



MEETING NOTICE

TUALATIN PARK ADVISORY COMMITTEE
May 9, 2017 - 6:00 PM

COMMUNITY SERVICES ADMINISTRATION OFFICE
Tualatin Community Park
8515 SW Tualatin Road

A. CALL TO ORDER

1. Roll Call

B. APPROVAL OF MINUTES

1. April 18, 2017

C. ANNOUNCEMENTS

1. Chair
2. Staff
3. Public

D. OLD BUSINESS

1. Parks and Recreation Master Plan Update
2. Hedges Creek Erosion Projects

E. NEW BUSINESS

1. Active Transportation
2. Sustainability Practices
3. Parks and Recreation Month
4. Little Woodrose Nature Park

F. FUTURE AGENDA ITEMS

G. COMMUNICATIONS FROM COMMITTEE MEMBERS

H. ADJOURNMENT



DRAFT MINUTES

TUALATIN PARK ADVISORY COMMITTEE March 14, 2017

VAN RADEN COMMUNITY CENTER
Tualatin Community Park
8509 SW Tualatin Road

MEMBERS PRESENT: Kay Dix, Krista Nanton, Valerie Pratt, Christen Sacco, Anthony Warren, Dennis Wells

MEMBERS ABSENT: Dana Paulino (excused)

STAFF PRESENT: Rich Mueller, Parks and Recreation Manager

PUBLIC PRESENT:

OTHER:

A. CALL TO ORDER

Chair Dennis Wells called the meeting to order at 6:05 pm.

B. APPROVAL OF MINUTES

The minutes of the March 14, 2017 meeting were unanimously approved, on a motion by Valerie Pratt, and second from Krista Nanton.

C. ANNOUNCEMENTS

1. Chair
There were none.
2. Staff
Rich Mueller provided updates on the following: Pohl Center activities and programs, Youth Advisory Council update, volunteer services project, Trail Trekker run, Meals on Wheels People newsletter, Oregon Department of Forestry newsletter and Historical Society newsletter.
3. Public
There were none.

D. OLD BUSINESS

1. Parks and Recreation Master Plan Update
Staff members are preparing the Request for Proposal to solicit consultant services for the master plan update. The steering committee continues to be discussed and membership selection considered.
2. Annual Report of the Committee
Committee Chair, Dennis Wells reported on his presentation for the annual report at the March 27 Council meeting. The finalized report and presentation was distributed to the committee. Rich Mueller mentioned that Dennis did an excellent job presenting the annual report and received positive comments.

Tualatin Parks Advisory Committee Meeting Minutes – April 18, 2017

3. Arbor Week Presentation and Activities

Vice Chair, Valerie Pratt discussed the Arbor Week presentation and proclamation at the March 27 Council meeting. The presentation and Arbor Week photos were distributed by Rich Mueller who indicated that Valerie did a wonderful job presenting Arbor Week at the Council meeting.

4. Hedges Creek Erosion Update

Photos of Hedges Creek erosion at Hedges Drive area and in Tualatin Community Park were distributed and discussed. These photos show the erosion damage, which consultants working on design solutions, to be shared at future meetings.

E. NEW BUSINESS

1. Organizational Structure

Information regarding the reorganization of the Public Works Department was shared by Rich Mueller. The plan includes park maintenance division responsibilities moving to Paul Hennon in Community Services. Utilities divisions will be under the direction of Jeff Fuchs the City Engineer who will be promoted to Public Works Director, and the facilities division will be under Bates Russell in Information Services.

2. 1017-18 Budget Process

Committee members received information on the budget process and proposed budget resources for recreation. Due to program growth there are additional expenditures that will be balanced by increased revenue. The Pohl Center furniture project is proposed to be completed during the 2017-18 fiscal year, along with some kitchen equipment replacement. The facilities division is projected to receive funds to replace the Van Raden roof, and parks maintenance has the wave rail painting project in the proposed budget.

3. Jurgens Park Play Area Project

Rich Mueller distributed photos of the recently completed play area at Jurgens Park. This project received funding from FEMA due to flood damage during the winter of 2015-16. Committee members expressed their desire to be included in the section process of the play equipment in the future.

4. Tualatin River Greenway Trail Update

A flyer was distributed with updated information on the development of the former RV Park of Portland. The property owner has submitted for a Plan Map Amendment for an apartment complex. A hearing before the City Council on the Plan Map Amendment is scheduled for June 12, 2017.

5. Neighbors Nourishing Communities Information

Information was distributed about Neighbors Nourishing Communities, which is a nonprofit organization committed to providing healthy produce, and education in the community.

F. FUTURE AGENDA ITEMS

Willowbrook Programs at Brown's Ferry Park
Meals on Wheels People Services
Park Development Fund Information

G. COMMUNICATIONS FROM COMMITTEE MEMBERS

H. ADJOURNMENT

Chair Dennis Wells adjourned the meeting at 7:45 pm, on a motion from Krista Nanton, and second by Anthony Warren.



City of Tualatin

REQUEST FOR PROPOSALS

Comprehensive Planning and Related Services for the

Parks and Recreation Master Plan Update

PROPOSALS DUE: May 19, 2017 by 4:00 PM

Submit one (1) original, five (5) complete copies, and one digital copy of the Proposal to:

City of Tualatin
Attention: Rich Mueller, Parks and Recreation Manager
8515 SW Tualatin Road (In Tualatin Community Park)
Tualatin, OR 97062-7092

CITY OF TUALATIN REQUEST FOR PROPOSALS

Introduction

The City of Tualatin (City) is accepting Request for Proposals (RFP) from qualified consultants or consultant teams (Consultant) to provide services for the City to update the current Parks and Recreation Master Plan, and addendums to include a Public Arts Plan, Americans with Disabilities (ADA) assessment and transitions plan, and Park System Development Charges update.

Consultants are invited to submit a proposal outlining their project understanding and approach, communication strategy, availability, project team, experience, and quality of service. The proposal should demonstrate writing style, completeness, and clarity.

Applicant qualifications will be evaluated based on their response to RFP. An in person interview may be conducted after submission of the RFP.

Point of Contact/Project Manager

The point of contact for the City for all process and contract questions as well as protests is:

City of Tualatin
Rich Mueller, Parks and Recreation Manager
Phone: (503) 691-3064
E-mail: rmueller@tualatin.gov

Anticipated RFP Schedule

The City anticipates the following general timeline for this Request for Proposals (RFP). The City may revise the anticipated schedule as needed.

Request for Proposal Published	April 26, 2017
Deadline for Proposal Submission	May 19, 2017
Selection Process	May 22-26, 2017
Scope of Work and PSA	May 29-June 2, 2017
Commencement of Contract	June 5, 2017
Council Adoption Process	Summer 2018

Submission Date and Location

Each Proposer shall provide **five (5)** copies of the Proposal; one (1) copy should be marked "Original". The outside of the envelope or box should be marked "**Proposal – Parks and Recreation Master Plan Project**" hand delivered to the address listed below. The Proposals must be physically received by the City by **May 19, 2017 before 4:00 pm**.

City of Tualatin
Attention: Rich Mueller, Parks and Recreation Manager
8515 SW Tualatin Road (In Tualatin Community Park)
Tualatin, OR 97062-7092

Telephone, facsimile, or electronically transmitted Proposals will not be accepted. Proposals received after the specified date and time will not be given further consideration.

Published

The City published the RFP on April 26, 2017 in the *Daily Journal of Commerce* and on the City website at <http://bids.tualatinoregon.gov>.

Questions and Requests for Clarification

All solicitation documents may be viewed or printed from the City of Tualatin's online Bid Management System at <http://bids.tualatinoregon.gov>. Please contact the Project Manager, Rich Mueller at (503) 691-3064 or rmueller@tualatin.gov if you have any questions or technical problems viewing solicitation documents.

Clarifications or revisions will be addressed and issued in addenda via the website and will be posted a minimum of three (3) days prior to the deadline for submitting Proposals. The City must receive requests for changes in writing five (5) working days prior to the deadline for submitting Proposals.

Registration

Proposers should register with the City of Tualatin's Bid Management System as a plan holder to receive addenda notifications. Viewers are responsible for checking the City web site for the issuance of any addenda prior to submitting a Proposal. If the Proposer does not register with the City's Bid Management System, the Proposer will still be held responsible for all addenda/changes to the documents and may be considered non-responsive if their Proposal does not reflect those addenda/changes. For Proposal results, please go online with the above.

Protests

Complaints or perceived inequities related to this RFP shall be in writing and directed to the Point of Contact at the address listed in the RFP. Protests related to the solicitation shall be received no later than five (5) working days after issuance of RFP. Protests of the award must be made within five (5) days after notification of the selected Proposer.

For the purposes of this RFP working days will be defined as Monday through Friday excluding City recognized holidays.

Rejection of Proposals

The City of Tualatin may reject any Proposal not in compliance with all prescribed public proposal procedures and requirements and may reject any or all Proposals in accordance to ORS279B.100.

Modification / Withdrawal

Unless otherwise specified, modification of the Proposal will not be permitted; however, a Proposer may withdraw his or her Proposal at any time prior to the scheduled closing time for receipt of Proposals; any Proposer may withdraw his or her Proposal, either personally or by written request to the Point of Contact. Withdrawal of Proposal shall not disqualify the Proposer from submitting another Proposal provided the time for receipt of Proposals has not expired.

Cancellation

The City of Tualatin reserves the right to cancel award of this contract at any time before execution of the contract by both parties if cancellation is deemed to be in the City of Tualatin's best interest. In no event shall the City of Tualatin have any liability for the cancellation of award.

Duration of Proposals

Unless otherwise specified, Proposals must remain valid for at least 60 days. Proposals must be signed by an official authorized to bind the Proposer.

Public Record

All Proposals submitted are the property of the City of Tualatin and are public records. All documents received by the City are subject to public disclosure after the City selects a Consultant. Information deemed by the Proposer as exempt under Oregon's public records law must be clearly marked by the Proposer as "Proprietary". Marked pages shall be placed in a group separate from the remainder of the Proposal. The City will make an independent determination regarding exemptions applicable to information that has been properly marked and segregated.

Incurring Costs

The City of Tualatin is not liable for any cost incurred by Consultants prior to issuance of a Contract.

Terms and Conditions

All Proposers are required to comply with the provisions of Oregon Revised Statutes and the City of Tualatin Municipal Code.

The City of Tualatin reserves the right to:

1. Seek clarifications of each Proposal.

2. Reject any or all Proposals not in compliance with public bidding procedures.
3. Postpone award of the contract for a period not to exceed 60 days from the date of Proposal opening.
4. Waive informalities in the Proposals.
5. Select the Proposal which appears to be in the best interest of the City.

Any proposed modifications to the Professional Services Agreement must be submitted as part of the Proposal.

Proposer Certifications

By the act of submitting a Proposal in response to this RFP, the Proposer certifies that:

1. Proposer has carefully examined all RFP documents including the draft Professional Services Agreement (attached as Exhibit D), all addenda, and all other attachments; fully understands the RFP intent, is able to perform all tasks as described in the Scope of Work of this RFP, and the Proposal is made in accordance therewith.
2. Proposer is familiar with the local conditions under which the work will be performed.
3. The Proposal is based upon the requirements described in the RFP, without exception, unless clearly stated in the response.
4. Proposer certifies, and in the case of sole proprietorship, partnership, or corporation, each party thereto certifies as to its own organization, under penalty of perjury, that to the best of Proposer's knowledge and belief, no elected official, employee, or person whose salary is payable in whole or part by the City has a direct or indirect financial interest in the Proposal, or in the services to which it relates, or in any of the profits thereof, other than as fully described in the Proposer's response to this solicitation.
5. By submitting its Proposal, Proposer hereby certifies and attests, as provided in ORS 279B.110(2)(e), that Provider has complied with the tax laws of the state, the City, and all applicable political subdivisions of the state, including ORS 305.620 and ORS chapters 316, 317 and 318.
6. Proposer has quality experience providing the types of services and duties as described within the Scope of Work of this RFP.

Contract Requirements

The successful Consultant will complete a standard City contract in the form of a Professional Services Agreement, see example in Exhibit D.

SECTION 1: SCOPE OF PROJECT

Consultants are to propose the scope of work they feel is needed for the master plan update project. The following scope of work should be considered when preparing your Proposal. The actual scope of work may be revised by the City after the notice of intent to award has been issued.

The City is seeking a consultant or team of consultants who can:

1. Efficiently inventory, conduct research, and complete a needs assessment of the community's parks, greenways, natural areas, recreation system, and community cultural system. Provide concise, realistic needs assessments with probable costs.
2. Create and manage a comprehensive public participation process for the project, in close consultation with City staff, to include citizens, staff, and elected and appointed officials.
3. Evaluate and determine standards for parks and facilities, recreation programs, public arts, system development charges and other related initiatives.

4. Develop a useful, readable planning document that will guide the strategic management of Tualatin's parks, recreation, and public art systems for the future.

The budget for this project is estimated to be approximately \$150,000 to \$250,000.

METHODOLOGY

This project will be guided by a project team made up of city staff, citizens, advisory committees, and City Council. The team will provide input to the selected consulting team throughout the planning process.

SCOPE OF WORK

The following is a preliminary scope of work that may be modified during contract negotiations with the selected consultant. The preliminary scope of work is intended to be an outline and describe the range of major tasks anticipated for the project, but is not intended to be the complete scope. At a minimum, the project is expected to consist of the following tasks:

Needs Assessment and Public Involvement

Review of previous planning efforts, including City strategic plans, site plans, historical information, system development charge analysis, and relevant local, regional or state plans.

Consider the current and projected profile of the community, demographics trends, future growth potential and census data.

Extensive community involvement effort including focus groups, meetings with key stakeholders, neighborhood and community-wide public meetings, surveys at large, statistically valid survey, and other types of public involvement.

Assessment of alternative public and private park and recreation service providers to provide an understanding of market opportunities and potential for new facilities and services.

Research of trends and statistics related to lifestyles, needs and interests to help guide recreation and health, conservation and social equity programming and facility development.

Inventory

Inventory of parks and facilities using existing mapping, staff interviews, and on-site visits to verify and assess the condition of the facilities and surrounding areas.

Assessment and Analysis

Review and assessment of relevant and appropriate City, county, regional, and state planning, codes and other regulatory documents.

Analysis of level of service that is both feasible and aligned with the desires of citizens as expressed through the public involvement process.

Identify finance and funding mechanisms to support development and sustainability of the system. Assess the level and incorporate methods to determine broad base public support for elements of the plan.

Recommendations: Goals, Objectives, and Action Plan

Identification and categorization of recommendations into themes with goals, objectives, and an action plan for implementation.

Development of an action plan for capital improvements including cost, funding source options and opportunities, and to support the implementation of the plan. Determine current priorities, provide cost estimates and method to determine priorities.

Prepare draft and final reports, including relevant text, graphics, maps, etc., in electronic format for final adoption and distribution.

SECTION 2: EVALUATION

2.1 Evaluation and Scoring

Each Proposal will be evaluated on its completeness and quality of its content. The City reserves the right to reject any or all Proposals and is not liable for any costs the Proposer incurs while preparing or presenting the Proposal. All Proposals will become part of the public file, without obligation to the City. Upon the completion of the evaluations, the City intends to negotiate a contract with the Proposer whose Proposal is deemed to be most advantageous to the City. The criteria listed below will be used to evaluate the Proposals. The City may choose to interview select teams.

2.2 Proposal Content

Proposers are encouraged to provide clear, concise Proposals that contain only information required to respond to the needs of this project. All Proposals must be in compliance and conformance with the requirements set forth in this RFP.

Proposals shall include, but not necessarily be limited to, the content listed below.

A. Introductory Letter

Include an introductory letter expressing interest in the project. The letter should address the firm's willingness and commitment, if selected, to provide the services offered and a description of why the Proposer believes it should be selected. The letter should be addressed to the Project Manager at the address identified in this RFP. Provide telephone and fax numbers, email addresses, and mailing addresses for Proposer's project manager.

A statement in the letter of interest shall specifically stipulate that the Consultant accepts all terms and conditions contained in the RFP. The letter shall name the person(s) authorized to represent the Consultant in any negotiations and the name of the person(s) authorized to sign any contract or agreement, which may result. The letter of interest must be signed by a legal representative of the Consultant firm or institution, authorized to bind the firm or institution in contractual matters.

B. Project Understanding and Approach

Provide a statement of project understanding, including project objectives, issues to be addressed and potential complications or conflicts. Identify the most significant issues that could affect the project's success and describe your process for mitigating issues.

Describe the proposed approach and methodologies to performing the work to accomplish the proposed project objectives and tasks listed in the scope of work. Describe how the approach will benefit the City. The tasks listed above serve as a general guide for the work and other tasks or methods may be included.

Provide a proposed project schedule based on your understanding of the project along with a discussion of scheduling considerations. Identify key tasks and milestone dates and their associated duration.

Describe your internal procedures and/or policies associated or related to work quality and cost control. Describe your firm's identification of the critical work elements and how your team would address these issues. Provide a discussion of your team's approach to the project and your plan to produce the required documents.

C. Communication and Availability

Describe your Project Manager's approach to communicating with the City and leading the project. Describe their ability to establish and maintain functional and productive working relationships including their accessibility for interaction with the City of Tualatin's staff and any other tools needed for the project's success. Describe your approach to managing change and address conflicts that may arise during the project, such as scope change, budget changes, external influences, etc.

D. Project Team, Experience and Quality of Service

List the experience and qualifications of staff and team who will be working on the project and their expertise in Comprehensive Parks and Recreation Planning, Arts Plans, System Development Charges, and of key personnel. Provide relevant information about the project manager and key team members that demonstrates their ability to help the City develop the Concept Study. Also, please indicate the main office where the project manager will be located. Describe the proposed team organization. Include resumes in the Appendices of the Proposal which reflect education, registrations and experience of key staff. Only include persons who will be working on the project.

Describe the availability and commitment of the project manager and key staff throughout the duration of the project. Include a statement committing key team members to the project for the duration of the project. Identify key team members by name and role on the project.

Provide project descriptions for three (3) recent projects similar in nature to the proposed project, including completion dates, measures that indicate quality and successful project completion, and a client reference name and phone number. Indicate the involvement of proposed key staff on those or similar projects. Indicate the team's familiarity with the local area. Provide any additional information you believe may be beneficial to the City for this project.

E. Writing Style, Completeness and Clarity of Documentation

Present information in a clear, complete and concise manner, provide effective writing skills for presenting general and technical information, have experience in preparing complex written technical reports and other narrative documents, communicate effectively with both technical and non-technical City representatives and follow directions.

F. Oregon Statutory Certifications

Place a signed copy of Oregon Statutory (ORS) Certification Sheets, Exhibits B and C, in the Appendix.

G. Appendices (does not count toward overall page number limitation)

- a. Resumes of key staff
- b. Certification Sheets

ATTENTION:

- Sections A-E limited to no more than 25 pages of text or graphics, including the letter of transmittal.
- Proposals shall be type written with the body text consisting of a serif font at least 12-point (e.g. Times New Roman, Garamond).
- One side of an 8.5 X 11 page count as 1 page.
- Two sided pages counts as two pages.
- Each side of 11 X 17 pages count as two pages.
- The page limit does not apply to covers or dividers.

EXHIBIT A: Project Area Map

City Planning Area

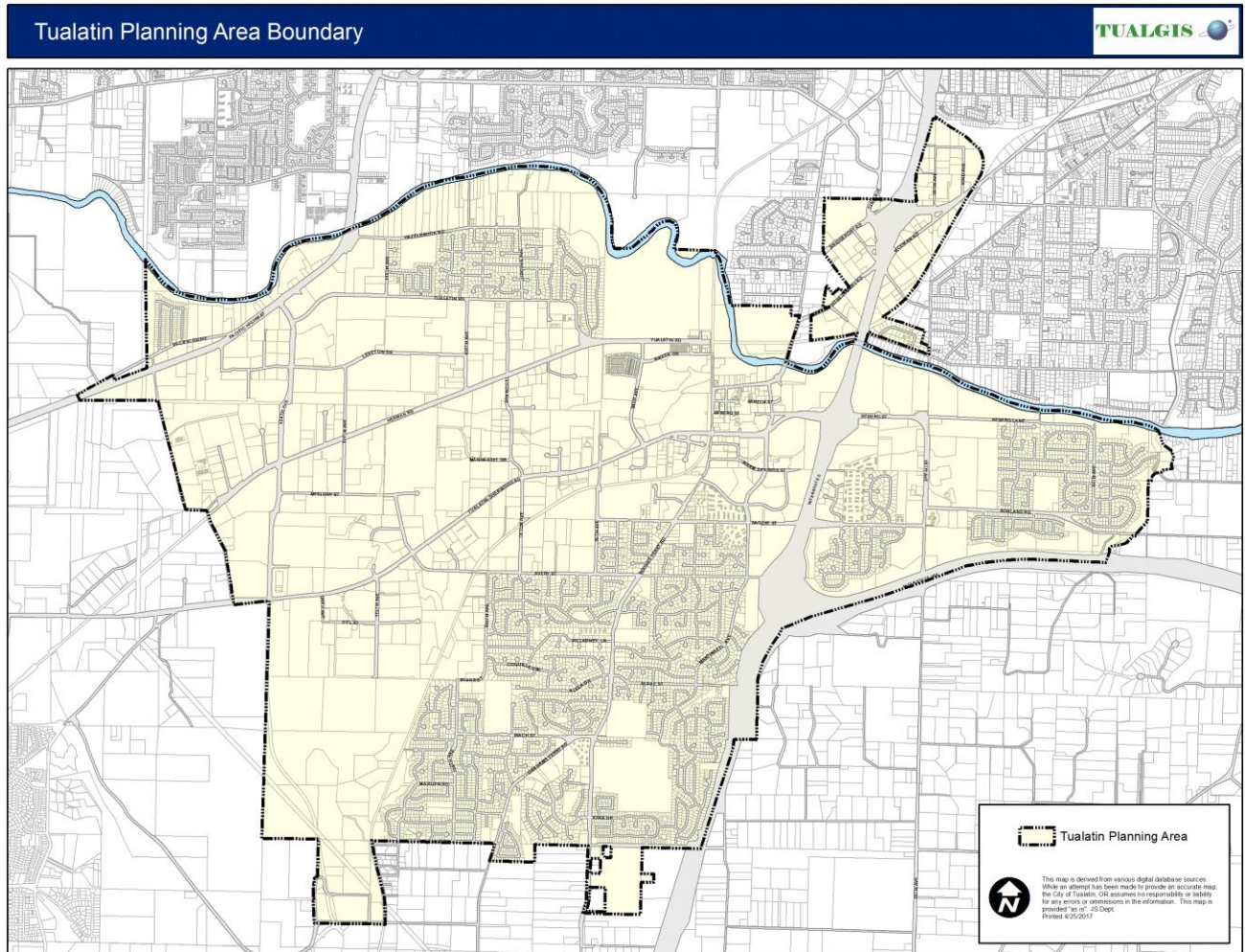


EXHIBIT B
Oregon Statutory (ORS) Certification
(Must be signed and included with Proposal)

We Hereby Certify to comply with Title VI of the Civil Rights Act of 1964, with Section V of the Rehabilitation Act of 1973, and with all applicable requirements of federal and state civil rights and rehabilitation statutes, rules and regulations. **We Certify** also that we shall comply with the Americans with Disabilities Act of 1990 as amended by the ADA Amendments Act (ADAAA) of 2008 and any subsequent amendments (42 U.S.C. § 12101, et seq.) (Pub L No. 101-336), ORS 659A, and all regulations and administrative rules established pursuant to those laws. **We Certify** also to nondiscrimination against any minority, women or emerging small business enterprises in obtaining any required subcontracts.

We Hereby Certify, in the performance of any contract issued from any proposal related to these documents, we will in all respects adhere to the City of Tualatin's policy of non-discrimination.

We Hereby Certify that we will and that our subcontractors will, acknowledging that our employers will be subject employers under the Oregon Workers' Compensation Law, comply with ORS 656.017, which requires contractors to provide all workers with compensation coverage.

We Hereby Certify that we accept all the terms and conditions contained herein and in the event of a forthcoming contract containing these same terms and conditions we would agree without exception. Any exception to these terms and conditions will be made a minimum of five (5) days before the proposal deadline.

We Hereby Certify that we _____ ARE _ ARE NOT a "Resident Bidder" as defined by ORS 279A.120. As defined in ORS 279A.120, "Resident Bidder" means a bidder that has paid unemployment taxes or income taxes in this state in the twelve calendar months immediately preceding submission of the bid, has a business address in this state, and has stated in the bid whether the bidder is a "Resident Bidder".

Contractor _____ Date _____
(Authorized Official)

Exceptions to the above Certifications. The Contractor will cross out those items they cannot certify to and then list the reasons for the exception (use additional pages if necessary).

EXHIBIT C

Certification Regarding Lobbying

(Must be signed and included with proposal)

The undersigned certifies, to the best of his or her knowledge and belief, that:

- 1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan or cooperative agreement.
- 2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- 3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contract under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civic penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Signed _____

Title _____

Date _____

EXHIBIT D
Sample Professional Services Agreement

The following is provided only as an example of the Contract that will be completed with the selected Consultant.

CITY OF TUALATIN
PROFESSIONAL SERVICES AGREEMENT

THIS PROFESSIONAL SERVICES AGREEMENT is entered into as of the date first indicated on the signature page by and between the City of Tualatin, a municipal corporation of the State of Oregon ("City"), and _____ ("Contractor").

Section 1. Contract Documents. The Contract Documents, which together form the complete Agreement between the parties, consists of the following documents in descending order of precedence: (i) this Agreement; (ii) any documents specifically referenced in this Agreement; and (iii) the attached Scope of Work (Exhibit A); (iv) the attached hourly rate schedule (Exhibit B); (v) the invitation to bid/propose; (vi) the Tualatin Public Works Design Standards; and (vii) Contractor's bid/response. To the extent there is any conflict between the Contract Documents, the conflict is resolved by the order of precedence above. There are no other Contract Documents other than those listed.

Section 2. Work.

- A. Completion.** Contractor must complete all Work that is generally described as set forth in Exhibit A, which is incorporated into this Agreement as if fully set forth.
- B. Authenticity by Contractor.** All written documents, drawings, and plans submitted by Contractor in completing the Work must be stamped with the engineer, land surveyor, architect, or design professional's professional stamp and bear that professional's signature or initials.
- C. Qualified Professionals.** All Work must be performed by qualified engineers and other professionals that are properly licensed under the laws of the State of Oregon.
- D. City Standards.** All design work must be according to City of Tualatin standards, including but not limited to, the Tualatin Municipal Code and Tualatin Public Works Standards, applicable Master plans, and all other applicable documents referenced in any of these documents.
- E. Solely Responsible.** Contractor is solely responsible for all Work under this Agreement, including all services, labor, materials and supplies, documents, permits and other requirements to complete the Work, whether produced by Contractor or any of Contractor's subcontractors or Contractors, except for those items identified as the responsibility of the City.
- F. Sufficient Plans.** Contractor warrants that the Agreement specifications and plans, if any, prepared by Contractor will be adequate and sufficient to accomplish the purposes of the project and that review or approval by the owner of the plans and specifications does not diminish the warranty of adequacy.
- G. Project Costs.** In providing opinions of cost, financial analyses, economic feasibility projections, and schedules for the project, given the uncertainty with such projections, City acknowledges Contractor makes no warranty that City's actual project costs, financial aspects, economic feasibility, or schedules will not vary from Contractor's opinions, analyses, projections, or estimates.
- H. Subsurface Investigations.** City acknowledges Contractor makes no warranty about subsurface conditions and cost/execution effects, even if analyzed, as soils, foundation, ground water, and other subsurface investigations may vary significantly between successive test points and sample intervals.
- I. Record Drawings.** Record drawings, if required, will be prepared, in part, on the basis of information compiled and furnished by others, and may not always represent the exact location, type of various components, or exact manner in which the Project was finally constructed. Engineer is not responsible for errors or omissions in the information from others that are incorporated into the record drawings.
- J. Additional Work.** If City requests. Contractors to provide additional services not included in the Work described on Exhibit A, the parties will enter into a written amendment to include such Work. The Agreement price for such additional Work will not exceed Contractor's hourly rate as agreed to in Exhibit B. No compensation for additional services will be paid or owing unless both parties specifically agree in writing to such additional compensation and services.

Section 3. Effective Date. The effective date of this Agreement is the date both Parties sign this Agreement (“Effective Date”). If the parties sign on separate dates, the date of the last signature is the Effective Date.

Section 4. Time is of the Essence. Contractor agrees that time is of the essence under this Agreement.

Section 5. Standard of Care. In the performance of its professional or technical services, Contractor must use that degree of care and skill ordinarily exercised under similar circumstances by reputable members of its profession practicing in the Portland Metropolitan Area. Contractor will reperform any services not meeting this standard without additional compensation. Contractor’s reperformance of any services, even if done at City’s request, will not be considered as a limitation or waiver by City of any other remedies or claims it may have arising out of Contractor’s failure to perform in accordance with the applicable standard of care or this Agreement.

Section 6. Duty to Inform. If during the performance of this Agreement or in the future, Contractor becomes aware of actual or potential problems, faults, or defects in the projects, any nonconformance with the federal, state or local law, rule, or regulation, or has any objection to a decision or order made by City with respect to such laws, rules, or regulations, Contractor must give prompt written notice to City’s Project Manager.

Section 7. Independent Contractor; Responsibility for Taxes and Withholding; Anti-Kickback.

- A. Independent Contractor.** Contractor will perform all Work as an independent Contractor. The City reserves the right (i) to determine and modify the delivery schedule for the Work and (ii) to evaluate the quality of the Work Product; however, the City may not and will not control the means or manner of Contractor’s performance. Contractor is responsible for determining the appropriate means and manner of performing the Work.
- B. Not an Officer, Employee or Agent.** Contractor is not an “officer”, “employee”, or “agent” of the City, as those terms are used in ORS 30.265.
- C. Federal and State Taxes.** Contractor is responsible for all federal or state taxes applicable to compensation or payments paid to Contractor under this Agreement and, unless Contractor is subject to backup withholding, City will not withhold from such compensation or payments any amount(s) to cover Contractor’s federal or state tax obligations. Contractor is not eligible for any social security, unemployment insurance or workers’ compensation benefits from City under this Agreement. Contractor is not entitled to, and expressly waives all claims to City benefits, including but not limited to health and disability insurance, paid leave, and retirement.
- D. Anti-Kickback.** Contractor must comply with the Copeland “Anti-Kickback” Act (18 U.S.C. § 847) as supplemented in Department of Labor regulations (29 CFR part 3).

Section 8. Subcontracting. Except for those subcontracts identified in Exhibit A, Contractor’s services are unique and as such, will not enter into any subcontracts for any of the Work required by this Agreement without City’s prior written consent. Any subcontract will not relieve Contractor of any of its duties or obligations under this Agreement. All subcontracts for services must be issued under written agreements that include all provisions required under Oregon Public Contracting law. Upon request by the City, Contractor must provide City a copy of all agreements with subcontractors who are performing work under this Agreement.

Section 9. Agreement Price.

- A. Hourly Rate.** City agrees to pay Consultant on an hourly basis for actual hours worked on this project. The hourly rate is shown on Exhibit B, which is attached hereto and incorporated into this Agreement as if fully set forth.
- B. Maximum Fee.** In no event will City pay Contractor a price not to exceed _____, which is inclusive of all hours necessary to complete the Work.

Section 10. City Funds for Payment. (Check One Below)

- City certifies that it has sufficient funds currently authorized to finance the full costs of this Agreement.
- Contractor understand and agrees that City’s payment of amounts under this Agreement is contingent on City receiving appropriations, limitations, allotments or other expenditure authority sufficient to allow City, in the exercise of its reasonable administrative discretion, to continue to make payments under this Agreement.

Section 11. Payment Process.

- A. Invoices.** Contractor must furnish City an invoice for services on a monthly basis. The invoice must contain an itemized statement showing the number of hours worked on the project by Contractor and the specific Work or portions of the Work performed.
- B. Reimbursable Expenses.** City's Payment for reimbursable expenses is limited to those reimbursable expenses set forth on Exhibit B, which are actually incurred by Contractor and itemized on Contractor's invoice for services.
- C. Payment for Services.** City will pay Contractor for services invoiced within thirty (30) days of receiving an itemized invoice ("net thirty"), unless City disputes the invoice, in which case City will only pay for those services not in dispute.

Section 12. Contractor's Representations.

- A.** In order to induce City to enter into this Agreement Contractor makes the following representations and warranties:
 - (i) Contractor has the power and authority to enter into and perform his Agreement;
 - (ii) This Agreement, when executed and delivered, is a valid and binding obligation of Contractor enforceable in accordance with its terms;
 - (iii) Contractor has examined and carefully studied all Contract Documents and the other related data identified in the Contract Documents;
 - (iv) Contractor has become familiar with all conditions that may affect cost, progress, and performance of the Work;
 - (v) Contractor has the skill and knowledge possessed by well informed members of its industry, trade or profession and Contractor will apply that skill and knowledge with care and diligence to perform the Work in a professional manner and in accordance with standards prevalent in Contractor's industry, trade or profession;
 - (vi) Contractor must, at all times during the term of this Agreement, be qualified, professionally competent, and duly licensed to perform the Work; and
 - (vii) Contractor prepared its proposal related to this Agreement, if any, independently from all other proposers, and without collusion, fraud, or other dishonesty.
- B. Warranties Cumulative.** The warranties set forth in this section are in addition to, and not in lieu of, any other warranties provided.

Section 13. Suspension of Work. The City may suspend work by causing a written "stop work order" to be sent to Contractor as provided in the notice provisions of this Agreement and documenting the reasons for stopping the work. Contractor must stop all work upon receiving the "stop work order."

Section 14. Notice to Parties. Except as otherwise expressly provided in this Agreement, any communications between the parties hereto or notices to be given hereunder must be given in writing by personal delivery, mail facsimile, or email.

- A. Notice by Personal Delivery.** Any communication or notice given by personal delivery is effective when actually delivered.
- B. Notice by Mail.** Notice given by mail must be by postage prepaid, to Contractor or City at the address, set forth herein, or to such other addresses or numbers as either party may indicate pursuant to this Section. Any communication or notice so addressed and mailed is effective five (five) days after mailing.
- C. Notice by Email.** Any communication or notice given by email is effective upon the sender's receipt of confirmation generated by the recipient's email system that the notice has been received by the recipient's email system.

D. Party to be Notified. Unless otherwise notified in writing as set forth above, notices must be given to the Project Managers. If a Party's Project Manager is changed, notification of the change must be promptly made in writing to the other party. If a party receives a communication from the other party not executed by the Project Manager, the party may request clarification by the other party's Project Manager, which must be promptly furnished.

1. City's Project Manager
Name, Title, Address, Phone, Email

2. Contractor's Project Manager
Name, Title, Address, Phone, Email

Section 15. City's Obligations. In addition to obligations of City described in other parts of the Agreement Documents, City is responsible for providing the following:

A. Timely Response. City will respond in a timely manner to all properly submitted requests from Contractor.

B. Cooperation. City will cooperate with Contractor to promptly review, comment on and approve all proposals and work that comply with the requirements of this Agreement.

Section 16. Assignment of Agreement. No assignment of any rights, duties, responsibilities, or interests in the Agreement will be binding on the other party without the written consent of the party sought to be bound. No assignment will release or discharge the assignor from any duty or responsibility under the Agreement Documents.

Section 17. Successors and Assigns. The provisions of this Agreement are binding upon and inure to the benefit of the parties, their respective successors, and permitted assigns.

Section 18. Severability. If any term or provision of this Agreement is declared by a court of competent jurisdiction to be illegal or in conflict with any law, the validity of the remaining terms and provisions will not be affected, and the rights and obligations of the parties must be construed and enforced as if the Agreement did not contain the particular term or provision held to be invalid.

Section 19. Merger Clause; Waiver. This Agreement and attached exhibits constitute the entire agreement between the parties on the subject matter hereof. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this Agreement. No waiver, consent, modification or change of terms of this Agreement will bind the parties unless in writing and signed by both parties and all necessary City approvals have been obtained. Such waiver, consent, modification or change, if made, is effective only in the specific instance and for the specific purpose given.

Section 20. Agreement Construction. This Agreement shall not be construed against either party regardless of which party drafted it. Other than as modified by this Agreement, the applicable rules of Agreement construction and evidence will apply.

Section 21. Ownership of Intellectual Property.

A. Original Works. All Work Product created by Contractor pursuant to the Work, including derivative works and compilations, and whether or not such Work Product is considered a work made for hire or an employment to invent, shall be the exclusive property of City. City and Contractor agree that such original works of authorship are "work made for hire" of which City is the author within the meaning of the United States Copyright Act. If for any reason the original Work Product created pursuant to the Work is not "work made for hire," Contractor hereby irrevocably assigns to City any and all of its rights, title, and interest in all original Work Product created pursuant to the Work, whether arising from copyright, patent, trademark, trade secret, or any other state or federal intellectual property law or doctrine. Upon City's reasonable request, Contractor will execute such further documents and instruments necessary to fully vest such rights in City. Contractor forever waives any and all rights relating to original Work Product created pursuant to the Work, including without limitation, any and all rights arising under 17 USC §106A or any other rights of identification of authorship or rights of approval, restriction or limitation on use or subsequent modifications. In the event that Work Product created by Contractor under this Agreement is a derivative work based on Contractor Intellectual Property, or is a compilation that includes Contractor Intellectual Property, Contractor hereby grants to City an irrevocable, non exclusive, perpetual, royalty free license to use, reproduce, prepare derivative works based upon, distribute copies of, perform and display the pre existing elements of the Contractor Intellectual Property employed in the Work Product, and to authorize others to do the same on City's behalf. In the event that Work Product created by Contractor under this Agreement is a derivative work based on Third Party Intellectual Property, or is a compilation that includes Third Party Intellectual Property, Contractor shall secure on the City's behalf and in the name of the City an irrevocable, non exclusive, perpetual, royalty free license to use, reproduce, prepare derivative works based upon, distribute copies of, perform and display the pre existing elements of the Third Party Intellectual Property employed in the Work Product, and to authorize others to do the same on City's behalf. If the Work Product is the property of the Contractor-Architect, by execution of this Agreement, the Contractor-Architect grants to City an exclusive and irrevocable license to use the Work Product.

- B. Contractor Intellectual Property.** All pre-existing trademarks, service marks, patents, copyrights, trade secrets, and other propriety rights of Contractor are and will remain the exclusive property of Contractor. Notwithstanding the foregoing, Contractor hereby grants to City an irrevocable, nonexclusive, perpetual, royalty free license to use, reproduce, prepare derivative works based upon, distribute copies of, perform and display the Contractor Intellectual Property, and to authorize others to do the same on City's behalf.
- C. Third Party Works.** In the event that Work Product is Third Party Intellectual Property, Contractor shall secure on the City's behalf and in the name of the City, an irrevocable, non exclusive, perpetual, royalty free license to use, reproduce, prepare derivative works based upon, distribute copies of, perform and display the Third Party Intellectual Property, and to authorize others to do the same on City's behalf.

Section 22. Records Maintenance; Access. Contractor must maintain all financial records relating to this Agreement in accordance with generally accepted accounting principles, and any other records pertinent to this Agreement in such a manner as to clearly document Contractor's performance, for a minimum of three (3) years following final payment or termination of this Agreement. City may have access to all, documents, whether in paper, electronic or other form, to perform examinations and audits and make excerpts and transcripts.

Section 23. No Third-Party Beneficiaries. There are no intended third-party beneficiaries to this Agreement. Contractor and the City are the only parties to this Agreement and are intended to be the only entities entitled to exercise and enforce the rights and obligations created by this Agreement.

Section 24. Nondiscrimination; Compliance with Applicable Law. Contractor agrees that no person shall, on the grounds of race, color, religion, sex, marital status, familial status, domestic partnership, national origin, age, mental or physical disability, sexual orientation, gender identity, source of income, or veteran status suffer discrimination in the performance of this Agreement. Contractor must comply with all federal, state and local laws, regulations, executive orders and ordinances applicable to the Work under this Agreement. Contractor will not discriminate against minority-owned, women-owned, or emerging small businesses. Contractor must include a provision in each subcontract requiring subcontractors to comply with the requirement of this provision.

Section 25. Public Contracting Requirements. Contractor must comply with provisions of ORS 279A.110; 279B.220, 279B.225, 279B.230, and 279B.235, which are incorporated by reference herein. City's performance under the Agreement is conditioned upon Contractor's compliance.

Section 26. Certification of Compliance with Tax Laws. As required by ORS 279B.110(2)(e), Contractor represents and warrants that Contractor has complied with the tax laws of this state, the City, and applicable political subdivisions of this state, including but not limited to ORS 305.620 and ORS chapters 316, 317 and 318, hereafter ("Tax Laws"). Contractor further covenants to continue to comply with the Tax Laws during the term of this Agreement and Contractor covenants and acknowledges that the failure to comply with the Tax Laws is a default for which City may terminate this Agreement and seek damages.

Section 27. Registered in Oregon and City of Tualatin. If Contractor is not domiciled in or registered to do business in the State of Oregon, Contractor must promptly provide to the Oregon Department of Revenue and the Secretary of State Corporation Division all information required by those agencies relative to this Agreement. Contractor must demonstrate its legal capacity to perform the Work under this Agreement in the State of Oregon prior to entering into this Agreement. Contractor must have or acquire a City business license prior to executing this Agreement.

Section 28. Use of Recycled Products. Contractor shall, to the maximum extent economically feasible in the performance of this Contract, use recycled paper (as defined in ORS 279A.010(1)(ee)), recycled PETE products (as defined in ORS 279A.010(1)(ff)), and other recycled products (as "recycled product" is defined in ORS 279A.010(1)(gg)).

Section 29. Force Majeure. Neither City nor Contractor will be held responsible for delay or default caused by fire, riot, acts of God, terrorist acts, or other acts of political sabotage, or war where such cause was beyond the reasonable control of City or Contractor, respectively. Contractor must make all reasonable efforts to remove or eliminate such a cause of delay or default and must diligently pursue performance of its obligations under this Contract.

Section 30. Survival. All rights and obligations of the parties will cease upon termination or expiration of this Contract, except for the rights and obligations of a party for payment of completed Work, indemnity, dispute resolution, maintenance of insurance, and those provisions, including, but not limited to, provisions concerning property rights and governing laws which, by their nature, must survive termination to accomplish the intent of the parties as expressed in this Contract.

Section 31. Joint and Several Liability. In the event Contractor includes more than one person or entity, all such persons or entities will be jointly and severally liable for all conditions herein.

Section 32. Indemnification.

- A. General Indemnity.** Contractor must defend, save, hold harmless, and indemnify the City, its officers, employees and agents from and against all claims, suits, actions, losses, damages, liabilities, costs and expenses of any nature whatsoever, including attorneys' fees, resulting from, arising out of, or relating to the activities of Contractor or its officers, employees, subcontractors, or agents under this Agreement. Notwithstanding the foregoing, Contractor's indemnity and defense obligations arising out of professional errors and omissions is provided to the extent caused by Contractor's negligent acts, errors, or omissions.
- B. Control of Defense and Settlement.** Contractor will have control of the defense and settlement of any claim that is subject to this Section; however, neither Contractor nor any attorney engaged by Contractor will defend the claim in the name of the City, nor purport to act as legal representative of the City or any of its officers, employees, or agents without first receiving from the City, in a form and manner determined appropriate by the City, authority to act as legal counsel for the City, nor will Contractor settle any claim on behalf of the City without the approval of the City. The City may, at its election and expense, assume its own defense and settlement in the event that the City determines that the Contractor is prohibited from defending the City, or is not adequately defending the City's interests, or that an important governmental principle is at issue and the City desires to assume its own defense.

Section 33. Insurance. Contractor must provide City with evidence of the following insurance coverage's prior to execution of this Agreement. A copy of each insurance policy, issued by a company currently licensed in the State of Oregon and certified as a true copy by an authorized representative of the issuing company or a certificate in a form satisfactory to City certifying to the issuance of such insurance, must be furnished to City. Unless specifically set forth on Exhibit A, insurance and related costs must be borne by Contractor. All policies must be written on an "occurrence basis," except for Contractor's Professional Liability Insurance which may be written on a "claims made" basis, and maintained in full force for not less than three (3) years following Contractor's performance under this Agreement. All policies must provide for not less than 30 days' written notice to City before they may be revised, non-renewed, canceled, or coverage reduced. Excepting professional liability and worker's compensation coverage, all policies must provide an endorsement naming the City, its officers, employees, and agents as additional insureds. If the policy lapses during performance, City may treat said lapse as a breach; terminate this Agreement and seek damages; withhold progress payments without impairing obligations of Contractor to proceed with work; pay an insurance carrier (either Contractor's or a substitute) the premium amount and withhold the amount from payment to Contractor; and use any other remedy provided by this Agreement or by law.

- A. Automobile.** Comprehensive automobile and vehicle liability insurance covering claims for injuries to members of the public and/or damages to property of others arising from the use of motor vehicles, including on-site and off-site operations, and owned, non-owned, or hired vehicles, with \$1,000,000 combined single limits.
- B. General Liability.** Commercial general liability insurance covering claims for injuries to members of the public or damage to property of others arising out of any act or omission of Contractor or of any of its employees, agents, or subcontractors, with \$2,000,000 per occurrence and in the aggregate.
- C. Professional Liability.** Professional Liability Insurance of \$2,000,000 per occurrence and in the aggregate, including contractual liability coverage. If Contractor proposes using subcontractors, City may require subcontractors to provide professional liability insurance, provided the amount and form of coverage complies with this Section.
- D. Policy Coverage.** Coverage provided by this policy(ies) must be primary and any other insurance carried by City is excess. Contractor will be responsible for any deductible amounts payable under all policies of insurance.
- E. Workers Compensation.** Contractor, its subcontractors, if any, and all employers working under this Agreement are subject employers under the Oregon Worker's Compensation Law and must comply with ORS 656.017.

Section 34. Default; Remedies; Termination.

- A. Default by Contractor.** Contractor is in default under this Agreement if Contractor commits any material breach or default of any covenant, warranty, obligation or agreement under this Agreement, fails to perform the Work under this Agreement within the time specified herein or any extension thereof, or so fails to pursue the Work as to endanger Contractor's performance under this Agreement in accordance with its terms, and such breach, default or failure is not cured within fourteen (14) calendar days after City's notice, or such longer period as City may specify in such notice.

B. City's Remedies for Contractor's Default. In the event Contractor is in default, City may, at its option, pursue any or all of the remedies available to it under this Agreement and at law or in equity; including, but not limited to:

- (i) Termination of this Agreement;
- (ii) Withholding all monies due for Work and Work Products that Contractor has failed to deliver within any scheduled completion dates or has performed inadequately or defectively;
- (iii) Initiation of an action or proceeding for damages, specific performance, or declaratory or injunctive relief;
- (iv) Exercise of its right of setoff.

These remedies are cumulative to the extent the remedies are not inconsistent, and City may pursue any remedy or remedies singly, collectively, successively or in any order whatsoever. If a court determines that Contractor was not in default, then Contractor is entitled to the same remedies as if this Agreement was terminated.

C. Default by City. City is in default under this Agreement if:

- (i) City fails to pay Contractor any amount pursuant to the terms of this Agreement, and City fails to cure such failure within thirty (30) calendar days after Contractor's notice or such longer period as Contractor may specify in such notice; or
- (ii) City commits any material breach or default of any covenant, warranty, or obligation under this Agreement, and such breach or default is not cured within thirty (30) calendar days after Contractor's notice or such longer period as Contractor may specify in such notice.

D. Contractor's Remedies for City's Default. In the event City terminates the Agreement, or in the event City is in default and whether or not Contractor elects to exercise its right to terminate the Agreement, Contractor's sole monetary remedy is (i) with respect to services compensable on an hourly basis, a claim for unpaid invoices, hours worked within any limits set forth in this Agreement but not yet billed, authorized expenses incurred and interest of two-thirds of one percent per month, but not more than eight percent per annum, and (ii) with respect to deliverable based Work, a claim for the sum designated for completing the deliverable multiplied by the percentage of Work completed and accepted by City, less previous amounts paid and any claim(s) that City has against Contractor. In no event will City be liable to Contractor for any expenses related to termination of this Agreement or for any anticipated profits. If previous amounts paid to Contractor exceed the amount due to Contractor under this subsection, Contractor must pay immediately any excess to City upon written demand provided.

E. Termination by City. At its sole discretion, City may terminate this Agreement:

- (i) For any reason upon thirty (30) days' prior written notice by City to Contractor;
- (ii) Immediately upon written notice if City fails to receive funding or expenditure authority at levels sufficient to pay for the Work or Work Products; or
- (iii) Immediately upon written notice if federal or state laws, regulations, or guidelines are modified or interpreted in such a way that the City's purchase of the Work or Work Products under this Agreement is prohibited or City is prohibited from paying for such Work or Work Products from the planned funding source.
- (iv) Immediately upon written notice by City to Contractor if Contractor is in default of this Agreement.

F. Termination by Contractor. Contractor may terminate this Agreement with such written notice to City upon the occurrence of the following events.

- (i) City is in default because City fails to pay Contractor any amount pursuant to the terms of this Agreement, and City fails to cure such failure within thirty (30) calendar days after Contractor's notice of the failure to pay or such longer period as Contractor may specify in such notice; or
- (ii) City is in default because City commits any material breach or default of any covenant, warranty, or obligation under this Agreement, fails to perform its commitments hereunder within the time specified or any extension thereof, and City fails to cure such failure within thirty (30) calendar days after Contractor's notice or such longer period as Contractor may specify in such notice.

- G. Return of Property upon Termination.** Upon termination of this Agreement for any reason whatsoever, Contractor must immediately deliver to City all of City's property (including without limitation any Work or Work Products for which City has made payment in whole or in part) that is in the possession or under the control of Contractor in whatever stage of development and form of recordation such City property is expressed or embodied at that time. Upon receiving a notice of termination of this Agreement, Contractor must immediately cease all activities under this Agreement, unless City expressly directs otherwise in such notice of termination. Upon City's request, Contractor must surrender to anyone City designates, all documents, research or objects or other tangible things needed to complete the Work and the Work Products.
- H. City's Remedies Cumulative.** In the event of termination, in addition to the remedies provided herein, City shall have any remedy available to it in law or equity. City shall also have such remedies as are available to it in law or equity for Contractor's breach without the requirement that City first terminate this Agreement.

Section 35. Dispute Resolution.

- A. Process.** If Contractor is not in agreement with a decision of the City under this Agreement, Contractor must comply with the following process:
- (i) Contractor must file a written notice of appeal with the City's Project Manager within fifteen (15) days following receipt of the City's written decision.
 - (ii) The City's Project Manager will have sixty (60) days for review of the appeal prior to presenting a decision to Contractor. During the sixty (60) day period, the City's Project Manager will appoint a three-person management team as the authorized review panel. The review panel may call on the resources appropriate to evaluate the merit of the appeal. This may include; but not be limited to, City's attorney, Contractor, and any employee of City.
 - (iii) Prior to the end of the sixty (60) day review period, the City's Project Manager will issue a written decision to Contractor. If Contractor is agreeable with this decision, a Change Order will be processed consistent with the decision.
- B. Exhaustion of Remedies.** If Contractor is not in agreement with the written decision of Public Works Director, Contractor will only then be entitled to initiate legal action as the prescribed administrative remedies have been exhausted.
- C. Complaint.** Any claim that cannot be resolved between the parties as set forth in this Section shall be initiated by filing a complaint in the appropriate court as provided in this Agreement. The claim and all cross and counter-claims filed in response to the complaint shall be submitted to mediation. If the parties cannot agree on a mediator, the Presiding Judge for Washington County will select the mediator. Only if the dispute cannot be resolved by mediation, will the parties proceed to litigate the claim in court.

Section 36. Attorney Fees. If any suit, action, arbitration or other proceeding is instituted upon this Agreement or to enforce any rights herein or otherwise pursue, defend or litigate issues related to this Agreement, each party will be liable for their own attorneys' fee and costs, including those on appeal. The parties each agree and hereby waive any right to attorney fees granted by statute or rule that conflicts with this provision.

Section 37. Execution of Agreement; Electronic Signature. This Agreement may be executed in one or more counterparts, all of which when taken together constitute one agreement binding on all parties, notwithstanding that all parties are not signatories to the same counterpart. Each copy of the Agreement so executed constitutes an original. A signature of a party provided by email, "pdf," or other electronic data file constitutes an original signature of that party.

Section 38. Governing Law; Venue; Consent to Jurisdiction. This Agreement is governed by and will be construed in accordance with the laws of the State of Oregon without regard to principles of law. Any claim, action, suit or proceeding (collectively, "Claim") between City and Contractor that arises from or relates to this Agreement shall be brought and conducted solely and exclusively within the Circuit Court of Washington County for the State of Oregon; provided, however, if a Claim must be brought in a federal forum, then it shall be brought and conducted solely and exclusively within the United States District Court for the District of Oregon. In no event will this Section be construed as a waiver of any form of defense or immunity from any Claim or from the jurisdiction of any court. Contractor, BY EXECUTION OF THIS AGREEMENT, HEREBY CONSENTS TO THE IN PERSONAM JURISDICTION OF SAID COURTS.

Section 39. Authority to Bind. City and Contractor each represent and warrant that the individual(s) executing this Agreement have taken all steps necessary to secure full authority to bind the City and Contractor, respectively, for the acts, expenditures, and obligations contemplated in this Agreement to be performed by each of them. BY EXECUTION OF THIS AGREEMENT, EACH PARTY HEREBY ACKNOWLEDGES THAT THEY HAVE READ THIS AGREEMENT, UNDERSTAND IT, AND AGREES TO BE BOUND BY ITS TERMS AND CONDITIONS.

AGREED AND ENTERED this ____ day of _____, 20____.

(Contractor)

By _____
Title _____
Address _____

Telephone _____

Contractor's Federal ID Number

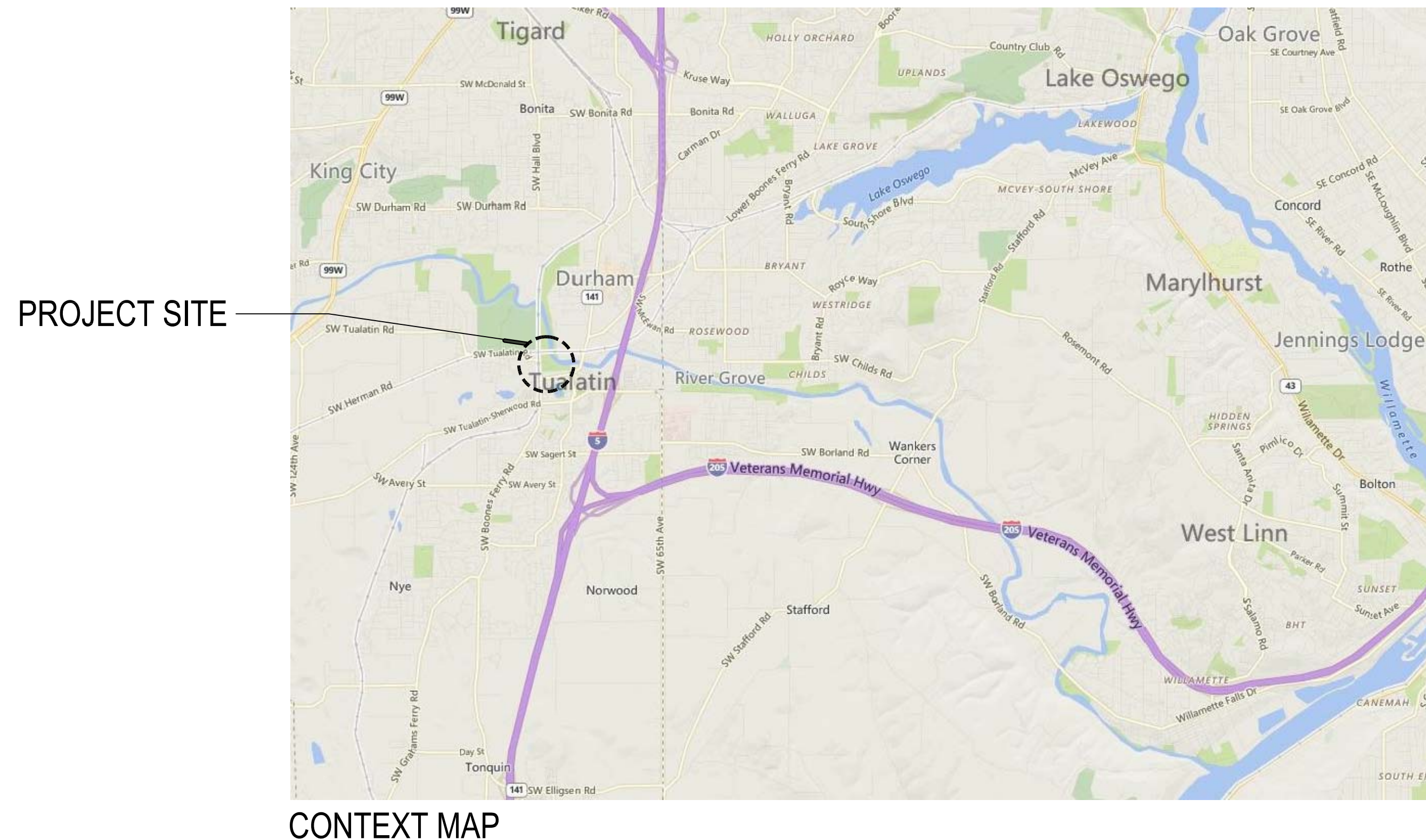
By _____
INSERT NAME OF CITY SIGNATORY
INSERT TITLE
18880 SW Martinazzi Ave.
Tualatin, Oregon 97062
Telephone _____

APPROVED AS TO LEGAL FORM

City Attorney

TUALATIN TRAIL RESTORATION AT COMMUNITY PARK

OWNER CONTACT INFORMATION	PROJECT NOTES	SHEET LIST		
<p>CITY OF TUALATIN COMMUNITY SERVICES</p> <p>8515 SW TUALATIN RD. TUALATIN, OR 97062 PHONE: 503.691.3064 FAX: 503.691.9786 PROJECT CONTACT: RICH MUELLER EMAIL: RMUELLER@CI.TUALATIN.OR.US</p>	<ol style="list-style-type: none"> ALL WORK PERFORMED, INCLUDING MATERIALS FURNISHED, WORKMANSHIP, AND MEANS AND METHODS OF CONSTRUCTION SHALL CONFORM TO THE LATEST STANDARDS, PRACTICES AND REQUIREMENTS OF THE APPLICABLE FEDERAL, STATE AND LOCAL AUTHORITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL UTILITY LOCATIONS, DEPTHS AND ELEVATIONS PRIOR TO CONSTRUCTION AND ARRANGE FOR THE RELOCATION OF ANY IN CONFLICT WITH ALL CONSTRUCTION ACTIVITIES. THE LOCATIONS AND IDENTIFICATION OF UTILITIES WITHIN THIS DOCUMENT IS FOR INFORMATION ONLY AND IS NOT GUARANTEED TO BE ACCURATE. ANY DISCREPANCIES BETWEEN SURVEY INFORMATION AND FIELD CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER IMMEDIATELY. CONTRACTOR TO COMPLY WITH OREGON LAW REQUIRING ADHERENCE TO THE RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THE CONTRACTOR MUST NOTIFY THE OREGON UTILITY NOTIFICATION CENTER AT LEAST 2 BUSINESS DAYS, BUT NOT MORE THAN 10 BUSINESS DAYS, BEFORE COMMENCING AN EXCAVATION. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090 AND ORS 757.541 TO 757.57. PHONE CONTACT FOR THE OREGON UTILITY NOTIFICATION CENTER IS 503-232-1987 AND THE LOCAL "CALL BEFORE YOU DIG" NUMBER IS 503-246-6699. UPON PROJECT COMPLETION, THE PROJECT AREA AND ADJACENT SPACES SHALL BE FREE AND CLEAR OF ALL CONSTRUCTION MATERIALS, WASTE AND DEBRIS. CONTRACTOR TO REMOVE AND PROPERLY DISPOSE OF ALL MATERIALS AS INDICATED IN THE PROJECT CONTRACT DOCUMENTS AND MUST MEET ALL APPLICABLE REGULATIONS OVERSEEING WASTE DISPOSAL. COORDINATE WITH OWNER'S REPRESENTATIVE FOR WORK PERIODS REQUIRING SIDEWALK CLOSURE. OWNER'S REPRESENTATIVE WILL SIGN DETOURS AND ALTERNATIVE ROUTES. 	<p>G 1-0 COVER SHEET AND GENERAL INFORMATION C 1-0 SITE PLAN L 1-0 PLANTING PLAN</p>		
<p>PROJECT DESIGN TEAM</p> <table border="0"> <tr> <td>LANDSCAPE ARCHITECT</td> <td>CIVIL ENGINEER</td> </tr> <tr> <td>GREENWORKS, P.C. 24 NW 2ND AVENUE, SUITE 100 PORTLAND, OREGON 97209 PHONE: 503.222.5612 CONTACT: DAVE WALTERS, PM EMAIL: DAVEW@GREENWORKSPC.COM</td> <td>OTAK ENGINEERING PHONE: 503.287.6825 PROJECT CONTACT: KEVIN TIMMINS EMAIL: KEVIN.TIMMINS@OTAK.COM</td> </tr> </table>		LANDSCAPE ARCHITECT	CIVIL ENGINEER	GREENWORKS, P.C. 24 NW 2ND AVENUE, SUITE 100 PORTLAND, OREGON 97209 PHONE: 503.222.5612 CONTACT: DAVE WALTERS, PM EMAIL: DAVEW@GREENWORKSPC.COM
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NO.	DATE	BY	REVISION COMMENTS



**TUALATIN TRAIL RESTORATION AT
TUALATIN COMMUNITY PARK
TUALATIN, OREGON**
COVER SHEET

BID SET 04/18/17

GreenWorks, P.C.
Landscape Architecture
Environmental Design
24 NW 2nd Avenue, Suite 100
Portland, Oregon 97209
Ph: 503.222.5612 / F: 503.222.2283
Email: info@greenworkspc.com

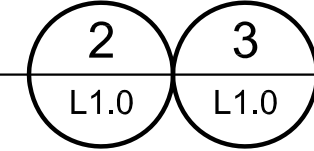
otak
HanmiGlobal Partner
808 SW 3rd Ave., Ste. 300
Portland, OR 97204
Phone: (503) 287-6825
Fax: (503) 415-2304
www.otak.com

18244
Project No. Drawing No.
G1-0
Sheet No.
© Otak, Inc. 2015

Picked: Apr 21, 2017 - 9:23am dretka G:\Projects\116285_1_tualatin_trail_restoration\Project_at_Community_Park\04_Drawing\01_CAD\02_Plot_Sheets\1505_L_PLOT.dwg Layout Name: Cover

PLANTING LEGEND

SHRUBS / GROUND COVER

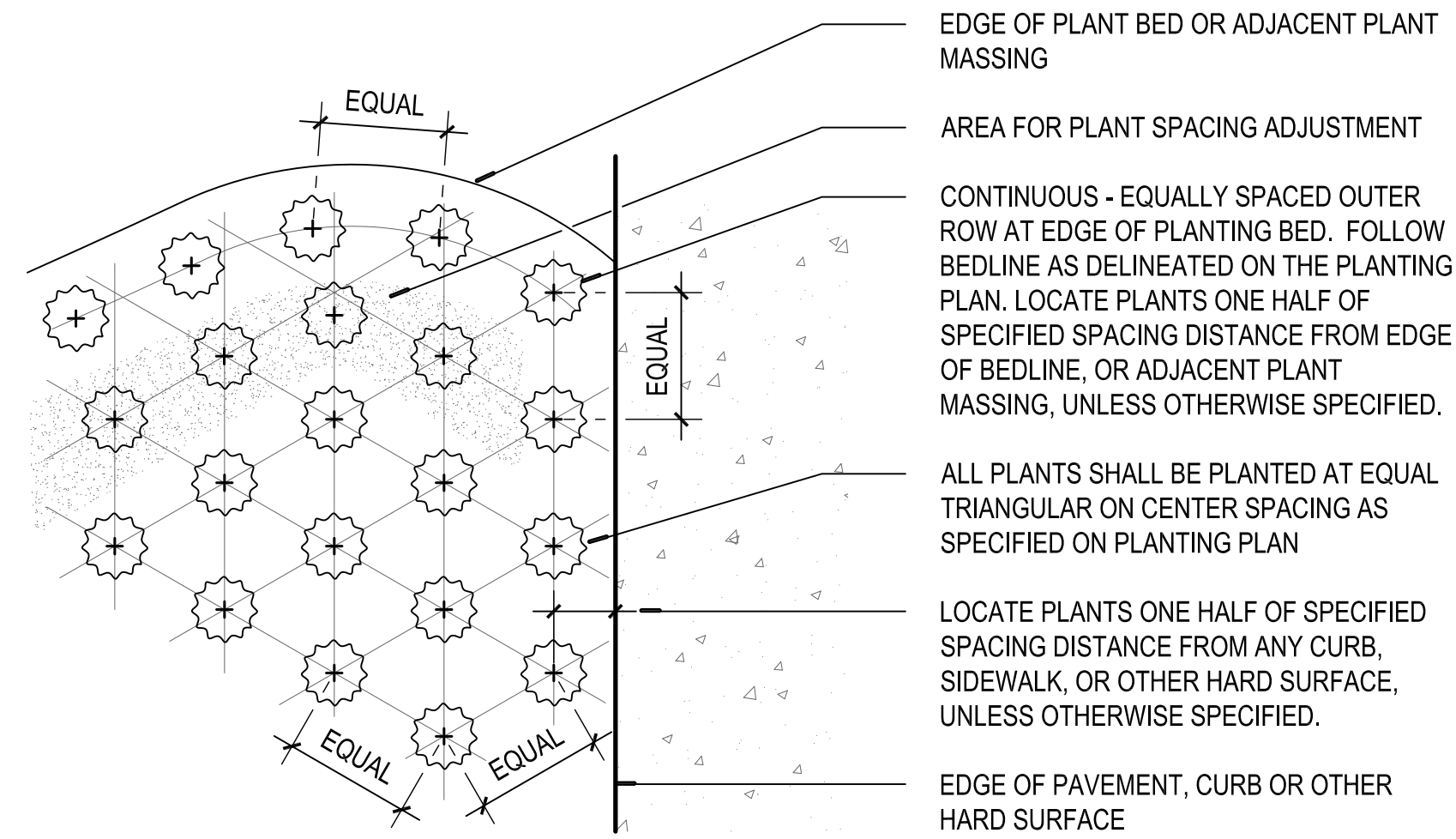


SEEDING & EROSION CONTROL MATTING - 3,000 SF
 APPLY 'SUNMARK - STREAM BANK PLUS' SEEDMIX AT MANUFACTURER'S RATE THROUGHOUT.
 APPLY JUTE MATTING AFTER SEEDING

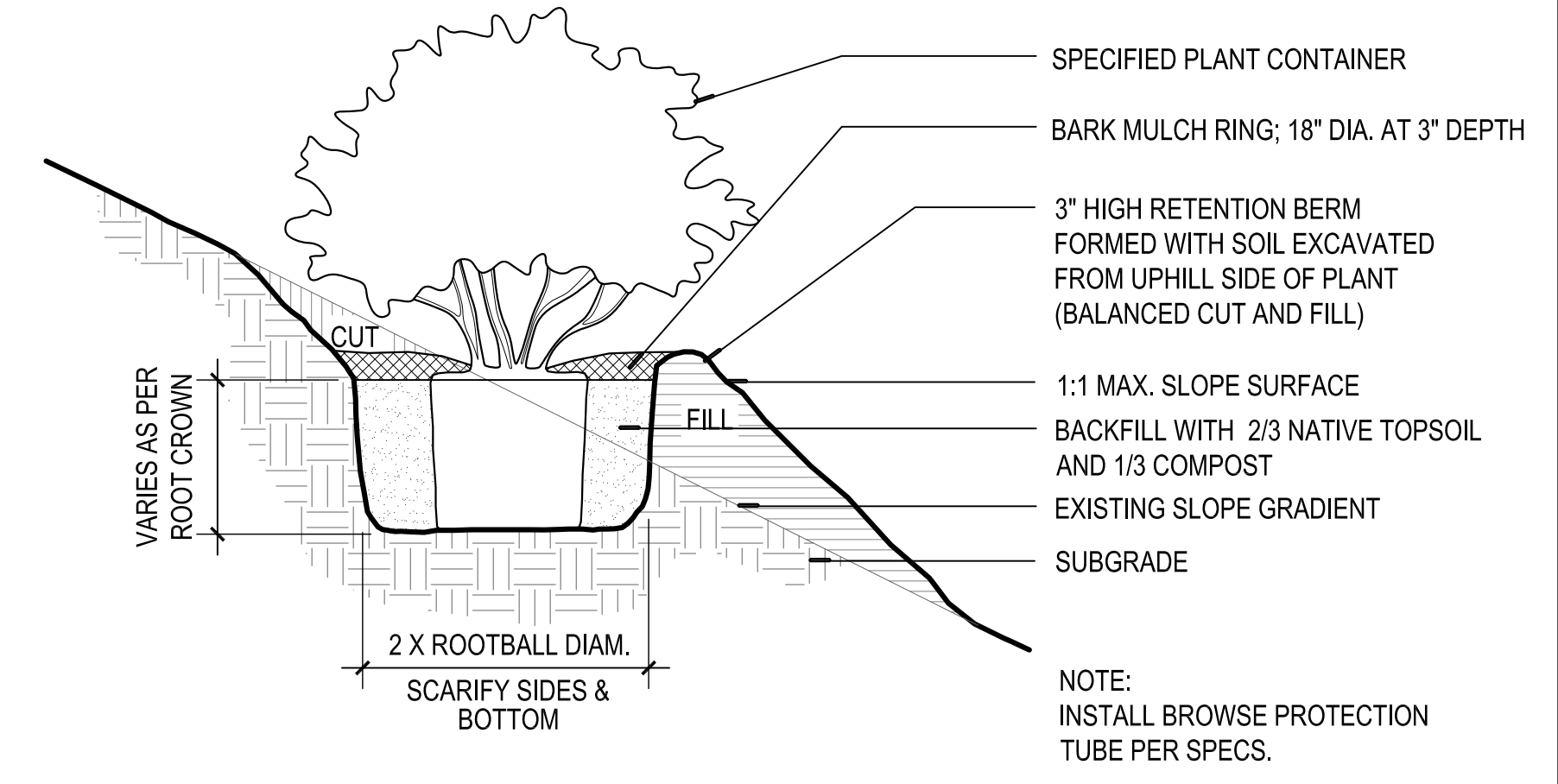
PLANTINGS		
PLANT THE FOLLOWING 1 GAL. CONT. PLANTS AT 36" O.C. IN RANDOM GROUPINGS OF 3, 5, AND 7.		
SPECIES	COMMON NAME	QTY
GAULTHERIA SHALLON	SALAL	50
POLYSTICHUM MUNITUM	SWORD FERN	50
SPIRAEA DOUGLASII	DOUGLAS'S SPIRAEA	20

NOTES:

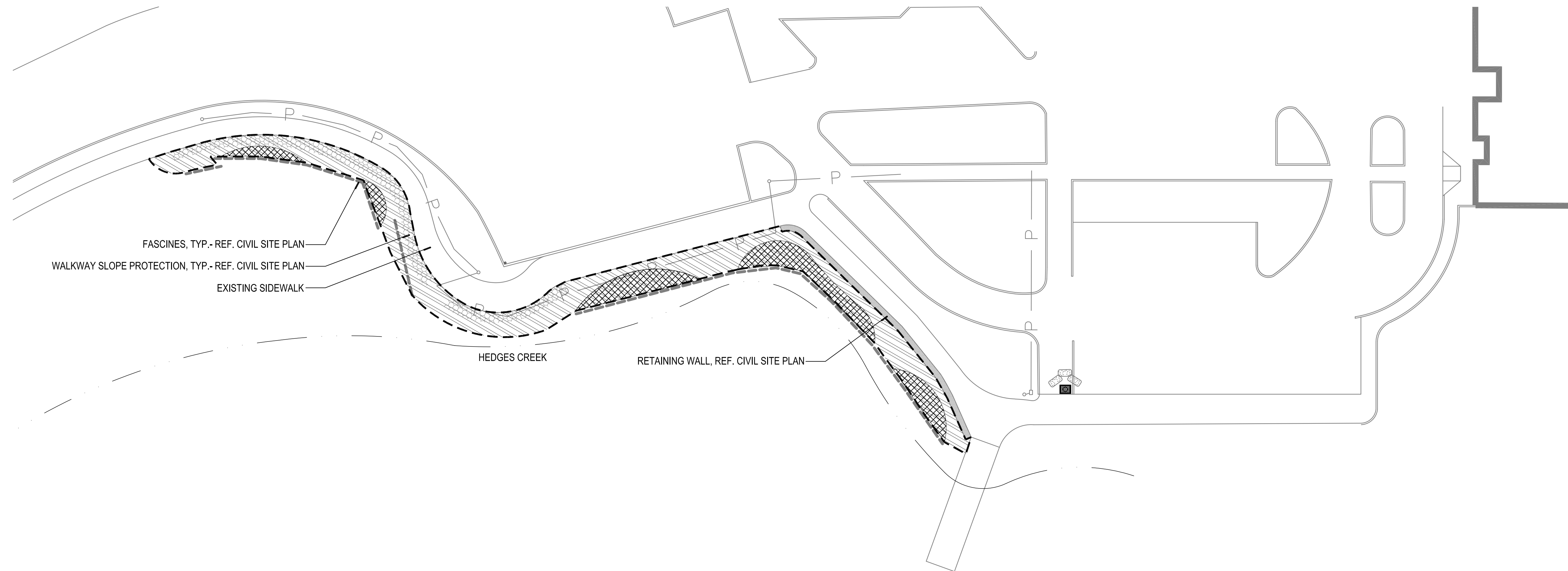
- CONTRACTOR SHALL PROVIDE TOPSOIL AND COMPOST PER PLANS.
- ALL PLANTS SHALL BE INSTALLED IN ACCORDANCE WITH THE DETAILS AND SPECIFICATIONS PROVIDED AS PART OF THE CONSTRUCTION DOCUMENT PACKAGE.
- QUANTITIES ARE LISTED FOR THE CONTRACTOR'S CONVENIENCE ONLY. ALL COUNTS MUST BE VERIFIED BY THE CONTRACTOR. IN THE CASE OF A DISCREPANCY BETWEEN THE LEGEND AND THE PLAN, PLANTS INDICATED ON THE PLAN SHALL SUPERCEDE QUANTITIES LISTED IN THE LEGEND.
- PLANTING LOCATIONS TO BE FIELD VERIFIED WITH OWNER'S REP.



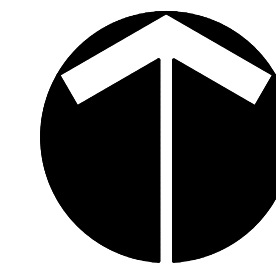
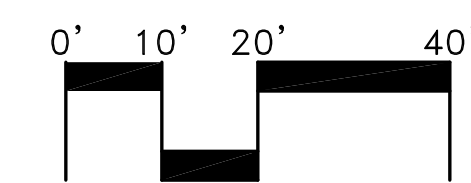
2 PLANT SPACING DIAGRAM
 PLAN NOT TO SCALE



3 CONTAINER PLANTING ON SLOPES
 SECTION NOT TO SCALE



1 PLANTING PLAN
 PLAN



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**TUALATIN TRAIL RESTORATION AT
 TUALATIN COMMUNITY PARK
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 COMMUNITY PARK
 PLANTING PLAN**

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Metro guide

Complete Streets and Active Transportation

What is active transportation?

Walking, riding a bicycle, using a wheelchair and accessing public transportation are all forms of traveling actively. Active transportation means getting where you need to go – actively!

What are complete streets?

Complete streets are safe, convenient and comfortable for users of all ages and abilities, regardless of their mode of transportation.

Metro's Regional Transportation Plan has a complete streets policy and design approach for planning, operating and maintaining roadways across the region.

Designing and building complete streets improves safety for everyone, encourages travel by walking, bicycling and transit and increases accessibility, reliability and transportation equity.



ACTIVE TRANSPORTATION

Safer streets for people walking and biking

Walking, bicycling and other forms of active travel are good for everyone. They're healthful and affordable. They keep our air and water clean. They support the economy, relieve congestion and improve mobility, especially for those unable to drive.

That's why people and communities across our region prioritize investing in active transportation: it benefits everyone, however we get around.

Active transportation depends on complete streets. People cannot safely walk or bicycle when streets are missing or have deficient sidewalks,

bicycle facilities or safe crossings. Public demand for walking and bicycling is high, but not feeling safe is one of the primary reasons that people choose not to walk or bicycle for transportation.

A range of policies, plans, design guidance and funding opportunities converge to help create complete streets in more communities around the Portland metropolitan region.

Metro partners with local governments, community-based organizations, residents and businesses to help everyone get where they're going safely.



10 PRINCIPLES FOR A BETTER ACTIVE TRANSPORTATION NETWORK

Ten guiding principles for developing a safe and complete regional pedestrian and bicycle network are included in the 2014 Regional Transportation Plan.

Principle 1. Cycling, walking, and transit routes are integrated and connections to regional centers and regional destinations are seamless.

Principle 2. Routes are direct, form a complete network, are intuitive and easy-to-use and are accessible at all times.

Principle 3. Routes are safe and comfortable for people of all ages and abilities and welcoming to people of all income levels and backgrounds.

Principle 4. Routes are attractive and travel is enjoyable.

Principle 5. Routes are integrated with nature and designed in a habitat and environmentally sensitive manner.

Principle 6. Facility designs are context sensitive and seek to balance all transportation modes.

Principle 7. Corridor capacity is increased and strain on other transportation systems is relieved.

Principle 8. Regional destinations are accessible for people with low incomes, people of color, people with disabilities, people with low-English proficiency, youth and seniors.

Principle 9. Measurable data and analyses inform the development of the network and active transportation policies.

Principle 10. Investments implement regional and local land use and transportation goals and plans to achieve regional active transportation modal targets.



REGIONAL ACTIVE TRANSPORTATION POLICIES SUPPORT SAFER STREETS

Metro's regional active transportation policies guide investments and help communities achieve their own active transportation targets and desired outcomes.

Policy 1. Make walking and bicycling the most convenient, safe and enjoyable transportation choices for short trips less than three miles.

Policy 2. Develop well-connected regional pedestrian and bicycle routes and districts integrated with transit and nature that prioritize safe, convenient, accessible and comfortable pedestrian and bicycle access for all ages and abilities.

Policy 3. Ensure that the regional active transportation network equitably serves all people.

Policy 4. Complete the regional pedestrian and bicycle networks.

Policy 5. Utilize data and analyses to guide transportation investments.

For complete policy text and action items, refer to the 2014 Regional Active Transportation Plan:
www.oregonmetro.gov/activetransport



50s Bikeway, Portland

Traveling by bicycle from Northeast to Southeast Portland is more comfortable with the completion of the 6.7-mile **50s Bikeway**. Traffic diverters and bicycle signals prioritize bicycle crossings at busy arterials and bicycle lanes, bicycle boulevard treatments and pavement markings create space and give direction.

Walking and bicycling across the Morrison Bridge got a lot easier and safer with the **Morrison Pedestrian and Bicycle Access project**. Improvements included a wide separated path and accessible entrances from both sides of the river.



The **Trolley Trail** in Clackamas County provides a convenient, direct 6-mile multi-use path along an abandoned streetcar route between Milwaukie and Gladstone.



BUILDING COMPLETE STREETS IN OUR REGION

Metro has a unique ability to make active transportation more accessible around the region.

The Metro Council, working with local and state leaders on the Joint Policy Advisory Committee for Transportation (JPACT), allocates federal transportation funds, known as regional flexible funds. These and other federal sources are an vital source of funding for active transportation projects in the region. Since 1996, Metro has allocated regional flexible funds to over 60 regionally significant active transportation projects, including those highlighted below.

These projects improve the lives of thousands of residents by increasing healthy transportation options, providing affordable access to jobs, school and other destinations, reducing congestion and fostering economic development.

The **Cornelius Main Street** project has made walking and bicycling along busy Baseline Avenue safer and more comfortable. Street lighting, benches, enhanced crossings, sidewalks and bicycle lanes transformed the street into a center for the community.



The **Gresham MAX Multi-Use Path** provides access to transit at the Cleveland, Civic Center and Ruby Junction stations and pedestrian and bike connections between Rockwood, Civic Neighborhood and historic downtown Gresham.



In downtown **Forest Grove**, pedestrian improvements helped improve access to transit, Pacific University, shops, theaters and other destinations.



REGIONAL ACTIVE TRANSPORTATION TARGETS SUPPORT COMPLETE STREETS

Quantifiable performance targets track our region's progress towards achieving our shared goal for a balanced and accessible transportation systems. The Regional Transportation Plan sets performance targets for 2040, including three directly related to active transportation:

Triple current levels of walking, bicycling and transit. Today nearly 27 percent of trips region wide are made by walking, bicycling and transit. Performance data indicates our region is making progress toward this target.

Reduce fatal and severe injury crashes for pedestrians, bicyclists and motor vehicle occupants by half. Reaching this target could mean at least 50 fewer people killed or severely injured while bicycling and walking in the region each year, saving approximately \$82 million annually in reduced societal costs of crashes.

Increase by 50 percent the miles of sidewalks, bikeways and trails in the regional network. Our region will meet the target if all the pedestrian and bicycle projects in the Regional Transportation Plan are completed by 2040.

About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Metro Council President
Tom Hughes

Metro Council
Shirley Craddick, District 1
Carlotta Collette, District 2
Craig Dirksen, District 3
Kathryn Harrington, District 4
Sam Chase, District 5
Bob Stacey, District 6

Auditor
Brian Evans

More information on Metro's active transportation policies can be found at oregonmetro.gov/activetransport

For more information on this program, please contact:
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WHAT'S NEXT FOR ACTIVE TRANSPORTATION PLANNING AND POLICIES?

Updated design guidance will help our communities create the kinds of streets that support safe and comfortable active transportation, consistent with regional policies and principles outlined above.

In the last two updates of the Regional Transportation Plan, several topics were identified that require updated, expanded or new design guidance. These topics include arterial crosswalk spacing, transit and freight supportive street design, arterials and throughway sizing, bicycle facility and trail design, stormwater management and street trees. These and other topics will be addressed through the Designing Livable Streets project and will comprise the design track of the 2018 update of the Regional Transportation Plan.

OPPORTUNITIES TO TAKE ACTION

- **Fall 2015:** A public comment period on the 2019-2021 regional flexible funding policy will help frame the next round of regional flexible fund allocations.
- **Fall 2015:** JPACT and the Metro Council will make decisions on what will be included in the work plan of the Regional Transportation Plan update.
- **Fall 2015:** The Metro Council will make a decision on the 2-year work plan for an update of Designing Livable Streets, Metro's design guidelines for streets and trails. Safety and the interaction of freight, transit, motor vehicle, bicycle and pedestrian travel will be focus areas for the update.
- **Winter 2016:** Solicitation begins for 2019-21 regional flexible fund allocations.





Active Transportation and Parks and Recreation



National Recreation
and Park Association

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EXECUTIVE SUMMARY

Our society continues to experience economic hardship, increasing chronic disease rates, climate change and social inequity. More than ever before, active transportation is proving to be a valuable tool as communities across the United States tackle these challenges. Active transportation has been conclusively shown to impact our communities in at least four ways: boosting our local economies, improving our physical health, achieving a cleaner environment and providing affordable transportation access for everyone. Although communities can certainly exist without active transportation networks, citizens who live in communities with robust active transportation networks enjoy many desirable benefits. After decades of designing and building automobile-centered communities, we have created places where it is difficult and dangerous to walk or bike safely. Creating a more balanced transportation system through cost-effective investments offers the promise of improving the quality of life of our people and the places in which they live.

Parks and recreation agencies have historically been closely aligned with the goals of active transportation principles, as well as playing an important role in the development and management of active transportation infrastructure. The relationship between parks and recreation and active transportation interests is critical – and is sometimes overlooked by both the public and policy-makers. It is difficult to imagine a truly comprehensive active transportation network that is not touched by a park and recreation agency, and in many cases parks and recreation agencies are the primary providers of active transportation-related services. Through active transportation, parks and recreation agencies provide valuable benefits to communities by providing an engine for economic development, increasing health and wellbeing, supporting conservation and providing benefits to all citizens regardless of socioeconomic status.

INTRODUCTION

The United States is faced with economic, health, environmental and social challenges that can be effectively addressed by active transportation. High rates of chronic disease, a struggling economy, climate change and social inequity all decrease the quality of life for people across the country. Research illustrates that active transportation offers several benefits to mitigate each of these challenges.

For purposes of this paper, the benefits of active transportation are categorized into economic, health, conservation and social equity categories.

Transportation policies centered on automobiles provide limited transportation options leading to severe congestion, considerable gas expenses and a transportation system that lacks efficiency.² Although tremendous investment in motorized transportation infrastructure over the years has made access to work, shopping and other destinations convenient, it has amplified our dependence on automobiles while dismissing alternative modes of transportation. Moreover, the development of suburban communities has further contributed to the reliance on automobiles due to longer distances from city centers and public transportation systems.³

What is active transportation?

Active transportation is defined as human-powered modes of transportation. The most popular modes of active transportation are walking and bicycling, however, skate boarding, canoeing, roller-skating, etc. can all be considered forms of active transportation.¹



- » Active transportation stimulates local economies through job creation, commercial business development and real estate values.
- » Active transportation infrastructure builds healthy communities by encouraging physical activity as part of daily life.
- » Active transportation promotes conservation and environmental sustainability by reducing air and water pollution and minimizing congestion.
- » Active transportation provides transportation access to all citizens regardless of age, gender, socioeconomic status or disability.

In 2012, the passage of the two-year transportation bill known as MAP-21 (Moving Ahead for Progress in the 21st Century) made transportation policies even more highway-centric.⁴ This bill was signed into law July 6, 2012, and many view this legislation as a setback for active transportation. Under this law, the federal funding for road projects increased from 80 percent to 95 percent while funding levels for alternative transportation was reduced by 30 percent.⁴ Prior to MAP-21, there were three transportation programs dedicated to trails and active transportation: TE (Transportation Enhancements), SRTS (Safe Routes to School) and RTP (Recreational Trails Program). MAP-21 has merged these programs into one program known as Transportation Alternatives. Several activities that were approved under the guidelines of TE are no longer eligible for funding under Transportation Alternatives. Some of these ineligible programs include pedestrian and bicycle safety, educational programs, tourist and welcome centers and beautification projects.⁴ While limited funding for active transportation is concerning, an even more problematic outcome of this law is that it enables states to opt-out of active transportation programs thus allowing

these funds to be transferred to other projects.⁴ The need for alternative modes of transportation is even greater today, however, transportation policies for such projects continue to remain under attack.

Interestingly, approximately 50 percent of trips taken in the United States can be accomplished by riding a bicycle for 20 minutes and 25 percent of short trips can be completed by walking 20 minutes or less.² However, the National Household Travel Survey indicates that less than 1 percent of daily trips are made by bicycling and less than 11 percent by walking⁵ — meaning that people are getting in their cars to make these very short journeys. In American cities, 28 percent of trips are less than 1 mile, yet 60 percent of these trips are made using cars.⁶ Although vehicle miles travelled by Americans between 2011 and 2012 dropped by 0.4% percent (partly due to more walkable communities⁷), lack of funding for active transportation infrastructure continues to limit the ability to use non-motorized transportation. Along with lack of access to active transportation options, lack of maintenance of existing sidewalks and trails also decreases the likelihood an individual will choose to walk or bike rather than drive. Research has shown that lack of sidewalks and safe places to bike are primary reasons people give when asked why they do not walk or bicycle more.⁶

While automobiles and motorized transportation infrastructure have afforded Americans with convenience and comfort, it has compromised four important facets of our lives: health, economy, environment and transportation accessibility. Over the years, federal transportation policy and funding authorizations have often failed to incorporate the goals of broader national policy agendas such as health, economic, environmental and social equity policies.⁸ In light of this, park and recreation advocates and those who realize the incredible benefits of active transportation continue to push for increased active transportation funding as it provides communities across the nation with the hope of improved overall quality of life.

In most communities, existing and future active transportation options heavily depend on the local parks and recreation agency. These agencies continue to serve as critical components of any active transportation strategy through infrastructure development, maintenance and encouraging its use as a form of recreation. Many park and recreation agencies consistently promote active transportation via marketing, programs, partnerships and investments in active transportation infrastructure. They play a critical role in influencing the cultural shift toward active transportation via their ability to foster landscape architecture, park planning, recreational programming, etc. Furthermore, recreation areas, bicycle racks, helmet loan programs and pedestrian lighting are also established through efforts of local park and recreation agencies.

Park and recreation agencies play an integral role in active transportation, and are a critical part of strategies targeted at increasing active transportation modes. Active transportation and parks and recreation work together to improve our health, economy, environment and transportation accessibility for the benefit of all.

PART I

STIMULATING ECONOMIC ACTIVITY

Several principles that underlie the mission of public parks, recreation and active transportation overlap, thus positioning public parks as important players in advocating for active transportation. Through their role in providing places for relaxation and recreation for the public, park and recreation agencies are key stakeholders in the planning, construction and maintenance of active transit projects.

Job Outcomes from Active Transportation Investments in New Jersey

Findings from a 2012 study to estimate the economic impacts of active transportation in New Jersey reveal that investments in active transportation contribute significantly to job creation.¹⁰ In 2011, governmental agencies in New Jersey invested \$63.17 million on active transportation infrastructure, which represents less than 1 percent of all transportation spending in the state during that same year. This investment translated into 648 jobs, approximately \$44.57 million in wages and salaries, \$15.68 million in tax revenue and \$75.62 million contribution to the GDP.¹⁰

Investments in transportation infrastructure positively impact our economy

Although future federal funding toward active transportation infrastructure remains uncertain, trails, pedestrian pathways and bicycle paths have repeatedly been proven to contribute to local economies across the United States through job creation, tourism, commercial businesses and increases in real estate value.

Vehicle for Job Creation

Active transportation projects generate direct, indirect and induced jobs. Direct jobs are created from the engineering and construction process itself. Indirect jobs are those initiated through product and service industries required in the construction phase such as cement manufacturing, trucking, etc. Induced jobs are produced due to demand from local residents such as retail positions and food services specialists.⁹ Investments in active transportation can partly mitigate high unemployment rates through the potential to create jobs.⁹

Active Transportation Infrastructure Creates More Jobs than Road Infrastructure

A recent study conducted by the Political Economy Research Institute at the University of Massachusetts to investigate the employment impacts of pedestrian and bicycle infrastructure in 11 cities in the U.S. reveals that Bicycle Infrastructure Only, Pedestrian Infrastructure Only and Off-Street Multiuse Trails create the most jobs (i.e. direct, indirect and enhanced jobs) while Road Infrastructure Only creates the least number of jobs.⁹



Bicycle Infrastructure Only projects generate **11.41 jobs per \$1 million**



Pedestrian Infrastructure Only projects generate **9.91 jobs per \$1 million**



Off-Street Multiuse Trail projects generate **9.57 jobs per \$1 million**



Road Infrastructure Only projects generate **7.75 jobs per \$1 million**

Catalyst for Economic Development

Active transportation can facilitate business development and tourism in affluent communities as well as those that are experiencing economic hardship. Numerous studies on active transportation infrastructure illustrate a substantial return on investment. Active transportation allows funds to circulate within the local economy when people spend at local businesses while walking or bicycling.¹ Near many walking or biking trails, businesses cater to walkers and bikers, driving local economies through spending on food, beverage and equipment.

Complete Streets Influences Economic Revitalization in West Palm Beach, Florida

More than 10 years ago, streets in downtown West Palm Beach were designed to allow automobiles to pass through as quickly as possible without stopping.¹¹ This led to undesirable economic consequences—eighty percent of the properties were vacant in the downtown area, street crime was increasing and the city was \$10 million in debt. In an effort to revitalize this area, the mayor focused on improving non-motorized transportation modes in the area by developing pedestrian crossings, traffic calming strategies and streetscaping. After completion of the projects, West Palm Beach's economy began to thrive, the crime rate declined, property values increased and the commercial occupancy rate jumped to 80 percent.¹¹

High Trestle Trail: Business Boom for Iowa's Local Communities (Rails to Trails Initiative)

The High Trestle Trail is a 25-mile trail that was officially opened in April 2011. Historically, the trail was a railroad that was formerly the property of Union Pacific Railroad.^{13, 14} The trail runs through the towns of Ankeny, Sheldahl, Slater, Madrid and Woodward and counties of Polk, Story, Boone and Dallas and is visited by more than 91,000 people annually. Consequently, local businesses around the trail reported an increase in sales of 30 percent in May 2011 and expected a 75-100 percent increase in sales in June 2011.^{13, 15}

Economic Viability Linked to Active Transportation in Washington D.C.'s Barracks Row

Washington D.C.'s Barracks Row experienced a slump in commercial activity as a result of unsafe sidewalks, lack of lighting and automobile traffic. After design improvements were implemented (new sidewalks, street lighting and traffic signals), Barracks Row tripled its economic activity by attracting 44 new businesses and creating 200 jobs.¹¹

North Carolina Northern Outer Banks: Remarkable Return on Investment

Bicycle facilities in the Northern Outer Banks of North Carolina play a critical role in facilitating tourism. Research conducted by the North Carolina Department of Transportation (NCDOT) Department of Bicycle and Pedestrian Transportation highlights that 680,000 tourists travel to this area, with many visiting to cycle.^{9,12} It has been reported that during the past decade, approximately \$6.7 million in public funding has been invested for constructing bicycle paths/facilities in this particular area. As a result of this investment, bicycling activity continues to produce \$60 million annually in economic benefits translating to approximately nine times more than the one-time expenditure of public funds to establish these facilities.¹²

Boost for Real Estate Values

Trails serve as an amenity to nearby homes. Trails in neighborhoods increase real estate values for adjacent properties. On average, homes that are located near trails are more likely to sell in a shorter period of time than homes not in close proximity to a trail.¹⁶ Just one example of this is found in Texas, where the Katy Trail is located in the most urbanized location in Dallas and serves 15,000 people each week.¹⁷ More recently, many people are opting to move near the trail for easy access. Homes along the trail are in high demand and are compared to "oceanfront properties for Dallas."¹⁷ Research findings illustrate that between 2001 and 2011, \$750 million in development was completed within 0.4 miles of the trail and home values in the area rose by 20 percent.¹⁷

PART II

BUILDING HEALTHY COMMUNITIES

Park and recreation agencies often incorporate active transit plans into their overall recreation strategy. In many cases, park and recreation agencies are responsible for maintenance and management of active transportation amenities, and are often responsible for making sure the public knows that these resources are available. Goals of recreational programming and active transportation overlap to a great degree – namely, they focus on providing opportunities for citizens of a community to live healthier, more active lifestyles. To that end, agencies continue to work in partnership with public health and public transportation officials to design active transportation plans that will help reduce the prevalence of chronic diseases.

Current State of Health and Physical Activity

Obesity continues to plague the United States. More than one third (33.8 percent) of the population in the United States is obese and the National Center for Chronic Disease Prevention and Health Promotion estimates one in six children are obese.¹⁸ Between 2009 and 2012, the number of states that had an obesity prevalence exceeding 30 percent rose from 9 to 13.¹⁹ Almost a decade ago, no state had an obesity prevalence of more than 30 percent. These statistics demonstrate that obesity is indeed growing at a startling rate.

Between **2009 and 2012**, the number of states that had an obesity prevalence **exceeding 30 percent** rose from **9 to 13**.

Almost a decade ago, no state had an obesity prevalence of more than 30 percent.

The Centers for Disease Control and Prevention's (CDC) physical activity guidelines recommend that children and adults should engage in moderate intensity physical activity for 60 minutes per day and 150 minutes per week, respectively.²⁰ The CDC's criteria for moderate-intensity physical activity simply mean walking briskly (minimum 3 miles per hour) or bicycling at a slow pace (less than 10 miles per hour).²¹ However, almost 40 percent of adults do not meet these standards and about 33 percent report no physical activity at all.²²

Health Care Costs of Obesity

Obesity places an enormous burden on the health care system, with health costs related to obesity escalating steadily since 1998.²³ Current estimates suggest that the annual medical cost of adult obesity today is between \$147 billion and \$210 billion. By 2030, an extra \$48 billion to \$66 billion per year may be spent treating preventable diseases associated with obesity.²⁴ Furthermore, in 2006, the prevalence of obesity was responsible for \$7 billion in Medicare prescription drug costs.²⁵

Active transportation provides communities with the opportunity to reduce some of the excessive medical costs related to obesity. Active transportation, whether going to a nearby store or commuting to work, provides participants with physical activity that is an important component of the fight against obesity. A comparative National Park Service study between people who exercise on a regular basis versus those that are sedentary indicated that the people who walked or hiked a few times per week filed 14 percent fewer healthcare claims to their insurance provider, spent approximately 30 percent fewer days at a hospital facility and had 40 percent fewer claims over the amount of \$5,000.²⁵ Reducing the use of automobiles by just 1 percent and replacing these shorter trips with walking could lower obesity prevalence by 0.4 percent, which translates to tens of millions of dollars saved on medical expenditures.²⁶



Safer Active Transportation Infrastructure Reduces Pedestrian and Bicycle Accidents in Chicago, Illinois

Between 2006 and 2011, downtown Chicago's Dearborn Avenue witnessed 1,140 crashes with pedestrians and bicyclists. In 2012, a two-way bike lane was developed, protected by a parking lane and bollards. After the project was completed, there were no reports of crashes through 2013, illustrating that safer active infrastructure can indeed prevent accidents.³¹

Improving Bicycle Safety in Portland, Oregon

In the early 1990s, the city of Portland, Oregon began expanding its active transportation infrastructure to accommodate bicyclists. Between 1991 and 1996, the number of people that bicycled grew by a magnitude of four, the rate of accidents decreased by 69 percent and the maximum number of fatalities was five per year.²

Active Transportation Infrastructure: Health and Safety Concerns

Heavy motorized vehicles moving at high speeds not only negatively impact our health by decreasing physical activity, they also produce expensive, life-threatening crashes. In 2008, the cost of motor vehicle crashes totaled to \$180 billion, including healthcare costs, lost wages, property damage, legal/administrative costs, pain and suffering and lost quality of life.³ In 2012, 4,743 pedestrians and 726 bicyclists were killed in crashes with motor vehicles, along with 21,667 motor vehicle drivers and passengers.²⁷ All told, motor vehicle accidents claimed more than 33,000 lives in 2012.

A 2012 national survey on bicyclists and pedestrian behavior revealed that 24 percent of injuries to pedestrians occurred as a result of uneven/cracked sidewalks and 29 percent of injuries to bicyclists occurred because of being hit by a car. These findings indicate that poor-quality infrastructure is a leading cause of pedestrian and bicycle injury.²⁸ Similarly, while 12 percent of trips are pedestrian and bicycle related and 14 percent of all traffic fatalities happen to pedestrians and bicyclists, only 1.5 percent of the federal safety funds are allocated to active transportation projects underscoring the need for increased investment to ensure the safety of those choosing a healthier way to move about their community.^{29,30} The study above highlights that infrastructure specifically dedicated for active transit has proven to increase the safety of pedestrians and bicyclists.

Active transportation is one of the easiest and most cost effective ways for many people to meet the recommended levels of physical activity per day.

The Priceless Prescription: Active Transit

Even the smallest increase in physical activity is proven to be more beneficial than inactivity, so much so that it enhances longevity across both genders and different age groups.^{25,32} Trails, pedestrian pathways and bike paths grant opportunities for people to walk, bike, jog and skate in safe places. Many trails located close to residential areas provide residents with free access to participate in physical activity. Since a significant number of daily trips tend to be relatively short, active transportation becomes an excellent option to complete these trips while simultaneously integrating physical activity into peoples' daily lives.³³

One of the most frequent ways that people, particularly those who live in cities, get exercise and engage in active transportation is during their daily commute. The New York City Department of Health and Mental Hygiene found that New Yorkers get a significant amount of the recommended daily physical activity from participating in active transportation. On average, New Yorkers that walk or bike to work are getting more than 40 minutes worth of physical activity per day versus those who use a car or cab to commute to work.³⁴

Active transportation provides the option for children and adolescents to safely walk or cycle to school or to their peers' homes. Studies demonstrate that walking or cycling to school is also associated with increased levels of physical activity.³⁵ Research conducted in California illustrates that improvements made to active transportation infrastructure connecting neighborhoods to schools through The Safe Routes to School initiative triggered an increase in walking and biking to school by as much as 20 percent to 200 percent.³⁶ Moreover, children and adolescents that walk one mile each way to and from school accomplish roughly 40 out of the recommended 60 minutes of physical activity per day.^{37,38}



Active Transportation's Impact on Health Outcomes

Numerous studies provide evidence to show that participating in active transportation leads to improved health outcomes.

Active Transportation Leads to Improved Health

Healthy Transportation Systems Lead to Healthy Weight Loss

A study conducted in 2012 examined the behavior of residents in car-centric areas and those in urban mixed-use communities. Those living in urban livable communities (livable communities possess the factors that increase a community's quality of life including the built and natural environments) were 160 percent more physically active than those in communities that rely on automobiles.¹⁷ Furthermore, the study found that males of average height weighed 10lbs less in walkable communities while females in similar communities weighed 6lbs less than their counterparts in car-centric communities.¹⁷

"Active Cities" Associated with Lower Obesity Rates

A recent study found that residents living in cities and states with more active transportation infrastructure have lower obesity rates than those living in areas with no active transit.³⁹ The findings highlight that older cities with well-developed public transportation systems such as Boston, New York, Washington D.C., Seattle and San Francisco have lower obesity and diabetes rates. In these cities, 10 percent of work trips involved biking or walking.⁴¹ On the other hand, cities with the lowest level of pedestrian and bike commuting were newer cities characterized by urban sprawl. These cities included Dallas, Fort Worth, Nashville, Arlington, Jacksonville, Indianapolis, Oklahoma City and Charlotte where only 1 percent to 2 percent of work trips involved active transit.⁴¹

Smart Growth Strategies in Southern California Improve Respiratory Health

Research by the American Lung Association quantified the clean air and health benefits that Southern Californians will enjoy as a result of smart growth strategies that will encourage walking and biking.⁴⁰ Some of these strategies included more compact, transit-oriented development; increased frequency and availability of transit; increased bicycle and pedestrian facilities; and complete streets. The annual benefits will include reductions of: 60-140 premature deaths, 110-260 heart attacks, 1,025-2,370 asthma attacks, 95-125 chronic and acute bronchitis cases, 45-105 respiratory related emergency room visits and 7,145-16,550 lost work days.⁴²

PART III

PROMOTING CONSERVATION AND ENVIRONMENTAL STEWARDSHIP

Conservation has long been one of the central missions of the parks and recreation industry. Active transportation features such as open space, parks, trails and greenways are key components of urban conservation efforts and environmental stewardship. Active transportation plays an essential role in protecting natural landscapes, promoting environmental sustainability and in placing individuals in touch with nature — all of which further the cause of conservation.

Transportation decisions that we make alter essential features of our environment through direct impact on air and water quality. Active transportation infrastructure conserves our natural resources by removing vehicles from crowded commuter routes and diminishing the need for highway expansion.

Air Quality: Combating Vehicle Gas Emissions

Excessive levels of toxic gases have detrimental effects on our environment. These emissions are causing temperatures to rise and changes to our climate. Consequently, the effects of climate change are posing serious threats to our ecosystems.

The largest contributor of carbon dioxide emissions (31 percent) in the United States is the transportation sector.⁴¹ Future projections have revealed that even with the introduction of “clean” fuels and “green” vehicles, the level of carbon dioxide will escalate 41 percent higher than the current rate by 2030. This projection is estimated using the projected 59 percent increase in driving by the year 2030.⁴³ Approximately 60 percent of pollution generated by automobiles occurs within the first few minutes of operation — before automobile pollution-control devices begin to work effectively. Consequently, shorter car trips are more polluting on a per-mile basis than longer trips.⁴² Active transportation is the easiest way to complete short trips, so much so that a modest 5 percent increase in neighborhood walkability reduces vehicle nitrogen emissions by 5.6 percent and volatile organic compounds by 5.5 percent.⁴³



New Active Transportation Infrastructure Improves Environmental Measures in Four States

A 2012 non-motorized transportation pilot program conducted by the Federal Highway Administration in four communities (Columbia, Montana; Marin County, California; Minneapolis Area, Minnesota; Sheboygan County, Wisconsin) showed that new and improved active transportation infrastructure reduced more than 7,700 tons of carbon dioxide.⁴⁶ This is equivalent to saving one gallon of gas per person in the four communities or 1.7 million gallons of gas overall.⁴⁴



Water Quality: Battling Water Pollution

Motor vehicles, roadways and parking lots are major sources of water pollution. Pollutants that present a risk to water quality include crankcase oil drips, road salt, roadside herbicides to clear vegetation and leaking underground fuel storage tanks.⁴⁵ Traditional roads and parking surfaces also present challenges associated with water drainage and stormwater runoff. Rapid drainage of stormwater has negative environmental effects since this water is often combined with polluted runoff. Integrating trails and greenways into developed areas can improve water quality through retaining and treating the sources of water pollution.⁴⁶ Many environmental studies have shown that greenways and natural areas which contain trail systems offer valuable water quality benefits as well as recreational opportunities. For example, South Carolina's Congaree Bottomland Swamp has wetland that creates a natural water filtration system that would otherwise cost a minimum \$5 million if an alternative manmade water filtration system were to be installed.⁴⁷ Similarly, a study conducted in Louisiana found that wetlands surrounding 15 seafood processing plants provided treatment to the waste water saving the processing plants \$6,000-\$10,000 per acre of wetland.⁴⁸

Congestion

Road congestion is a significant problem in many parts of the United States. Congestion occurs when the number of miles driven surpasses the infrastructure capacity; therefore, less driving will reduce congestion especially during “rush” hours. This congestion leads to increased air pollution as cars idle in place for extended periods of time, and stop and start as traffic dictates. An effort to reduce the number of miles driven is much less costly than developing additional road infrastructure. Riding a bicycle or walking for short trips can avoid 23 billion miles driven every year² — and has the additional benefit of reducing congestion and even further decreasing congestion-related pollution.

PART IV

SOCIAL EQUITY: TRANSPORTATION

ACCESS FOR ALL

Although car ownership is common in the United States, there are many people who do not own a vehicle or are unable to drive. Eighty million Americans — approximately 1/4 of the population — are disabled, too young, too old or too poor to drive.⁴⁹ Families with an annual income of less than \$25,000 are nine times more likely not to own a car than families with an income of more than \$25,000.⁵⁰ If automobiles are the only feasible mode of transportation, these groups are placed at a great economic and social disadvantage because of the reduced accessibility to services and social networks. Active transportation allows easy access to parks, bike lanes, libraries, schools, clinics/hospitals, full service grocery markets, and one's home and place of employment. Poorly maintained or developed active transportation infrastructure can force people to walk and bike unsafely, or simply not make their trip at all.⁵²

Since the current transportation law, MAP-21, expired September 30, 2014, a new proposal known as the GROW AMERICA Act (Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America Act) includes policy recommendations from the U.S. Department of Transportation for reauthorization of the federal surface transportation program.⁵¹ This act is a four-year, \$302 billion transportation reauthorization proposal for transportation investments in the United States.⁵³ This legislation highlights the importance of transportation equity through its focus on transportation projects that are more affordable, reliable and that connect communities to places of employment, education and critical services. Currently, 45 percent of Americans do not have access to public transportation, therefore limiting their employment and education options. The proposal includes funding for the Rapid Growth Area Transit Program, which will be used to build new bus rapid transit and other multimodal transit for growing communities.⁵³ Since low-income workers are dependent on active transit, the proposal requires states with the highest pedestrian and bicycle fatalities to spend their safety funds on addressing these issues and also consider the needs of pedestrians and bicyclists when planning highways.⁵²

Active transportation facilities provide people with the option to choose how they prefer to travel. Safe and convenient sidewalks, trails and bike paths remove the socially unjust barriers to mobility by providing citizens with access to viable modes of transportation.

School Serving a Low-Income Community in Detroit, Michigan Successfully Implements Safe Routes to School Program

Maybury Elementary School is a public school serving a low-income, largely Latino community in Southwest Detroit. Most students at this school participate in a free or reduced lunch program. Childhood obesity and diabetes are also major concerns at the school.⁵³ Prior to 2008, students were not able to walk to school due to unsafe sidewalks, a high crime rate, and poor lighting in a nearby park. In 2005, the school was awarded \$300,000 by the Safe Routes to School Program, most of which was designated for infrastructure improvements.⁵⁵ In 2008, Detroit's Department of Public Works completed all infrastructure improvements. The school has since created a "walking school bus" whereby parents volunteer to be walking school bus "leaders" resulting in more students walking to school. This demonstrates that active transportation can indeed provide low-income parents with the option of safely walking their children to school.

CONCLUSION

For more than 30 years, park and recreation agencies have played an instrumental role in facilitating active transportation projects. Since active transportation and parks and recreation continue to share four overarching goals — stimulating economic activity, building healthy communities, promoting conservation and achieving transportation access for all citizens — parks and recreation agencies should be viewed as essential and critical components of any strategy to support active transportation. Any plan with the goal of providing or expanding active transportation features for a community should have consistent participation from the community park and recreation agency from inception. Communities across the country should be expanding efforts to support active transportation as part of their planning process, and bring opportunities for citizens to safely walk, run and bike near their homes. Expansion of active transportation offers the ability to advance the interests of community health, conservation and social equity in a cost-effective manner while driving local economic activity. Parks and active transportation amenities such as trail networks act as natural benefit multipliers and are essential partners that work together to create a network of places to get outdoors, exercise, or get to work in an enjoyable way that make cities better places to live.



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Traffic Safety Facts

2015 Data

February 2017

DOT HS 812 375



Key Findings

- In 2015 there were 5,376 pedestrians killed in traffic crashes, a 9.5 percent increase from the 4,910 pedestrian fatalities in 2014. This is the highest number of pedestrians killed annually since 1996.
- On average, a pedestrian was killed nearly every 1.6 hours and injured more than every 7.5 minutes in traffic crashes in 2015.
- In 2015, pedestrian deaths accounted for 15 percent of all traffic fatalities.
- Twenty-six percent of pedestrian fatalities occurred from 6 to 8:59 p.m. in 2015.
- In 2015, more than one-fifth (21%) of the children 14 and younger killed in traffic crashes were pedestrians.
- More than two-thirds (70%) of the pedestrians killed in traffic crashes in 2015 were males.
- Alcohol involvement-for the driver and/or the pedestrian-was reported in 48 percent of all fatal pedestrian crashes in 2015.
- In 2015, 90 percent of the pedestrians were killed in traffic crashes that involved single vehicles.
- Nineteen percent of the pedestrians killed in 2015 were struck in crashes that involved hit-and-run drivers.



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**National Highway Traffic Safety
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Pedestrians

This fact sheet defines a pedestrian as any person on foot, walking, running, jogging, hiking, sitting, or lying down who is involved in a motor vehicle traffic crash. A traffic crash is defined as an incident that involved one or more motor vehicles where at least one vehicle was in transport and the crash originated on a public traffic way, such as a road or highway. Crashes that occurred on private property, including parking lots and driveways, are excluded.

In this fact sheet, the 2015 pedestrian information is presented as follows:

- Overview
- Environmental Characteristics
- Time of Day and Day of Week
- Age
- Gender
- Alcohol
- Vehicle Type and Impact Point
- Fatalities by State
- Fatalities by City
- Important Safety Reminders

This fact sheet contains information on fatal motor vehicle crashes and fatalities based on data from the Fatality Analysis Reporting System (FARS). FARS is a census of fatal crashes in the 50 States, the District of Columbia, and Puerto Rico (Puerto Rico is not included in U.S. totals). Crash and injury statistics are based on data from the National Automotive Sampling System (NASS) General Estimates System (GES). The NASS GES is a probability-based sample of police-reported crashes from 60 locations across the country, from which estimates of national totals for injury and property-damage-only crashes are derived.

Overview

In 2015 there were 5,376 pedestrians killed (Table 1) and an estimated 70,000 injured (Table 2) in traffic crashes in the United States. A total of 5,295 traffic crashes (Table 4) had one or more pedestrian fatalities. On average, a pedestrian was killed every 1.6 hours and injured every 7.5 minutes in traffic crashes.

Table 1 presents a distribution of pedestrian fatalities as a percentage of total motor vehicle fatalities in the last 10 years. The 5,376 pedestrian fatalities in 2015 were a 9.5-percent increase from 4,910 pedestrian fatalities in 2014. In 2015, 15 percent of all traffic fatalities and an estimated 3 percent of those injured in traffic crashes (Table 2) were pedestrians.

Table 1
Total Fatalities and Pedestrian Fatalities in Traffic Crashes, 2006–2015

Year	Total Fatalities	Pedestrian Fatalities	Percentage of Total Fatalities
2006	42,708	4,795	11%
2007	41,259	4,699	11%
2008	37,423	4,414	12%
2009	33,883	4,109	12%
2010	32,999	4,302	13%
2011	32,479	4,457	14%
2012	33,782	4,818	14%
2013	32,893	4,779	15%
2014	32,744	4,910	15%
2015	35,092	5,376	15%

Source: Fatality Analysis Reporting System (FARS) 2006-2014 Final File, 2015 Annual Report File (ARF).

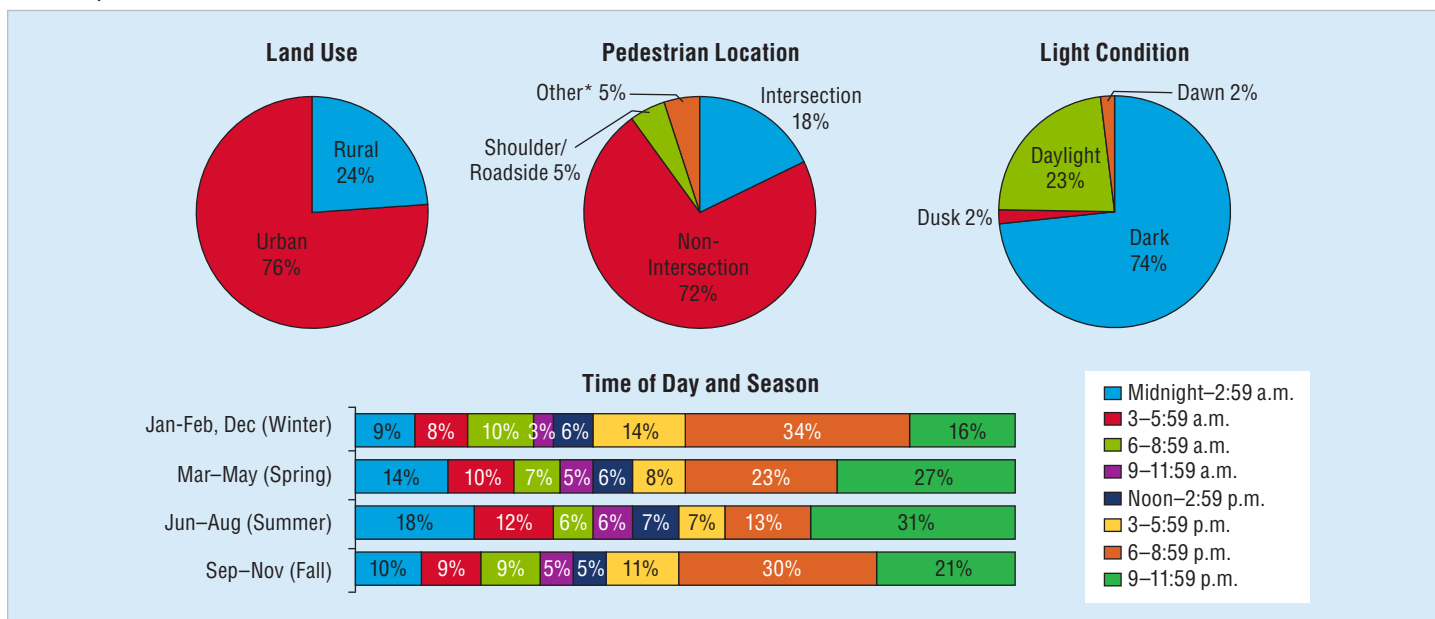
Environmental Characteristics

Figure 1 contains information on environmental characteristics (land use, pedestrian location, light condition, and time of day and season) describing where and when pedestrian fatalities occurred in 2015.

- More pedestrian fatalities occurred in urban areas (76%) than rural areas (24%).¹

- More pedestrian fatalities occurred at non-intersections (72%) than at intersections (18%); five percent occurred at roadsides/shoulders, and the remaining 5% were at other locations such as parking lanes/zones, bicycle lanes, sidewalks, medians/crossing islands, driveway accesses, shared-use paths/trails, non-traffic way areas, and other sites.
- More occurred in the dark (74%) than in daylight (23%), dawn (2%), and dusk (2%).
- Time of day is divided into eight 3-hour time intervals starting at midnight, and season is defined by months.
- During the winter months (January, February, and the following December), about one-third (34%) of pedestrian fatalities occurred from 6 to 8:59 p.m., followed by 16 percent from 9 to 11:59 p.m., and 14 percent from 3 to 5:59 p.m.
- During the spring months March to May, the largest group (27%) of pedestrian fatalities occurred from 9 to 11:59 p.m., followed by 23 percent from 6 to 8:59 p.m.
- During the summer months June to August, more pedestrian fatalities occurred from 9 to 11:59 p.m. (31%) than any other time, followed by 18 percent from midnight to 2:59 a.m.
- During the fall months September to November, 30 percent of the pedestrian fatalities occurred from 6 to 8:59 p.m.; the next largest group was 21 percent, during the hours 9 to 11:59 p.m.

Figure 1
Percentage of Pedestrian Fatalities in Relation to Land Use, Pedestrian Location, Light Condition, and Time of Day and Season, 2015



Source: FARS 2015 ARF.

Note: Unknown values were removed before calculating percentages.

*Other includes parking lane/zone, bicycle lane, sidewalk, median/crossing island, driveway access, shared-use path/trail, non-traffic area, and other. Percent values may not add up to 100% due to independent rounding.

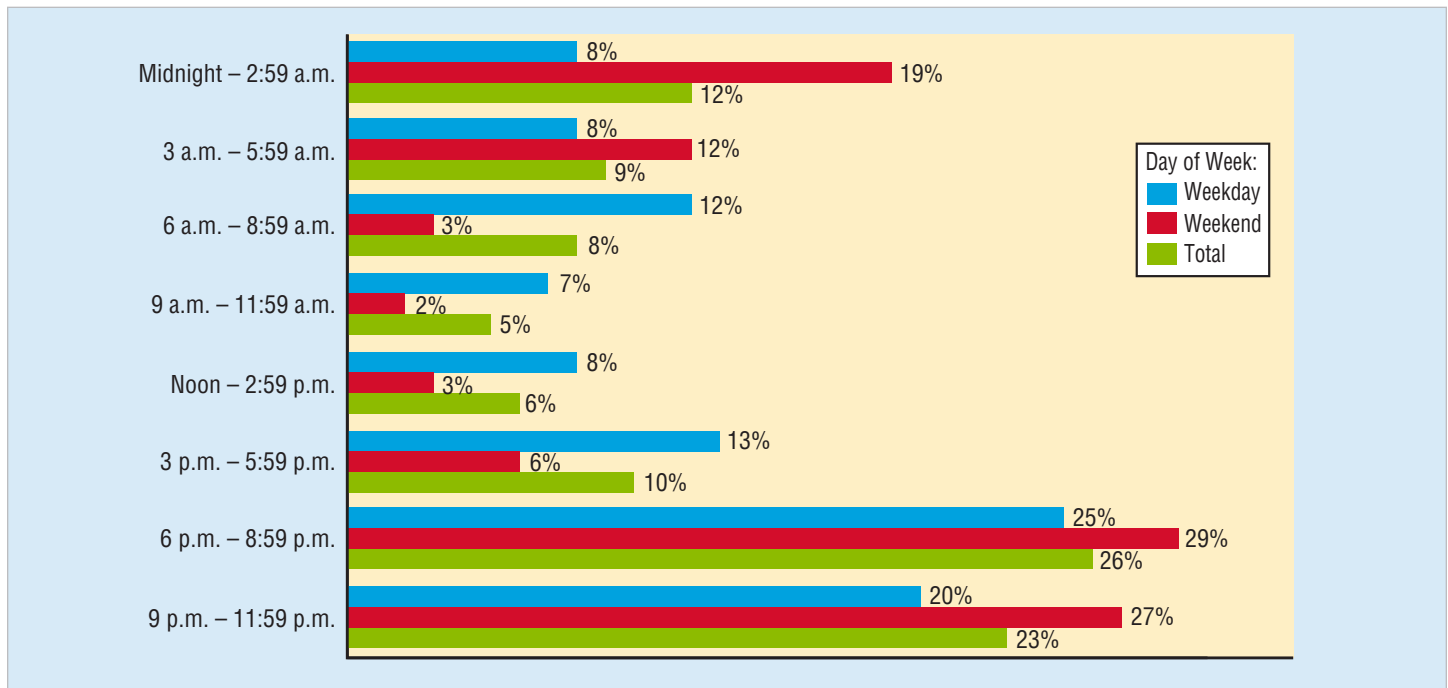
¹ See the U.S. Census Bureau link to define urban and rural areas: www.census.gov/geo/reference/ua/urban-rural-2010.html.

Time of Day and Day of Week

In Figure 2, time of day is divided into eight 3-hour time intervals starting at midnight, and day of week is defined as weekday (6 a.m. Monday to 5:59 p.m. Friday) and weekend (6 p.m. Friday to 5:59 a.m. Monday). To summarize the 2015 pedestrian fatalities:

- The highest total percentage (26%) occurred from 6 to 8:59 p.m., followed by 23 percent from 9 to 11:59 p.m.
- The lowest total percentage (5%) occurred from 9 to 11:59 a.m., followed by 6 percent from noon to 2:59 p.m.
- The highest weekday percentage (25%) occurred from 6 to 8:59 p.m., followed by 20 percent from 9 to 11:59 p.m.
- The highest weekend percentage (29%) occurred from 6 to 8:59 p.m., followed by 27 percent from 9 to 11:59 p.m.

Figure 2
Percentage of Pedestrian Fatalities, by Time of Day and Day of Week, 2015



Source: FARS 2015 ARF.
 Note: Weekday: 6 a.m. Monday to 5:59 p.m. Friday; Weekend: 6 p.m. Friday to 5:59 a.m. Monday

Age

Table 2 contains two sections; the first section contains the number of pedestrians killed in 2015 by age group, and the second section contains the estimated number of pedestrians injured in 2015 by age group. For each age group, the percentage killed/injured is calculated as: the total number of pedestrians killed/injured divided by the total number of people killed/injured in motor vehicle crashes. In 2015:

- More than one-fifth (21%) of children 14 and younger killed in traffic crashes were pedestrians.
- Children 10 to 14 years old had the highest percentages of estimated pedestrians injured (7%) among the different age categories.
- Children in the age groups 0 to 4 and 5 to 9 years old had the highest percentage, 21 percent, of pedestrians killed.
- The average age of pedestrians killed in traffic crashes was 47.
- The estimated average age of pedestrians injured in traffic crashes was 38.
- Over the past 10 years, the average age of those killed has increased slightly, from 45 to 47; similarly, the average estimated age of those injured rose from 35 to 38.
- Nineteen percent of all pedestrian fatalities (1,002 of 5,376) and an estimated 13 percent of all pedestrians injured (9,000 of 70,000 after rounding) were people 65 and older.

Table 2
Total and Pedestrians Killed/Injured in Traffic Crashes, by Age Group, 2015

Age Group (Years)	Total Killed	Pedestrians Killed	Percentage Killed who were Pedestrians ^a
0–4	373	77	21%
5–9	353	73	21%
10–14	406	83	20%
<i>Children (≤14)</i>	<i>1,132</i>	<i>233</i>	<i>21%</i>
15–19	2,521	223	9%
20–24	4,205	411	10%
25–29	3,527	407	12%
30–34	2,754	344	12%
35–39	2,414	384	16%
40–44	2,238	370	17%
45–49	2,356	422	18%
50–54	2,900	571	20%
55–59	2,638	529	20%
60–64	2,149	430	20%
65–69	1,799	304	17%
70–74	1,316	216	16%
75–79	1,069	180	17%
80+	1,981	302	15%
<i>Seniors (65+)</i>	<i>6,165</i>	<i>1,002</i>	<i>16%</i>
<i>Total*</i>	<i>35,092</i>	<i>5,376</i>	<i>15%</i>
Age Group (Years)	Total Injured	Pedestrians Injured	Percentage Injured Who Were Pedestrians ^b
0–4	49,000	1,000	3%
5–9	61,000	2,000	3%
10–14	68,000	5,000	7%
<i>Children (≤14)</i>	<i>178,000</i>	<i>8,000</i>	<i>5%</i>
15–19	251,000	7,000	3%
20–24	331,000	8,000	2%
25–29	255,000	6,000	2%
30–34	216,000	4,000	2%
35–39	192,000	3,000	2%
40–44	166,000	4,000	2%
45–49	178,000	5,000	3%
50–54	160,000	6,000	4%
55–59	151,000	5,000	4%
60–64	127,000	3,000	3%
65–69	91,000	3,000	3%
70–74	64,000	3,000	5%
75–79	37,000	1,000	3%
80+	48,000	2,000	3%
<i>Seniors (65+)</i>	<i>240,000</i>	<i>9,000</i>	<i>4%</i>
<i>Total*</i>	<i>2,443,000</i>	<i>70,000</i>	<i>3%</i>

Sources: FARS 2015 ARF, NASS GES 2015, and Population – Bureau of the Census.

^aFatality totals include fatalities of unknown age.

^bInjury percentages were calculated using injured estimates before rounding.

*Injured totals may not equal sum of components due to independent rounding.

Gender

Table 3 contains two sections; the first section contains the number of pedestrians killed in 2015 by gender and age group, and the second section contains the estimated number of pedestrians injured in 2015 by gender and age group. For each gender and overall total by age group, the fatality/injury rate per 100,000 population is calculated. In 2015:

- More than two-thirds (3,749 of 5,376 or 70%) of the pedestrians killed in traffic crashes were males.
- The overall male pedestrian fatality rate per 100,000 population was 2.37, which is more than double the rate for females (0.99 per 100,000 population).
- The overall male pedestrian injury rate per 100,000 population was 25, compared with 19 for females.
- The highest total pedestrian fatality rates by age group were those ages 50 to 54 and 80 and over (2.56 and 2.50 per 100,000 population, respectively).
- The highest total pedestrian injury rates by age group were those ages 20 to 24 and 15 to 19 (36 and 35 per 100,000 population, respectively).
- The single highest fatality rate by age and gender is for males 80 and older, 3.77 pedestrian fatalities per 100,000 population.
- The female injury rates by age group for 0 to 4, 45 to 49, 70 to 74, and 75 to 79 (9, 26, 30, and 17 per 100,000 population, respectively) were higher than the male injury rates (4, 19, 21, and 9 per 100,000 population, respectively).

Table 3

Pedestrians Killed/Injured in Traffic Crashes and Fatality/Injury Rates, by Age and Gender, 2015

Age (Years)	Male			Female			Total		
	Killed	Population (thousands)	Fatality Rate*	Killed	Population (thousands)	Fatality Rate*	Killed	Population (thousands)	Fatality Rate*
0-4	44	10,178	0.43	33	9,730	0.34	77	19,907	0.39
5-9	43	10,459	0.41	30	10,028	0.30	73	20,487	0.36
10-14	58	10,520	0.55	25	10,102	0.25	83	20,622	0.40
<i>Children (≤14)</i>	<i>145</i>	<i>31,157</i>	<i>0.47</i>	<i>88</i>	<i>29,860</i>	<i>0.29</i>	<i>233</i>	<i>61,016</i>	<i>0.38</i>
15-19	140	10,798	1.30	83	10,311	0.80	223	21,109	1.06
20-24	313	11,668	2.68	98	11,071	0.89	411	22,739	1.81
25-29	303	11,409	2.66	104	11,052	0.94	407	22,462	1.81
30-34	243	10,890	2.23	100	10,786	0.93	344	21,676	1.59
35-39	276	10,173	2.71	108	10,201	1.06	384	20,375	1.88
40-44	265	10,030	2.64	104	10,185	1.02	370	20,215	1.83
45-49	288	10,335	2.79	134	10,519	1.27	422	20,854	2.02
50-54	406	10,964	3.70	164	11,370	1.44	571	22,334	2.56
55-59	386	10,598	3.64	142	11,210	1.27	529	21,808	2.43
60-64	317	9,117	3.48	112	9,953	1.13	430	19,070	2.25
65-69	206	7,596	2.71	97	8,471	1.15	304	16,067	1.89
70-74	134	5,296	2.53	82	6,187	1.33	216	11,483	1.88
75-79	119	3,611	3.30	61	4,513	1.35	180	8,124	2.22
80+	173	4,587	3.77	129	7,500	1.72	302	12,087	2.50
<i>Seniors (65+)</i>	<i>632</i>	<i>21,090</i>	<i>3.00</i>	<i>369</i>	<i>26,671</i>	<i>1.38</i>	<i>1,002</i>	<i>47,761</i>	<i>2.10</i>
<i>Total^a</i>	<i>3,749</i>	<i>158,229</i>	<i>2.37</i>	<i>1,617</i>	<i>163,190</i>	<i>0.99</i>	<i>5,376</i>	<i>321,419</i>	<i>1.67</i>
Age (Years)	Male			Female			Total		
	Injured	Population (thousands)	Injury Rate*†	Injured	Population (thousands)	Injury Rate*†	Injured	Population (thousands)	Injury Rate*†
0-4	0	10,178	4	1,000	9,730	9	1,000	19,907	6
5-9	1,000	10,459	11	1,000	10,028	8	2,000	20,487	10
10-14	3,000	10,520	25	2,000	10,102	24	5,000	20,622	25
<i>Children (≤14)</i>	<i>4,000</i>	<i>31,157</i>	<i>13</i>	<i>4,000</i>	<i>29,860</i>	<i>13</i>	<i>8,000</i>	<i>61,016</i>	<i>13</i>
15-19	4,000	10,798	40	3,000	10,311	30	7,000	21,109	35
20-24	4,000	11,668	38	4,000	11,071	34	8,000	22,739	36
25-29	3,000	11,409	29	3,000	11,052	26	6,000	22,462	28
30-34	3,000	10,890	26	1,000	10,786	12	4,000	21,676	19
35-39	2,000	10,173	20	1,000	10,201	14	3,000	20,375	17
40-44	2,000	10,030	24	1,000	10,185	12	4,000	20,215	18
45-49	2,000	10,335	19	3,000	10,519	26	5,000	20,854	22
50-54	5,000	10,964	43	2,000	11,370	15	6,000	22,334	29
55-59	3,000	10,598	31	2,000	11,210	18	5,000	21,808	24
60-64	2,000	9,117	19	2,000	9,953	18	3,000	19,070	18
65-69	1,000	7,596	19	2,000	8,471	18	3,000	16,067	18
70-74	1,000	5,296	21	2,000	6,187	30	3,000	11,483	26
75-79	0	3,611	9	1,000	4,513	17	1,000	8,124	14
80+	1,000	4,587	13	1,000	7,500	13	2,000	12,087	13
<i>Seniors (65+)</i>	<i>3,000</i>	<i>21,090</i>	<i>14</i>	<i>6,000</i>	<i>26,671</i>	<i>22</i>	<i>9,000</i>	<i>47,761</i>	<i>19</i>
<i>Total^b</i>	<i>39,000</i>	<i>158,229</i>	<i>25</i>	<i>31,000</i>	<i>163,190</i>	<i>19</i>	<i>70,000</i>	<i>321,419</i>	<i>22</i>

Sources: FARS 2015 ARF, NASS GES 2015, and Population – Bureau of the Census.

*Rate per 100,000 population.

†Injury rates were calculated using injured estimates before rounding.

‡Fatality totals include fatalities of unknown age.

§Injured totals may not equal sum of components due to independent rounding.

Alcohol

Alcohol involvement—for the driver and/or the pedestrian—was reported in 48 percent of the traffic crashes that resulted in pedestrian fatalities in 2015. Alcohol involvement is defined as whether alcohol was consumed by the driver and/or the pedestrian prior to the crash; the presence of alcohol may or may not be a contributing factor in the crash. “No alcohol” refers to a blood alcohol concentration (BAC) of .00 grams per deciliter (g/dL).

Table 4 charts the estimated alcohol involvement for fatally injured pedestrians by the alcohol involvement of all drivers involved in

those crashes, whether the drivers were killed or not. If more than one pedestrian was killed in a crash, the pedestrian with the highest BAC was used. If more than one driver was involved in a crash, the driver with the highest BAC was used.

- An estimated 34 percent of fatal pedestrian crashes had pedestrians with BACs of .08 g/dL or higher.
- An estimated 15 percent of fatal pedestrian crashes had drivers with BACs of .08 g/dL or higher.

Table 4

Alcohol Involvement in Crashes That Resulted in Pedestrian Fatalities, 2015

	Driver, No Alcohol		Driver, BAC=.01-.07		Driver, BAC=.08+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedestrian, No Alcohol	2,753	52%	92	2%	429	8%	3,273	62%
Pedestrian, BAC=.01-.07	167	3%	11	0%	44	1%	222	4%
Pedestrian, BAC .08+	1,410	27%	81	2%	309	6%	1,800	34%
<i>Total</i>	<i>4,330</i>	<i>82%</i>	<i>184</i>	<i>3%</i>	<i>781</i>	<i>15%</i>	<i>5,295</i>	<i>100%</i>

Source: FARS 2015 ARF.

Note: The alcohol levels in this table were determined using the alcohol levels of the pedestrians killed and the involved drivers (killed or survived).

Table 5 provides estimated person-level statistics of alcohol involvement for pedestrians killed by age groups in 2006 and 2015:

- An estimated 35 percent of pedestrians killed had BACs of .08 g/dL or higher in 2015, compared to 38 percent in 2006.

- In 2006, fatally injured pedestrians in the 21- to 24-year-old age group had BACs of .08 or higher more frequently than other age groups, an estimated 56 percent of the time. In 2015, pedestrians 45 to 54 had BACs of .08 most frequently, 45 percent of the time.

Table 5

Alcohol Involvement of Pedestrians Killed in Traffic Crashes, by Age, 2006 and 2015

Age Group (Years)	2006					2015				
	Number of Fatalities	Percentage With No Alcohol (BAC = .00)	Percentage With BAC = .01-.07	Percentage With BAC = .08+	Percentage With BAC = .01+	Number of Fatalities	Percentage With BAC = .00	Percentage With BAC = .01-.07	Percentage With BAC = .08+	Percentage With BAC = .01+
16-20	274	67%	6%	27%	33%	273	73%	3%	24%	27%
21-24	288	40%	4%	56%	60%	332	56%	5%	39%	44%
25-34	623	43%	6%	51%	57%	751	53%	5%	42%	47%
35-44	778	44%	5%	51%	56%	754	51%	6%	43%	49%
45-54	934	47%	6%	48%	53%	993	50%	5%	45%	50%
55-64	576	66%	5%	29%	34%	959	57%	5%	38%	43%
65-74	377	82%	4%	13%	18%	520	78%	2%	20%	22%
75-84	404	88%	4%	8%	12%	312	89%	3%	8%	11%
85 +	130	91%	4%	5%	9%	170	93%	2%	5%	7%
<i>Total*</i>	<i>4,384</i>	<i>57%</i>	<i>5%</i>	<i>38%</i>	<i>43%</i>	<i>5,064</i>	<i>60%</i>	<i>4%</i>	<i>35%</i>	<i>40%</i>

Source: FARS 2015 ARF.

*Excluding pedestrians under 16 years old and pedestrians of unknown age.

Vehicle Type and Impact Point

Table 6 presents the number of pedestrians killed by vehicle type and location on the vehicle where pedestrians were struck in single-vehicle crashes. In 2015:

- Passenger cars and light trucks (including SUVs, pickups, and vans) had higher percentages of frontal impacts than other vehicles such as large trucks or buses.
- Ninety percent (4,851) of the pedestrians were killed in motor vehicle traffic crashes that involved single vehicles; 10 percent (525) were killed in multi-vehicle crashes.

- Pedestrians who died in single-vehicle crashes were most likely to be struck by the front of the vehicle, rather than the side or rear.
- Buses and large trucks had the highest percentage of right-side impacts and rear impacts, respectively.
- Almost one-fifth (19%) of the pedestrians killed in 2015 were struck in single or multi-vehicle crashes that involved hit-and-run drivers.

Table 6

Pedestrians Killed in Single-Vehicle Crashes, by Vehicle Type Involved and Initial Point of Impact, 2015

Vehicle Type	Initial Point of Impact on Vehicle										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	1,855	89.1%	70	3.4%	38	1.8%	24	1.2%	95	4.6%	2,082	100.0%
Light Trucks*	1,740	88.3%	52	2.6%	43	2.2%	38	1.9%	98	5.0%	1,971	100.0%
–SUV	742	89.0%	21	2.5%	14	1.7%	19	2.3%	38	4.6%	834	100.0%
–Pickup	729	88.6%	19	2.3%	19	2.3%	11	1.3%	45	5.5%	823	100.0%
–Van	253	86.6%	11	3.8%	9	3.1%	8	2.7%	11	3.8%	292	100.0%
Large Truck	180	67.9%	21	7.9%	6	2.3%	22	8.3%	36	13.6%	265	100.0%
Bus	43	68.3%	8	12.7%	2	3.2%	2	3.2%	8	12.7%	63	100.0%
Other/Unknown Vehicle	233	49.6%	6	1.3%	3	0.6%	4	0.9%	224	47.7%	470	100.0%
Total	4,051	83.5%	157	3.2%	92	1.9%	90	1.9%	461	9.5%	4,851	100.0%

Source: FARS 2015 ARF.

*Light truck totals include other/unknown light trucks.

Fatalities by State

For each State and the District of Columbia, for 2015, Table 7 presents the total resident population, total traffic fatalities, pedestrian fatalities, percentage of pedestrian fatalities of total traffic fatalities, and the rate of pedestrian fatalities per 100,000 population. Note for this section, as well as the following section on fatalities by city, that the populations of States and cities can vary greatly from the recorded resident population. States with substantial seasonal tourism, such as Florida, and cities with a large influx of daily commuters, such as Washington, DC, have at times a substantially larger population than is reflected in their numbers of residents. Also included in Table 7 is Puerto Rico, which is not included in the overall U.S. total. In 2015:

- The total motor vehicle traffic fatalities ranged from a low of 23 (District of Columbia) to a high of 3,516 (Texas).
- The number of pedestrian fatalities was highest in California (742), followed by Florida (628) and Texas (537).
- South Dakota, Wyoming, and Vermont had the fewest number of pedestrian fatalities, 5 in each of those States.

- The State percentages of pedestrian fatalities by total traffic fatalities ranged from a low of 3.4 percent (Wyoming) to a high of 56.5 percent (District of Columbia), compared to the national average of 15.3 percent.
- The highest State pedestrian fatality rate per 100,000 population was in Delaware (3.70), followed by Florida (3.10).
- Idaho had the lowest pedestrian fatality rate per 100,000 population, 0.48.

Additional State/county-level data is available at NHTSA's State Traffic Safety Information website at <https://cdan.nhtsa.gov/stsi.htm>.

Table 7

Population, Total Traffic Fatalities, Pedestrian Traffic Fatalities, and Fatality Rates, by State, 2015

State	Resident Population	Total Traffic Fatalities	Pedestrian Fatalities	Percentage of Total Traffic Fatalities	Pedestrian Fatalities per 100,000 Population
Alabama	4,858,979	849	98	11.5%	2.02
Alaska	738,432	65	12	18.5%	1.63
Arizona	6,828,065	893	153	17.1%	2.24
Arkansas	2,978,204	531	43	8.1%	1.44
California	39,144,818	3,176	742	23.4%	1.90
Colorado	5,456,574	546	59	10.8%	1.08
Connecticut	3,590,886	266	45	16.9%	1.25
Delaware	945,934	126	35	27.8%	3.70
District of Columbia	672,228	23	13	56.5%	1.93
Florida	20,271,272	2,939	628	21.4%	3.10
Georgia	10,214,860	1,430	193	13.5%	1.89
Hawaii	1,431,603	94	25	26.6%	1.75
Idaho	1,654,930	216	8	3.7%	0.48
Illinois	12,859,995	998	150	15.0%	1.17
Indiana	6,619,680	821	96	11.7%	1.45
Iowa	3,123,899	320	25	7.8%	0.80
Kansas	2,911,641	355	24	6.8%	0.82
Kentucky	4,425,092	761	67	8.8%	1.51
Louisiana	4,670,724	726	102	14.0%	2.18
Maine	1,329,328	156	19	12.2%	1.43
Maryland	6,006,401	513	92	17.9%	1.53
Massachusetts	6,794,422	306	72	23.5%	1.06
Michigan	9,922,576	963	166	17.2%	1.67
Minnesota	5,489,594	411	39	9.5%	0.71
Mississippi	2,992,333	677	63	9.3%	2.11
Missouri	6,083,672	869	104	12.0%	1.71
Montana	1,032,949	224	14	6.3%	1.36
Nebraska	1,896,190	246	19	7.7%	1.00
Nevada	2,890,845	325	66	20.3%	2.28
New Hampshire	1,330,608	114	8	7.0%	0.60
New Jersey	8,958,013	562	170	30.2%	1.90
New Mexico	2,085,109	298	54	18.1%	2.59
New York	19,795,791	1,121	307	27.4%	1.55
North Carolina	10,042,802	1,379	182	13.2%	1.81
North Dakota	756,927	131	7	5.3%	0.92
Ohio	11,613,423	1,110	116	10.5%	1.00
Oklahoma	3,911,338	643	69	10.7%	1.76
Oregon	4,028,977	447	69	15.4%	1.71
Pennsylvania	12,802,503	1,200	151	12.6%	1.18
Rhode Island	1,056,298	45	8	17.8%	0.76
South Carolina	4,896,146	977	123	12.6%	2.51
South Dakota	858,469	133	5	3.8%	0.58
Tennessee	6,600,299	958	104	10.9%	1.58
Texas	27,469,114	3,516	537	15.3%	1.95
Utah	2,995,919	276	46	16.7%	1.54
Vermont	626,042	57	5	8.8%	0.80
Virginia	8,382,993	753	77	10.2%	0.92
Washington	7,170,351	568	85	15.0%	1.19
West Virginia	1,844,128	268	19	7.1%	1.03
Wisconsin	5,771,337	566	57	10.1%	0.99
Wyoming	586,107	145	5	3.4%	0.85
<i>U.S. Total</i>	<i>321,418,820</i>	<i>35,092</i>	<i>5,376</i>	<i>15.3%</i>	<i>1.67</i>
Puerto Rico	3,474,182	309	101	32.7%	2.91

Sources: FARS 2015 ARF, and Population – U.S. Census Bureau.

Fatalities by City

For each city with a population of 500,000 or greater in 2015, Table 8 contains the resident population total, total traffic fatalities, pedestrian fatalities, percentage of pedestrian fatalities of total traffic fatalities, and fatality rates per 100,000 population for total killed and pedestrians killed. The pedestrian fatality rates of major cities were generally higher than the national State average of 1.67 per

100,000 population. Of the 34 cities listed, 10 had a lower fatality rate. Detroit had the highest pedestrian fatality rate per 100,000 population (6.79), followed by Dallas (4.31), Memphis (4.27), and Jacksonville (4.15). Boston had the lowest pedestrian fatality rate per 100,000 population (0.75), followed by Fresno (0.96) and Seattle (1.02).

Table 8

Population, Total Traffic Fatalities, Pedestrian Traffic Fatalities, and Fatality Rates in Cities With Populations of 500,000 or Greater, 2015 (sorted by highest to lowest resident population)

City	Resident Population	Total Traffic Fatalities	Pedestrian Fatalities	Percentage of Total Traffic Fatalities	Fatality Rate per 100,000 Population	
					Total	Pedestrian
New York, NY	8,550,405	241	131	54.4%	2.82	1.53
Los Angeles, CA	3,971,883	224	85	37.9%	5.64	2.14
Chicago, IL	2,720,546	121	46	38.0%	4.45	1.69
Houston, TX	2,296,224	211	62	29.4%	9.19	2.70
Philadelphia, PA	1,567,442	93	26	28.0%	5.93	1.66
Phoenix, AZ	1,563,025	193	58	30.1%	12.35	3.71
San Antonio, TX	1,469,845	155	43	27.7%	10.55	2.93
San Diego, CA	1,394,928	95	29	30.5%	6.81	2.08
Dallas, TX	1,300,092	174	56	32.2%	13.38	4.31
San Jose, CA	1,026,908	64	15	23.4%	6.23	1.46
Austin, TX	931,830	105	32	30.5%	11.27	3.43
Jacksonville, FL	868,031	125	36	28.8%	14.40	4.15
San Francisco, CA	864,816	38	24	63.2%	4.39	2.78
Indianapolis, IN	853,173	95	31	32.6%	11.13	3.63
Columbus, OH	850,106	57	11	19.3%	6.71	1.29
Fort Worth, TX	833,319	83	20	24.1%	9.96	2.40
Charlotte, NC	827,097	69	14	20.3%	8.34	1.69
Seattle, WA	684,451	26	7	26.9%	3.80	1.02
Denver, CO	682,545	51	13	25.5%	7.47	1.90
El Paso, TX	681,124	50	9	18.0%	7.34	1.32
Detroit, MI	677,116	130	46	35.4%	19.20	6.79
Washington, DC	672,228	23	13	56.5%	3.42	1.93
Boston, MA	667,137	14	5	35.7%	2.10	0.75
Memphis, TN	655,770	102	28	27.5%	15.55	4.27
Nashville-Davidson metropolitan area, TN	654,610	66	14	21.2%	10.08	2.14
Portland, OR	632,309	36	9	25.0%	5.69	1.42
Oklahoma City, OK	631,346	86	13	15.1%	13.62	2.06
Las Vegas, NV	623,747	58	13	22.4%	9.30	2.08
Baltimore, MD	621,849	35	9	25.7%	5.63	1.45
Louisville/Jefferson County metropolitan area, KY	615,366	80	17	21.3%	13.00	2.76
Milwaukee, WI	600,155	67	19	28.4%	11.16	3.17
Albuquerque, NM	559,121	56	15	26.8%	10.02	2.68
Tucson, AZ	531,641	64	16	25.0%	12.04	3.01
Fresno, CA	520,052	15	5	33.3%	2.88	0.96

Sources: FARS 2015 ARF and Population – U.S. Census Bureau.

Important Safety Reminders

For Pedestrians:

- Walk on a sidewalk or path when one is available.
- If no sidewalk or path is available, walk on the shoulder, facing traffic. Stay alert; don't be distracted by electronic devices, including smart phones, MP3 players, and other devices that take your eyes (and ears) off the road.
- Be cautious night and day when sharing the road with vehicles. Never assume a driver sees you (he or she could be distracted, under the influence of alcohol and/or drugs, or just not see you). Make eye contact with drivers as they approach.
- Be predictable. Cross streets at crosswalks or intersections when possible. This is where drivers expect pedestrians.
- If a crosswalk or intersection is not available, locate a well-lit area, wait for a gap in traffic that allows you enough time to cross safely, and continue to watch for traffic as you cross.
- Be visible. Wear bright clothing during the day, and wear reflective materials or use a flashlight at night.
- Avoid alcohol and drugs when walking; they impair your judgment and coordination.

For Drivers:

- Look for pedestrians everywhere. Pedestrians may not be walking where they should be or may be hard to see—especially in poor lit conditions, including dusk/dawn/night and poor weather.
- Always stop for pedestrians in the crosswalk or where pedestrian crosswalk signs are posted.
- Never pass vehicles stopped at a crosswalk. They may be stopped to allow pedestrians to cross the street.
- Slowdown and look for pedestrians. Be prepared to stop when turning or otherwise entering a crosswalk.
- Never drive under the influence of alcohol and/or drugs.
- Follow the speed limit; slow down around pedestrians.
- Stay focused and slow down where children may be present, like school zones and neighborhoods.

— NHTSA's Safety Countermeasures Division

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For more information:

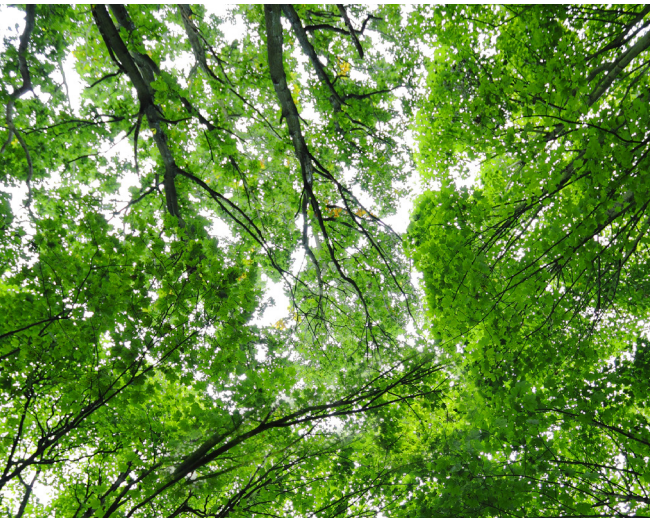
Information on traffic fatalities is available from the National Center for Statistics and Analysis (NCSA), NSA-230, 1200 New Jersey Avenue SE., Washington, DC 20590. NCSA can be contacted at 800-934-8517 or by e-mail at ncsarequests@dot.gov. General information on highway traffic safety can be found at www.nhtsa.gov/NCSA. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236.

Other fact sheets available from the National Center for Statistics and Analysis are *Alcohol-Impaired Driving*, *Bicyclists and Other Cyclists*, *Children*, *Large Trucks*, *Motorcycles*, *Occupant Protection*, *Older Population*, *Passenger Vehicles*, *Race and Ethnicity*, *Rural/Urban Comparisons*, *School Transportation-Related Crashes*, *Speeding*, *State Alcohol Estimates*, *State Traffic Data*, *Summary of Motor Vehicle Crashes*, and *Young Drivers*. Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*. The fact sheets and annual Traffic Safety Facts reports can be found at <https://crashstats.nhtsa.dot.gov/>.



U.S. Department
of Transportation

**National Highway
Traffic Safety
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PARK AND RECREATION SUSTAINABILITY PRACTICES

A SUMMARY OF RESULTS FROM
AN NRPA MEMBER SURVEY



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CLIMATE RESILIENT PARKS

Parks are key community stakeholders when it comes to addressing the effects of climate change. From protecting water resources via green infrastructure practices, to reducing urban heat island effect through city wide forest restoration - parks play a critical role in ensuring that our communities successfully adapt and thrive in light of a rapidly changing planet.

TOP 5 WAYS PARKS AND RECREATION IS TAKING ACTION ON CLIMATE CHANGE



Percentages are based on a survey of nearly 400 park and recreation agencies.

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INTRODUCTION

What is sustainability? Sustainability is a broad term most often defined as “meeting the needs of the present without compromising the ability of future generations to meet their needs” (Bruntland Report for the World Commission on Environment and Development 1992). Increasingly, as we compete for space and resources, incorporating sustainability principles into our work is no longer something nice to strive for but something we must strive for the benefit of future generations. Sustainability is one piece of the puzzle as communities seek to be more resilient to climate change.

Park and recreation agencies are on the front line of a multitude of issues within and outside of the communities they serve. From matters of health and wellness to social equity, conservation and sustainability, critical topics such as these are addressed daily by park and recreation agencies across the country. Sustainability weaves itself through all those facets. Increasing foot and bike trail access benefits a population’s health and wellness while cutting down on the need for driving. Increasing tree canopy and green space in otherwise urban landscapes provide underserved communities with direct access to the physical and mental benefits of nature. Taking measures to mitigate the effects of natural disasters through the use of water diversion tactics or shelter accessibility catapults park and recreation agencies from simple areas of play and relaxation to major agents of change in a community. Sustainable actions and activities make all these and countless other instances possible.

With limited resources, it can be a heavy lift for park and recreation agencies to incorporate principles of sustainability into their operations, programs and management. NRPA remains committed to supporting park and recreation agencies in meeting this challenge. As part of its three-year strategic plan, NRPA is encouraging park and recreation agencies to engage 1,000 communities in the implementation of sustainable practices.

The NRPA Research team worked closely with the association’s conservation team to develop a survey to gain an understanding of the sustainability practices currently implemented by park and recreation agencies and of how agencies are contributing to sustainability in their communities. The survey generated responses from 377 park and recreation agencies, resulting in a 12 percent response rate. The key findings from the survey are the basis of this report.

KEY SURVEY HIGHLIGHTS INCLUDE:

- Park and recreation agencies’ sustainability activities ***not only focus on environmental benefits but also on public education and cost savings.***
- Even though virtually all park and recreation agencies have implemented many sustainability measures, ***most agencies do not have a documented sustainability plan.***
- Most park and recreation agencies ***do not closely track the cost savings*** that sustainable actions may generate.
- Barriers that keep agencies from implementing more sustainability measures include a ***lack of funding, a lack of dedicated staff and limited expertise on practices.***

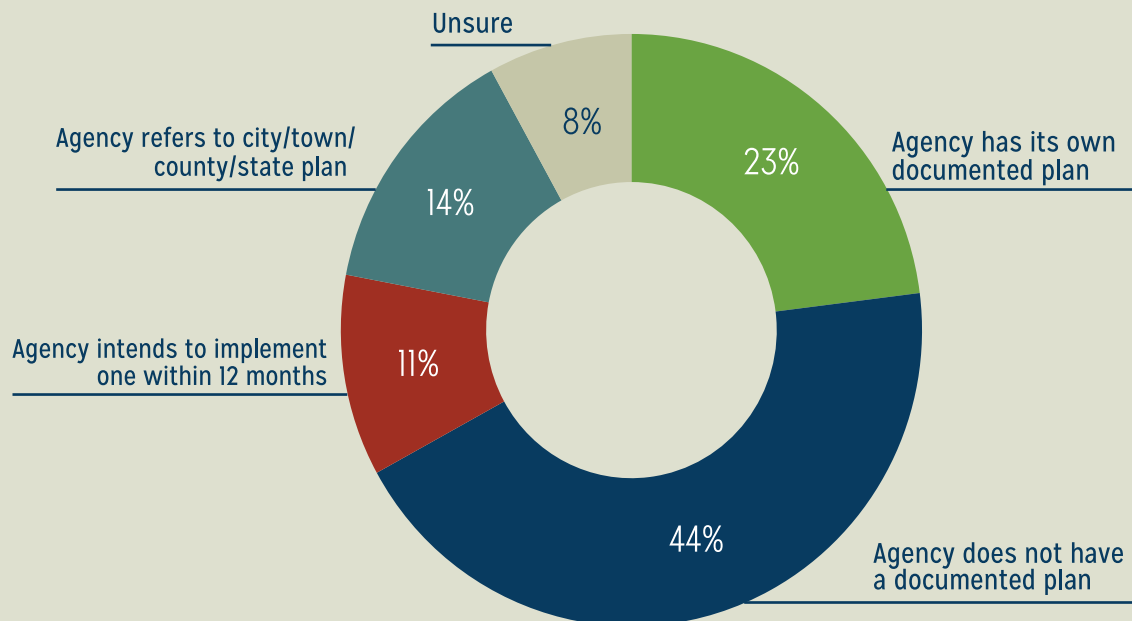


AGENCY SUSTAINABILITY PLANS

In their role as stewards of the environment, virtually all park and recreation agencies support activities that improve sustainability in their communities. These activities can span from educating and connecting the public with nature to reducing negative impacts on the environment.

However, park and recreation agencies less frequently have a formally documented plan that outlines a strategy for preserving natural resources and promoting good conservation and sustainability practices. In fact, of the surveyed park and recreation agencies, just 23 percent currently have a documented sustainability plan, although another 11 percent of agencies intend to put into place a formalized sustainability plan within the next year. In some cases, where the agency does not have its own sustainability plan, it follows the strategies and tactics dictated by the city/town, county or state plan (14 percent). But, in many other cases, park and recreation agencies do not have a plan at the agency level or elsewhere that guides the sustainability activities for the agency (44 percent).

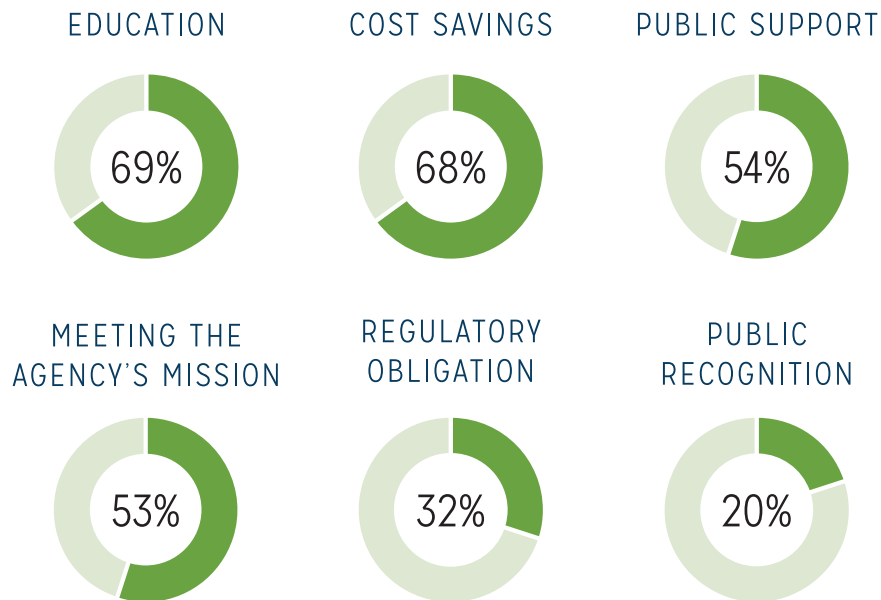
AGENCIES WITH A DOCUMENTED SUSTAINABILITY PLAN (PERCENT DISTRIBUTION)



Regardless of whether they have a formally documented plan, park and recreation agencies invest in sustainability practices with many goals in mind. Naturally, the most widely cited goal is the environmental benefits that these activities and practices can generate (84 percent of agencies). These may include improving the air and water quality in the community and reducing the agency's impact on the environment (e.g., using fuel-efficient vehicles, reducing the use of pesticides).

84 percent of agencies invest in sustainability activities and practices for the environmental benefits.

Beyond environmental benefits, sustainability activities generate other benefits valued by both the agency and the community. Other widely cited goals of park and recreation agency sustainability activities include:

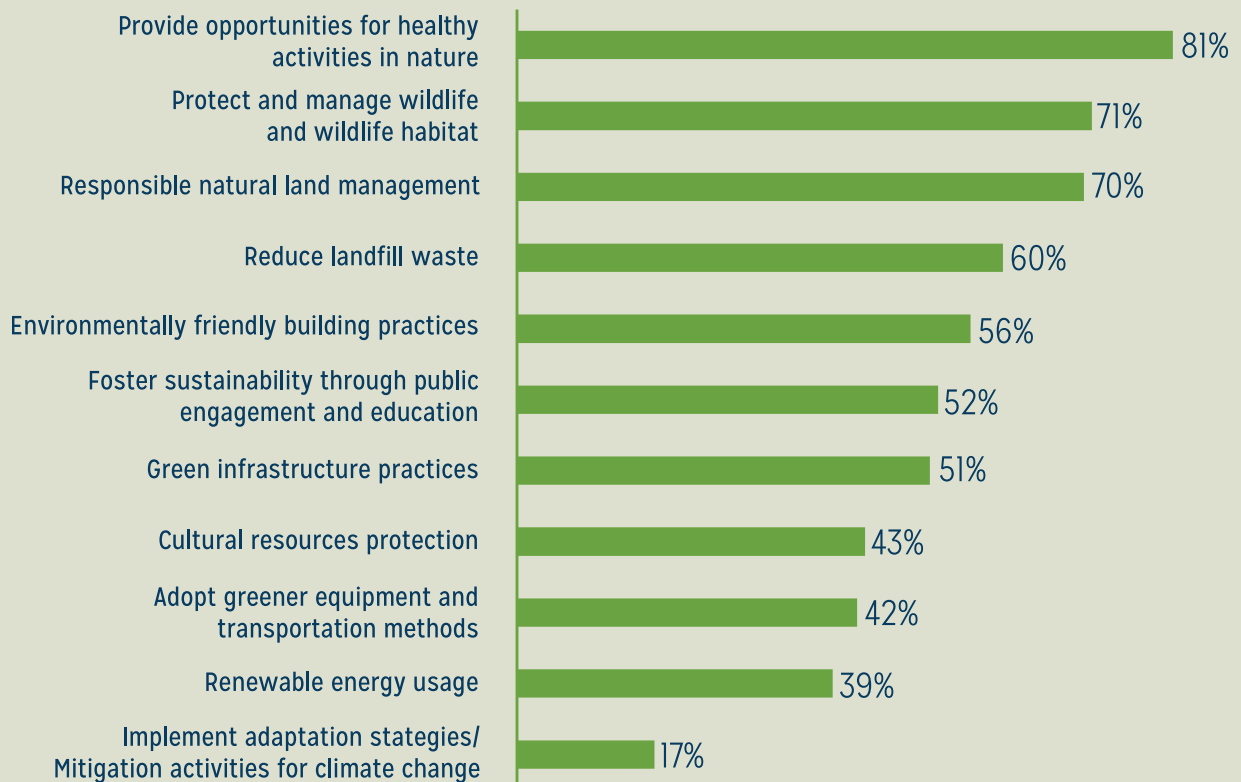


SUSTAINABILITY ACTIVITIES

Park and recreation agencies implement a wide variety of sustainable practices in their communities. Widely cited sustainability activities implemented by park and recreation agencies include:

- Providing opportunities for healthy activity in nature (81 percent of agencies)
- Protecting and managing wildlife and wildlife habitats (71 percent)
- Natural land management (70 percent)
- Reducing landfill waste (60 percent)
- Following environmentally friendly building practices (56 percent)
- Fostering public engagement and education (52 percent)
- Implementing green infrastructure practices (51 percent)

PARK AND RECREATION AGENCIES' SUSTAINABILITY ACTIVITIES (PERCENT OF AGENCIES)

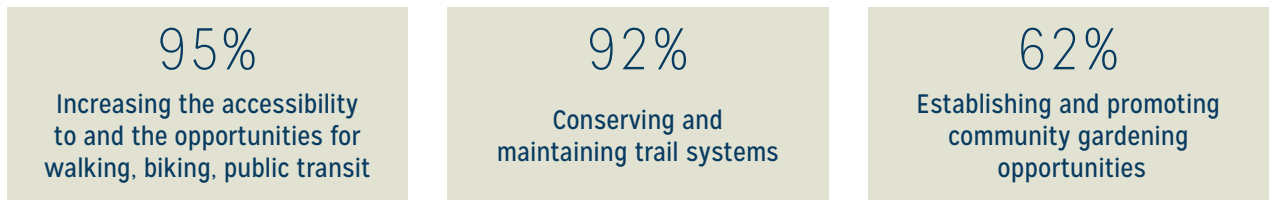


To meet their sustainability goals, park and recreation agencies implement a wide variety of activities, policies and strategies. Some of these actions involve altering purchasing policies for more environmentally friendly goods and services. Other tactics involve a greater investment in infrastructure, education and strategic vision. All of these activities have a wide range of benefits.

PROMOTING HEALTHY ACTIVITIES IN NATURE

Promoting healthy activities in nature not only benefits the population physically and mentally but also contributes to a healthier environment. Research shows that people who are exposed to nature and have experiences in nature are more likely to act responsibly toward it.

Park and recreation agencies providing opportunities for healthy activities in nature indicated implementing the following:

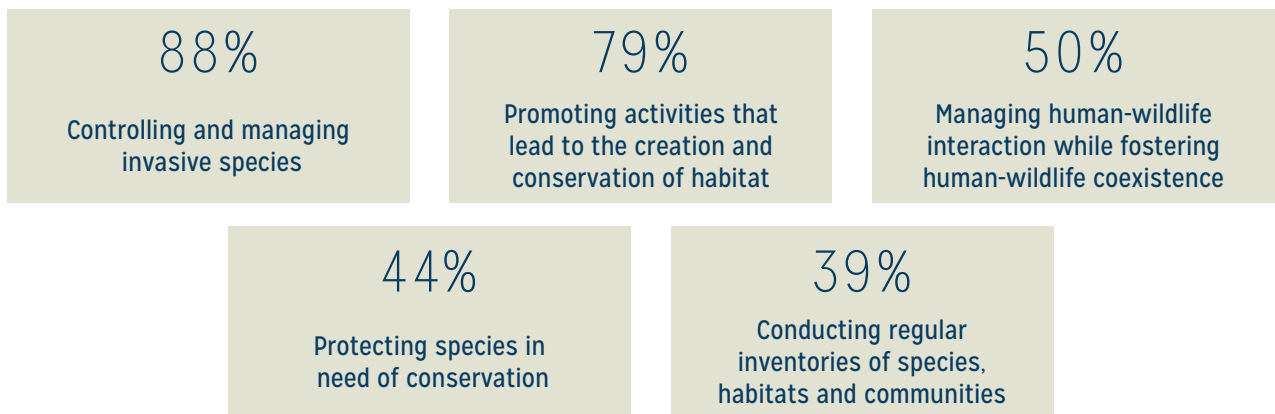


People who are exposed to nature and have experiences in nature are more likely to act responsibly toward it.

PROTECTING AND MANAGING WILDLIFE AND WILDLIFE HABITAT

Park and recreation agencies provide valuable habitat for wildlife across the country. Many agencies are committed to protecting and managing wildlife and wildlife habitat through various strategies and activities. Even small urban areas can be restored to provide functional habitats for a variety of wildlife and plants. This is especially important for threatened species.

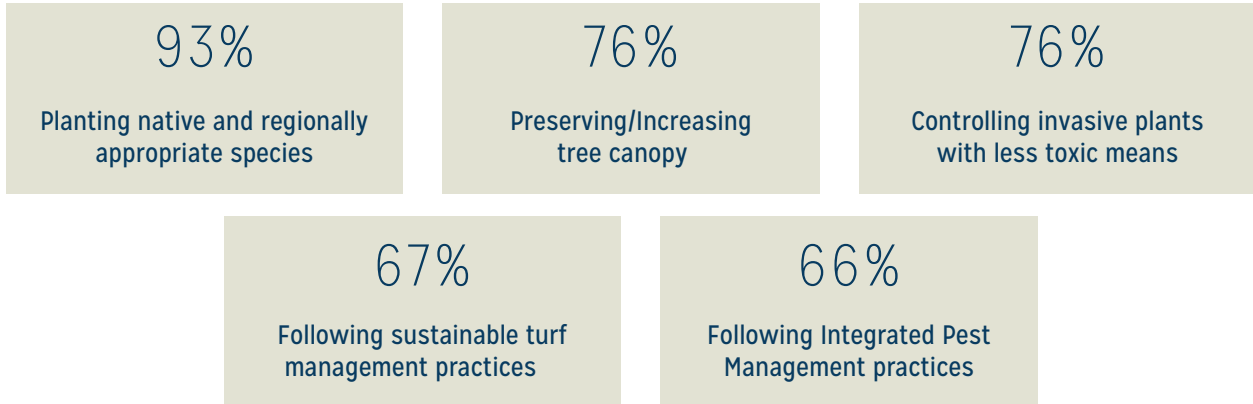
Park and recreation agencies aiming to protect and manage wildlife and wildlife habitats indicated implementing the following:



RESPONSIBLE NATURAL LAND MANAGEMENT

A majority of the surveyed park and recreation agencies practice responsible natural land management by conserving and enhancing the integrity of natural lands and natural processes and minimizing the use of harmful treatments.

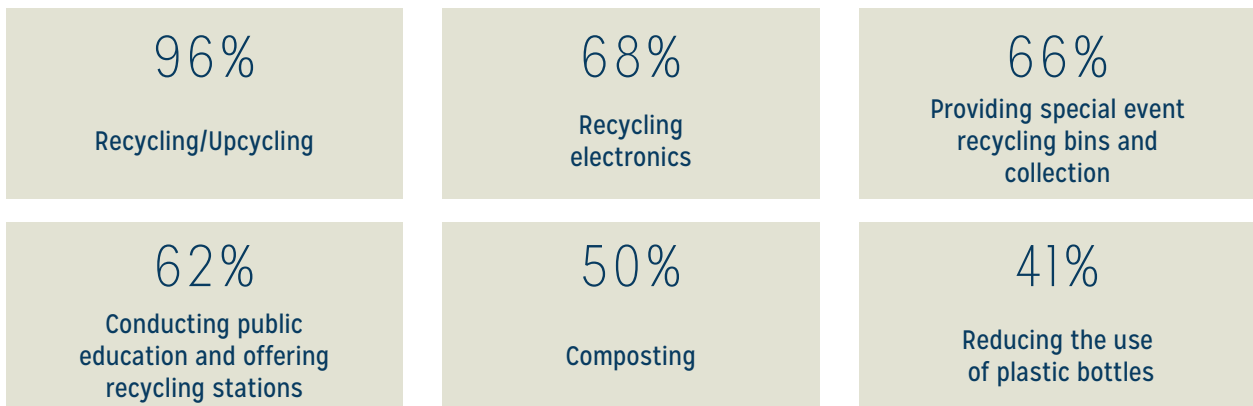
Park and recreation agencies following these practices indicated implementing the following:



REDUCING LANDFILL WASTE

Reducing landfill waste has a compounding effect on the environment. The benefits from reducing landfill waste are multifold, including the reduction of energy-intensive transportation of waste to landfills and the elimination of hazardous and toxic chemicals leaching into surrounding soil and groundwater.

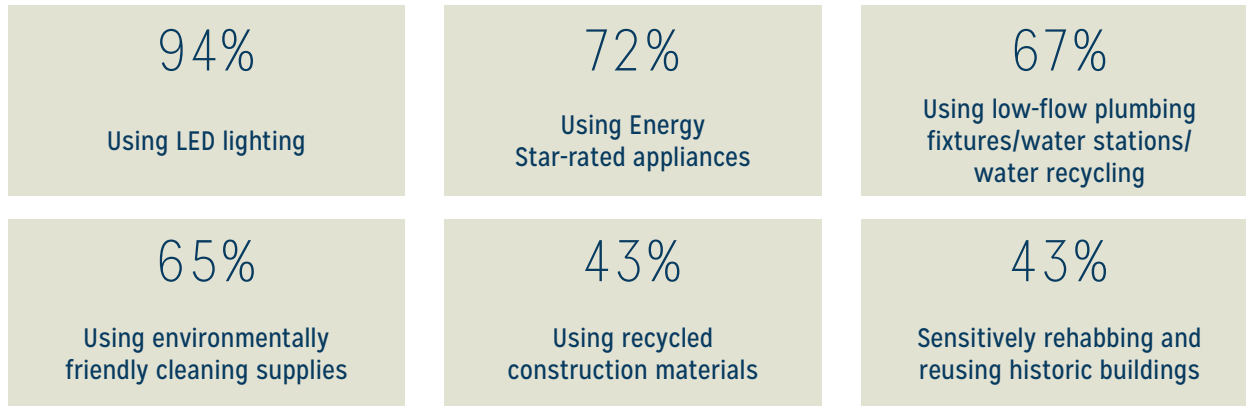
Park and recreation agencies aiming to reduce their contributions to landfills indicated implementing the following:



ENVIRONMENTALLY FRIENDLY BUILDING PRACTICES

Environmentally friendly building practices, including the construction of green and sustainable infrastructure, refer to the use of environmentally responsible and resource-efficient construction processes and materials that minimize the ecological impact of a structure for its entire life.

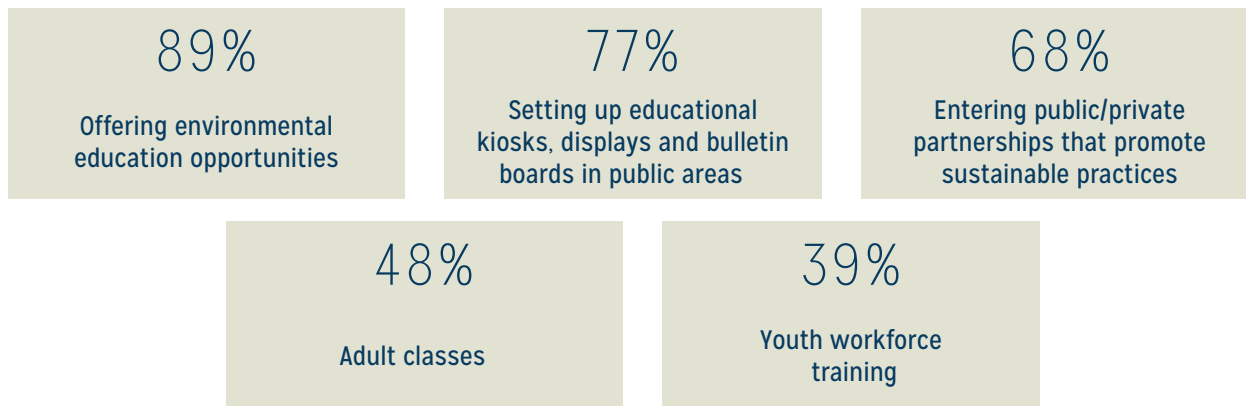
Park and recreation agencies following these practices indicated implementing the following:



PUBLIC ENGAGEMENT AND EDUCATION ACTIVITIES

A vast majority of surveyed park and recreation agencies foster sustainability through public engagement and education activities focused on sustainable topics, greatly expanding their overall impact by influencing the behavior of the general public.

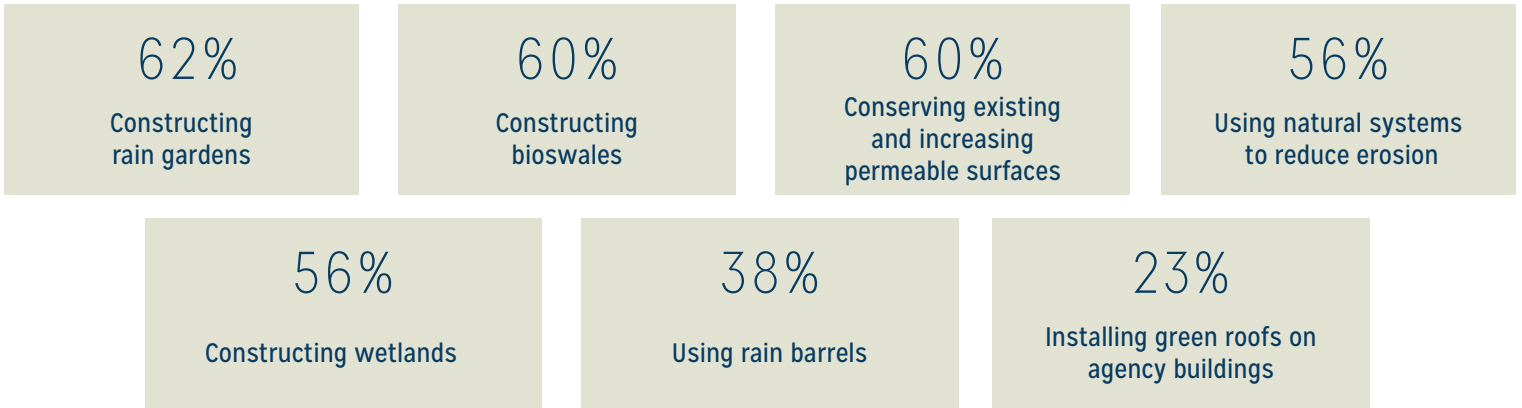
Park and recreation agencies that seek to increase their impact through engaging the public indicated implementing the following:



GREEN INFRASTRUCTURE

Green infrastructure is a resilient approach to managing stormwater runoff and reducing flooding. Vegetation, soils and other elements can be used to increase the capacity of permeable surfaces to naturally filter water and mitigate the effects caused by impermeable services.

Park and recreation agencies that make green infrastructure part of their sustainability efforts indicated implementing the following:



CULTURAL RESOURCES

Some park and recreation agencies with cultural resources on their land are actively working to safeguard these resources from vandalism, development and weathering.

Park and recreation agencies charged with managing cultural resources indicated implementing the following:



GREEN EQUIPMENT AND TRANSPORTATION METHODS

Green equipment and transportation methods reduce emissions released into the air and the quantity of fossil fuels consumed.

Park and recreation agencies that have adopted these methods indicated implementing the following:



RENEWABLE ENERGY SOURCES

As owners and operators of a significant number of buildings and infrastructure, park and recreation agencies can promote sustainability by increasing their use of renewable energy sources. Naturally, these energy sources reduce the carbon footprint of the agency while educating the public on the availability of cleaner energy sources.

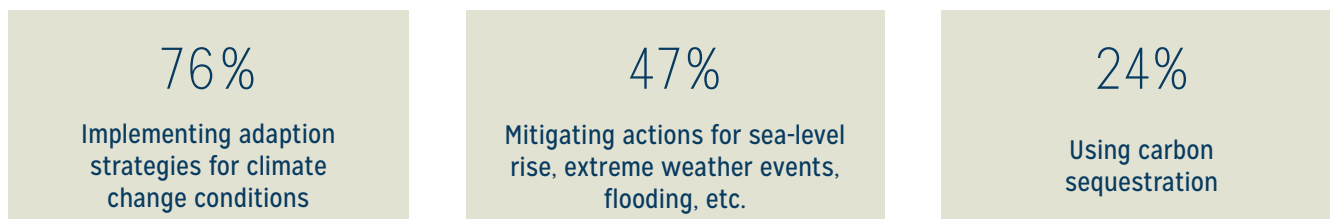
Park and recreation agencies that use renewable energy sources indicated that they purchase or even generate energy derived from:



ADAPTING STRATEGIES AND MITIGATION ACTIVITIES FOR CLIMATE CHANGE CONDITIONS

Some park and recreation agencies are adapting strategies and mitigation activities for climate change conditions. In many cases, agencies are changing practices, such as altering plantings and infrastructure, that will help the community mitigate changes resulting from climate change.

Park and recreation agencies indicated implementing the following:

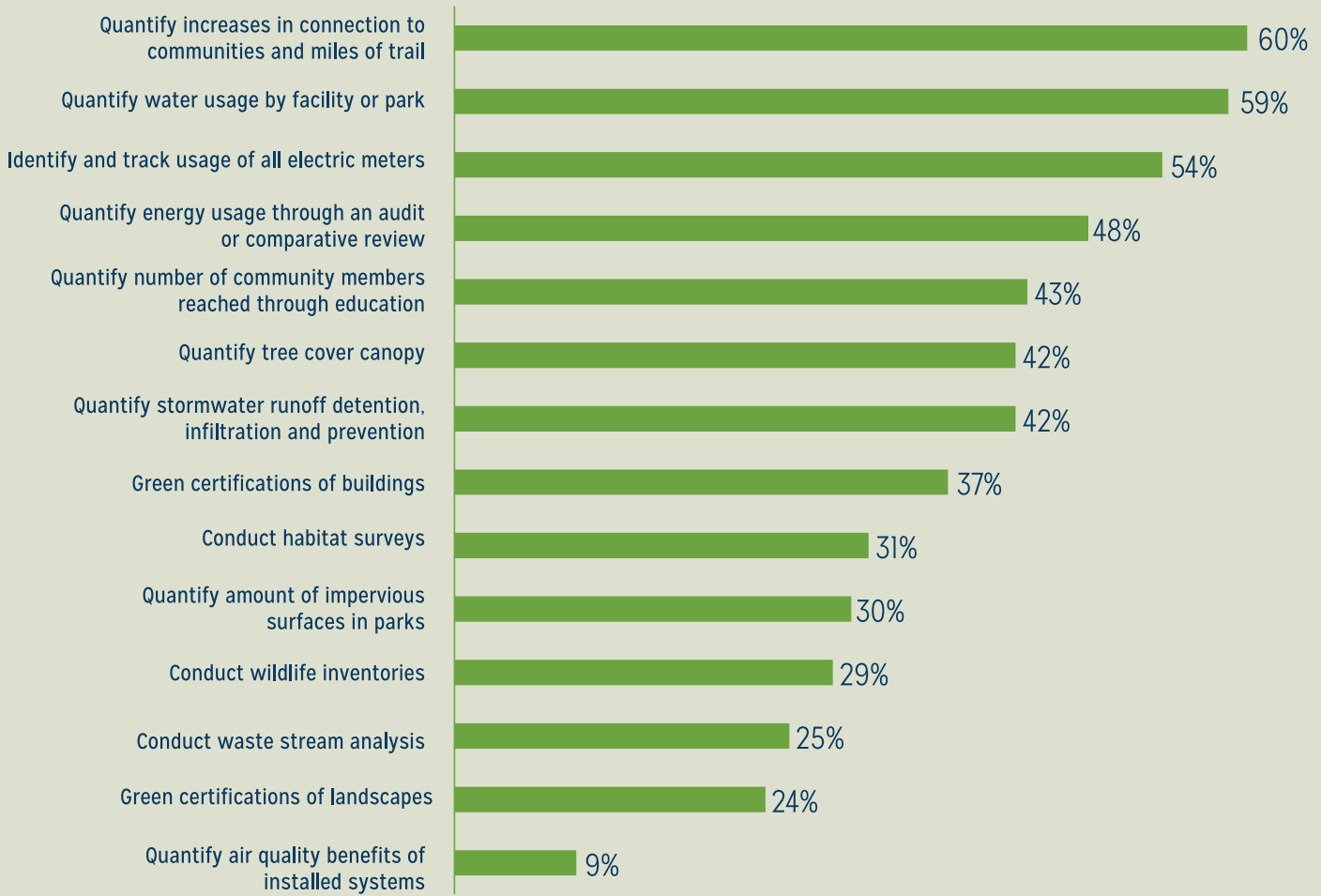


MEASURES OF SUSTAINABILITY ACTIVITIES

The saying goes that if you cannot measure it, you cannot manage it. This holds true for park and recreation agencies that operate with limited financial resources. As a result, most park and recreation agencies link investments and activities with desired sustainability outcomes. Seventy-two percent of park and recreation agencies have defined specific measures that gauge the success of their sustainability activities.

An agency's sustainability outcomes can vary greatly, including counting the agency's activities, quantifying protected resources and measuring actual improvements to the environment. Among agencies that measure their sustainability practices, top measures include:

KEY MEASURES OF PARK AND RECREATION AGENCIES' SUSTAINABILITY PRACTICES (PERCENT OF AGENCIES)



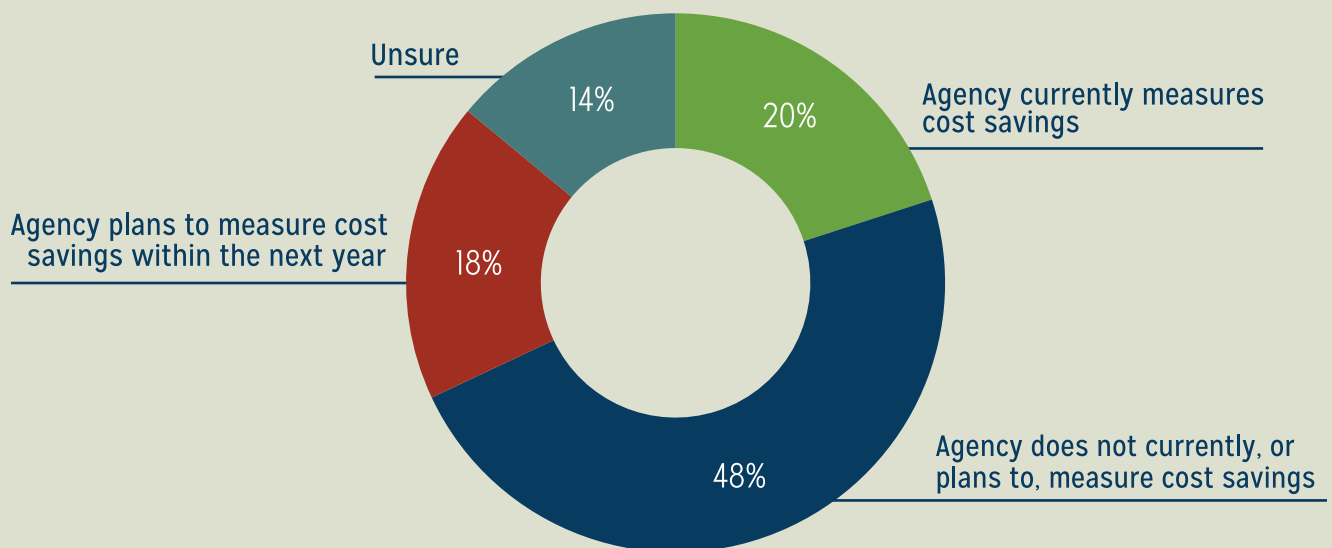


Whereas two in three park and recreation agencies indicate cost savings are a driver for their sustainability activities, most agencies do not measure the financial impact of these investments. Knowing the financial impact of sustainability efforts, along with the environmental benefits and potential health, safety and overall well-being benefits to the community, provide a strong story to key stakeholders and leaders for continued investment in these activities.

Only one in five park and recreation agencies measure the cost savings of their sustainability practices. Another 18 percent of agencies plan to begin measuring their cost savings within the next year. Nearly half of park and recreation agencies do not currently, or have plans in the future, to measure cost savings derived from their sustainability activities.

PARK AND RECREATION AGENCIES MEASURING SUSTAINABILITY PRACTICES' COST SAVINGS

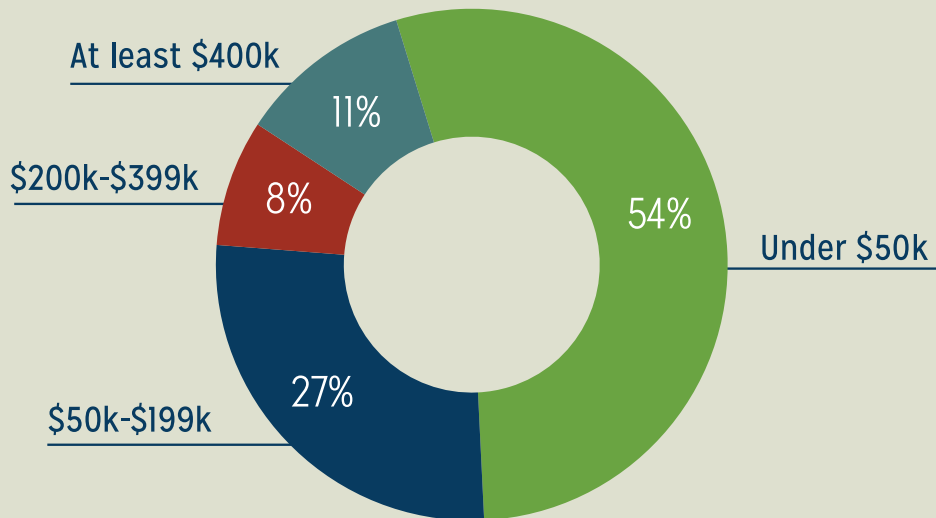
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At least among park and recreation agencies currently measuring the cost savings derived from their sustainability activities, the financial benefits tend to be relatively modest. A majority of agencies measuring the financial impact of their sustainability activities experienced cost savings of less than \$50,000 in the past year (54 percent). Another quarter of agencies generated annual cost savings of between \$50,000 and \$199,999, while 19 percent of agencies derived at least \$200,000 in cost savings from sustainability activities during the past year.

COST SAVINGS GENERATED FROM SUSTAINABILITY ACTIVITIES

(PERCENT OF AGENCIES MEASURING COST BENEFIT)

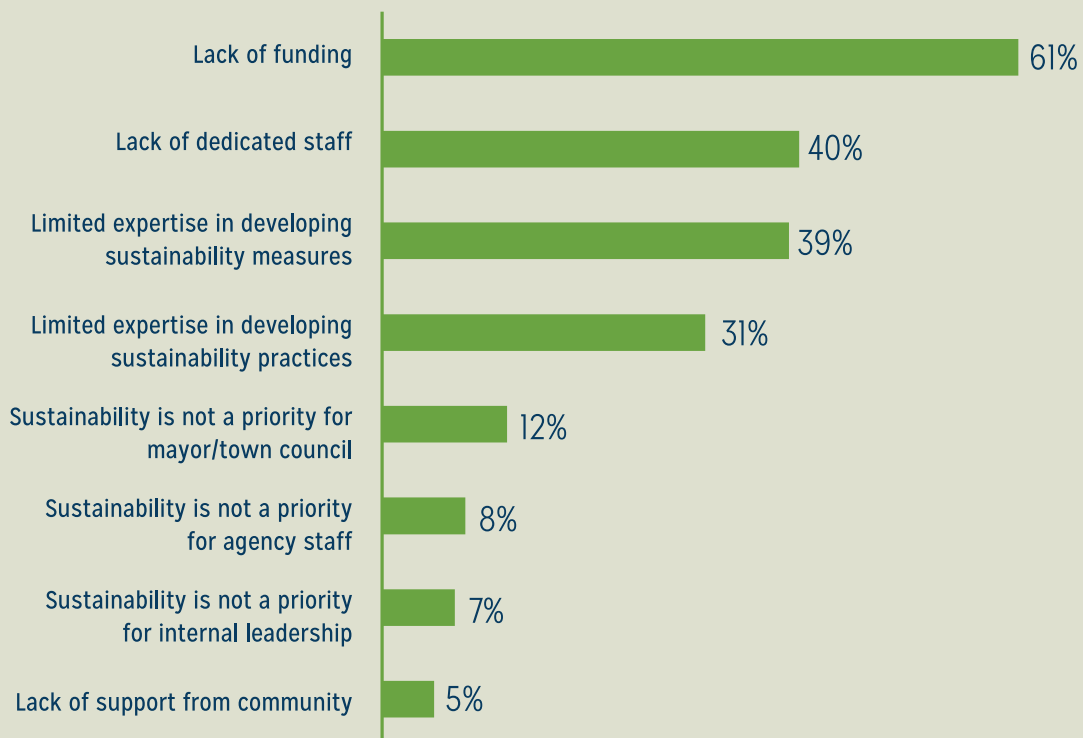


BARRIERS PREVENTING GREATER IMPLEMENTATION OF SUSTAINABILITY ACTIVITIES

The implementation and promotion of sustainability practices are a natural role for park and recreation agencies. Nevertheless, most agencies face some barriers that prevent their ability to expand these efforts. These barriers may include a lack of resources, whether it be funding (61 percent) or staff dedicated to sustainability activities (40 percent). Another challenge for agencies is a general lack of expertise tied to either sustainability measures (39 percent) or practices (31 percent). Far less frequently, agencies do not implement sustainability activities because the city/county political leadership, agency leadership and agency staff do not see these as agency priorities.

Park and recreation agencies across the country have a duty to protect the environment through the implementation and promotion of sustainable practices. While many park and recreation agencies have a documented sustainability strategy (or follow their community's strategy), many more agencies carry out their sustainability measures without official guidance or tracked results. Park and recreation agencies must continue their mission through the use of sustainable practices to ensure lasting benefits to nature, wildlife and the population as a whole. No more than ever, it is important for park and recreation agencies to lead the way in sustainable activities, including reducing landfill waste, implementing the use of renewable energy and fuel-efficient vehicles, and educating the public on the steps they can take to help the world around them.

BARRIERS THAT PREVENT PARK AND RECREATION AGENCIES FROM IMPLEMENTING SUSTAINABILITY MEASURES



CONCLUSION

These survey results highlight the wide range of sustainability practices park and recreation agencies can and do implement. Some agencies are clearly leaders in their communities for certain sustainable practices, but it is important to acknowledge the very real barriers for some agencies and strive to move past them. This report's findings should inspire agencies to implement more sustainable practices at their parks and give all agencies a sense of pride to be a part of a large network of park and recreation agencies striving to create sustainable communities through parks. To achieve these goals, park and recreation professionals must employ a whole systems approach, acknowledge that our resources are finite, implement sustainable practices and build community resilience. Incorporating sustainable practices into our field is critical, now more than ever, to ensure our cities and towns are more climate resilient that, in turn, promises a more healthy future for our parks and communities.

To learn more about NRPA's climate resiliency efforts visit www.nrpa.org/Climate-Resiliency





22377 Belmont Ridge Road
Ashburn, VA 20148
800.626.NRPA (6772)
www.nrpa.org



Proclamation

*Declaring the Month of July 2017 as
Parks and Recreation Month
in the City of Tualatin*

WHEREAS, parks and recreation programs are an integral part of communities throughout this country, including Tualatin, Oregon; and

WHEREAS, our parks and recreation are vitally important to establishing and maintaining the quality of life in our communities, ensuring the health of all citizens, and contributing to the economic and environmental well-being of a community and region; and

WHEREAS, parks and recreation programs build healthy, active communities that aid in the prevention of chronic disease, provide therapeutic recreation services for those who are mentally or physically disabled, and also improve the mental and emotional health of all citizens; and

WHEREAS, parks and recreation programs increase a community's economic prosperity through increased property values, expansion of the local tax base, increased tourism, the attraction and retention of businesses, and crime reduction; and

WHEREAS, parks and recreation areas are fundamental to the environmental well-being of our community; and

WHEREAS, parks and natural recreation areas improve water quality, protect groundwater, prevent flooding, improve the quality of the air we breathe, provide vegetative buffers to development, and produce habitat for wildlife; and

WHEREAS, our parks and natural recreation areas ensure the ecological beauty of our community and provide a place for children and adults to connect with nature and recreate outdoors; and

WHEREAS, the City of Tualatin recognizes the benefits derived from parks and recreation resources;

NOW, THEREFORE, BE IT PROCLAIMED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, Oregon that: the City of Tualatin designates the month of July 2017 as Parks and Recreation Month.

INTRODUCED AND ADOPTED this 26th day of June, 2017.

CITY OF TUALATIN, OREGON

BY _____

Mayor

ATTEST:

BY _____

City Recorder



**2017 PARK AND RECREATION MONTH
OUTREACH TOOLKIT**

Park and Recreation Month 2017 Fact Sheet

- This July, discover the power of play and adventure. For children and adults, play is a vital part of our mental wellbeing, physical health and personal interactions.
- During Park and Recreation Month, NRPA is challenging everyone to get their play on with their local parks and recreation. Whether it's summer camp, an adult sports league, exploring a trail, Zumba class, meeting friends on the playground, playing cards in the park, or discovering nature — parks and play go hand in hand.
- Various research studies are confirming that community parks and recreation, green space and time outdoors is critical for creating healthy, active and sustainable communities. You can experience the benefits by visiting your community parks and recreation any time of the year, and especially during Park and Recreation Month.
- In addition to visiting a park or recreation area during July, you can get involved in Park and Recreation Month by:
 - Using the social media graphics and #PlayOnJuly throughout the month.
 - Participating in the Park and Recreation Month contest.
 - Downloading the official Park and Recreation Month poster and hanging it up, taking pictures with it or sharing copies of it with your community.
 - Using the Park and Recreation Activity Book in your summer camps.
- This July, NRPA will host a weekly contest encouraging people to show us why play is so important in their lives. Entries can be submitted via the hashtag #NRPAPlayChallenge. Each week in July will have a theme:
 - July 3-9: Show us how you play in **P**arks.
 - July 10-16: Show us your favorite **L**eisure activities.
 - July 17-23: Show us how you **A**dvocate for parks, recreation and play.
 - July 24-30: Show us how your **Y**outh play at your local parks and rec.
- NRPA is featuring the winning photo of our Park and Recreation Month Cover Contest this July in *Parks & Recreation* magazine.
- You can learn more about Park and Recreation Month and find participating park and recreation areas in your community by visiting: www.nrpa.org/July.
- Join the conversation on [Facebook](#), [Twitter](#) and [Instagram](#) with the hashtag #PlayOnJuly.

NRPA 2017 Park and Recreation Month Key Messages

General Key Messages

- Since 1985, Americans have celebrated Park and Recreation Month in July to promote the importance of parks and recreation in health and wellness, conservation and social equity, and to recognize the thousands of park and recreation employees that maintain our nation's local and community parks.
- Through efforts by NRPA, the U.S. House of Representatives passed an official resolution for Park and Recreation Month in 2009.
- Park and recreation agencies across the country are recognizing the month with summer programs, events, contests, commemorations and celebrations.
- Park and recreation services are vital for our communities — from protecting open space and natural resources, to helping fight obesity, to providing activities and resources for all walks of life — Park and Recreation Month encourages everyone to reflect on the exponential value parks and recreation bring to communities.

2017 Key Messages

- This July we're celebrating the power of play. Play is a vital part of our mental wellbeing, physical health and personal interactions.
- Play is important and it's going to happen in parks because local parks and recreation facilities are the accessible places for all people to play. Parks are ideally suited as the places where all people can play — regardless of ability.
- An obvious benefit of play is that it increases physical activity and mental agility. Parks make fitness fun through the use of outdoor exercise equipment, fun classes, sports leagues and so much more.
- 74% of children don't get enough daily exercise — encouraging active play is a great way to get kids (and adults) more physically active.
- NRPA encourages all people that support parks and recreation to share why they think play is so important with the hashtag #PlayOnJuly.
- This July, NRPA will host a weekly contest encouraging people to show us why play is so important in their lives. Visit www.nrpa.org/July for more information on how to participate. Entries can be submitted via the hashtag #NRPAPlayChallenge.
- For more information visit www.nrpa.org/july.

Supporting Key Messages

Messages promoting support for parks and recreation:

- According to a 2015 study conducted by Penn State and commissioned by the National Recreation and Park Association, an overwhelming majority of Americans assert that they personally benefit from local parks and that their communities benefit from local parks.
 - Americans are in agreement that NRPA's Three Pillars — Conservation, Health and Wellness and Social Equity — are chief priorities for local parks.
 - Parks are a great value: 4 in 5 Americans concur that local parks are well worth the tax dollars spent on them.
 - This passion for local parks has gone unabated over the past 25 years, even with dramatic demographic shifts in the United States and the ways technology transformed how we interact with others and entertain ourselves.
 - Support for local parks is widespread, spanning different age groups, income strata, household types and political affiliations.

Messages promoting health and wellness benefits of parks and recreation:

- The Centers for Disease Control found that increased access to places for physical activity led to a 25.6 percent increase in people exercising 3 or more times per week.
- Living close to parks and other recreation facilities is consistently related to higher physical activity levels for both adults and youth.
- On average, children who live in greener environments weigh less than children who live in less green areas.
- Children that have easy access to a playground are approximately five times more likely to have a healthy weight than children that do not have easy access to playgrounds.
- The nation's park and recreation facilities are on the frontline in the battle against the obesity epidemic and other chronic health issues.
- Between 2000 and 2012, more than 85 studies have been published that link parks to better physical and mental health.

Messages promoting environmental benefits of parks and recreation:

- A park with one acre of trees absorbs the carbon dioxide produced by driving a car 11,000 miles.
- Parks do a great deal to contribute to species richness in urban settings — a review of more than 60 studies by IFPRA shows that there is strong evidence to support the concept that parks support both plant and animal biodiversity. This offers not only an important educational opportunity, but additionally supports overall ecosystem functionality.
- Parks reduce the impact of large storms and flooding by serving as sponges that soak up run off from nearby paved surfaces during rain events. This in turn prevents flooding and decreases property damage. Parks that are well-designed also reduce water usage by recycling and storing this water for use during times of low precipitation.

- Evidence not only shows that parks are cooler than their surrounding cities, but actually shows that parks contribute to overall urban cooling — parks make our cities more comfortable in the summer!
- According to a 2017 NRPA Park Pulse poll, 83% of Americans believe it is important that their local government makes environmental initiatives a priority.

Messages promoting the economic benefits of parks and recreation:

- According to a study conducted by the Center for Regional Analysis at George Mason University and the National Recreation and Park Association, America's local and regional public park agencies generated nearly \$140 billion in economic activity and supported almost 1 million jobs from their operations and capital spending alone in 2013.

CAUTION: Entering Owl Territory

Recently, the City of Tualatin has received a report of an aggressive owl within the Little Woodrose Nature Park. In order to lower the possibility of encountering an aggressive owl, the City provides the following suggestions for park users.



- 1 View During Daytime**—Owls are most active at dark, dawn, and dusk, generally roosting during the day. The park is open between sunrise and sunset.
- 2 Be Aware**—When passing through the park, remove headphones or other sensory blocking devices and be aware of your surroundings.
- 3 Cover Yourself**—In the rare chance that an owl swoops near you, hats and clothing that covers your neck work best to minimize injury.
- 4 Leave and Report**—If an owl is acting aggressively, leave the area as quickly as possible. If you have an experience with an aggressive owl, please report it to Sou Souvanny at 503-691-3062 or ssouvanny@tualatin.gov.



City of Tualatin
Community Services