

Lead Applicant	City of Oklahoma City
Total Jurisdiction Population	655,158
Count of Motor-Vehicle-Involved Roadway Fatalities from 2016 to 2020	402
Fatality Rate per 100,000 Persons	12.3
Action Plan Type	New Action Plan
Population in Underserved Communities	33%
State in Which Project and Strategies are Located	Oklahoma

Oklahoma City is well-positioned to be a significant beneficiary of the Safe Streets and Roads for All (SS4A) program, beginning with the development of a Comprehensive Safety Action Plan (Plan). Oklahoma City is now the 20th most populous city in the U.S. following the 2020 Census; but compared with those 19 larger cities based on fatal motor vehicle crashes per 100,000 from 2016 to 2020, Oklahoma City (12.3) ranked fourth behind Jacksonville (15.7); Dallas (13.7); and Phoenix (12.6). Among those same 20 cities, Oklahoma City ranks second among cities without an adopted Vision Zero Plan.

Additionally, Oklahoma City is one of the largest cities by area in the U.S.; within Oklahoma City’s 621 square miles you could fit the cities of South Bend, Berkeley, Fort Lauderdale, Miami, Boston, Anaheim, San Francisco, Providence, St. Paul, Minneapolis, Pittsburgh, Tempe, Newark, Buffalo, and Oakland combined. Our transportation infrastructure is commensurate: more than 12,580 traffic signals; more than 790 signalized intersections; more than 70,000 traffic control signs; more than 3,590 center-line miles of roadway; a forthcoming 9.5-mile bus rapid transit route with 32 platform stops; 22 streetcar stops across 4.8-miles of streetcar track; 52 electric-assist bikeshare bicycles; 1,313 fixed-route bus system stops across 21 routes serving 283 square miles with annual ridership greater than two million; and an expanding mileage of bicycle and pedestrian facilities to create a range of multimodal demands for safety.

The City of Oklahoma City’s Public Works, Planning, and Police departments, in conjunction with the City’s transit agency, EMBARK, will collaborate on the City’s proposed Plan to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries. The Plan will include identification of a High Injury Network; engagement of public and private stakeholders; and applicable criterion for low-cost, high-impact safety strategies including FHWA’s [proven safety countermeasures](#).