency:** University of Oklahoma Board of Regents

**Project No:** M3DA-17-06-02-11      **Funding Source:** 405(c)      **Amount:** \$400,000.00

**Primary Project Type:** Traffic Records      **Total Budget:** \$400,000.00

**Description:** The University of Oklahoma School of Computer and Electrical Engineering will provide maintenance and ongoing support for the Police Automated Records Import System (PARIS) and web-based Collision Reporting System (CRS); install and maintain the PARIS and CRS systems for identified new users; create, update and provide support for any forms, documents or other types of electronic data submission related to these systems as requested. These efforts will facilitate a much-improved mechanism to collect traffic collision records from state law enforcement agencies and import them to DPS, as well as greatly expand the consolidation of various other records and reports related to traffic citations, arrest reports, vehicle reports, etc.

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**Project Title:** SAFE-T Project

**Agency:** University of Oklahoma Board of Regents

**Project No:** M3DA-17-06-01-14      **Funding Source:** 405(c)      **Amount:** \$88,877.00

**Primary Project Type:** Traffic Records      **Total Budget:** \$88,877.00

**Description:** The University of Oklahoma School of Computer Science will continue with maintenance and enhancement of the SAFE-T system. Activities will include the improvement and refinement of geocoded city street locations for the cities of Lawton, Enid, Stillwater, Muskogee and Bartlesville; the editing and correction of current SAFE-T system query and reporting features as requested; the enhancement of the Sliding Scale analysis feature to search by roadway types and city streets; the selection of representative users (e.g., municipal planners) and interaction with them to implement enhancements that make the system more useful for planning and assessing municipal highway improvement projects; and the addition of new fields to the data exports and the development of the capability to save and load user criteria to enhance the user-friendliness of the system.

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**Project Title:** Traffic Records Council Data Projects

**Agency:** TBD

**Project No:** M3DA-17-07-01-00      **Funding Source:** 405(c)      **Amount:** \$702,768.19

**Primary Project Type:** Traffic Records      **Total Budget:** \$705,268.19

**Description:** The Oklahoma Traffic Records Council will consider various proposals to promote the goals of the States' Traffic Records Strategic Plan in the coming year. These will be considered during the next scheduled review of the Strategic Plan. Further description and specific funding proposals relative to the HSP will be submitted to the TRCC at the appropriate time and submitted to NHTSA for review and approval.

### Program Area Management

**Project No:** TR-17-07-01-00      **Funding Source:** 402      **Amount:** \$133,213.90

**Primary Project Type:** Traffic Records      **Total Budget:** \$133,213.90

**Description:** Program Area Management includes funds used for the costs of supporting projects and programs related to Traffic Records, including Program Manager salaries, benefits, operating costs, travel, etc.

### Budget Summary: Traffic Records

Project Number	Project Name	Budget	Budget Source	Indirect cost	Program Income
M3DA- 17- 07- 01- 00	Data Projects/PARIS - TBD by TR Council	702,768.19	Section 405c		
TR- 17- 05- 01- 04	DPS-Enforcement Planner-00031	2,500.00			
M3DA- 17- 05- 01- 04	DPS-Enforcement Planner-00031	86,700.00	Section 405c	2,500.00	
M3DA- 17- 05- 02- 10	DPS-PARIS Support-00032	121,366.18	Section 405c		
DTNH22- 12-H-00134	FARS	70,000.00	Cooperative Agreement		
M3DA- 17- 06- 03- 00	Impaired Driving Database	200,000.00	Section 405c		
M3DA- 17- 06- 02- 11	OU-PARIS/CRS-00105	400,000.00	Section 405c	84,841.00	
M3DA- 17- 06- 01- 14	OU-Safe T-00104	88,877.00	Section 405c	19,664.00	
TR- 17- 07- 01- 00	Program Area Management	133,213.90	Section 402		
M3DA- 17- 07- 02- 00	State Match	399,927.84	State of Oklahoma		
PT- 17- 07- 02- 00	State Match	33,928.48	State of Oklahoma		
<b>402 Total</b>		<b>135,713.90</b>			
<b>405c Total</b>		<b>1,599,711.37</b>			
<b>NHTSA Cooperative Agreement</b>		<b>70,000.00</b>			
<b>State Funds Total</b>		<b>433,856.32</b>			
<b>Total All Funds</b>		<b>2,239,281.59</b>			



## **PAID MEDIA**

### **Strategies**

*All identified strategies and projects are selected to support the Performance Plan outlined beginning on page 39.* Because of the age, interests and information-gathering methods of the OHSO's target audience, we are seeking to employ the means of communication that are relevant, engaging and time-sensitive. Communications and outreach strategies are essential components to traffic safety awareness. A multi-faceted approach to media will enable us to promote expedient messages related to drug/alcohol impairment, occupant protection, child passenger safety, seat belt usage, distracted driving, motorcycle safety and other project/interest areas. To this purpose, we utilize the services of a professional media consulting and advertising agency. A summary Statement of Work is contained in the Paid Media section below.

The OHSO also maintains an agency social media channels including, Facebook, Twitter, Instagram, and YouTube. The goal of social media outreach is to support the OHSO's vision and mission by promoting highway safety messages and promoting positive social norming messages that will reach a large audience within our targeted demographic All OHSO produced media assets are available on our website and social channels.

The OHSO actively promotes the "Click It or Ticket" and "Drive Sober or Get Pulled Over" national mobilizations with earned media and support from our Safe Communities groups. Our paid media contractor promotes the mobilizations using the national messaging taglines, unless otherwise directed by the OHSO . The contractor is required to evaluate the success of the media campaigns based on reaching the target audience and engagement with the message.

#### ***OHSO Media/Communications Plan***

Each year the OHSO prepares a media and communications plan. The goal of the media/communications plan is to develop and produce a marketing strategy that supports the OHSO's vision and mission through the appropriate use of print, broadcast, online, electronic and other types of messaging. Media efforts will support the objectives and strategies of each program area.

#### ***Assessment of Overall Traffic Safety Impacts of Paid Media Strategies***

Utilizing a paid media consultant, evidence-based strategies will be employed to reach audiences statewide with traffic safety messages addressing a number of traffic safety initiatives, including impaired driving (Oklahoma ENDUI program as well as national mobilizations), occupant protection (Click It or Ticket), motorcycle safety, child passenger safety, bicycle/pedestrian safety and distracted driving. Identified markets include sports venues, local audience targeted programming and support of national mobilization efforts. The program will be designed to reach all seventy-seven counties as set forth in the OHSO Communications Plan, targeting the appropriate audience with an effective message. Using evidence-based strategies and the expertise of the paid media consultant, the impact should aid in decreasing the number and severity of traffic crashes overall.

#### **Program Area Management**

Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage the various paid media projects.

## Countermeasure Programs

### *Paid Media*

**Project Title:** Paid Media Education and Awareness

**Agency:** Jordan Advertising

<b>Project No:</b>	PM-17-02-01-01	<b>Funding Source:</b>	402	<b>Amount:</b>	\$53,000.00
<b>Project No:</b>	PM-17-02-02-03	<b>Funding Source:</b>	402	<b>Amount:</b>	\$7,000.00
<b>Project No:</b>	M2PE-17-02-01-01	<b>Funding Source:</b>	405(b)	<b>Amount:</b>	\$356,000.00
<b>Project No:</b>	M2PE-17-02-02-03	<b>Funding Source:</b>	405(b)	<b>Amount:</b>	\$30,000.00
<b>Project No:</b>	M5PEM-17-02-01-01	<b>Funding Source:</b>	405(d)(1)	<b>Amount:</b>	\$808,000.00
<b>Project No:</b>	M5PEM-17-02-02-03	<b>Funding Source:</b>	405(d)(1)	<b>Amount:</b>	\$165,000.00
<b>Project No:</b>	M9MA-17-02-01-01	<b>Funding Source:</b>	405(f)	<b>Amount:</b>	\$68,265.00
<b>Project No:</b>	STCPS-17-02-01-01	<b>Funding Source:</b>	State funds	<b>Amount:</b>	\$65,000.00
<b>Project No:</b>	STCPS-17-02-01-01	<b>Funding Source:</b>	State funds	<b>Amount:</b>	\$65,000.00
<b>Project No:</b>	STCPS-17-02-02-03	<b>Funding Source:</b>	State funds	<b>Amount:</b>	\$15,000.00
<b>Project No:</b>	STMC-17-02-01-01	<b>Funding Source:</b>	State funds	<b>Amount:</b>	\$62,000.00

**Primary Project Type:** Paid Media

**Total Budget:** \$1,609,265.00

**Description:** This project will develop and produce a marketing communications strategy to address impaired driving, occupant protection and motorcycle safety issues in Oklahoma. Secondary messages may include other areas of concern such as distracted driving, child passenger safety, and bicycle/pedestrian safety. Through an advertising agency, appropriate media projects such as radio, television, online and digital advertising will be produced. A portion of the project funds will be used to buy air time and leverage additional make-good airtime.

The contractor may be called upon in developing and creating a marketing campaign focused on the promotion of increased enforcement, reduction of fatalities and injuries, and implementation of the campaign, once creative concepts/designs have been approved by the OHSO. The contractor will be responsible for conducting a statewide survey in order to evaluate the public's awareness and attitudes regarding impaired driving, occupant protection, distracted driving and speeding. The results will be reviewed, along with other OHSO data, in order to assist with the development of future countermeasures. The contractor will also assist with the production of new media assets which OHSO will acquire full distribution rights.

The contractor will be required to evaluate the success of each media campaign based on reaching the target markets and audiences, reaching the target reach percentage, the frequency of the airings and the gross rating percentage of all radio and television spots. Social and digital advertising will be measured by impressions, target reach, time spent reading and the frequency of engagement with the message.

The OHSO will also work with a contractor to produce printed materials and other educational items related to highway safety messages. Printed materials are distributed free of charge to agencies, businesses and individuals within the state of Oklahoma as well as distributed by OHSO personnel at special events and/or outreach efforts. Requests for educational materials are placed primarily via the OHSO website.

State funding provided will be expended in compliance with Oklahoma State law.

**Project Title:** Paid Media Sports Marketing

**Agency:** OHSO – See Paid Media Budget Summary

**Project No:** PM-17-02-03-00      **Funding Source:** 402      **Amount:** \$10,000.00

**Project No:** M5PEM-17-02-03-00      **Funding Source:** 405(d)      **Amount:** \$435,853.10

**Primary Project Type:** Paid Media      **Total Budget:** \$445,853.10

**Description:** This project consists of multiple components to develop a series of year-round integrated marketing communications activities that build upon, leverage and maximize the impact of the major enforcement and paid advertising campaigns. The activities in this project will communicate traffic safety messages to the public through sports venues, and will proactively encourage behavioral change that will save Oklahoma lives. Through event marketing, television, radio, venue signage, printed materials, digital/social media, this project is designed to communicate our traffic safety messages as efficiently as possible.

A variety of sports marketing venues and print media vendors have been selected based on the maximum impact on appropriate target audiences (determined by statewide data). Primary messaging will be directed at impaired driving and occupant protection with possible secondary messages related to motorcycle safety. Sports marketing through appropriate vendors will reach sports fans of the University of Oklahoma, Oklahoma State University, and the OKC Dodgers baseball club in FY2017.

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### Budget Summary: Paid Media

Project Number	Project Name	Budget	Budget Source	Indirect cost	Program Income
PM- 17- 02- 01- 01	Media Campaign	53,000.00	Section 402		
M2PE- 17- 02- 01- 01	Media Campaign	356,000.00	Section 405b		
M5PEM- 17- 02- 01- 01	Media Campaign	808,000.00	Section 405d		
M9MA- 17- 02- 01- 01	Media Campaign	68,265.00	Section 405f		
PM- 17- 02- 02- 03	OK Publishing Co	7,000.00	Section 405d		
M2PE- 17- 02- 02- 03	OK Publishing Co	30,000.00	Section 405b		
M5PEM- 17- 02- 02- 03	OK Publishing Co	165,000.00	Section 405d		
PM- 17- 02- 03- 00	Sports Marketing	10,000.00	State of Oklahoma		
M5PEM- 17- 02- 03- 00	Sports Marketing	435,853.10	Section 405d		
M2HVE- 17- 07- 02- 00	State Match	96,500.00	State of Oklahoma		
M5HVE- 17- 07- 02- 00	State Match	352,213.28	State of Oklahoma		
M9MT- 17- 07- 02- 00	State Match	17,066.25	State of Oklahoma		
PT- 17- 07- 02- 00	State Match	17,500.00	State of Oklahoma		
<b>402 Total</b>		<b>70,000.00</b>			
<b>405B Total</b>		<b>386,000.00</b>			
<b>405D Total</b>		<b>1,408,853.10</b>			
<b>405f Total</b>		<b>68,265.00</b>			
<b>State Funds Total</b>		<b>483,279.53</b>			
<b>Total All Funds</b>		<b>2,416,397.63</b>			

*\*The State Match total shown in the Paid Media Budget Summary does not reflect the total of State CPS funds provided. The difference will be used toward 402 match requirements in other sections.*



## Equipment Requested

### OK FY2017 HSP Equipment List

Item	Agency	Project No.	Description	Fund	Pg	Amount	Qty	Total
1	DPS/OHP	PT-17-06-01-06	Software	402	44	\$ 15,000.00	1	\$ 15,000.00
<b>TOTAL</b>								<b>\$ 15,000.00</b>

### JUSTIFICATIONS

*The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j))*

**Item 1:** In CY 2015 Oklahoma law enforcement officers investigated 283 collisions where an impaired driver caused a severe injury known under Oklahoma law as Great Bodily Injury or a death occurred. The Oklahoma legislature allows for crimes where a great bodily injury has occurred resulting from a vehicle crash to be prosecuted as a felony crime. Oklahoma since statehood has allowed impaired drivers who take another person life to be prosecuted under the Manslaughter and Murder statutes. Recent case law from the Oklahoma Court of Criminal Appeals allows Oklahoma’s District Attorney’s to prosecute any death impaired driving related or not as a minimum 1<sup>st</sup> degree manslaughter where the person, if convicted can face no less than four years in prison and the maximum of life.

When a person already convicted of a prior DUI kills another person in Oklahoma the law allows for that person to be prosecuted under the 2<sup>nd</sup> degree Murder charge where they face no less than 10 years and no more than life. When any person kills another in a police pursuit our statutes allow that person to be charged with 1<sup>st</sup> degree Murder and can face Life without parole. Oklahoma’s Traffic Safety Resource Prosecutor (TSRP) and the OHP Crash Teams regularly confer on cases involving great bodily injury and death that are being prosecuted by the various 27 district attorney offices.

The American Bar Association (ABA) recently reported that 65 million Americans watch the show CSI each week, with several other million Americans watching other CSI related television programs. In addition the ABA reports that with the American population becoming more reliant on technology and science the prosecutors in the United States are combatting what is known as the “CSI effect “during jury trials.

The OHP Crash Teams thru a grant provided by OHSO has several high tech devices that are used at fatal and great bodily injury crash scenes whether investigated by the OHP or when requested to assist one of Oklahoma’s 400 municipal police agencies with their serious injury/ fatal traffic crashes. This equipment allows for scenes to be forensically mapped for crash reconstruction purposes but also image the variety of electronic data that is stored in event data recorders.

When an Oklahoma collision meets the threshold of a felony criminal prosecution that is conducted by one of Oklahoma’s 27 DA districts. The OHP in all of these 27 districts has a Traffic Homicide Investigator who works with the prosecutors to investigate , prepare the criminal case file and assist the assigned prosecutor in being able to clearly communicate the facts of the case and how the vehicles drove before, during and after the impact.

Because the high expectations of jurors who are mixed between younger and older Oklahomans the need to have highly technical demonstrative aids to assist with these felony vehicle prosecutions is growing rapidly. No statewide law enforcement agencies currently possess the ability to create high tech animations and simulations of crash scenes for these prosecutors. The majority of these felony vehicle crashes occur within areas of Oklahoma where the OHP has primary jurisdiction but in smaller rural counties (74 of the 77 counties) the OHP regularly is called in by either the local law enforcement or

prosecutor to assist in the investigation and prosecution. The OHP needs software to take the highly technical information already gathered by the grant funded equipment and create the animations and simulations consistently in all the prosecution districts when a person is charged with causing a serious injury or death resulting from a vehicle crash.

Detailed Summary of the software:

The OHP thru conference venues have seen demonstrations of software packages that take the data from event data recorders, scene investigations and forensic mapping compilations and produce high quality animations that re-create in high definition for jurors what occurred in a vehicle collision. These software packages also allow for simulations where the scene data obtained from marks left on the roadway can be compared to event data recorder data to authenticate both forms of evidence using the laws of motion. These software packages also allow for modeling of crushed vehicles to produce the amount of energy lost due to the deformation and graphically show the way occupants inside the vehicle reacted to the collision forces. This type of high tech validation and simulation is critically important to felony collision prosecutions when the occupant seating locations or ejections are critical. Software packages that offer this type of capability provide to the already demanding CSI jurist the type of high tech investigation that people of all ages demand when serious prosecutions occur that result from car crashes.

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## **Appendices**

**Appendix A to Part 1300 – Certifications and Assurance**

## **Attachments**

**Oklahoma Traffic Records Council Strategic Plan, revised 2015**

**Oklahoma Statewide Impaired Driving Plan, revised 2015**