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## Strategic Highway Safety Plan Public Comment Response

The Oklahoma Department of Transportation appreciates the participation of all the individuals and agencies who helped develop the Strategic Highway Safety Plan in order to help improve traffic safety. ODOT has asked the public to provide input on the plan and would like to continue to encourage public involvement in the traffic safety process. ODOT has carefully reviewed each comment received and created this document to help inform participants on actions taken regarding their concerns. Please address any further comments or suggestions to the Traffic Safety Division email address:

[ODOT-Traffic@odot.org](mailto:ODOT-Traffic@odot.org)

### Unsafe Speeds

Vehicles going too fast was mentioned by several comments that were received. Unsafe Speeds is an emphasis area for this SHSP with many strategies in place to help combat this problem including from both Enforcement and Education aspects mentioned in comments.

### Commercial Motor Vehicles and Work Zone Safety

Several comments dealt with Commercial Motor Vehicle collisions or Work Zone Safety. We have combined them together as an emphasis area for the SHSP because they do tend to have a lot of overlap. However, while that overlap is present, they both still have strategies unique to each problem presented as well.

### Road Condition

Data is collected yearly on highway pavement conditions to track characteristics like rutting or cracking occurring on our roadways. This data is used by ODOT field districts in the decision-making process for planning maintenance activities and developing the 8-year construction work plan.

### Road Widening

Many comments related to areas where widening of the road surface and adding shoulders was desired. Roadway Departures are an emphasis area of this SHSP and one of the primary planned tools to combat these is by reducing the number of miles of rural roadways in Oklahoma that have deficient or no shoulders.

### Road Safety

Many specific areas of concern for collisions were mentioned in comments. It is the goal of this plan to help address any and all of these locations throughout the state. All highways are reviewed yearly for changes in collision history and type to help determine what

*"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce and communities of Oklahoma."*

strategies and implementation can be used and prioritized for any specific segment of highway.

### **Intersection Safety**

This is an emphasis area of the SHSP with many strategies provided in the plan that will be applied to areas that show safety or operational concerns.

### **Motorist Education**

Most of the SHSP emphasis areas present in this plan have at least one strategy for implementation tied to driver education. This education comes in all types and varieties from Public Service Announcements to Classes and covering motorcycles, pedestrians, impaired driving, and seatbelt use to anything in between.

### **Highway Entrance and Exit Ramps**

While not a specific emphasis area of the SHSP for this cycle, the visibility and differentiation of Entrance and Exit Ramps to reduce Wrong way driving incidents is currently a focus of ODOT in the uses of Highway Safety Improvement Program funds for the past few years and will continue for the next several as well. Better markings and signage for all locations, coupled with activated flashing signs at some locations are a part of this program.

### **Roadside Delineators**

The use of delineators on highway pavement edges was mentioned. ODOT current does this on roadways of certain classifications, discussion have been had for expanding the program to more smaller roadways.

### **Pavement Markings and Raised Pavement Markers**

Poor visibility of lane lines at night and in inclement weather were mentioned often. ODOT is currently in the process of revising our pavement marking specifications in an attempt to improve nighttime and wet condition visibility. Test areas for both new striping materials with different reflective bead combinations and reflective raised pavement markers are currently in place to help determine the best course for Oklahoma moving forward.

### **ODOT 8-Year Construction Work Plan**

With many specific locations being called out for possible improvements in the comments please be aware that the ODOT 8-year construction work plan is available on the ODOT website and will provide information on current planned construction activities and improvements already in the works.