



CHAPTER 5: IMPLEMENTATION PLAN

INTRODUCTION

This chapter outlines the recommended policies and programs that could aid in achieve the TSAP goals set by the SSC. These policies and programs are meant to help solve the safety deficiencies found in the City’s transportation system. The policies and programs are organized by the five pillars of the Safe System Approach discussed previously. These actions are focused on eliminating deaths on Tahlequah roads through the building complete streets, engaging the community, and finding innovative solutions to protect all road users.

ACTION MATRIX ELEMENTS

THE OKLAHOMA SHSP EMPHASIS AREAS

- Lane Departures
- Impaired Driving
- Occupant Protection
- Unsafe Speed
- Vulnerable road Users
- Intersections
- Commercial Motor Vehicles and Work Zones
- Motorcycles and All-Terrain Vehicles

TIMEFRAME

For every strategy, each action provides an estimated timeframe for implementation. The estimate timeframe for implementation allows for better decision making and allocation of funding to complete the action plan strategies and actions in a timely manner. This is broken out between 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 more time but can be accomplished before the next TSAP update.

Long (>5 years): This action will require many years but will have significant impact when complete.

Ongoing: This action does not have a specified timeframe and should be executed on a continuous basis.

IMPLEMENTATION PARTNERS

In many instances, collaboration with partner organizations, entities, or stakeholders is crucial for the successful implementation of 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:

- | | |
|-------------------------------------|---------------------------------|
| • Planning & Development | • Cherokee County |
| • Fire | • Tahlequah Public Schools |
| • Police | • Northeastern State University |
| • Street | • Northeastern Health System |
| • Cherokee Nation | • Tahlequah Best |
| • Tahlequah Main Street Association | |

FUNDING

Funding and its source is an important step in implementing the action plan. The matrix also provides the information if the action can be accomplished through three different funding sources:

- Existing Funds
- Reallocation of Funds
- Grant Acquisition

These actions are focused on eliminating deaths on Tahlequah roads through the building complete streets, engaging the community, and finding innovative solutions to protect all road users.

ACTION MATRIX



The Safe System approach treats all road users—whether walking, biking, driving, or using transit—as equals. Rather than prioritizing vehicle flow, it emphasizes the safety of everyone on the road. However, each user is responsible for navigating the system to the best of their ability within the established guidelines. Education and enforcement play a key role in shaping and reinforcing safe behavior.

TABLE 13. SAFER PEOPLE ACTION MATRIX

Action	Emphasis Area(s)	Timeframe	Implementation Partners	Funding
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 Vehicles and Work Zones - Motorcycle Crashes and All-Terrain Vehicles	Ongoing	- Planning - Tahlequah Public Schools - Northeastern State University	Grant Acquisition
Coordinate with the Police Department to ensure compliance check for Social Hosts.	Occupant Protection	Short (<2 years)	Tahlequah Best Police	Other
Explore the development of “Traffic Gardens” at key city locations to educate children on roadway safety.	- Lane Departures - Impaired Driving - Occupant Protection - Unsafe Speed - Vulnerable Road Users - Intersections - Commercial Motor Vehicles and Work Zones - Motorcycle Crashes and All-Terrain Vehicles	Medium (2-5 years)	- Planning - Tahlequah Public Schools - Police	Reallocation of Funds
Provide approved child protection for vulnerable populations.	Occupant Protection	Medium (2-5 years)	- Planning - Police - Fire - Tahlequah Public Schools	Reallocation of Funds
Enforce improper lane changes and turns.	Lane Departures	Short (<2 years)	Police	Existing Funds



Safe roads are engineered and managed to minimize crashes and ensure that, when they do occur, the impact on the human body remains within survivable limits. This is achieved by strategically separating users traveling at different speeds or in opposite directions, either physically or through controlled timing.

TABLE 14. SAFER ROADS ACTION MATRIX

Action	Emphasis Area(s)	Timeframe	Implementation Partners	Funding
Update the Street Design Manual to include the recommendations of this TSAP. Ensure new roads and road reconstruction and restriping projects incorporate elements of the Countermeasure Toolbox.	- Lane Departures - Unsafe Speed - Vulnerable Road Users - Intersections	Medium (2-5 years)	- Planning - Street	Grant Acquisition
Establish a program to refresh pavement markings that delineates refreshment frequency, and quality standards.	- Lane Departures - Intersections	Short (<2 years)	- Planning - Street	Existing Funds
Evaluate intersection safety at a system-wide level to implement the Countermeasure Toolbox.	- Impaired Driving - Vulnerable Road Users - Intersections	Medium (2-5 years)	- Planning - Street	Grant Acquisition, Reallocation of Funds
Develop a wayfinding plan that incorporates bike lanes and trails.	- Lane Departures - Impaired Driving - Unsafe Speed - Vulnerable Road Users - Intersections - Commercial Motor Vehicles and Work Zones - Motorcycle Crashes and All-Terrain Vehicles	Medium (2-5 years)	- Planning - Street	Reallocation of Funds
Develop crosswalk guidelines to aid in selecting locations and treatments for mid-block and uncontrolled crosswalks.	Vulnerable Road Users	Medium (2-5 years)	- Police - Street	Existing Funds

 SAFER VEHICLES

The Safer Vehicles pillar can seem challenging to address since vehicle manufacturing regulations are set at the federal level. However, local actions play a crucial role. Municipalities can adjust fleet procurement policies, promote additional safety features on bicycles and cars, and develop public awareness campaigns on the risks of driving large vehicles.

Built-in vehicle safety measures protect both occupants and those outside the vehicle by preventing crashes and reducing their severity. Active safety features, such as autonomous emergency braking and lane change alerts, help avoid collisions, while passive measures, like seat belts and airbags, minimize harm when crashes occur. While manufacturers are key players in vehicle safety, individuals and organizations can also prioritize vehicles with advanced safety features.

TABLE 15. SAFER VEHICLES ACTION MATRIX

Action	Emphasis Area(s)	Timeframe	Implementation Partners	Funding
Develop standards to prepare Tahlequah Roads for IOT technology.	- Lane Departures - Impaired Driving - Unsafe Speed - Vulnerable Road Users - Intersections	Long (>5 years)	- Planning - Street	Grant Acquisition, Reallocation of Funds
Adopt a City Ordinance to restrict ATVs on City Roads.	Motorcycle Crashes and All-Terrain Vehicles	Short (<2 years)	- Planning - Police	Existing Funds
Develop procurement strategies that specify minimum safety requirements on municipal fleet vehicles and include multimodal alternatives in the fleet.	Commercial Motor Vehicles and Work Zones	Short (<2 years)	- Planning - Street	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	Existing Funds

 SAFER SPEEDS

Safe speeds are directly linked to crash survivability. Lower speeds reduce impact forces, give drivers more time to react, and enhance visibility of their surroundings. To effectively slow our streets, we must take a creative and equitable approach, using strategies such as setting appropriate speed limits, implementing roadway design changes, promoting education, advocating for policy changes at the state level, and aligning enforcement efforts to target behaviors that pose the greatest risk of serious injury or death.

TABLE 16. SAFER SPEEDS ACTION MATRIX

Action	Emphasis Area(s)	Timeframe	Implementation Partners	Funding
Establish a Zero-Tolerance Policy for speeding in Tahlequah.	Unsafe Speed	Short (<2 years)	- Planning - Police	Existing Funds
Conduct a City-wide speed study to determine appropriate speed limits.	Unsafe Speed	Medium (2-5 years)	- Planning - Police - Street	Existing Funds
Adopt alternative speed limit setting strategies to reduce reliance on 85th percentile.	- Unsafe Speed - Vulnerable Road Users	Short (<2 Years)	- Planning - Street	Existing Funds
Separate modes, using solid barriers where speed differentials are high.	- Occupant Protection - Unsafe Speed - Vulnerable Road Users	Long (>5 years)	- Planning - Street	Reallocation of Funds, Grant Acquisition
Implement retroreflective materials on speed limit signs.	Unsafe Speed	Medium (2-5 years)	- Planning - Street	Reallocation of Funds, Grant Acquisition



POST-CRASH CARE

When crashes occur, first responders play a critical role in quickly locating victims, providing medical aid, and transporting them to healthcare facilities. Additionally, securing the scene is essential to protect others and prevent further incidents. A swift response from law enforcement and road managers helps document crash factors, offering valuable insights into the broader safety landscape. This information informs justice, infrastructure design, programs, and policies. Through our actions, we commit to supporting those affected, ensuring high-quality medical care, and learning from crashes to prevent future incidents.

TABLE 17. POST-CRASH CARE ACTION MATRIX

Action	Emphasis Area(s)	Timeframe	Implementation Partners	Funding
Expand and update the use of emergency vehicle preemption technology.	- Lane Departures - Occupant Protection	Long (>5 years)	- Planning - Police - Fire - Cherokee Nation - Cherokee County	Existing Funds
Establish a partnership between the Tahlequah Police Department and OHSO to improve road user behavior and advance educational safety campaigns.	- Lane Departures - Unsafe Speed - Vulnerable Road Users - Intersections	Ongoing	- Planning - Police - Street	Grant Acquisition
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 Vehicles and Work Zones	Ongoing	- Planning - Police - Fire - Cherokee Nation - Cherokee County	Reallocation of Funds
Purchase a drone for first responders to provide real-time situational awareness and enhance response times.	Vulnerable Road Users	Long (>5 years)	- Police - Fire - Cherokee Nation - Cherokee County	Reallocation of Funds, Grant Acquisition

PLAN ADMINISTRATION

The City of Tahlequah 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 administration duties.

CITY DEPARTMENTS

Through the Safe System Approach, all City of Tahlequah departments will be involved to some extent. The Planning & Development Department will primarily oversee the administration and annual updates to City Council.

CITY COUNCIL

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

OTHER BOARDS, COMMITTEES, AND COMMISSIONS

Various boards, committees, and commissions in Tahlequah are tasked with reviewing and overseeing several initiatives. They will also play a pivotal role in implementing the recommendations in the Implementation Plan.

SAFETY STEERING COMMITTEE AND OTHER PARTNERS

The SSC plays a crucial role in implementation by seeing the plan’s actions and initiatives to advance the goals effectively and efficiently. He committee provides continued 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 to ensure accountability.

AMENDING THE PLAN

Tahlequah’s TSAP 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 & Development Department will provide annual updates to the City Council on Implementation Plan 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. **Table 18** further details the Plan’s update schedule.

TABLE 18. PLAN UPDATE SCHEDULE

Plan Update Level	Recommended Frequency	Approved By
Minor Revision <i>Text or wording changes, not affecting recommendations</i>	As Needed	SSC
Major Revision <i>Any change substantively changing a recommendation</i>	As Needed	SSC
TSAP Implementation Progress Report	As Needed	City Council
Full Plan Update	Every Five Years	City Council