

from ★★☆☆☆  
**MAIN  
STREETS**  
to  
**SAFE  
STREETS**



**2023 Safe Streets  
& Roads for All  
IMPLEMENTATION GRANT**

US Department of Transportation  
DOT-SS4A-FY23-01  
Congressional Districts-01, 02, and 03

Submitted by  
**Indian Nations Council of Governments**  
in partnership with the Oklahoma cities of  
Bixby, Bristow, Claremore, Collinsville, Sapulpa, and Skiatook



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Application Name	From Main Streets to Safe Streets	
Lead Applicant Name	Indian Nations Council of Governments (INCOG) Staff Contact: Richard Brierre, Executive Director	
Lead Applicant Unique Entity Identifier	078662665000	
Eligible Entity Type	Metropolitan Planning Organization (MPO)	
Do you have additional applicants as part of a multijurisdictional group of eligible entities?	No	
Total Applicant Jurisdiction Population	Creek County:	71,754
	Osage County:	45,818
	Rogers County:	95,240
	Tulsa County:	669,279
	Wagoner County:	80,981
	<b>Total</b>	<b>963,072</b>
Total Applicant Jurisdiction Applicant Census Tract(s)  See Appendix for full list	Creek County:	23
	Osage County:	13
	Rogers County:	28
	Tulsa County:	208
	Wagoner County:	25
	<b>Total</b>	<b>297</b>
Total Applicant Jurisdiction Count of Motor Vehicle-Involved Roadway Fatalities (2017-2021 data)	Creek County:	72
	Osage County:	29
	Rogers County:	73
	Tulsa County:	321
	Wagoner County:	54
	<b>Total</b>	<b>549</b>
Total Jurisdiction Average Annual Fatality Rate (per 100,000 population)	Creek County:	20
	Osage County:	13
	Rogers County:	15
	Tulsa County:	10
	Wagoner County:	13
	<b>Total Average</b>	<b>11.4</b>
Total Applicant Jurisdiction Applicant Census Tracts. Find list of all Census tracts covered by the jurisdiction in Appendix K	297	
Census Tract(s) of the project(s)	City of Bixby	7520



		7636 7651 7652 7801 7803
	City of Bristow	20900 21000
	City of Claremore	50101 50103 50104 50105 50201 50202
	City of Collinsville	5403
	City of Sapulpa	20602 20603 20604 21300 21402
	City of Skiatook	940014 940015 5500
Specific project location(s)	<p><b><u>Bixby:</u></b></p> <ul style="list-style-type: none"> <li>• S Mingo Rd Shared Use Path from E 121st Street north to Creek Turnpike Trail. Including PHB at trail crossing.</li> <li>• E 121st Street Shared Use Path from Mingo Road west to East Fry Creek Trail. Including PHB at trail crossing.</li> </ul> <p><b><u>Bristow:</u></b></p> <ul style="list-style-type: none"> <li>• Ash Street Sidewalk from north of W 12th Street south to N 1st Ave then west along N 1st Ave to S Roland Street</li> <li>• 7th Avenue Sidewalk from N Spruce Street to N Oak Street</li> <li>• Historic Route 66 Vulnerable Road User Accommodations</li> </ul> <p><b><u>Claremore:</u></b></p> <ul style="list-style-type: none"> <li>• Blue Star Drive Shared Use Path from N Florence Ave west to SH-88</li> <li>• Dorothy Ave from E Blue Star Rd south to N Seminole and then to Will Rogers to Historic Route 66 Sidewalks &amp; Bike Lanes</li> </ul> <p><b><u>Collinsville:</u></b></p> <ul style="list-style-type: none"> <li>• 15th Street Sidewalk from E 146th Street to W Cedar Ave</li> <li>• 19th Street Sidewalk from N Broadway Street to N Walnut Road</li> <li>• Main Street (SH-20) Vulnerable Road User</li> </ul>	



	<p>Accommodations. This includes restriping to narrow travel lanes.</p> <p><b>Sapulpa:</b></p> <ul style="list-style-type: none"> <li>• 4 Downtown Alleys</li> <li>• E Bryan Avenue Sidewalks &amp; Bike Lanes from S Mission Street west to S Water Street. This includes restriping to narrow travel lanes.</li> <li>• Hickory Street Sidewalks &amp; Bike Lanes from W 141st Street to Historic Route 66. This includes restriping to narrow travel lanes.</li> </ul> <p><b>Skiatook:</b></p> <ul style="list-style-type: none"> <li>• 5th Street Sidewalk from SH-11 west to S Lombard Street</li> <li>• Osage Avenue Sidewalk from NW 133rd Street to Roger Blvd (SH-20)</li> </ul>												
Percent of Population in Underserved Communities in the Project Area Census Tracts	100%												
Project Area Fatalities 2017-2021	<table border="1"> <tr><td>City of Bixby</td><td>8</td></tr> <tr><td>City of Bristow</td><td>2</td></tr> <tr><td>City of Claremore</td><td>10</td></tr> <tr><td>City of Collinsville</td><td>2</td></tr> <tr><td>City of Sapulpa</td><td>23</td></tr> <tr><td>City of Skiatook</td><td>8</td></tr> </table>	City of Bixby	8	City of Bristow	2	City of Claremore	10	City of Collinsville	2	City of Sapulpa	23	City of Skiatook	8
City of Bixby	8												
City of Bristow	2												
City of Claremore	10												
City of Collinsville	2												
City of Sapulpa	23												
City of Skiatook	8												
Project Area Injuries Severity Unknown 2017-2021	<table border="1"> <tr><td>City of Bixby</td><td>409</td></tr> <tr><td>City of Bristow</td><td>43</td></tr> <tr><td>City of Claremore</td><td>405</td></tr> <tr><td>City of Collinsville</td><td>67</td></tr> <tr><td>City of Sapulpa</td><td>608</td></tr> <tr><td>City of Skiatook</td><td>106</td></tr> </table>	City of Bixby	409	City of Bristow	43	City of Claremore	405	City of Collinsville	67	City of Sapulpa	608	City of Skiatook	106
City of Bixby	409												
City of Bristow	43												
City of Claremore	405												
City of Collinsville	67												
City of Sapulpa	608												
City of Skiatook	106												
Project Title	From Main Streets to Safe Streets												
Project Goals	To improve safety for vulnerable road users to schools, parks, and Main Streets using proven countermeasures as described in the Local Road Safety Plan.												
Applicant roadway safety responsibility	<input type="checkbox"/> Ownership and/or maintenance responsibilities over a roadway network <input type="checkbox"/> Safety responsibilities that affect roadways <input checked="" type="checkbox"/> Have agreements from the agencies that have ownership and/or maintenance responsibilities for the roadway within the applicant's jurisdiction												
Primary project purpose (select one)	<input checked="" type="checkbox"/> Infrastructure Projects and Strategies <ul style="list-style-type: none"> <li>• Behavioral Project and Strategies</li> <li>• Operational or Technology Projects and Strategies</li> </ul>												

Roadway users that this project will significantly benefit	<ul style="list-style-type: none"> <li>• Pedestrians</li> <li>• Bicyclists</li> </ul>
Does this project include major construction, minor construction, or both?	• Minor construction projects
Does your project include Demonstration Activities?	No
Would you consider accepting funding for only demonstration activities and/or supplemental planning?	No
Total Federal Funding Request	\$12,000,000
Total Local share/Match	\$3,000,000
Total Project cost	\$15,000,000
Total Federal Funds allocated to Underserved Communities	\$12,000,000
Supplemental Planning Activities (A) Federal Funding Request	\$0
Supplemental Planning Activities (A) Total Project Costs	\$0
Planning, Design, and Development Activities for Projects/Strategies (B) Federal Funding Request	\$1,027,160
Planning, Design, and Development Activities for Projects/Strategies (B) Total Project Costs	\$1,283,950
Carrying Out Projects and Strategies (C) Federal Funding Request	\$10,972,840
Carrying Out Projects and Strategies (C) Total Project Costs	\$13,716,050
Existing Comprehensive Safety Action Plan (or equivalent)	<a href="#">INCOG Local Road Safety Plan (2022)</a>



# A. Narrative

## I. OVERVIEW APPLICANT

The lead applicant for this implementation grant is the Indian Nations Council of Governments (INCOG), who will facilitate the grant with other partners: cities of Bixby, Bristow, Claremore, Collinsville, Sapulpa, and Skiatook. INCOG is the Metropolitan Planning Organization (MPO) for the Tulsa Transportation Management Area (TMA) in northeast Oklahoma. The six cities and the Oklahoma Department of Transportation (ODOT) have jurisdiction over the roads where projects will be implemented. INCOG, as the MPO, took the lead in completing a regional Local Road Safety Plan (LRSP) beginning in 2020 utilizing the Federal Highway Administration (FHWA) Resource Center technical assistance program. The plan was completed in 2022 and adopted along with a resolution to reduce fatalities and serious injuries by 25% by 2030 by the INCOG Board of Directors. This application seeks Federal assistance to advance low-cost, high-impact strategies and projects identified as part of the LRSP. INCOG will administer the grant and manage the funds, while the partner entities will implement projects identified in this application and seek reimbursement from INCOG. INCOG has the capacity and history of working with both the FHWA and the Federal Transit Administration (FTA) in administering Federal funds.

### INCOG Region

INCOG member governments include Creek, Osage, Rogers, Tulsa, and Wagoner counties, along with 50 cities and towns located in those counties, and the Cherokee, Muscogee, and Osage Nations. The INCOG service area is shown in Figure 1. INCOG is responsible for planning and programming Federal funds within TMA covering 81% of the population of the Tulsa Metropolitan Statistical Area.

### Local Road Safety Plan

With assistance from FHWA, INCOG partnered with the ODOT and Oklahoma Highway Safety Office (OSHO) to develop and adopt the regional [LRSP](#) in 2022 to address safety on locally owned roads in the INCOG region. The plan covers the entire INCOG region. The process included setting a regional vision and goals to target fatality and injury reduction as well as data collection and analysis. The vision was to advance toward zero transportation-related deaths, starting with reducing by 25% by 2030. The LRSP (Appendix A) includes strategies and action items intended to reduce traffic related fatalities and serious injuries in the region, which will be discussed in the Selection Criteria below. As shown in the Self-Certification Eligibility Worksheet, provided in Appendix B, the LRSP satisfies the Safe Streets and Roads for All (SS4A) Action Plan requirements.

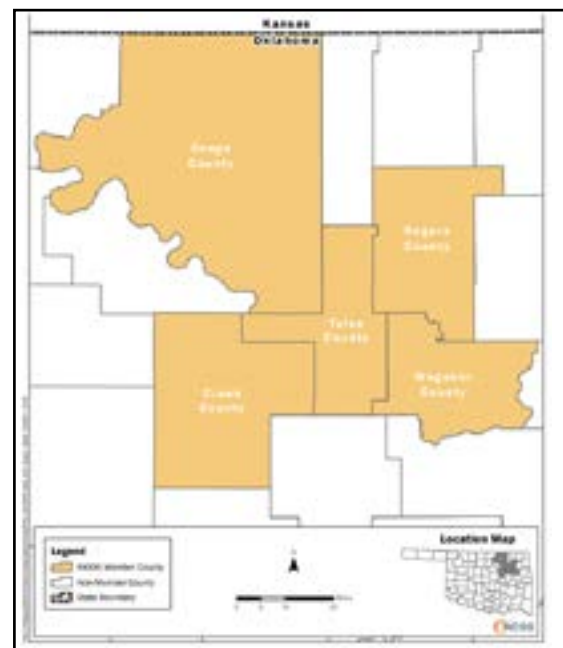


Figure 1: INCOG Region

Key problem areas identified by the INCOG LRSP:

- ▶ 71% of fatal and serious injury crashes occurred at intersections
- ▶ 83% of fatal serious injury crashes occurred due to lane departures
- ▶ 50% of bicyclist involved crashes occurred at intersections

### Safety Context

The INCOG LRSP analyzed 2010 to 2019 crash data, identifying significant levels of the following crash types: intersection-related, angle or right-angle, fixed object, rear end, alcohol involved, unbelted, pedestrian and bicycle, young drivers (15 to 20 years old), and older drivers (65 years and older).

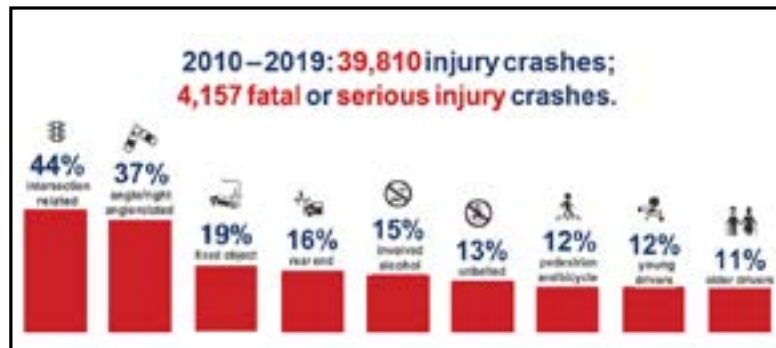


Figure 2: 2010-2019 LRSP Crash Analysis

INCOG has been leading and taking steps to increase safety prior to developing the LRSP in 2022. Starting in 2005, INCOG developed regional incident management training for first responders and formed a continuing funding partnership with local agency first responders. In 2015, the Tulsa Regional Bicycle and Pedestrian Master Plan, also called [the GO Plan](#) identified a need to improve safety for all users of the transportation system in the Tulsa Metropolitan Statistical Area. In 2022, INCOG’s [Connected 2050 Regional Transportation Plan \(RTP\)](#) recommended the development of plans to improve safety with respect to vulnerable road users and the implementation of mitigation measures to reduce traffic crashes. INCOG also has a decade of using Oklahoma Highway Safety Office (OHSO) and the National Highway Transportation Safety Administration (NHTSA) funding to produce and publicize locally relevant videos on pedestrian and bicyclist safety, disseminated via targeted social media. Further, INCOG implemented [Travel with Care Tulsa](#), a public awareness campaign also supported by OHSO.

## II. LOCATION

As shown in Figure 1, the INCOG service area covers five counties: Creek, Osage, Rogers, Tulsa, and Wagoner. The INCOG LRSP studied all five counties’ local, rural, and tribal roadways. This application is to implement projects through a data driven approach in part of the INCOG region where most fatalities and serious injuries have occurred.

As of 2020, the population of the Tulsa Metropolitan Statistical Area has increased to over one million. The 2020 base year demographics show the TMA population at 883,436, which accounts for 81% of the Tulsa MSA population. The Tulsa MSA is the 54th largest metropolitan area in the country. The combined population of the six cities, Bixby, Bristow, Claremore, Collinsville, Sapulpa, and Skiatook, the local government partners to this SS4A implementation grant, comprises nearly 11% of the population of the TMA (2020 Census Data).



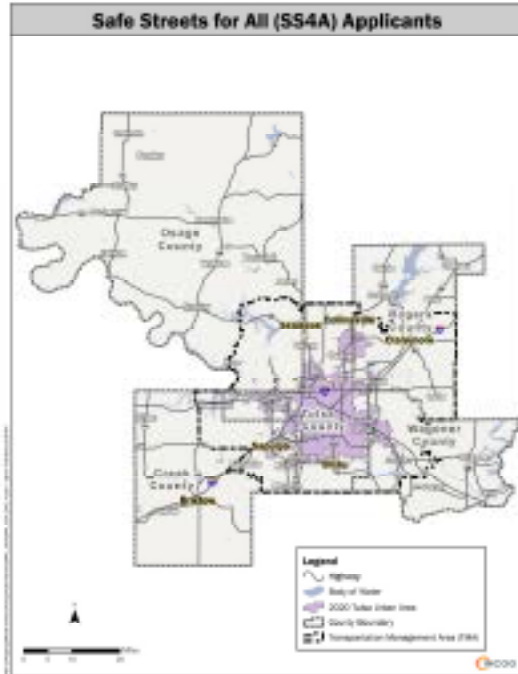


Figure 3: Project Service Area

Figure 3 shows the implementation area, consisting of the jurisdictions that will be implementing projects.

The High Injury Network displayed in Figure 4 was created using OKSAFE-T data that is geocoded from first responder agencies and is available from ODOT. It was used in the LRSP as well. High Injury Networks by jurisdiction can be viewed in Appendix C.

The High Injury Network demonstrates that the region experienced fatalities on many road segments, calling for a systemic, multijurisdictional approach to reduce injury crashes and fatalities, as is being proposed in this application. All roadways shown on this map are locally owned and maintained by cities or counties with appropriate jurisdiction.

### III. RESPONSE TO SELECTION CRITERIA

#### 1. Safety Impact

##### Description of Safety Problem

The ODOT-maintained OKSAFE-T database, consisting of geocoded historical multimodal crash data, includes variables related to each partner from the crash investigation reports by public safety agencies statewide and within the five-county INCOG region. The analysis showed a total of 2,811 fatal and injury crashes have occurred, averaging 562 per year, between 2017 and 2021 within the joint applicant jurisdictions. Figure 5 shows these broken down by year across two categories Suburban (Cities of Bixby and Sapulpa), and Rural (Cities of Bristow, Claremore, Collinsville, and Skiatook).

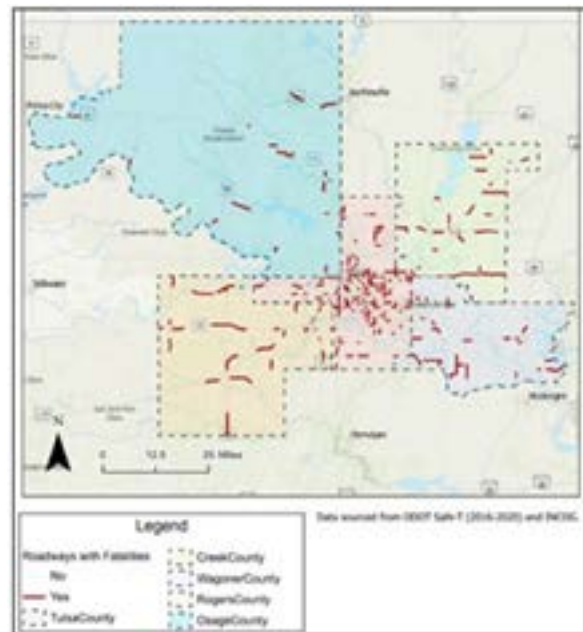


Figure 4: High Injury Network - INCOG Region

Over these five years, serious injuries and crash fatalities have remained high, averaging 52 per year within the projects jurisdictions. The primary collision types have included: rear-end (front-to-rear), right angle (front-to-side), angle turning, sideswipe same direction, and fixed object. Pedestrian and cyclist collisions have also been significant, totaling 76 injury crashes over the five-year period.

2017-2021 Fatal and Injury Crashes							
Jurisdiction	Fatal	Serious Injuries	Non-Incapacitating Injuries	Possible Injuries	Crashes Involving Cyclists	Crashes Involving Pedestrians	Total
Bixby	8	27	188	409	2	5	639
Bristow	2	11	23	43	5	6	90
Claremore	10	57	283	405	13	13	781
Collinsville	2	10	39	67	0	1	119
Sapulpa	23	64	369	608	8	19	1,091
Skiatook	8	8	41	106	0	4	167
Total*	53	177	943	1,638	28	48	2,887

Table 1: 2017-2021 Fatal and Injury Crashes - source ODOT SAFE-T

\* Total reflects a 25% reduction observed in fatal and injury crashes for the year 2020 due to lower traffic.

\* 2021 Denotes partial year

The primary collision types identified over the five-year period reaffirmed the results of the LRSP, which studied crash data from 2010 to 2019, demonstrating continuing problems that require implementation of systemwide solutions to reduce fatal and serious injury crashes. While the reduced traffic in 2020, due to the COVID-19 pandemic, showed a reduction in fatal and serious injury crashes, data observed since with traffic returning to roadways, has shown average speeds and crashes going up across the region, to meet or exceed previous years.

While most crashes occur in urban areas of the region, rural areas experienced the highest severity rate per volume.

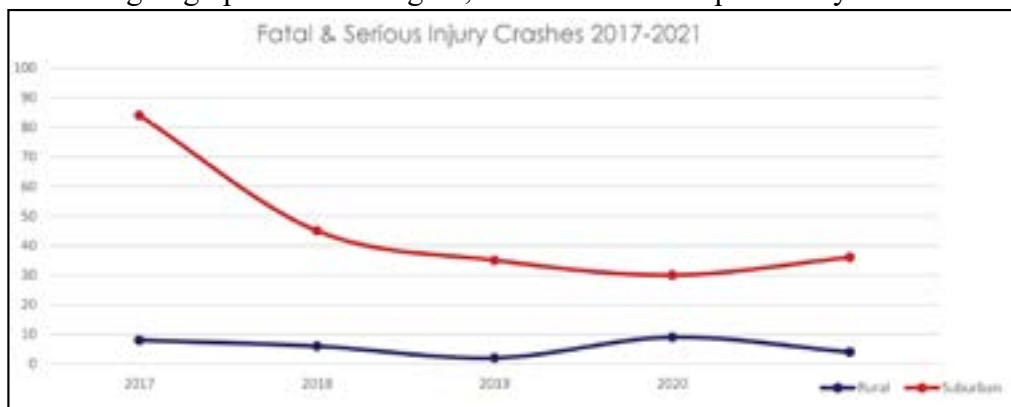


Figure 5: Fatal & Serious Injury Crashes 2017-2021 - source ODOT SAFE-T database.

\* Lower numbers in 2020 reflect the decrease in traffic due to COVID-19 Pandemic.

### Safety Impact Assessment

The INCOG stakeholders further developed the emphasis areas into strategic actions to effectively and efficiently meet the target of a 25% reduction in fatal and serious injury crashes by 2030, as recognized by the INCOG Board of Directors in its resolution to adopt the LRSP. This grant will enable INCOG and its joint applications to implement high-impact strategies at selected locations to improve safety over a wider geographical area.

The full array of proposed projects, which are evidence-based and have significant Crash Reduction Factor effectiveness to reduce both crashes and crash severity, is discussed further in Criterion 3, as well as in the budget. The LRSP identified additional crash hotspots with stakeholder input and identified locations for potential safety projects. These can be viewed in Appendix A.

In determining the final location of projects, a minimum of three criteria was used. The project team considered: (1) Equity: percent of households with zero cars and USDOT identified census tracts with equality indicators (Areas of Persistent Poverty (APP) and Historically Disadvantaged Communities (HDC)), (2) Number of Vulnerable Users Walking, Rolling, or Biking across the streets, and (3) the Crash Rates.

## **2. Equity, Engagement, and Collaboration**

The INCOG region is diverse with minorities and low-income individuals. Native American, African American, and Hispanic populations make up most of the minorities in the region. These population groups reside throughout the region but are more concentrated in the census tracts identified by USDOT as underserved communities.

INCOG's LRSP analysis identified Native American fatalities as an emphasis area. During the development of the INCOG LRSP, all tribes were engaged. The plan identified emphasis areas for tribal citizens: pedestrians, intersections, road departure, impaired driving, and lack of seatbelt use. All the bicycle and pedestrian strategies proposed in this application and derived from the INCOG LRSP emphasis areas will ensure positive benefits to the tribal citizens living in the project locations, which are all located within tribal nation reservation boundaries.

In addition, four out of the six local partners applying for the **From Main Streets to Safe Streets** project are rural communities. According to FHWA statistics, a disproportionate number of fatalities, 57%, occur on rural roads, even though 23% of the U.S. population lived in rural areas in 2007.<sup>1</sup> INCOG values our rural partners, which is why INCOG chose to partner with counties for the LRSP. This ensured all local rural roads were included in the LRSP.

Five of the communities included in this application (Bristow, Collinsville, Claremore, Sapulpa and Skiatook) have transit demand response services available to their citizens. The selected projects for this application will enhance the safety of these transit users by providing sidewalks where there currently are none. The majority of transit users in these communities experience transportation insecurity and live in historically disadvantaged areas.

In addition to the LRSP already completed, INCOG plans to develop an already funded Supplemental Action Plan to address evaluating equity considerations previously used for crash analysis and effectiveness, identify underserved community stakeholders, and conduct equity analysis, in collaboration with appropriate partners. A map depicting Areas of Persistent Poverty & Historically Disadvantaged Communities as well as Tribal Nation boundaries of the project area can be found in Appendix E.

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<sup>1</sup> [https://safety.fhwa.dot.gov/local\\_rural/rural\\_fatal.cfm](https://safety.fhwa.dot.gov/local_rural/rural_fatal.cfm)

<b>INCOG SS4A Implementation Grant Total</b>		<b>\$ 12,000,000</b>
Percent of Implementation Grant to be spent in Underserved tracts experiencing transportation insecurity		100%
Amount of Implementation Grant to be spent in Underserved tracts experiencing transportation insecurity		\$12,000,000
Percent of Implementation Grant to be spent in Rural Communities		67%
Amount of Implementation Grant to be spent in Rural Communities		\$8,000,000

Table 2: Funds to Underserved and Rural Communities

In terms of public engagement, INCOG and the joint applicants will continue to engage their constituent communities during the implementation of location specific projects. Through the stakeholder group, impacted communities will be continuously informed and engaged during the SS4A project implementation and to measure and assess project impacts.

INCOG is responsible for adding SS4A projects to the FFY2024-27 Transportation Improvement Plan (TIP) and as a part of that, project notices will be published and stakeholders will be notified, along with notifications on the INCOG website. INCOG will use their existing Active Transportation-related community outreach program, Travel With Care Tulsa, to notify the public of projects and provide updates. The Travel With Care Tulsa campaign includes Facebook and other digital media. This will provide a variety of outreach methods to the community, including public meetings, web-based engagement, and newspaper announcements to reach a large portion of the community and foster meaningful engagement throughout project implementation.

In this application, INCOG’s equity consideration is two-fold:

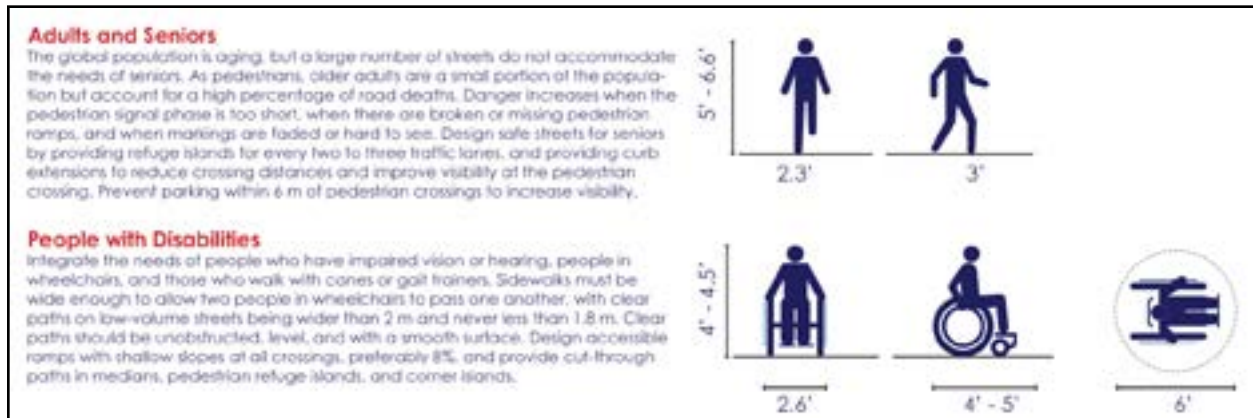
- i. To analyze vulnerable user crash types after implementation of the project.
- ii. Equitable Distribution of project funds to underserved communities as identified by the USDOT Justice40 initiative.

### 3. Effective Practices and Strategies

In addition to the bicycle and pedestrian safety countermeasures listed in the LRSP, the **From Main Streets to Safe Streets** project incorporates projects listed in INCOG’s GO Plan, the regional bicycle/pedestrian masterplan. This plan was adopted by INCOG’s Board of Directors in 2015 and provides guidance on best practices for bicycle and pedestrian infrastructure. It identifies segments of roadways where vulnerable road users are present and seek to mitigate roadway conflicts using context-sensitive designs and tools. Like the LRSP, the GO Plan included input from the public through walkshops, a stakeholder retreat, and community focus groups. All six of the municipalities that are partners for the **From Main Streets to Safe Streets** project are included in the LRSP under the participation of their county. In addition, five out of the six partners were either included in the GO Plan, or their comprehensive plans call out bicycle and pedestrian infrastructure as important transportation systems for safety and connectivity. GO Plan Partners include Bixby, Collinsville, and Skiatook; Claremore’s 2040 Comprehensive Plan and Sapulpa’s 2030 Comprehensive Plan reference improved bike/ped infrastructure.



The planning and design standards to be used for implementation of the SS4A projects are those supported by FHWA, MUTCD, and NACTO. For example, per NACTO, INCOG is suggesting constructing a minimum of a 6' sidewalk (when ROW allows) because 6' allows two people in wheelchairs the ability to cross paths on a sidewalk without one person having to maneuver off the sidewalk. The same is for two adults. A 6' sidewalk allows two adults to walk next to each other without one person needing to step off into the street.



This project will employ proven strategies to improve safety over a wide geographical area, rooted in the analysis of the adopted 2022 INCOG LRSP. The INCOG LRSP stakeholders focused on evidence-based solutions for implementation of [FHWA countermeasures](#). Walkways (sidewalks and sidepaths) improve multimodal networks for people outside of a motor vehicle, including people who are walking, biking, rolling, and have disabilities. [NHTSA](#), [FHWA](#), and [Iowa's Center for Transportation Research and Education](#) enable us to understand the impact proposed projects will have on decreasing crashes or injuries. Research enabled our six partner cities to understand the importance of the impact the proposed projects will have on decreasing crashes or injuries of their residents. Sidewalks reduce crashes involving pedestrians along roadways by 65-89%, and crosswalk visibility enhancements can also reduce pedestrian injury anywhere between 25% - 42%. Crosswalk visibility enhancements will reduce pedestrian injury crashes by 40%, and it is anticipated that Pedestrian Hybrid Beacons (PHBs) will have a similar impact to Rectangular Rapid Flashing Beacons (RRFBs), which are proven to reduce pedestrian crashes up to 47% and increase motorist yielding rates up to 98%.<sup>1</sup> These measures, while none of them are individually new or innovative, once employed as a whole, systematically regionwide, will be innovative in their combined approach to solving the identified problem, recognized by the LRSP. These data driven countermeasures will improve the system for all users.

<sup>1</sup> <https://highways.dot.gov/safety/proven-safety-countermeasures>

The six partner cities’ populations range from 4,248 to 28,609, and each one was historically built around a downtown with walkable streets and a built environment to promote economic growth, connectivity, and safe speeds. However, these same historical streets are in need of updates. Unfortunately, when they were built, ADA ramps were not required and 3’ sidewalks were the standard. The project locations selected for the SS4A implementation grant will use the historical street network to promote walkability at the neighborhood scale.



The INCOG LRSP stakeholders also focused on solutions for implementation and aligned with the Safe System Approach (SSA). As demonstrated in Table 4, the proposed implementation project types encompass three of the five safety elements of SSA: Safe Users, Safe Roads, and Safe Speeds. Proposed projects seek to account for and mitigate human mistakes by creating separated sections of the public ROW for pedestrians and adding signage and striping for people on bikes.

Project Type	Safe System Element
Implement sidewalks and sidepaths	Safe Roads, Safe Users
Install rumble strips	Safe Roads
Re-striping to narrow lanes	Safe Roads, Safe Speeds
Install bike lanes	Safe Roads, Safe Users
Mid-Block Pedestrian Crossing with PHBs	Safe Roads, Safe Speeds, Safe Users
Upgrade Crosswalk Markings at Intersections	Safe Roads, Safe Speeds, Safe Users

Table 3: Proposed Project Types and their Safe System Element

Further, INCOG coordinates the regional micro-mobility travel solutions deployment with policies and procedures as appropriate. For example, INCOG enabled a local non-profit, the Tulsa Bikeshare Inc. (TBS), operated as “This Machine,” to provide equitable access to two jurisdictions within the INCOG region. INCOG intends to continue using CMAQ and Carbon Reduction funding to expand This Machine’s service area, focusing on areas of persistent poverty and historically disadvantaged areas. Our agency also works and partners with area bike clubs that focus on children using bicycles as a form of transportation. INCOG is engaged in developing a regional Complete Streets policy as required by the Infrastructure Investment and Jobs Act (IIJA).

#### **4. Climate Change and Sustainability, and Economic Competitiveness**

Travel delay in the INCOG region primarily is attributed to traffic incidents, more than the recurring congestion based on local travel time studies. According to NHTSA, motor vehicle crashes have an economic, social, and environmental impact. Congestion related to crashes, caused by lane closures, emergency services on-site, detours, and general slowdowns result in excess fuel consumption and higher greenhouse gas and pollution emissions. According to [North Carolina Environmental Quality](#), 20 pounds of greenhouse gases are produced per gallon of gas burned.

Improving transportation safety through projects and strategies designed to reduce crashes will improve travel time reliability, as well as reduce the amount of greenhouse gases emitted. Improvements as proposed in this application will improve safety for active modes of transportation, especially for vulnerable users, which will encourage a mode shift in the community from motor vehicles to walking or biking, thereby increasing lower-carbon travel modes. By providing safe transportation and making existing sidewalks and signals safer with the methods and means identified in this application, vulnerable users will also have better access to essential services such as groceries or health care, especially in low income, minority, and underserved areas. Existing poor and unsafe conditions prevent trips that are necessary for distressed communities, and methodology has identified possible locations for filling in sidewalk gaps and pedestrian hybrid beacons that can improve such access.

Addressing rural traffic safety, the grant will provide safe elements in smaller communities to historical Main Streets, schools, parks, and medical offices. All six partner communities with this grant are within tribal nation boundaries and tribal social services are located within or near their downtowns.

The proposed implementation strategies will also help develop sustainable land-use patterns with active transportation modes. The proposed improvements will enhance driver attention on the roadway and make all modes of travel safer, resulting in increased mobility and enhanced connectivity within the historical downtowns, boosting Main Street revitalization and economic competitiveness. These safer roadways will decrease dependability on non-renewable resources and increase affordability for all users, specifically low-income and underserved populations. This project, unlike other types of traditional projects such as road or corridor improvements, will seek to develop systemic implementation of safe solutions benefiting all populations.

#### **IV. ADDITIONAL CONSIDERATIONS: PROJECT READINESS**

INCOG has a history of coordinating Federally funded local projects including a TIGER funded scenic parkway and pedestrian bridge project, a BUILD grant for a bus-rapid transit project, and a successful RAISE grant to enable multiple jurisdictions to expand a trail network in the Tulsa MSA. INCOG also coordinates numerous projects through ODOT and other Local Public Agencies (LPA) that utilize state and federal funds. The six community partners are committed to the successful implementation of the project and will provide the necessary matching funds for the SS4A grant (see Appendix K: Letters of Commitment), and each has dedicated capacity for these projects. Moreover, each municipality with this SS4A grant have been involved with various public works projects as a core function of each.

Table 5 illustrates anticipated timelines for a variety of project milestones. It is expected many of these projects will be implemented concurrently. If this application is awarded funding and

Milestone	Timeline
Federal Contract & Local MOUs	6-12 Months
Engineering Design and NEPA	6-12 Months
Right-of-Way	No Additional Right-of-Way Anticipated
Construction	12-24 Months

said funds are obligated in 2024, procurement and approvals would be completed within Fiscal Year (FY) 2025. Construction would begin in 2025 and end by 2027.

Table 4: Milestone Timelines

## B. Self-Certification Eligibility Worksheet

Per the Self-Certification Eligibility Worksheet, Appendix B, an applicant is eligible to apply for an Implementation Grant if the applicant answers yes to questions 3, 7, and 9, as well as yes to at least four of the six remaining questions: 1, 2, 4, 5, 6, and 8.

#	1	2	3	4	5	6	7	8	9
Answer	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes

Table 5: Self-Certification Summary

INCOG answered yes to questions 3, 7, and 9, and five of the remaining six questions, indicating the Local Road Safety Plan qualifies as a Safety Action Plan.

## C. Budget

The overall cost of these systemic improvements is \$15,000,000, a Federal share of \$12,000,000 and a local match of \$3,000,000. 100% of federal funds will go to underserved communities.

Table 7 breaks down the local match funds being contributed by each participant. Table 8 provides the full estimated budget, broken into (A) Design, and (B) construction Activities, as well as showing the Federal and Non-Federal share. Table 9 demonstrates again the funding going to underserved communities, as well as the breakdown of spending in the variety of

Source of Local Match	Funds
City of Bixby	\$500,000
City of Bristow	\$500,000
City of Claremore	\$500,000
City of Collinsville	\$500,000
City of Sapulpa	\$500,000
City of Skiatook	\$500,000
Total	\$3,000,000

jurisdiction types participating – urban, rural, tribal, and regional. Table 10 demonstrates the contingencies and inflation adjustment included in the total grant amount.

Table 6: Source of Local Match



City of Bristow	Design	Construction	Total Cost
Ash Street Sidewalk	\$ 51,000	\$ 459,000	\$ 510,000
7th Avenue Sidewalk	\$ 52,020	\$ 468,180	\$ 520,200
Historic Route 66 Vulnerable Road User Accommodations	\$ 100,000	\$ 900,000	\$ 1,000,000
Contingency + Escalation			\$ 469,800
<b>Subtotal</b>	<b>\$ 203,020</b>	<b>\$ 1,827,180</b>	<b>\$ 2,500,000</b>

City of Claremore	Design	Construction	Total Cost
Blue Star Drive Shared Use Path	\$ 144,160	\$ 1,297,440	\$ 1,441,600
Dorothy Ave / N Seminole Ave / Will Rogers Blvd Sidewalks & Bike Lanes	\$ 70,380	\$ 633,420	\$ 703,800
Contingency + Escalation			\$ 354,600
<b>Subtotal</b>	<b>\$ 214,540</b>	<b>\$ 1,930,860</b>	<b>\$ 2,500,000</b>

City of Collinsville	Design	Construction	Total Cost
15th Street Sidewalk	\$ 61,200	\$ 550,800	\$ 612,000
19th Street Sidewalk	\$ 18,000	\$ 162,000	\$ 180,000
Main Street (SH-20) Vulnerable Road User Accommodations	\$ 140,000	\$ 1,260,000	\$ 1,400,000
Contingency + Escalation			\$ 308,000
<b>Subtotal</b>	<b>\$ 219,200</b>	<b>\$ 1,972,800</b>	<b>\$ 2,500,000</b>

City of Sapulpa	Design	Construction	Total Cost
4 Downtown Alleys	\$ 56,250	\$ 506,250	\$ 562,500
E Bryan Avenue Sidewalks & Bike Lanes	\$ 36,000	\$ 324,000	\$ 360,000
Hickory Street Sidewalks & Bike Lanes	\$ 124,200	\$ 1,117,800	\$ 1,242,000
Contingency + Escalation			\$ 335,500
<b>Subtotal</b>	<b>\$ 216,450</b>	<b>\$ 1,948,050</b>	<b>\$ 2,500,000</b>

City of Skiatook	Design	Construction	Total Cost
5th Street Sidewalk	\$ 87,000	\$ 783,000	\$ 870,000
Osage Avenue Sidewalk	\$ 127,500	\$ 1,147,500	\$ 1,275,000
Contingency + Escalation			\$ 355,000
<b>Subtotal</b>	<b>\$ 214,500</b>	<b>\$ 1,930,500</b>	<b>\$ 2,500,000</b>

<b>TOTAL PROJECT COST</b>	<b>\$ 15,000,000</b>
Safe Streets for All Federal Funds Requested*	\$ 12,000,000
Non-Federal Funds Pledged	\$ 3,000,000

Table 7: Estimated Budget

TABLE 9: Funds to Underserved Communities	Federal Funds	Non Federal Funds	Total
Urban	\$ 4,000,000	\$ 1,000,000	\$ 5,000,000
Rural	\$ 8,000,000	\$ 2,000,000	\$ 10,000,000
Justice 40	\$ 12,000,000	\$ 3,000,000	\$ 15,000,000

Table 8: Funds to Underserved Communities

TABLE 10: Expenditures	Federal Funds	Non Federal Funds	Total
Engineering & Architectural	\$ 1,027,160	\$ 256,790	\$ 1,283,950
Construction	\$ 9,244,440	\$ 2,311,110	\$ 11,555,550
Contingencies and Escalation	\$ 1,728,400	\$ 432,100	\$ 2,160,500
<b>Total</b>	<b>\$ 12,000,000</b>	<b>\$ 3,000,000</b>	<b>\$ 15,000,000</b>

Table 9: Expenditure by Cost Category

# D. Appendices

- A. Local Road Safety Plan
- B. Self-Certification Eligibility Worksheet
- C. Jurisdictional Crash Analysis Reports from OKSAFE-T
- D. Location of Jurisdiction and Roadway Network
- E. Areas of Persistent Poverty & Historically Disadvantaged Communities
- F. City Project Details
- G. DRAFT Agreement to Implement SS4A Grant
- H. Resolution of INCOG Board regarding LRSP and  
Goal to Reduce Fatal and Injury Crashes
- I. Project Budget
- J. List of All Census Tracts Covered by the Jurisdiction
- K. Letters of Commitment and Support