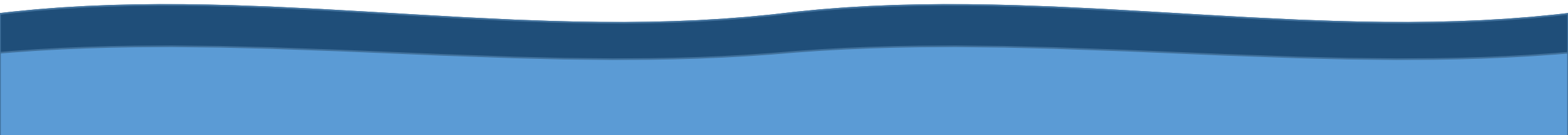




**OKLAHOMA**  
**Transportation**

**Local Government Division**



# TAP – Transportation Alternatives Program



Matt VanAuken  
TAP Coordinator  
ODOT Local Government Division  
[mvanauken@odot.org](mailto:mvanauken@odot.org)  
405-436-3734



# Transportation Alternative Program (TAP)

## Funded provided through the FAST Act - Competitive Application Process

**\$53 million in projects were awarded funding in 2022**



### 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





# ELIGIBLE APPLICANTS AND FUNDING CATEGORIES

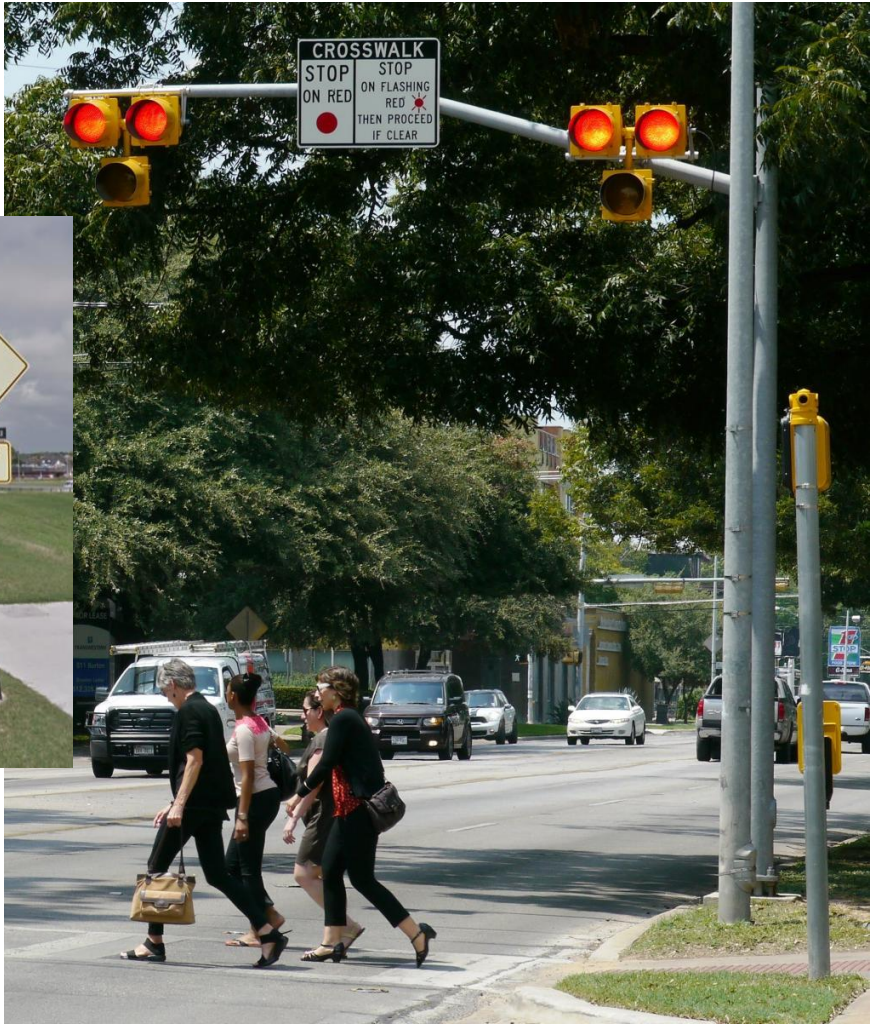
- Governmental Entities
  - Local governments
  - Regional Transportation Authorities
  - Transit agencies
  - Natural resource or public lands agencies
  - School Districts, local education agencies or schools
  - Tribal governments
  - A metropolitan planning organization that serves an urbanized area with a population of 200,000 or fewer
  - A nonprofit entity
- Anticipated Funding Categories
  - Under 5,000 (**100% Design 90/10 Const.**)
  - 5,000 – 49,999 (*80/20 Design/Const.*)
  - 50,000 – 200,000 (*80/20 Design/Const.*)
  - > 200,000 (ACOG and INCOG)
  - Flexible Funding category will be available to any population category in the state.



# ELIGIBLE PROJECT ACTIVITIES

- Construction, planning, and design of on-road and off-road facilities for pedestrians.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including:
  - inventory, control, or removal of outdoor advertising;
  - historic preservation and rehabilitation of historic transportation facilities;
  - vegetation management practices in transportation rights-of-way to improve roadway safety.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
  - stormwater management, control, and water pollution prevention
  - reduce vehicle-caused wildlife mortality
- The recreational trails program(NEW)
- The safe routes to school program: Infrastructure and Non-Infrastructure projects.
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

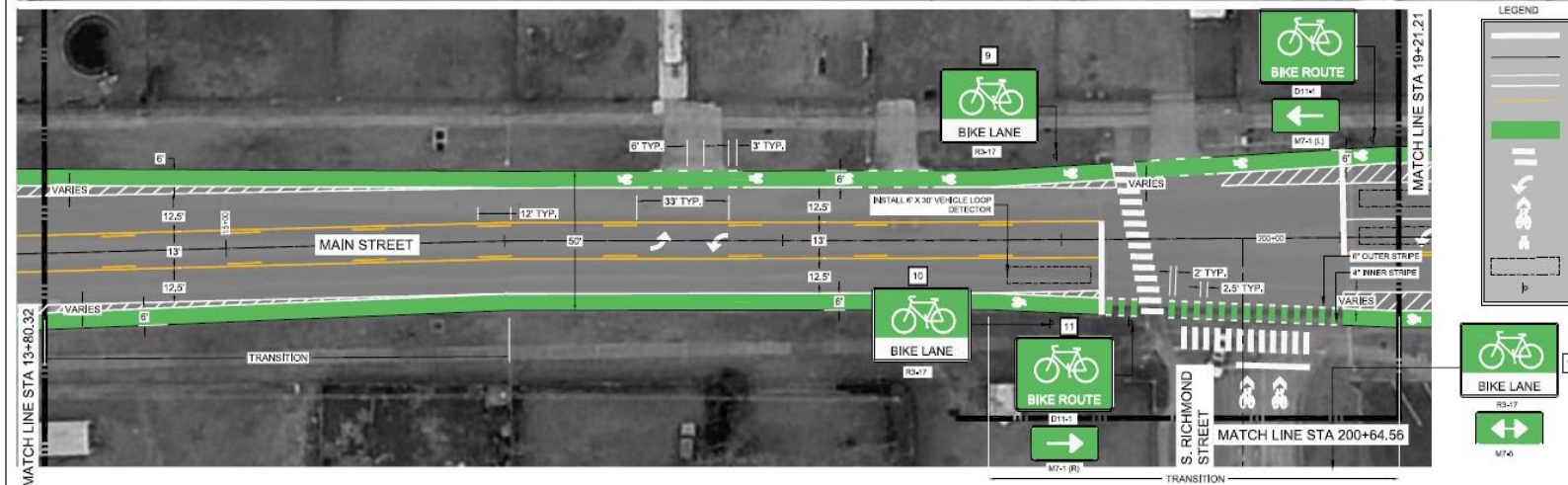
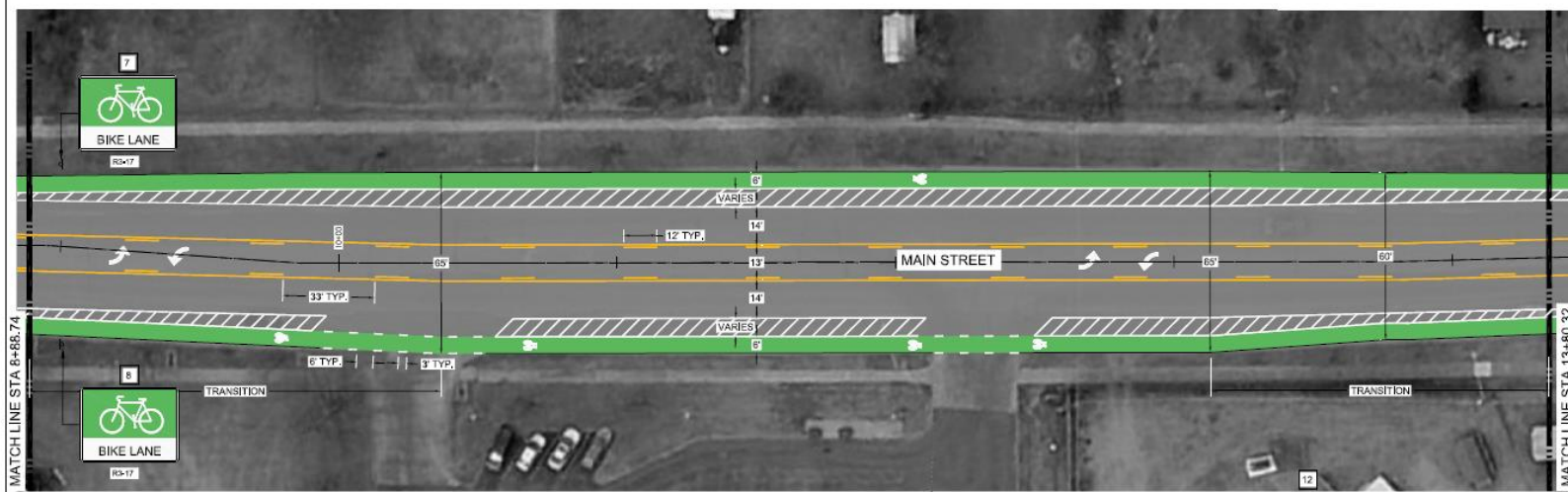




# Typical Safety Improvements



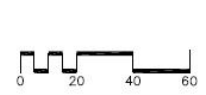
OKLAHOMA DEPARTMENT OF TRANSPORTATION					
PROJECT NO.	DATE	PROJECT NO.	SCALE	DATE	PROJECT NO.
BA-100	08/14/18	BA-100	AS SHOWN	08/14/18	BA-100



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)
	BICYCLE LANE SYMBOL (MULTIPOLYMER)
	8' X 30' VEHICLE LOOP DETECTOR
	ROADWAY SIGNAGE

- NOTES
- ALL 30 MPH ROADWAY SIGNS ALONG MAIN STREET ARE TO BE REPLACED WITH 25MPH ROADWAY SIGNS.
  - 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 9117
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



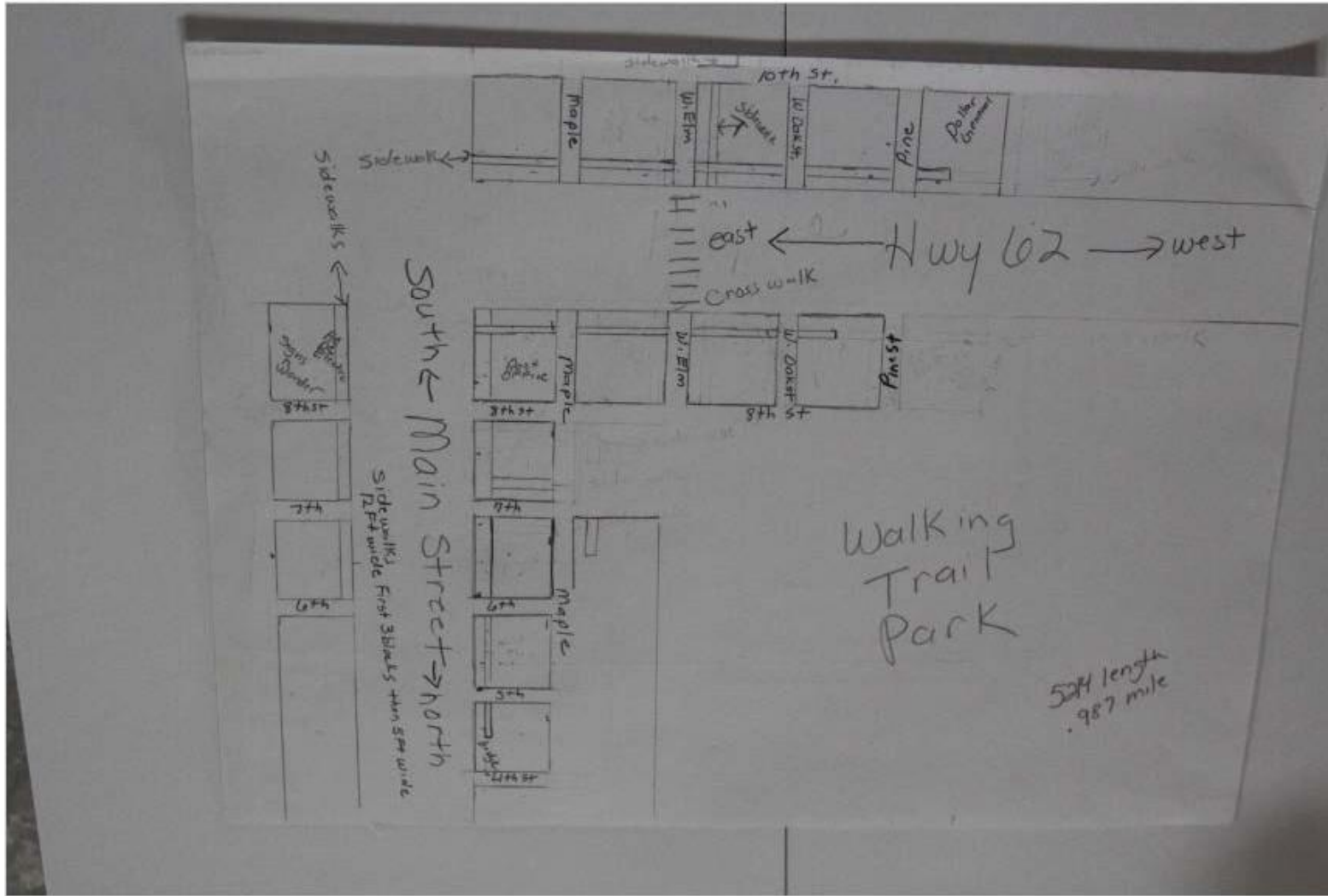
# TAP PROCESS PRIOR TO AWARD

- TAP Projects are Awarded Through a Competitive Application Process
  - Current funding is provided by the IIJA Bill.
  - During the application process, ODOT Local Government staff provides technical assistance and guidance
  - Applications are completed on-line
  - Application scoring criteria is provided in the Program Guidance 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

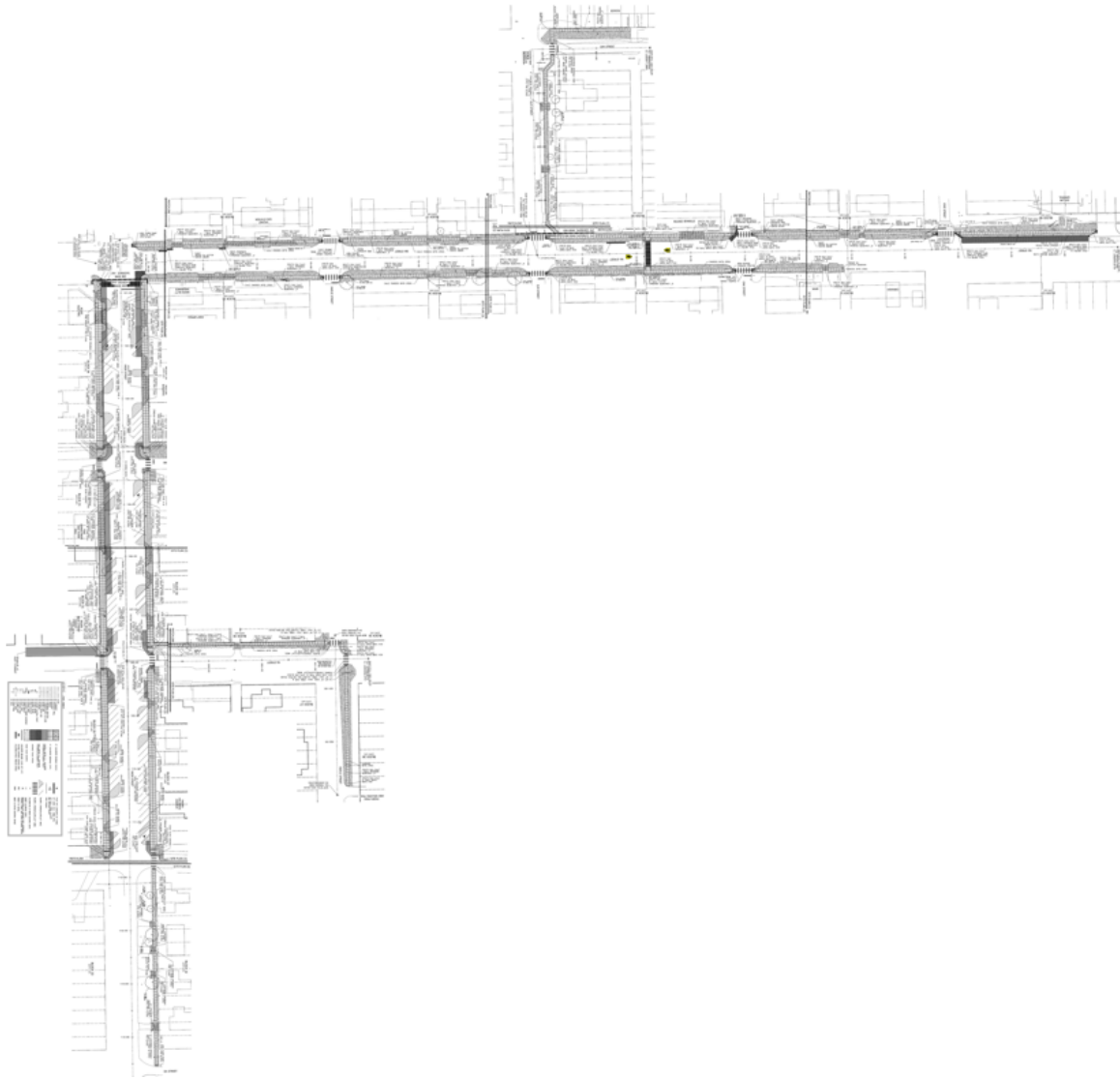




# SAMPLE PROJECTS



**OKLAHOMA**  
Transportation



**OKLAHOMA**  
Transportation

# BEFORE AND AFTER





# 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

# 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(<https://www.aarp.org/livable-communities/getting-around/aarp-walk-audit-tool-kit/>)([https://www.pedbikeinfo.org/resources/resources\\_details.cfm?id=5085](https://www.pedbikeinfo.org/resources/resources_details.cfm?id=5085))
  - Complete walkability audit or study(<https://www.nhtsa.gov/sites/nhtsa.gov/files/walkingchecklist.pdf>)
  - 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, and what are the benefits?
- Design estimate (based on most current cost estimates)
  - Needs to be from a licensed landscape architect or engineering firm
- Build community support/Involve the public



# TAP DATES

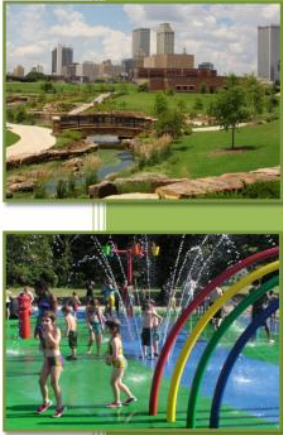
Date	Activity
FALL OF 2025	Call for Projects Form opens. TA Website will be live with Application Guidance and Required Documentation information.




# 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

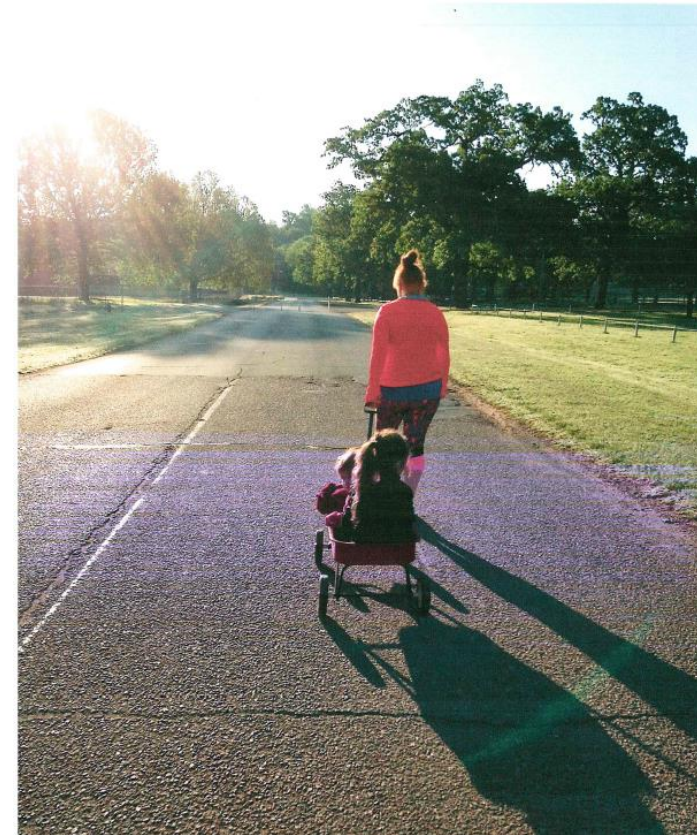
Tulsa's land area and low density make it difficult to provide a walkable park system. However, concerns about obesity, diabetes, heart disease, and other ills across the nation have made walkability a goal for most communities and their park systems. Fortunately, Tulsa's parks, schools, and other public 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.





**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, parks, low income housing, schools)

**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 (**



Anticipated Committee Members: The TAAC committee will be made up of multiple agencies throughout the state.

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 \(oklahoma.org\)](http://oklahoma.org)

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

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

TSET - [Tobacco Settlement Endowment Trust | \(ok.gov\)](http://ok.gov)



# TAP Questions?

