CHAPTER 5: GETTING TO ZERO

> *...a safe systems approach also recognizes how **engineering, enforcement**, and **education decisions** are an outcome of planning, design, and policy guidelines in place when the decision are made.*

While infrastructure investments are vital to eliminating future severe and fatal injury crashes, a Safe Systems Approach also recognizes how engineering, enforcement, and education decisions are an outcome of planning, design, and policy guidelines in place when the decision are made. This Vision Zero Action Plan provides an opportunity to amplify elements that support a safer system and suggest new actions, policies, and procedures that are currently missing or could benefit from updates based on state of the practice.

PAST PLANS REVIEW

The plans, standards, and programs were rated based on the strength of reference to each pillar.

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

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

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

TABLE 29: VZAP POLICY REVIEW

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

THE FIVE PILLARS



PLAN REVIEW

The plan and policy review assesses the effectiveness of current initiatives using the Safe Systems Approach, highlighting areas of progress, and identifying opportunities for further advancements in achieving the City's vision of a safer, more connected urban environment. The review was completed with the Safe Systems pillars in mind. For each pillar, we asked:



How does the document acknowledge the importance of this pillar in achieving safety outcomes?



Can the plan element be strengthened to amplify the Safe Systems approach?



Should a plan element be modified because it blocks the Safe Systems approach?

A review of the findings was presented to the Vision Zero Advisory Board on August 6, 2024. The Board's input is incorporated in the action tables in the Recommendations section of this document.

POLICY RECOMMENDATIONS

This section outlines recommended actions that build on previous planning efforts to address current challenges, optimize performance, and align with best practices. Some recommendations reflect proposed changes to policies and standards related to sidewalk infrastructure and other active transportation investments to assure connected continuous facilities. Other recommendations explore code or program incentives that support the adoption of active transportation by making it more convenient for residents to bike or walk as part of their daily routines.

These recommendations will require a concerted effort that may include new partners, such as the Code Update team or the Municipal Counselor's office to review and adjust elements of the City code that impact traffic safety and transportation infrastructure. Together, these policy and regulatory updates will enhance the City's efforts to achieve Vision Zero by creating a safer and more supportive environment for all modes of active transportation.

To enhance the safety and accessibility of Oklahoma City's streets in alignment with Vision Zero, it is crucial to evaluate the impact of infrastructure projects on vulnerable populations and health outcomes over time. Adjustments to implementation should be made if evaluation efforts show that positive health and safety outcomes are not spread equitably across diverse community groups such as low-income residents, seniors, people of color, and individuals with disabilities.

The actions in the tables below amplify or recommend changes to actions documented in other Oklahoma City plans and draw from best practices within each pillar. An asterisk (*) before the action statement indicates a priority action. **In total there are 27 actions recommended across the five pillars.**



SAFER PEOPLE

In the Safe System approach, people who walk, bike, drive, ride transit, and travel by other modes are considered equal. Instead of prioritizing the flow of vehicles, the safety of all users is the primary consideration. That said, each road user has a responsibility to operate, to the best of their ability, within the boundaries set by system managers, and education and enforcement can help to modulate user behavior.

Examples of Safer People include:

- Crossing the street at a signalized intersection during the "walk" phase
- Riding a bicycle with the direction of traffic
- Knowing how a dark traffic signal requires you to treat it like a 4-way stop
- Not running for a transit vehicle
- Wearing proper protective equipment when riding a motorcycle
- Obeying pedestrian traffic laws

TABLE 30: ACTIONS FOR SAFER PEOPLE

Safer People Actions	Emphasis Area(s)	Timeframe	Implementation Partners	Funding
*Develop a process that would support the installation of more midblock crosswalks.	• Vulnerable Road Users	Medium (2–5 years)	• Planning • Public Works	GO Bond
*Work with community partners and schools to provide highest quality driver, youth, and older adult training focused on safety and crash prevention.	• Lane Departures • Impaired Driving • Occupant Protection • Unsafe Speed • Vulnerable Road Users • Intersections • Commercial Motor Vehicle Crashes and Work Zones • Motorcycle Crashes and All-Terrain Vehicles	Ongoing	• Planning • Police • Public Information & Marketing	Grant Acquisition
Work with the Code Update team and the Municipal Counselor's office to determine elements of the code that should be added, amended, or removed to improve safety.	• Lane Departures • Impaired Driving • Occupant Protection • Unsafe Speed • Vulnerable Road Users • Intersections • Commercial Motor Vehicle Crashes and Work Zones • Motorcycle Crashes and All-Terrain Vehicles	Short (<2 years)	• Planning • Public Works • Municipal Code Team • Municipal Counselor	Reallocation of Funds
Continue Bond and MAP investments in sidewalk and bicycle infrastructure.	• Vulnerable Road Users	Ongoing	• Planning • Public Works	GO Bond
Support the state in strengthening the rigor of driver's license testing.	• Occupant Protection • Commercial Motor Vehicle Crashes and Work Zones • Motorcycle Crashes and All-Terrain Vehicles	Ongoing	• Police, Planning • Public Works	Other
Increase police resources to allow for more officers to focus on traffic safety and to have a more visible police presence.	• Occupant Protection • Vulnerable Road Users	Medium (2–5 years)	• Police • Planning • Public Works	Reallocation of Funds

Midblock Crosswalks

When there are long distances between enhanced crosswalks, or transit stops are located across from each other without a safe crossing, people walking have to decide whether to cross mid-block or travel a long distance out of direction to cross the street. The extra time and distance can lead to people taking calculated risks to get across the street mid-block. By creating a process to request, evaluate, and install new mid-block crossings, the City can support safer road user behavior.

Working with Community Partners

Bikewalkokc identifies the need to strengthen partnerships with schools, youth organizations, and community groups to advance educational and encouragement programs that focus on bicycle and pedestrian safety. This is important in promoting awareness and fostering safer behaviors among road users. By educating students and community members about safe practices and providing motivation to adhere to them, these programs can significantly reduce the likelihood of collisions involving pedestrians and cyclists. Vision Zero will continue to engage and learn from residents, workers, and visitors as this plan is implemented. Public trust is essential to reach zero serious injuries and fatalities, and our actions will be planned with community input and equity impacts in mind.

Increasing Access to Information

Creating and maintaining an informative website that provides details on bike routes, active projects, and safety resources will further enhance public awareness and support safe practices. This digital resource empowers road users with the knowledge they need to navigate the streets safely to ensure that all individuals can travel without harm. Additional promotion of these materials would assure this resource was accessible to more people.



SAFER ROADS

Safe roads are designed and operated to prevent crashes and to keep impacts on the human body at tolerable levels when crashes do occur. Crashes can be prevented by separating people traveling at different speeds and in opposing directions through either space or time.

Examples of Spatial Separation include:

- Sidewalks
- Bike Lanes
- Turn Pockets

Examples of Time Separation include:

- Separate phasing for protected turns
- Pedestrian head start phases (leading pedestrian intervals)

TABLE 31: ACTIONS FOR SAFER ROADS

Safer Road Actions	Emphasis Area(s)	Timeframe	Implementation Partners	Funding
*Update intersection design and operations guidelines to: eliminate conflicting simultaneous movements of people walking and drivers turning at high injury intersections; consider lane reconfigurations instead of additional turn lanes at new traffic signal locations; standardize a context sensitive approach to implementing leading pedestrian intervals, all red phase extensions, and pedestrian recall at existing signals; adopt an uncontrolled marked crosswalk decision-making process.	• Vulnerable Road Users • Intersections	Medium (2–5 years)	• Planning • Public Works	GO Bond
*Establish a neighborhood street program and proactive traffic calming program that focuses on improving the safety of local streets for all users by reducing speed and cut through volumes.	• Lane Departures • Impaired Driving • Occupant Protection • Unsafe Speed • Vulnerable Road Users • Intersections • Commercial Motor Vehicle Crashes and Work Zones • Motorcycle Crashes and All-Terrain Vehicles	Medium (2–5 years)	• Planning • Police • Public Works • Public Information & Marketing	Grant Acquisition
Support the statewide adoption of red light and speed enforcement cameras, coupled with information about the safety benefits.	• Unsafe Speed	Short (<2 years)	• Planning • Public Works • Police	Grant Acquisition

TABLE 31: ACTIONS FOR SAFER ROADS (CONTINUED)

Safer Road Actions	Emphasis Area(s)	Timeframe	Implementation Partners	Funding
Update the City's Public Works standards and City ordinances, as needed, to incorporate insights from piloted projects and emerging best practices that support multimodal roads, prevent red light running, excessive speed, and rear end collisions.	• Vulnerable Road Users	Medium (2–5 years)	• Planning • Public Works • Municipal Counselor • Municipal Code Team	Reallocation of Funds
Revise subdivision regulations to: include access management tactics for safety; connectivity standards and guidelines that require greater street connectivity; allowances for pedestrian and bicycle connections when street connectivity cannot be made; set aside right-of-way for bicycle and trail facilities; revise the fee-in-lieu-of system for sidewalk variances granted by the Board of Adjustment.	• Vulnerable Road Users	Medium (2–5 years)	• Planning • Public Works • Development Services • Municipal Counselor • Municipal Code Team	Development Charges/Fees
Develop crosswalk guidelines to aid in selecting locations and treatments for mid-block and uncontrolled crosswalks.	• Vulnerable Road Users	Short (<2 years)	• Planning • Public Works	Existing Funds

Revising Subdivision Regulations

To ensure safe roads, a comprehensive approach to infrastructure development and maintenance is essential. This includes the scoping and budgeting of bike and pedestrian facilities into new and existing developments. Ordinances should mandate that new and redevelopment projects allocate right-of-way for bicycle and trail facilities in alignment with the *bikewalkokc* plan. Furthermore the subdivision regulations will be revised to include access management strategies that reduce the rear end and broadside risks associated with driveway access onto and across roadways. Development standards should mandate ADA upgrades for pedestrian and trail facilities, concrete transit stop pads along transit routes, and accommodations on bridges, underpasses, and interchanges. Additionally, exploring the feasibility of the City assuming responsibility for sidewalk maintenance would ensure consistent and comprehensive care of pedestrian infrastructure.

Supporting Mode Shift

Bikewalkokc addresses infrastructure gaps and improved accessibility as a key safety theme. Design standards for bus stops and transit stations should ensure safe, comfortable, and attractive waiting areas that connect seamlessly to sidewalks and bicycle routes. Traffic signals along bicycle facilities need to be upgraded to automatically detect cyclists, while construction zones must include same-side pedestrian facilities and alternative bike routes to maintain access. The implementation of effective street design and connectivity strategies is vital. A street typology concept should be adopted to design streets that cater to all users, including separating local traffic from major arterials and creating multi-modal corridors. The development of a destination-based priority bike network and removal of barriers to continuity in the bike network are crucial for enhancing connectivity. Furthermore, coordinating the design of new trails with multimodal streets and green infrastructure will integrate transportation modes and improve overall safety. A major pedestrian system plan should be developed, alongside clear funding and responsibilities for sidewalk maintenance, to support these objectives effectively.



SAFER SPEEDS

There is a direct connection between safe speeds and our ability to survive a crash. Slower speeds reduce crash impact forces, provide additional time for drivers to stop, and improve the ability to see what's around us. We must be creative and equitable in slowing our streets down through strategies including speed limit designations, roadway design practices, education, advocacy at the state level, and by aligning enforcement strategies and the justice system to focus on behaviors most likely to result in serious injury or death.

TABLE 32: ACTIONS FOR SAFER SPEEDS

Safer Speed Actions	Emphasis Area(s)	Timeframe	Implementation Partners	Funding
*Make amendments to the Alternative Speed Abatement Program including: sliding scale financial contribution; removing option for applicant to request a specific solution; and adding traffic calming tools such as chicanes, speed cameras, diverters, radar speed feedback signs, roadway lighting, and pedestrian crossing islands.	• Unsafe Speed • Vulnerable Road Users	Short (<2 years)	• Planning • Public Works	Reallocation of Funds
Separate modes, using solid barriers where speed differentials are high.	• Occupant Protection • Unsafe Speed • Vulnerable Road Users	Long (>5 years)	• Planning • Public Works	GO Bond
Conduct an access management plan and adopt access management standards that prevent crashes such as driveway consolidation, driveway closures near intersections, and medians.	• Occupant Protection • Vulnerable Road Users • Intersections	Long (>5 years)	• Planning • Public Works	GO Bond
Adopt alternative speed limit setting strategies to reduce reliance on 85th percentile.	• Unsafe Speed • Vulnerable Road Users	Short (<2 years)	• Planning • Public Works	Existing Funds
Establish a zero tolerance for speed enforcement.	• Unsafe Speed • Vulnerable Road Users	Short (<2 years)	• Planning • Police	Existing Funds
*Establish an Arterial Traffic Calming Program.	• Unsafe Speed • Intersections • Vulnerable Road Users • Commercial Motor Vehicle Crashes and Work Zones • Motorcycle Crashes and All-Terrain Vehicles	Short (<2 years)	• Planning • Public Works	Reallocation of Funds
Implement a Street Tree Ordinance to contribute to Traffic Calming and the City's existing beautification efforts.	• Unsafe Speed • Intersections • Vulnerable Road Users	Medium (2–5 years)	• Planning • Public Works • Parks & Recreation	Reallocation of Funds

Building on Past Planning Efforts

By setting level of service goals specifically for pedestrian and bicycle facilities, *bikewalkokc* led the way to establishing performance metrics that ensure facilities are safe, effective, and conducive to maintaining appropriate travel speeds. This approach helps to balance the needs of all road users and prevents the unintended consequence of increased vehicle speeds that could endanger pedestrians and cyclists. Future projects aimed at enhancing vehicular traffic flow will be carefully evaluated to avoid creating conditions that could negatively affect pedestrian and cyclist safety.

PlanOKC directly supports the safe speeds objective by addressing factors that influence vehicle speeds and safety outcomes during rehabilitation and maintenance of streets. By incorporating traffic calming strategies, drivers will adhere to safe speeds. These measures include the design of roadways, implementation of view corridors, appropriate lighting, and clear communication of speed limits and safety features. Design measures that support safe speeds with slower target speeds, and corridor enhancements that increase visibility such as lighting and appropriate view corridors, significantly influence driver behavior, promoting slower, more controlled speeds and enhancing overall safety.

Equitable Solutions

Amendments to the Alternative Speed Abatement Program and an arterial traffic calming program will lead with a data driven approach to obtain slower speeds for all city residents, not only those with sufficient information, power, and financial resources. In addition, we will move forward legislative action to support the legalization of speed enforcement cameras, with income-qualifying lower fines for people living with low incomes.



SAFER VEHICLES

The safer vehicles pillar can feel daunting to make recommendations in, because vehicle manufacturing regulations are made at the federal level. However, local actions are important too. They range from adjusting municipal policies around fleet procurement, to encouraging the use of additional safety features on bicycles and cars, to developing information campaigns to increase understanding of the risks of driving large vehicles.

Safety measures built into vehicles can protect people both inside and outside of a vehicle. They can prevent crashes from happening and reduce the impact of a crash on occupants. Active safety measures to prevent crashes include autonomous emergency braking and lane change alerts. Seatbelts and airbags are more passive measures that support occupants when crashes do happen. While vehicle manufacturers are a key stakeholder in vehicle safety, individuals and organizations can also prioritize purchase and use of vehicles that offer safety features.

TABLE 33: ACTIONS FOR SAFER VEHICLES

Actions to Support Safer Vehicles	Emphasis Area(s)	Timeframe	Implementation Partners	Funding
*Support National Highway and Transportation Administration proposed rules that advance Federal Motor Vehicle Safety Standards related to occupant and all-party survival in crashes including blind spot and back-up cameras, lane departure, driver visibility, speed limiters, pedestrian head survival and other emerging technology.	• Lane Departures	Short (<2 years)	• Planning • Municipal Counselor • Municipal Code Team	Existing Funds
Enforce blinker usage for lane changes and turns.	• Lane Departures	Short (<2 years)	• Police	Reallocation of Funds
Develop freight permit processes that require minimum safety requirements on commercial vehicles.	• Commercial Motor Vehicle Crashes and Work Zones	Short (<2 years)	• Planning • Public Works • Municipal Counselor	Reallocation of Funds
*Develop procurement strategies that specify minimum safety requirements on municipal fleet vehicles and include multimodal alternatives in the fleet.	• Commercial Motor Vehicle Crashes and Work Zones	Short (<2 years)	• Planning • Public Works	Grant Acquisition
Encourage recumbent bicycles to be fitted with a flag or other visual element to account for the low-profile nature of the vehicle. Enhances the visibility and safety of low-profile bicycles.	• Vulnerable Road Users	Ongoing	• Planning • Public Information & Marketing	Existing Funds
Expand Pilot Program for Advanced Warning of Emergency Vehicles.	• Lane Departures • Occupant Protection	Short (<2 years)	• Planning • Public Works • Fire • EMSA	Grant Acquisition

Fleet Management and Use

The City can undertake a pilot project to use pedestrian safety panels, also called sideguards, on garbage trucks or other oversize vehicles in its fleet and require them for the issuance of oversize freight permits. Furthermore the city can transition to a safer fleet by changing its own procurement policies to specify the latest active and passive safety measures, require small trucks or bicycles be considered, and monitor driving using intelligent speed assistance to help drivers comply with the speed limit or otherwise context appropriate speeds.

Setting a Legislative Agenda

Because vehicle design is regulated at the federal level and can be driven by market demands, national advocacy and consumer education are important strategies to advance rules that make vehicle occupants and parties outside of the car safer.



POST-CRASH CARE

When crashes do happen, parties involved rely on first responders to quickly locate them, stabilize their injury, and transport them to medical facilities. Other actions at the scene are needed to secure safety for others and to prevent additional crashes. A quick response and investigation by police and road managers is essential to document the factors in the crash, which creates a better understanding of the holistic safety landscape at the scene and can inform the response by justice, design, program, and policy experts. Through our actions we will support people affected by crashes, provide the highest quality medical care to those involved, and learn rapidly from crashes that do happen to prevent future incidents.

TABLE 34: ACTIONS FOR POST-CRASH CARE

Actions to Support Post-Crash Care	Emphasis Area(s)	Timeframe	Implementation Partners	Funding
Conduct advanced analyses on all reports of fatal and serious injury collisions.	• Vulnerable Road Users • Commercial Motor Vehicle Crashes and Work Zones • Motorcycle Crashes and All-Terrain Vehicles	Ongoing	• Planning	Existing Funds
Analyze safety data regularly to identify priority locations, contributing factors, and focus areas to inform safe system strategies.	• Vulnerable Road Users • Commercial Motor Vehicle Crashes and Work Zones • Motorcycle Crashes and All-Terrain Vehicles	Ongoing	• Planning • Police	Reallocation of Funds
Develop a citation and charges data exchange between the City and Courts.	• Vulnerable Road Users • Commercial Motor Vehicle Crashes and Work Zones • Motorcycle Crashes and All-Terrain Vehicles	Medium (2–5 years)	• Planning • Police	Reallocation of Funds
Study time from crash to trauma center and implement methods to shorten time from collision to hospital care (examples include issuing lifesaving equipment to all first responders and deploying a mobile EMT force in small vehicles).	• Vulnerable Road Users • Commercial Motor Vehicle Crashes and Work Zones • Motorcycle Crashes and All-Terrain Vehicles	Ongoing	• Planning	Reallocation of Funds
*Establish a multi-disciplinary Crash Response Team to investigate fatal and suspected severe injury collision sites and recommend short term or pilot safety interventions.	• Vulnerable Road Users • Commercial Motor Vehicle Crashes and Work Zones • Motorcycle Crashes and All-Terrain Vehicles	Medium (2–5 years)	• Planning • Police • Public Works	Reallocation of Funds
Expand and update the use of emergency vehicle preemption technology.	• Lane Departures • Occupant Protection	Medium (2–5 years)	• Planning • Public Works • Fire • EMSA	Existing Funds
Continue Oklahoma City Police Department partnership with OHSO to improve road user behavior and advance educational safety campaigns.	• Vulnerable Road Users	Ongoing	• Police	Existing Funds

Crash Response Team

Emergency response personnel are capably trained to complete crash report forms, for the general purpose of assigning blame. But there is so much more to be learned from crashes. A multi-disciplinary crash response team can utilize a standard practice of collecting information at the scene of fatal and serious injury crash locations, examining the information, and identifying common crash factors, to gain insights that can be used to improve traffic safety.

IMPLEMENTATION PROGRAM

Safety is the primary consideration in road design, construction, maintenance, operations, and enforcement in Oklahoma City. Despite this, there may also be obstacles and barriers that hinder implementation of a Safe Systems Approach, which require attention to existing policy. These barriers can take various forms including policy, financial, cultural, organizational and infrastructural ones. The actions recommended in this plan will be supported by elevating the importance of safety in all decision-making. The following implementation policies guide us:

- A data driven approach will be used to develop suitable safety concepts for maintenance, capital, and educational projects.
- Safety countermeasures will be scoped and budgeted in all projects.
- Our communications will normalize the conversation about safety and capacity tradeoffs, increase awareness of the relationship between geometric design and speed, and to improve comprehension of the impact of proven safety countermeasures on reducing the frequency and severity of collisions.
- Transportation infrastructure will continue to be prioritized and pursued by acquiring funding through existing grants in future cycles such as the GO Bond, to make shared roadway space safer for all.
- Public Works, Planning, Police, Transit, and Administrative agencies will dedicate staff resources and budget to coordinate and collaborate on safety solutions including technological safety solutions and capital projects.

PLAN ADMINISTRATION

The City of Oklahoma City and its partners are responsible for administering this Plan. City staff will oversee the day-to-day implementation, monitoring, and amendments of the Plan. This section details the administration activities.

City Departments: Through the safe system approach all City of Oklahoma City departments will be involved to some extent, the Planning Department will primarily oversee the administration and annual updates to the City Council.

City Council: The City Council will play a pivotal role by providing continuous guidance and direction to staff and other boards and commissions, as well as making decisions on budget allocations and regulatory modifications as specified in the Implementation Program.

Other Boards, Committees, & Commissions: Oklahoma City's boards, committees, and commissions are tasked with reviewing and guiding specific initiatives, each contributing to the successful implementation of recommendations within the Implementation Program that fall within their respective focus areas. Their active involvement will be essential in driving progress on key initiatives.

Vision Zero Advisory Board and Other Partners: The VZAB is instrumental in the plan's implementation, guiding actions and initiatives to ensure that goals are achieved efficiently and effectively. This committee offers ongoing support to implementing agencies, tracks progress and adapts to new challenges as they arise. In addition, the VZAB fosters collaboration among stakeholders—including residents, regional partners, and external departments—encouraging open communication and community involvement to maintain accountability and momentum.

Monitoring Progress: Throughout the planning process, significant effort was invested in engaging a diverse range of external stakeholders to align the Plan closely with the broader community vision. To maintain public involvement and enthusiasm, transparency on implementation progress is essential. An annual progress report will effectively communicate updates, detailing the status of implementation strategies and showcasing achievements from the previous year. The Planning Department will lead the creation of this report, presenting it to the City Council. Annual reporting will be supported by the Power BI Dashboard, which monitors crash trends and identifies various behavioral, design, and environmental factors. As new data is entered, the Dashboard will visually depict and explain these evolving trends. **Figure 47** displays the Dashboard Homepage that will be featured on the City of Oklahoma City website.

FIGURE 47: DASHBOARD



AMENDING THE PLAN

Oklahoma City's VZAP reflects a specific point in time, anticipating adjustments as the city evolves. To ensure the long-term viability of the vision, the implementation approach must be flexible and responsive to changing crash patterns. The Planning Department will deliver annual updates to the City Council on the progress of the Implementation Program, including adjustments to the High-Injury Network as trends shift. Additionally, a comprehensive review and update of the Plan should take place every five years to stay aligned with these trends and reassess the relevance of the action plan strategies. **Table 35** Below outlines the procedures by how often each task is expected to be completed:

TABLE 35: PLAN UPDATES AND TIMEFRAMES

Plan Update Level	Recommended Frequency	Approved By
Minor Revision – text or wording changes, not affecting the recommendations	As Needed	Vision Zero Advisory Board
Major Revision – any change substantively changing a recommendation	As Needed	Vision Zero Advisory Board
Vision Zero Implementation Progress Report	Annually	City Council
Full Plan Update	Every Five Years	City Council

TABLE 36: PERFORMANCE MEASURES

Goal	Performance Criteria	Data Source
Reduce the number of fatalities resulting from traffic collisions	Number of Traffic Fatalities	Oklahoma Highway Safety Office
Reduce the number of serious injuries resulting from traffic collisions	Number of Serious Injuries	Oklahoma Highway Safety Office
Implement the recommended corridor-wide and intersection countermeasures per the Oklahoma City Vision Zero Action Plan	Number of Study Corridors with Safety Upgrades Received	Oklahoma City Vision Zero Action Plan
Embrace the recommended policy provisions and updates per the Oklahoma City Vision Zero Action Plan	Number of Vision Zero Plan Policies Adopted	Oklahoma City Vision Zero Action Plan





Vision Zero Action Plan

OKLAHOMA CITY