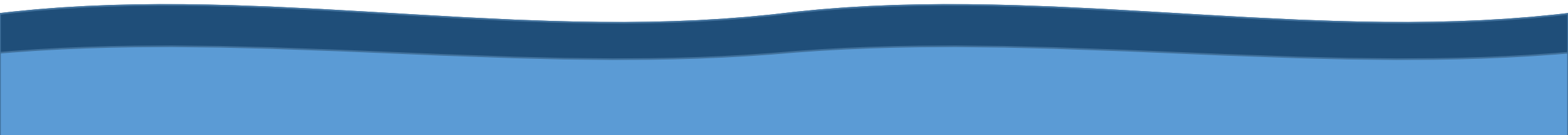




OKLAHOMA
Transportation

Local Government Division



Local Government Division

- TAP – Transportation Alternatives Program
- ACOG/INCOG – Metropolitan Planning Organizations
- CIRB – County Improvement of Roads and Bridges
- Small Cities Funds
- County Equipment Revolving Fund
- STBG Bridge – Surface Transportation Block Grant
- STBG Roadway – Surface Transportation Block Grant
- ER – Emergency Relief Program
- Access Roads – Industrial and Lake Access
- Statewide Off-System Scour Mitigation(Bridges)
- Structurally Deficient(SD) City Bridge Program



OKLAHOMA
Transportation

TAP – Transportation Alternatives Program



Matt VanAuken
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405-436-3734



Transportation Alternative Program (TAP)

Funding provided through the FAST Act - Competitive Application Process

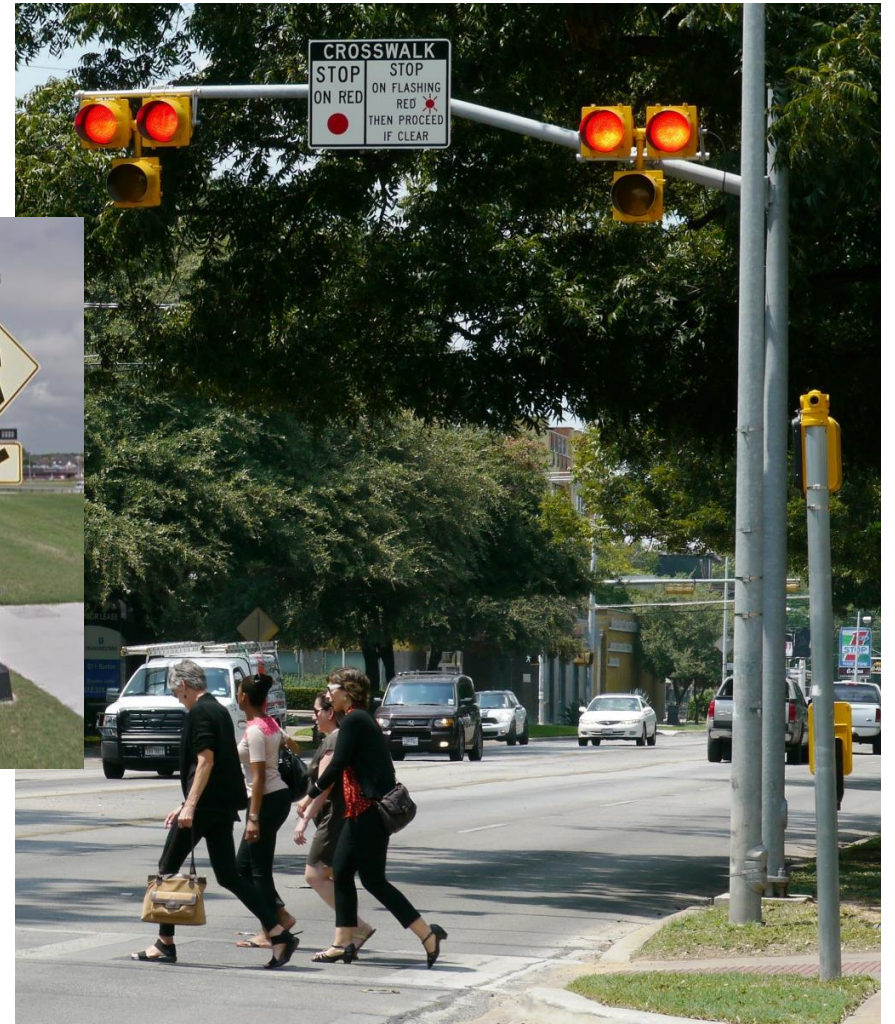
\$29.5 million in projects were awarded funding in 2016 and 2019



Safety Components of TAP

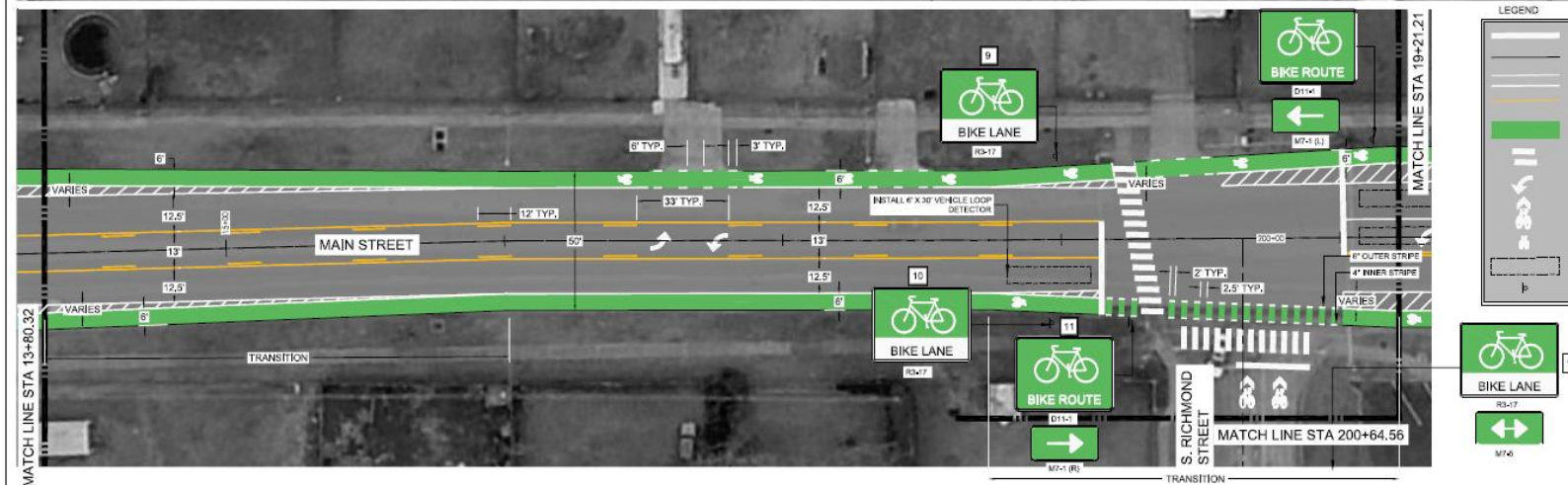
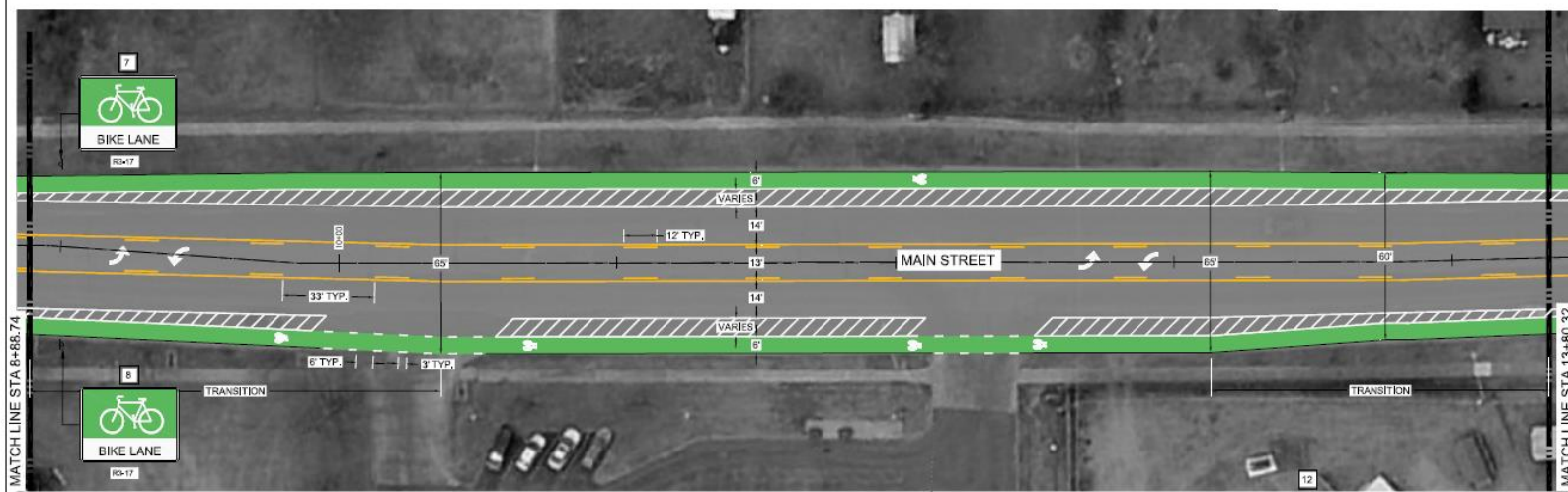
- ADA compliant sidewalks and trails
- Bicycle infrastructure
- Pedestrian and bicycle signals
- Traffic calming techniques
- Streetscapes or Enhancements
- Lighting and other safety related infrastructure





Typical Safety Improvements

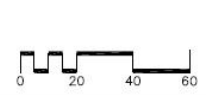
OKLAHOMA DEPARTMENT OF TRANSPORTATION						
PROJECT NO.	DATE	PROJECT NO.	SCALE	DATE	PROJECT NO.	SCALE
BA-100	08/14/18	BA-100	AS SHOWN	08/14/18	BA-100	AS SHOWN



LEGEND

	2' STOP BAR (MULTIPOLYMER)
	EXISTING CURB LINE
	4' X 8' WHITE TRAFFIC STRIPE (MULTIPOLYMER)
	4' YELLOW TRAFFIC STRIPE (MULTIPOLYMER)
	5' X 8' GREEN BICYCLE LANE (MULTIPOLYMER)
	PEDESTRIAN CONTINENTAL CROSSWALK (MULTIPOLYMER)
	VEHICULAR TURN ARROW (MULTIPOLYMER)
	SHARROW SYMBOL (MULTIPOLYMER)
	BIKE LANE SYMBOL (MULTIPOLYMER)
	8' X 30' VEHICLE LOOP DETECTOR
	ROADWAY SIGNAGE

- NOTES
1. ALL 30 MPH ROADWAY SIGNS ALONG MAIN STREET ARE TO BE REPLACED WITH 25MPH ROADWAY SIGNS.
 2. ALL STREETS INTERSECTING MAIN STREET SHALL INCLUDE THE APPROPRIATE SIGN ASSEMBLY FOR EITHER BIKE LANE OR BIKE ROUTE WITH DIRECTIONAL ARROWS AND SHALL BE FIELD LOCATED. (INSTALL PER MUTCD RECOMMENDATIONS)



BA MAIN STREET BICYCLE FACILITIES		DESIGNED BY LANDPLAN CONSULTANTS	
Design	MH 4116	Drawn	MH 3917
Checked	JMKP 1/18	Approved	
Squad	LandPlan	STATE JOB NO.	33035(04)
		ODOT #.	T002

Bicycle Safety And Road Diets

- Also includes:
- Off-road trails,
 - Rails to Trails
 - Vegetative Management
 - Stormwater Management



TAP PROCESS PRIOR TO AWARD

- TAP Projects are Awarded Through a Competitive Application Process
 - Funding will come from IJA transportation bill (2022 Application Cycle Anticipated)
 - During the application process, ODOT Local Government staff provides technical assistance and guidance
 - Applications are completed on-line (Notification of Interest and Final Application)
 - Application scoring criteria is provided in the Transportation Program Guidance and Application Packet
 - Applications are scored by committee and recommended for award to the ODOT Senior Leadership and Transportation Commission
 - Transportation Commission awards projects at ODOT Commission Meeting



ELIGIBLE APPLICANTS AND FUNDING

- Governmental Entities
 - County
 - City/Town
 - Tribal
 - School Districts

- Anticipated Funding Categories
 - Under 5,000
 - *5,000 – 49,999*
 - *50,000 – 200,000*
 - > 200,000 (ACOG and INCOG)



Scoring Criteria: The scoring criteria will be listed in the Transportation Program Guidance and Application Packet

Project Delivery and Maintenance (Satisfactory past project performance, or no project delivery experience)

Multiple Components and Connections (Project incorporates elements of more than one eligible Transportation Alternatives activity, Project connects multiple (at least 2) points of interest within a quarter mile of the project, i.e. activity centers, employment centers, transit centers)

Estimated Budget (Cost estimates are reasonable and have sufficient detail)

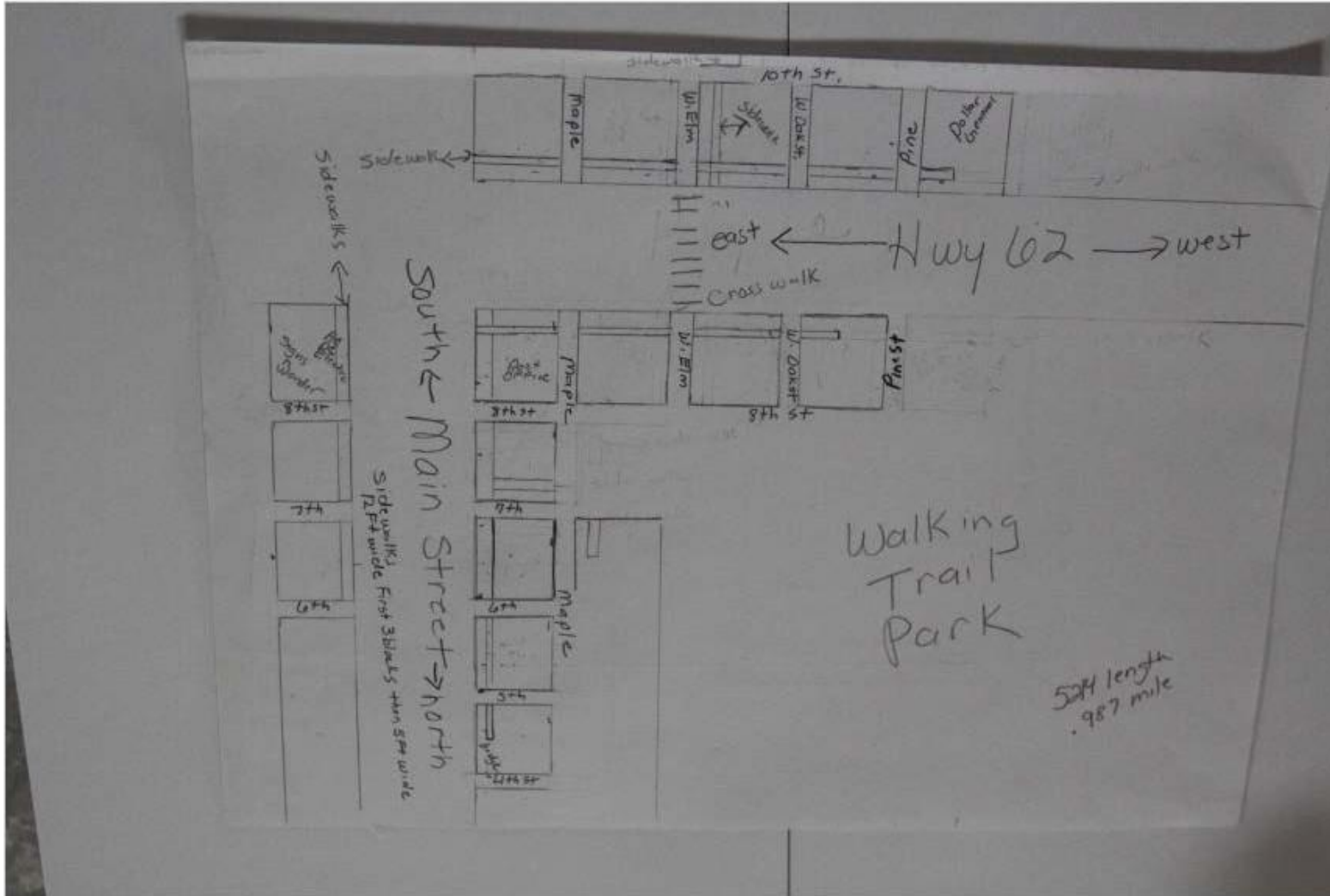
Public Support (Project supports a partnership at a local level, i.e. business association, foundation)

Added Enhancement and Safety to the Transportation System (Proposed project is an enhancement and adds safety to the existing transportation system)

Public Health (Project supported by Complete Streets, built environment assessment, and/or active transportation planning. Project includes Safe Routes to Designations.)

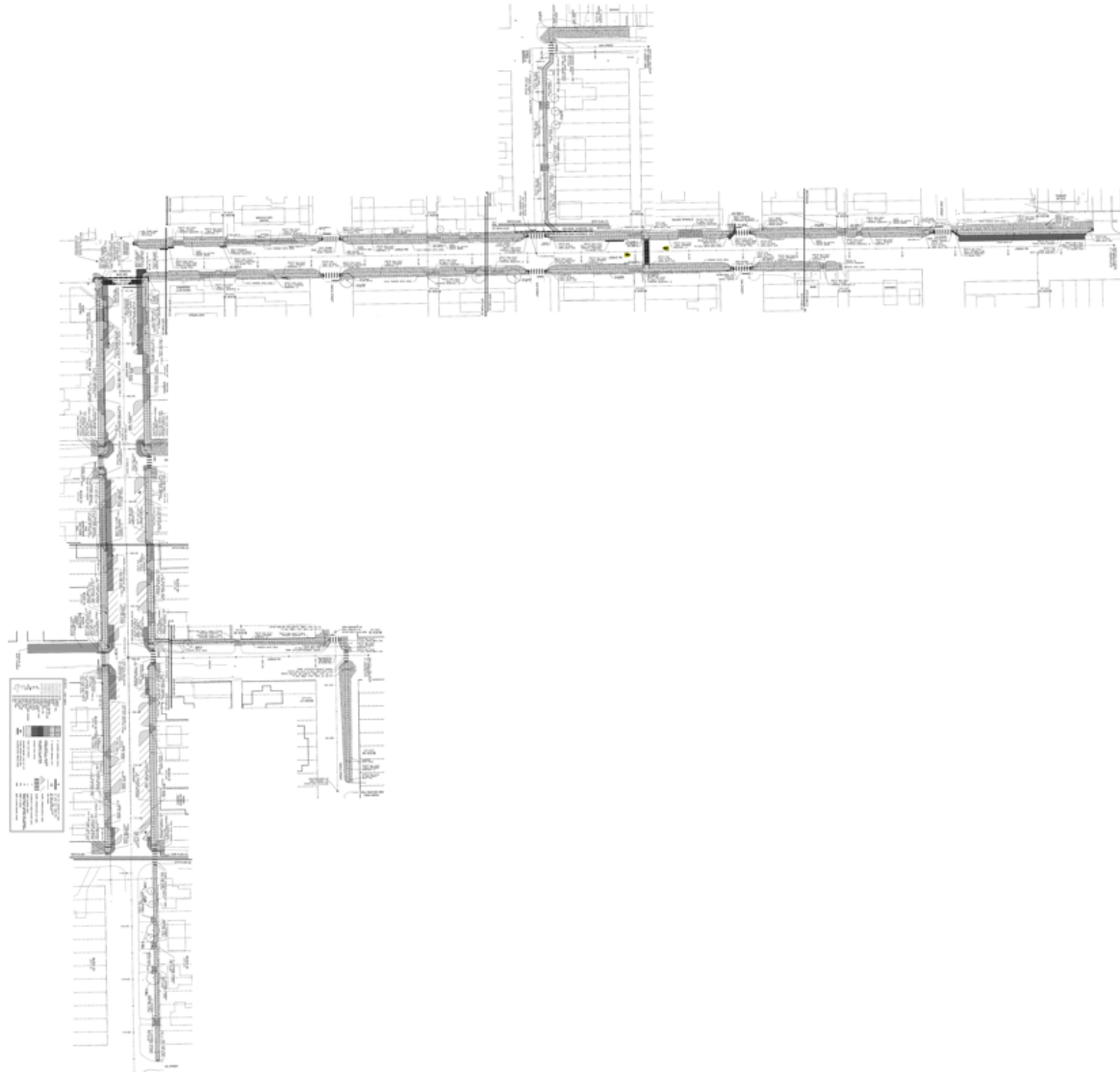


SAMPLE PROJECTS



Conceptual Plan

- Provided as part of application



Construction Plans

- Can be completed as part of awarded project or submitted with application
 - Must be designed to ODOT standards

BEFORE AND AFTER



OKLAHOMA
Transportation

Community Pride – Downtown Revitalization – Safe Routes to Schools – Pedestrian Safety

Sponsor Responsibilities

- Right of Way Acquisition
- Utility Relocation
- Matching Funds
- Maintenance of Facility



ODOT Responsibilities

- Design Contract Management
 - ODOT Bid Letting *
 - Environmental Clearance
 - Construction Inspection *
 - Final Inspection and Audit
- * May change with new cycle

Current Funds Expire Sept. 2023



HOW TO BE PREPARED FOR THE NEXT ROUND

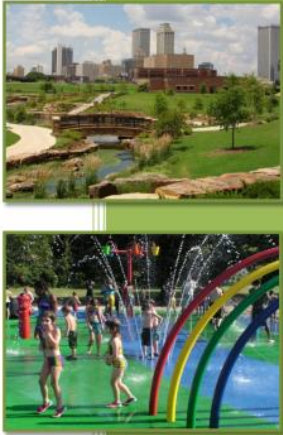
- Create a plan
 - Does a master plan and/or conceptual plan exist in your community?
 - Where are current goat or desire paths within the community?
 - Consider contacting a design firm
- Walking audit/walkability study
 - Complete walkability audit or study
 - Take pictures of current conditions. Try to include people.
- Start coming up with a project description
 - Why is the project important?
 - Who will be using it?
 - What are the benefits?
- Design estimate (based on most current cost estimates)
 - Needs to be from a licensed landscape architect or engineer
- Build community support/Involve the public



Does a master plan and/or conceptual plan exist in your community?

February 2010

Tulsa Parks and Recreation Master Plan



TULSA PARKS

Programming and Level of Service Analysis

An extensive programming analysis was conducted and is available in the Final Report. Additionally, a Level of Service Analysis was conducted. This detailed analysis is also available in the Final Report.

Recommendations

Capital Improvements

While Tulsa is typical of many mid-sized cities in the United States with relatively low population densities, it nonetheless has a robust park system, with over 6,000 acres of parkland in the inventory, or about 15 acres per 1,000 persons. This is a healthy ratio and a satisfactory one that does not call for any major adjustments. The focus should be on what is offered within this acreage and how it meets the needs of Tulsans. The park acreage currently is a mix of developed and undeveloped sites. These are well distributed throughout the city.

A more critical issue is the condition and configuration of those parks. Tulsa has many parks of approximately the same age that are reaching a point in their life cycle where replacement/refurbishment/repurposing/etc. is needed. An organized strategy is needed. Tulsa's parks need to be looked at closely to determine what things within them are timeless, and what things are no longer relevant. Strategic prioritization is needed to determine if some things should be removed or replaced, if funds become available, or a new use is found, etc. A strategy for addressing the repair/refurbishment/replacement or re-purposing of low-functioning components is included in the final report.

It is possible that through ongoing public input, and as needs and trends evolve, new needs will be identified for existing parks. If there is no room in an existing park for new needs, the decision may be made to remove or re-purpose an existing component, even if it is quite functional.

Trends to keep an eye on as Tulsa decides what to do with low-functioning facilities, or how to make existing parks fit the needs of residents as highly as possible, include things like:

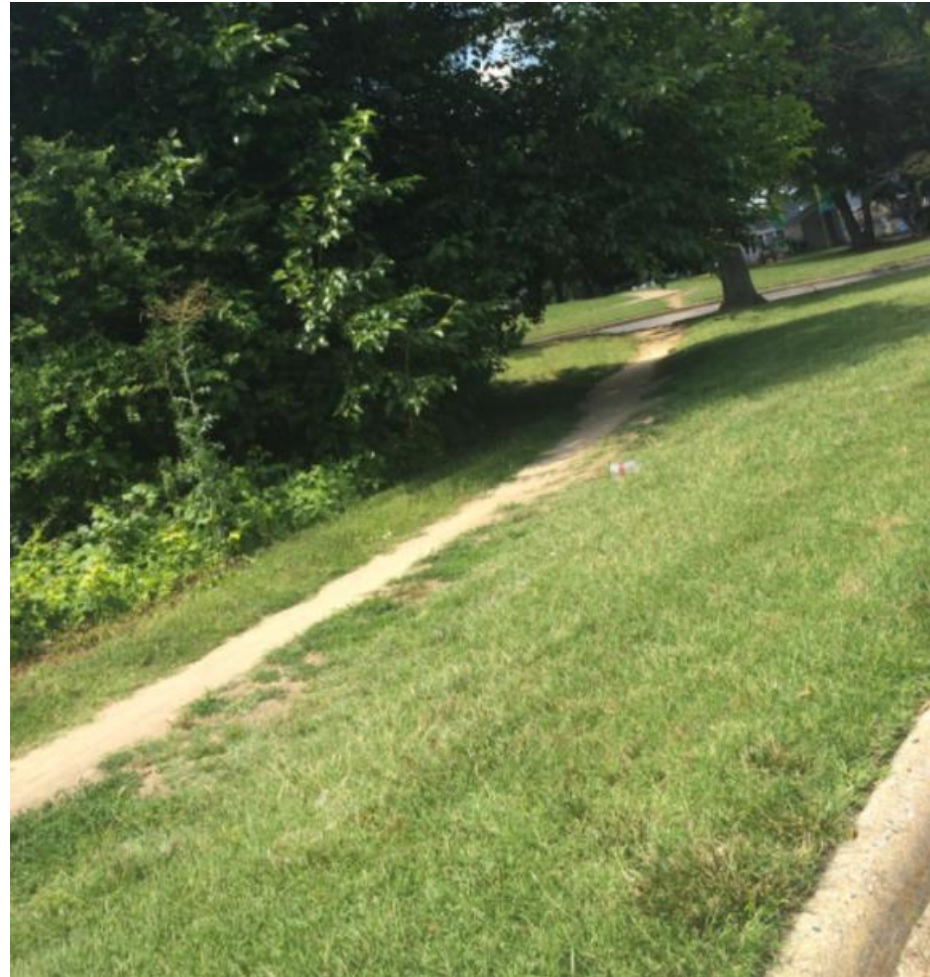
- Dog parks continue to grow in popularity.
- Skating continues to grow in popularity.
- A desire for locally grown food and concerns about health and sustainability.
- Events in parks, from a neighborhood "movie in the park" to large festivals in regional parks, are growing in popularity as a way to build a sense of community.
- Sprayparks are growing rapidly in popularity, even in cooler climates than Tulsa's.
- New types of playgrounds are emerging, including discovery play, nature play, adventure play, and art play.
- Integrating nature into parks by creating natural areas is a trend for a number of reasons. These include a desire to make parks more sustainable and introduce people of all ages to the natural environment. An educational aspect is an important part of these areas.

Walkability

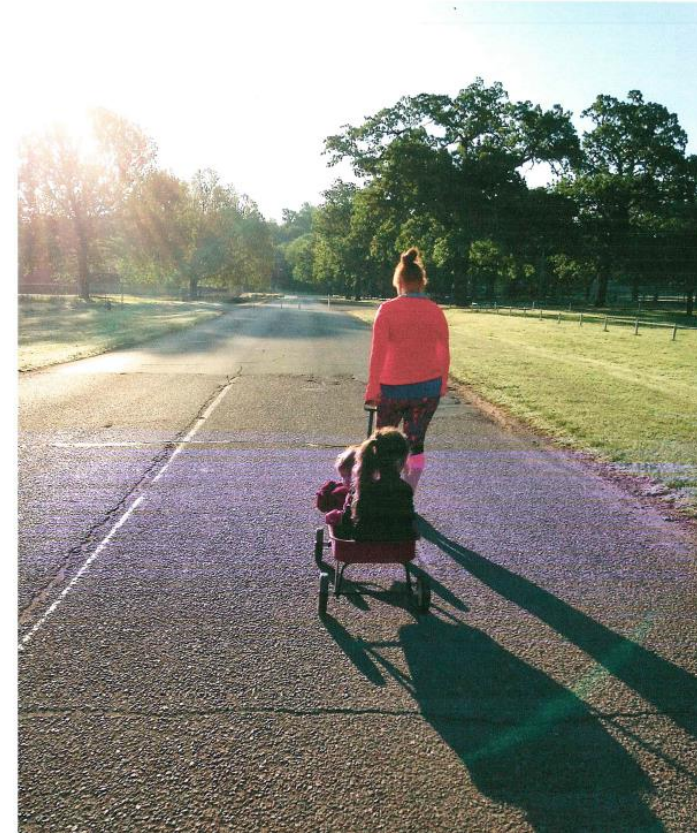
Tulsa's land area and low density make it difficult to provide a walkable park system. However, concerns about obesity, diabetes, heart disease, and other ills across the nation have made walkability a goal for most communities and their park systems. Fortunately, Tulsa's parks, schools, and other public lands are fairly well distributed throughout the city, offering the potential for greatly enhanced walkability for the community. The key is to make sure these lands are desirable destinations to which people can walk.



Where are current goat or desire paths within the community?



Take pictures of current conditions. Try to include people.



Additional Information

Anticipated Transportation Alternatives Advisory Committee (TAAC) Members: The TAAC committee will be responsible for scoring each application. This committee will be made up of multiple agencies throughout the state who are knowledgeable about active transportation or have an invested interest in improving Oklahoma's active transportation network.

Where to find announcement:

ODOT Website - <https://oklahoma.gov/odot/business-center/local-government-resource-center/transportation-alternatives-program-tap.html>

OML - [Oklahoma Municipal League \(oml.org\)](http://oklahoma.org)

ACCO - [ACCO - Home \(okacco.com\)](http://okacco.com)

APWA - [Home Page \(apwa.net\)](http://apwa.net)

TSET - <https://tset.ok.gov/>

OMAG - <https://www.omag.org/>



Questions?

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OKLAHOMA
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