

COMPREHENSIVE SAFETY ACTION PLAN



CHAPTER 6 *ACTION PLAN*

IMPLEMENTATION PROGRAM

This chapter outlines the recommended policies and programs that assist in achieving the Mission Statement set by the SSC. These policies and programs are meant to help solve the safety deficiencies in the City's transportation system. The policies and programs are organized by the six Guiding Principles discussed previously. To create a clear path toward achieving the CSAP goals, each Guiding Principle has actions that should be done as part of implementation efforts.

**Policy Recommendations
and Action Matrix**
Plan Administration

Figure 37. Example Action Item Policy Hierarchy



Policy Recommendations and Action Matrix

Guiding Principles and Six “E’s”: The first two elements of the action matrix are the Guiding Principles and the Six “E’s” of Safety, described in **Chapter 1**.

Timeframe: For every strategy, each action provides an estimated timeframe for implementation. The estimated timeframe for implementation allows for better informed decision-making and allocation of funds to complete the action plan strategies and actions promptly. Timeframes are broken out into the following:

- ▶ **Short (<2 years):** This action is a top priority and can be a “quick win” for Vision Zero.
- ▶ **Medium (2 – 5 years):** This action may take longer but can be accomplished before the next CSAP update.
- ▶ **Long (>5 years):** This action will require many years but will have a significant impact when complete.

Partners: In many instances, collaboration with partner organizations, entities, or stakeholders is crucial to successfully implement the recommended actions. These partners play a vital role by contributing resources, expertise, and support to achieve the Plan’s goals. The following list identifies internal and external partners that could aid in the implementation process, though it is not exhaustive:

- | | |
|----------------------------|--|
| ▶ City Manager (CM) | ▶ Public Safety (PS) |
| ▶ Planning Department (PD) | ▶ Oklahoma Department of Transportation (ODOT) |
| ▶ Public Works (PW) | ▶ Oklahoma Highway Safety Office (OHSO) |

Funding: Potential funding and its sources are an essential ingredient to implementing the action plan. The action matrix provides guidance on how three distinct funding sources can be utilized to accomplish each individual action. The three potential funding sources are as follows:

- ▶ Existing Funds
- ▶ Reallocation of Funds
- ▶ Grant Acquisition



Bicycle & Pedestrians



Table 15. Bicycle and Pedestrian Action Items

ID	ACTION	WHICH SIX E'S OF SAFETY	TIMEFRAME	PARTNERS	FUNDING
BP.1	Work with law enforcement to determine the feasibility of enhanced enforcement in future pedestrian-priority zones	Enforcement	Short (<2 years)	PS; CM	Existing Funds; Reallocation of Funds
BP.2	Partner with the County Health Department to host a Bike Rodeo at Touch-a-Truck event each year	Education	Medium (2-5 years)	CM; PD	Reallocation of Funds; Grant
BP.3	Update the Master Trails Plan	Engineering	Medium (2-5 years)	PD; PW	Reallocation of Funds; Grant
BP.4	Conduct a condition assessment of intersection and corridor pavement markings throughout the City and implement a restriping program	Engineering	Medium (2-5 years)	PW; ODOT	Reallocation of Funds; Grant
BP.5	Complete an ADA Transition Plan	Evaluation	Medium (2-5 years)	PW; PD; CM; ODOT	Reallocation of Funds; Grant

BP.1: Work with law enforcement to determine the feasibility of enhanced enforcement in future pedestrian-priority zones

Collaborating with law enforcement to assess the feasibility of enhanced enforcement in future pedestrian-priority zones is a critical step toward improving safety for vulnerable road users. These pedestrian-priority zones are intended to prioritize pedestrian movement and reduce vehicle conflicts, and effective enforcement can help ensure that drivers comply with speed limits, yield requirements, and other safety-related regulations. By evaluating necessary resources, enforcement strategies, and potential impacts, the City and law enforcement can develop a practical, data-informed approach to supporting safer, more respectful interactions between all road users in areas where pedestrian activity is highest.

BP.2: Partner with the County Health Department to host a Bike Rodeo at Touch-a-Truck event each year

Partnering with the County Health Department to host a Bike Rodeo at the annual Touch-a-Truck event provides a valuable opportunity to promote bicycle safety education in a fun and engaging setting. The Bike Rodeo allows children and families to learn essential biking skills, helmet use, and road safety rules through hands-on activities and interactive demonstrations. By integrating this event into a popular community gathering, the City can reach a broader audience, encourage safe biking habits from an early age, and foster a culture of active transportation and safety awareness among residents.

BP.3: Update the Master Trails Plan

Updating the Master Trails Plan is a key component in improving safety throughout the City, ensuring that the trail network evolves to meet current and future needs for safe, accessible, and connected active transportation options. This update would allow the City to incorporate community input, address gaps in the existing network, and align future improvements with the current best practices in trail design and safety. By prioritizing routes that improve connectivity to schools, parks, transit, and neighborhoods, the updated plan will guide future investments and enhancements that support walking, biking, and other non-motorized travel—ultimately contributing to a safer and more equitable transportation system for all users.



BP.4: Conduct a condition assessment of intersection and corridor pavement markings throughout the City and implement a restriping program

Conducting a conditions assessment of intersection and pavement markings is essential in identifying faded, damaged, or missing markings that may compromise roadway safety for all users. Clear and well-maintained pavement markings play a critical role in guiding drivers, cyclists, and pedestrians, especially at high-traffic intersections and along key corridors. By evaluating their current condition, the City can prioritize areas in need of attention and implement a restriping program to restore visibility and functionality. This proactive approach helps reduce crashes, enhance traffic flow, and support safer, more predictable travel behavior for all roadway users.

BP.5: Complete an ADA Transition Plan

Completing an ADA Transition Plan is a vital step to ensure that public infrastructure is accessible, inclusive, and safe for people of all abilities. This plan identifies physical barriers within sidewalks, crossings, public buildings, and other right-of-way elements that may limit access for individuals with disabilities. By assessing current conditions and outlining a prioritized strategy for improvements, the City can make informed decisions to bring facilities into compliance with the Americans with Disabilities Act (ADA). This not only enhances mobility and independence for all residents but also reinforces the City's commitment to equity, safety, and universal access.

Downtown



Table 16. Downtown Action Items

ID	ACTION	WHICH SIX E'S OF SAFETY	TIMEFRAME	PARTNERS	FUNDING
DT.1	Partner with law enforcement to establish a public education campaign for innovative safety initiatives	Education	Short (<2 years)	CM; PW; PD; OHSO; ODOT	Existing Funds; Reallocation of Funds; Grant
DT.2	Update design standards to integrate green spaces and community designs that promote safe infrastructure	Engineering	Medium (2-5 years)	PW; PD; CM	Existing Funds
DT.3	Develop a public messaging campaign with local business owners on the proper use of pedestrian facilities downtown	Education	Medium (2-5 years)	PD; PW	Reallocation of Funds; Grant
DT.4	Partner with OHSO to implement "Don't Drink and Drive" campaigns for downtown visitors	Education	Short (<2 years)	OHSO; CM; PS	Reallocation of Funds; Grant
DT.5	Expand materials related to the First Capital Trolley to advertise alternative mobility options downtown	Equity	Short (<2 years)	CM; PS	Existing Funds; Reallocation of Funds
DT.6	Implement daylighting in downtown intersection design standards	Engineering	Medium (2-5 years)	PW; CM; PD; ODOT	Existing Funds

DT.1: Partner with law enforcement to establish a public education campaign for innovative safety initiatives

Partnering with law enforcement to establish a public education campaign for innovative safety initiatives is a proactive strategy to build community awareness and support new approaches to traffic safety. By working together, the City and law enforcement can effectively communicate the purpose, benefits, and proper use of emerging safety measures—such as new street designs, traffic calming tools, or pedestrian-focused policies. A well-coordinated education campaign helps ensure residents understand and embrace these changes, leading to safer behaviors, increased compliance, and greater overall success of safety improvements throughout the community.

**DT.2: Update design standards to integrate green spaces and community designs that promote safe infrastructure**

Updating design standards to integrate green spaces and community-oriented designs that promote safe infrastructure is a forward-thinking action aimed at creating safer, more livable streets. By incorporating elements such as landscaped buffers, curb extensions, pedestrian plazas, and traffic-calming features, the City can enhance visibility, reduce vehicle speeds, and encourage walking and biking. These design updates not only improve safety for all road users, especially pedestrians and cyclists—but also contribute to the aesthetic and environmental quality of neighborhoods. This approach supports a holistic vision of transportation safety that balances mobility, accessibility, and community well-being.

DT.3: Develop a public messaging campaign with local business owners on the proper use of pedestrian facilities downtown

Developing a public messaging campaign with local business owners on the proper use of pedestrian facilities downtown is an important step to promote respectful and safe use of shared public spaces. By partnering with businesses that are closely connected to daily foot traffic, the City can effectively reach residents and visitors with consistent messaging about keeping sidewalks clear, using crosswalks, and avoiding behaviors that put pedestrians at risk. This collaborative approach not only helps educate the public but also fosters a stronger sense of community responsibility for maintaining a safe and welcoming downtown environment for everyone. Collaboration could occur between City staff and the Historic Preservation Commission.

DT.4: Partner with OHSO to implement “Don’t Drink and Drive” campaigns for downtown visitors

Partnering with the Oklahoma Highway Safety Office (OHSO) to implement “Don’t Drink and Drive” campaigns for downtown visitors is a key initiative to reduce impaired driving and prevent crashes. Through targeted messaging, educational materials, and visible outreach—especially during events and high-traffic times—the campaign aims to raise awareness about the dangers and consequences of driving under the influence. By promoting safe alternatives such as designated drivers, rideshare options, and public transportation, the City and OHSO can work together to create a safer downtown experience for everyone while reinforcing a strong culture of responsible behavior. NHTSA also provides readily made social media and other campaign materials to promote safety.

DT.5: Expand materials related to the First Capital Trolley to advertise alternative mobility options downtown

Expanding materials related to the First Capital Trolley to advertise alternative mobility options downtown encourages residents and visitors to choose safe, accessible, and convenient transportation alternatives. By increasing awareness of the trolley’s routes, schedules, and benefits, the City can reduce reliance on personal vehicles, decrease traffic congestion, and lower the risk of crashes in busy downtown areas. Promoting the First Capital Trolley also supports equitable mobility for those without access to a car, while contributing to a more connected, pedestrian-friendly downtown environment. It also provides the necessary materials to promote safe ridesharing options.

DT.6: Implement daylighting in downtown intersection design standards

Implementing daylighting in downtown intersection design standards can improve visibility and reduce crashes involving pedestrians and turning vehicles. Daylighting involves clearing visual obstructions—such as parked cars or signage—near intersections to create an unobstructed line of sight between drivers and pedestrians. By integrating this concept into design standards, the City can ensure that new and existing intersections prioritize safety through enhanced visibility, reduced turning speeds, and better reaction time for all users. This simple yet effective design practice helps create a safer, more predictable street environment, especially in high-foot-traffic downtown areas.



Growth



Table 17. Growth Action Items

ID	ACTION	WHICH SIX E'S OF SAFETY	TIMEFRAME	PARTNERS	FUNDING
GR.1	Engage with residents to communicate future growth and develop a future land use plan	Equity	Long (>5 years)	CM; PD	Existing Funds
GR.2	Update the Comprehensive Safety Action Plan every five years	Evaluation	Long (>5 years)	PW; PD; CM	Reallocation of Funds
GR.3	Update and implement new subdivision regulations to incorporate safety treatments in design	Engineering	Medium (2-5 years)	PW; CM; PD	Existing Funds
GR.4	Evaluate the need for a designated truck route in the City	Evaluation	Short (<2 years)	ODOT; PD	Existing Funds; Reallocation of Funds
GR.5	Update development standards to connect sidewalk and trails from the Master Trails Plan into all new developments	Engineering	Long (>5 years)	PD; PW	Existing Funds

GR.2: Engage with residents to communicate future growth and develop a future land use plan

Engaging with residents to communicate future growth and develop a future land use plan ensures that safety is built into the long-term vision of community development. By involving residents in discussions about how and where the city should grow, the planning process can reflect local priorities, identify potential safety concerns early, and promote land use patterns that support safe, accessible transportation options. A thoughtfully developed future land use plan helps guide decisions about street design, connectivity, and infrastructure investments—creating neighborhoods and destinations that are not only well-organized and vibrant, but also safe for all users.

GR.2: Update the Comprehensive Safety Action Plan every five years

Updating the CSAP every five years ensures that the City remains proactive, data-driven, and responsive to changing conditions, technologies, and community needs. Regular updates allow the City to evaluate the effectiveness of implemented strategies, incorporate the latest crash data and safety research, and adjust priorities based on new growth, infrastructure changes, or emerging challenges. This ongoing commitment to refinement and improvement helps maintain momentum toward long-term safety goals and reinforces the City's dedication to creating a safer, more livable environment for all residents and visitors. Additionally, an update to the CSAP every five years is required for receiving future funding from state agencies or FHWA.

GR.3: Update and implement new subdivision regulations to incorporate safety treatments in design

Updating and implementing new subdivision regulations to incorporate safety treatments in design is a proactive step to ensure that new residential developments are built with safety as a core consideration. By integrating features such as traffic calming measures, connected sidewalk networks, safe crossing points, and appropriate street widths, the City can create neighborhoods that naturally promote lower vehicle speeds and safer interactions between drivers, pedestrians, and cyclists. These updated regulations will help prevent future safety issues, support walkability, and foster a built environment that reflects the City's long-term commitment to protecting all roadway users from the start of each development.



GR.4: Evaluate the need for a designated truck route in the City

Evaluating the need for a designated truck route in the City is aimed at improving roadway safety, reducing wear on local streets, and minimizing conflicts between heavy vehicles and more vulnerable road users. By analyzing current truck traffic patterns, high-frequency delivery areas, and residential neighborhood impacts, the City can determine whether a designated route would help streamline freight movement while keeping large vehicles away from schools, parks, and pedestrian-heavy zones. A thoughtfully planned truck route can enhance traffic flow, reduce crash risks, and support a more efficient and safer transportation network for all.

GR5: Update development standards to connect sidewalk and trails from the Master Trails Plan into all new developments

Updating development requirements to connect sidewalks and trails from the Master Trails Plan into all new developments is to ensure a safe, continuous, and accessible network for pedestrians and cyclists. By requiring new developments to align with the existing and planned trail infrastructure, the City can eliminate gaps, improve connectivity, and promote active transportation as a convenient and safe option for everyday travel. This approach supports a more walkable and bike-friendly community, reduces dependence on cars, and reinforces the City's long-term vision of a cohesive, equitable, and safe transportation system for all users.

Schools



Table 18. Schools Action Items

ID	ACTION	WHICH SIX E'S OF SAFETY	TIMEFRAME	PARTNERS	FUNDING
SC.1	Partner with the County Health Department to obtain and distribute bicycle and pedestrian safety activity books for students	Education	Short (<2 years)	CM; PS	Reallocation of Funds; Grant
SC.2	Partner with Guthrie Common School District (GCSD) to conduct driver safety workshops for teenage drivers	Education	Short (<2 years)	PS; PW; OHSO; ODOT	Reallocation of Funds
SC.3	Develop and implement a Safe Routes to School plan for existing school sites	Evaluation	Medium (2-5 years)	PW; ODOT; OHSO	Grant
SC.4	Conduct interactive crash simulation workshops in schools to raise awareness and promote safer behaviors	Education	Short (<2 years)	CM; PS; OHSO	Reallocation of Funds; Grant

SC.1: Partner with the County Health Department to obtain and distribute bicycle and pedestrian safety activity books for students

Partnering with the County Health Department to obtain and distribute bicycle and pedestrian safety activity books for students is an important initiative to promote early education on safe travel behaviors. These engaging, age-appropriate materials help teach children essential skills such as how to cross streets safely, the importance of wearing helmets, and how to navigate sidewalks and bike paths. By incorporating safety education into fun, interactive learning, the City can foster lifelong safe habits, reduce crash risks involving young pedestrians and cyclists, and empower students to be more confident and responsible as they travel within their communities.



SC.2: Partner with Guthrie Common School District (GCSD) to conduct driver safety workshops for teenage drivers

Partnering with the Guthrie Common School District (GCSD) to conduct driver safety workshops for teenage drivers is a proactive measure in reducing crash risks among one of the most vulnerable driving populations. These workshops provide young drivers with critical education on safe driving practices, including distracted driving prevention, the importance of seatbelt use, speed management, and awareness of pedestrians and cyclists. By collaborating with schools to reach students early in their driving experience, the City can help instill responsible habits, build driving confidence, and create a safer roadway environment for everyone.

SC.3: Develop and implement a Safe Routes to School plan for existing school sites

Developing and implementing a Safe Routes to School plan for existing school sites is a key action to ensure that children can travel to and from school safely, whether walking, biking, or riding the bus. This initiative involves identifying barriers to safe travel—such as missing sidewalks, high-speed traffic, or unsafe crossings—and prioritizing infrastructure improvements, enforcement strategies, and educational efforts to address them. By making school routes safer and more accessible, the City can encourage active transportation, reduce congestion around schools, and foster a culture of safety and independence among students and families.

SC.4: Conduct interactive crash simulation workshops in schools to raise awareness and promote safer behaviors

Conducting interactive crash simulation workshops in schools is designed to raise awareness among students about the real-life consequences of unsafe behaviors on the road. These hands-on workshops use realistic scenarios and simulations to demonstrate the dangers of distracted driving, speeding, impaired driving, and failure to follow traffic laws. By engaging students in an immersive learning experience, the City can foster a deeper understanding of road safety, encourage responsible decision-making, and empower young people to become safer drivers, passengers, and pedestrians in their daily lives.

Speeding



Table 19. Speeding Action Items

ID	ACTION	WHICH SIX E'S OF SAFETY	TIMEFRAME	PARTNERS	FUNDING
SP.1	Partner with ODOT to enhance safety measures on state-owned roads	Engineering	Long (>5 years)	ODOT; PW; PD	Reallocation of Funds; Grant
SP.2	Deploy speed monitoring trailers along corridors where speed-related crashes occur the most frequently	Enforcement	Short (<2 years)	PS; ODOT; OHSO	Reallocation of Funds; Grant
SP.3	Collaborate with OHSO and NHTSA to distribute targeted safety materials about speeding and safe driving behavior	Education	Short (<2 years)	OHSO; CM; PS	Grant
SP.4	Partner with local insurance companies to implement incentive programs for safe drivers	Encouragement	Medium (2-5 years)	PS; CM	Reallocation of Funds
SP.5	Continue partnering with OHSO to fund overtime for speed enforcement	Enforcement	Short (<2 years)	OHSO; PS	Reallocation of Funds

SP.1: Partner with ODOT to enhance safety measures on state-owned roads

Partnering with the ODOT to enhance safety measures on state-owned roads ensures a coordinated approach to reducing crashes and improving conditions on key transportation corridors. Many of these roads carry high volumes of traffic and intersect with local streets, schools, and neighborhoods, making safety enhancements essential for protecting all road users. Through collaboration with ODOT, the City can advocate for improvements such as upgraded signage, pedestrian crossings, signal timing, and access management strategies that align with local safety priorities and support a safer, more connected transportation network.

SP.2: Deploy speed monitoring trailers along corridors where speed-related crashes occur the most frequently

Deploying speed monitoring trailers along corridors where speed-related crashes occur most frequently is a targeted strategy to address dangerous driving behaviors and reduce crash risks. These trailers provide real-time feedback to drivers by displaying their current speed, encouraging them to slow down and comply with posted speed limits. By placing them in high-risk areas, the City can raise driver awareness, collect valuable speed data, and identify patterns that may warrant further enforcement or engineering solutions. This cost-effective measure serves as both an educational tool and a deterrent, supporting safer travel for everyone along these critical corridors.

SP.3: Collaborate with OHSO and NHTSA to distribute targeted safety materials about speeding and safe driving behavior

Collaborating with the OHSO and the National Highway Traffic Safety Administration (NHTSA) to distribute targeted safety materials about speeding and safe driving behavior is aimed at changing risky driving habits through education and outreach. By leveraging existing resources and expertise from state and federal partners, the City can provide data-driven, impactful messaging that resonates with specific audiences, such as young drivers or those traveling through high-crash corridors. These materials help raise awareness about the consequences of speeding, promote safe driving practices, and support a broader culture of roadway safety within the community.

SP.4: Partner with local insurance companies to implement incentive programs for safe drivers

Partnering with local insurance companies to implement incentive programs for safe drivers is a proactive measure that can encourage responsible driving through positive reinforcement. By offering rewards such as premium discounts or recognition programs, the City and its partners can motivate drivers to adopt and maintain safe behaviors like obeying speed limits, avoiding distractions, and practicing defensive driving. This collaboration not only benefits individual drivers through financial savings but also contributes to a safer overall traffic environment by promoting long-term behavioral change and community-wide awareness around road safety. This can also help reduce the overall cost of crashes to the community, with less vehicle and property damage, and even less bodily injuries.

SP.5: Continue partnering with OHSO to fund overtime for speed enforcement

Continuing to partner with the OHSO to fund overtime for speed enforcement is a vital element to reduce speed-related crashes and enhancing roadway safety. Through existing OHSO grant programs—such as the Selective Traffic Enforcement Program (STEP)—local law enforcement agencies receive funding to dedicate additional officer hours specifically for targeting speeding and other dangerous driving behaviors during peak crash times. This ongoing partnership allows the City to maintain a consistent enforcement presence without straining regular staffing resources, reinforcing the importance of speed compliance and supporting a safer environment for all road users.



Post Crash Care



Table 20. Post Crash Care Action Items

ID	ACTION	WHICH SIX E'S OF SAFETY	TIMEFRAME	PARTNERS	FUNDING
PC.1	Create a City-wide signal optimization and intelligent transportation systems (ITS) plans	Engineering	Medium (2-5 years)	PW; ODOT; OHSO	Reallocation of Funds; Grant
PC.2	Increase frequency of emergency trauma training for law enforcement	Education	Short (<2 years)	PS	Reallocation of Funds; Grant

PC.1: Create a City-wide signal optimization and intelligent transportation systems (ITS) plans

Creating a City-wide Signal Optimization and Intelligent Transportation Systems (ITS) Plan is a forward-looking initiative to improve traffic flow, reduce delays, and enhance safety through smarter infrastructure. By evaluating and upgrading traffic signal timing, coordination, and communication systems, the City can minimize congestion, reduce driver frustration, and lower the likelihood of crashes at intersections. Integrating ITS technologies—such as real-time traffic monitoring, adaptive signals, and connected vehicle data—enables more responsive and efficient traffic management. This comprehensive approach supports safer, more reliable mobility for all users while laying the groundwork for future innovations in transportation.

PC.2: Increase frequency of emergency trauma training for law enforcement

Increasing the frequency of emergency trauma training for law enforcement is a critical action to improve the ability of officers to respond effectively in high-pressure, life-threatening situations. By providing regular, hands-on training in trauma care, such as CPR, bleeding control, and managing severe injuries, law enforcement officers can be better equipped to assist victims in the critical moments before emergency medical services arrive. This proactive approach not only improves outcomes for injured individuals but also strengthens the overall emergency response network, ensuring that law enforcement plays a vital role in safeguarding public health and safety during emergencies.



Plan Administration

The City of Guthrie and the Safety Steering Committee are responsible for administering this Plan. City staff will oversee the Plan's day-to-day implementation, monitoring, and amendments. This section details the administration activities.

✓ City Departments

Through the safe system approach, all City of Guthrie departments will be involved to some extent. The Planning, Public Works, and Public Safety departments will primarily oversee the administration and provide 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 and making decisions on budget allocations and regulatory modifications as specified in the Implementation Program.

✓ Other Boards, Committees, & Commissions

City boards, committees, and commissions are designated to review and guide specific initiatives. They will play a crucial role in implementing the recommendations in the Implementation Program that align with their areas of focus.

✓ Safety Steering Committee and Other Partners

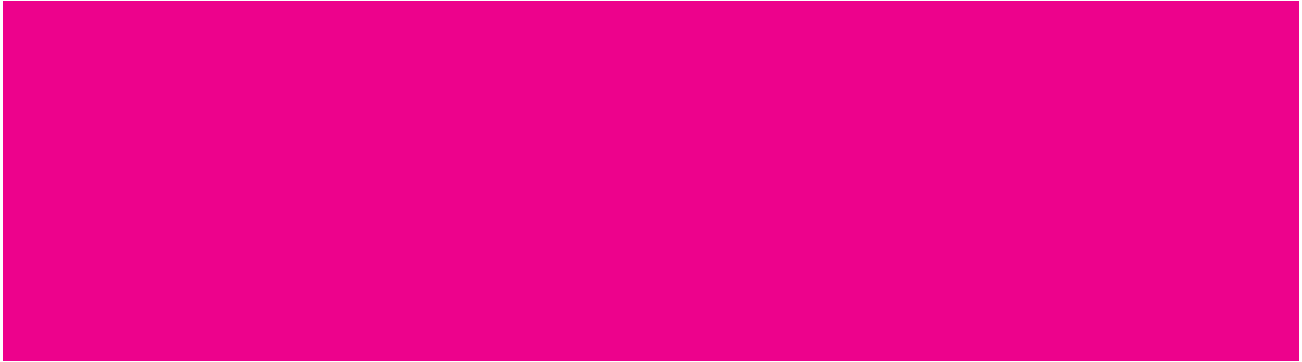
The SSC plays a crucial role in implementation by overseeing the plan's actions and initiatives to ensure goals are met efficiently and effectively. The committee provides continuous guidance, supports implementing agencies, monitors progress, and adjusts for emerging challenges. Additionally, the SSC fosters collaboration among stakeholders, including residents, regional entities, and external departments—facilitates communication and promote community engagement to maintain momentum and accountability.

✓ Monitoring Progress

Extensive efforts were dedicated throughout the planning process to engage a broad spectrum of external stakeholders to ensure the Plan aligns with the overarching community vision. To sustain community engagement and enthusiasm, transparency about forthcoming progress in Plan implementation is crucial. An effective approach for conveying this progress is through an annual progress report, which should provide updates on the status of implementation strategies and showcase achievements accomplished in the preceding year. The responsibility of producing the annual progress report will be led by the Planning Department and presented to the City Council. Annual reporting will be supported by the Safety Dashboard, which tracks crash trends and identifies various behavioral, design, and environmental characteristics. As new data is entered, the Safety Dashboard can be used to illustrate and describe these trends.



Figure 38. Safety Dashboard



Amending the Plan: Guthrie's CSAP captures a moment in time, with changes expected as the City grows and matures. To ensure the attainability of the overarching vision, the implementation approach must remain adaptable, capable of accommodating shifts in crash trends. The Planning Department will provide annual updates to the City Council on Implementation Program progress, including necessary High-Injury Network revisions due to changes in trends. The Plan should undergo a comprehensive review and update every five years to align with these trends and evaluate the relevance of action plan strategies.

ABBREVIATIONS GLOSSARY

CSAP – Comprehensive Safety Action Plan
USDOT – U.S. Department of Transportation
ODOT – Oklahoma Department of Transportation
FHWA – Federal Highway Administration
SSC – Safety Steering Committee
HIN – High-Injury Network
KABs – Fatal, severe, and minor injuries
VMT – Vehicle Miles Traveled
VRUs – Vulnerable Road Users
CMV – Commercial Motor Vehicle
FMCSA – Federal Motor Carrier Safety Administration
ATVs – All-Terrain Vehicles
SHSP – Strategic Highway Safety Plan
BAC – Blood Alcohol Concentration
NHTSA – National Highway Traffic Safety Administration

COMPREHENSIVE SAFETY ACTION PLAN



GUTHRIE

