

# How Do We Pay for That?

Paying for Safe Routes to Parks in Oregon

# Hello!



## Natasha Riveron

Healthy Parks and Places Manager, Safe Routes Partnership

[Natasha@saferoutespartnership.org](mailto:Natasha@saferoutespartnership.org)

Seattle, WA

# MISSION

The mission of the Safe Routes Partnership is to advance safe walking and rolling to and from schools and in everyday life, improving the health and well-being of people of all races, income levels, and abilities, and building healthy, thriving communities for everyone.





**CONNECTING PEOPLE TO PARKS:**  
A Toolkit to Increase Safe and Equitable  
Access to Local Parks and Green Spaces



Photo Credit: Healthy Ride Pittsburgh

# Oregon-Specific Toolkit:

*Connecting People to Parks: A  
Toolkit to Increase Safe and  
Equitable Access to Local  
Parks and Green Spaces*



**PLAN**

This part of the framework focuses on identifying goals and action steps based on the information that comes from engagement and assessment. Use all of the information you have to help community members to identify clear, actionable goals, and work with the broader coalition to break down those goals into action steps.



**PLANNING TOOLBOX: Planning Safe Routes to Parks**

Community Action Planning Sample Agenda: Use this agenda template to organize your community action planning session. Customize it with your logo and specific details.

Safe Routes to Parks in Complete Streets Policies: Read this factsheet for ideas to incorporate Safe Routes to Parks priorities into Complete Streets policies and implementation.

Connecting People to Parks: A Toolkit to Increase Safe and Equitable Access to Local Parks and Green Spaces | 2021 31

**Steps to take in this phase:**

1. Use "Moving from Shelf to Shovel - Creating Action Plans that Actually Get Implemented" to plan and host a community action planning session that will help synthesize all of the information you have gathered from assessment into big goals and identified next steps. Summarize the community-identified goals to improve future park access, why potential goals to reach this goal, and the supporting smaller steps to reach this goal, and the supporting plans, policies, or efforts that may help in the [Goals for Increasing Safe Routes to Parks Table](#).
2. Break down the big, community-identified goals into smaller, actionable steps. Think about the following categories:
  - a. Engineering and design on the way to the park and within it.
  - b. Programming that draws people to the park and encourages physical activity, and is relevant to the needs and preferences of the surrounding community.
  - c. Policies and practices that make the park easier to access and be in.
3. Identify partners that can be responsible for each action step and a timeframe for moving each action step forward. Use the [Implementation Planning Table](#) to break down each community-identified goal into specific action steps with a clear timeframe, the specific lead party responsible for implementation, and ideas for measuring success.
4. Conduct a policy scan to identify the plans and practices that can support community-identified goals. Use "[Creating Alignment Between Safe Routes to Parks Goals and Existing Community Policies: A Primer on Conducting a Policy Scan](#)" to identify plans and policies and how to review them. Organize your findings in the [Policy Scan Table](#).

# Contents

**Introduction** ..... 2

[What is Safe Routes to Parks?](#)

[What to Expect and How to Use This Toolkit](#)

**Engage** .....

[Defining Roles and Partnerships for Safe Routes to Parks](#)

[Government Agencies](#)

[Decision-makers](#)

[Community-based Organizations, Non-profits, and Advocates](#)

[Making the Connection: How Park Access Advances Community Goals](#)

[Strategies for Working with Unhoused Communities in Parks](#)

**Assess** .....

[Finding and Using Data to Support Safe Routes to Parks](#)

[How Data Supports Safe Routes to Parks](#)

[Where to Find Existing Data](#)

[How to Collect New Data](#)

[How to Share Data, Frame the Story, and Choose Messengers Effectively](#)

**Plan** ..... 31

[Moving from Shelf to Shovel - Creating Action Plans that Actually Get Implemented](#) ..... 33

[Creating Alignment Between Safe Routes to Parks Goals and Existing Community Priorities: A Primer on Conducting a Policy Scan](#) ..... 39

**Implement** ..... 43

[Paying for Safe Routes to Parks Implementation](#) ..... 45

[Local Funds for Safe Routes to Parks](#) ..... 45

[Other Government Financing Strategies](#) ..... 46

[Federal Funding](#) ..... 49

[Alternatives to New Funding](#) .....

**Sustain** .....

**Conclusion** .....

**Appendix** .....

**Endnotes** .....

Connecting People to Parks: A Toolkit to Increase Safe and Equitable Access to Local Parks and Green Spaces | 2021

Safe Routes Partnership | Implement

## Paying for Safe Routes to Parks Implementation


Safe Routes to Parks lies at the intersection of active transportation and parks and recreation. Allocating funding to the connections that get people to their local park or greenspace allows residents to benefit from the multitude of health and safety benefits that come with safe and equitable access to nature. This factsheet focuses on public funds that can go toward Safe Routes to Parks work, the strategies to move existing funding toward improving safe and equitable park access, and the partnerships that can help facilitate both. Resources and examples primarily focus on walking and rolling, however, transit is included within the opportunities for collaboration at the end.

Parks are typically funded through budget appropriations, taxes, bonds, fees, and service charges. They are also supported by a variety of other funding streams such as grants (federal, state, and philanthropic), public-private partnerships, and other creative support like civic groups and friends of the park groups.<sup>46</sup> Active transportation is funded through a combination of federal, state, regional, and local sources at varying amounts depending on the location. The most common local funding sources, beyond what may be included in capital budgets, are bonds, taxes, fees, and fines.<sup>41</sup>

### Local Funds for Safe Routes to Parks

General funds, capital improvement budgets, and departmental budgets come from the taxes and fees collected by a jurisdiction.

- General Funds are the common pot of funding that pay for a wide range of city services. The sources



### Implementation Planning Table

Break down each community identified goal into specific action steps with a clear timeframe, the specific lead party responsible for implementation, and ideas for measuring success.

Goal #:						
Action	Why is this important?	Time frame	Lead role	Supporting roles	Costs (money, time, and resources)	How will we measure success?

# How to Use the Toolkit



## ENGAGE

Meaningful, authentic engagement is an essential piece of each step in the process of creating Safe Routes to Parks. It can be the source of ideas and solutions, the process for synthesizing and prioritizing those ideas, a mechanism to implement next steps, and ultimately, an avenue for understanding whether the work was successful.

This section of the toolkit will guide you through how Safe Routes to Parks centers on connecting people to parks and green spaces and how it connects a variety of topic areas. Identifying the aligned work that is already underway in your community enables your team to share resources with other groups and accomplish more than either one group could on their own. The resources included in this section of the toolkit can be useful to parks and recreation professionals to identify partnerships, forge relationships, and collectively advance Safe Routes to Parks efforts to achieve shared goals.



Photo Credit: Courtney Johnson

Connecting People to Parks: A Toolkit to Increase Safe and Equitable Access to Local Parks and Green Spaces | 2021

### Steps to take in this phase:

1. Use the ["Defining Roles and Partnerships for Safe Routes to Parks"](#) resource as a roadmap to join or build a coalition of partners to work with on Safe Routes to Parks. This resource will help you build a supportive team that is representative of the community where your project is located. Prioritize historically under-invested communities, Black, Indigenous, and people of color communities, people with disabilities, and older adults.
2. Use the [Safe Routes to Parks Coalition Table](#) to organize your ideas for partnerships and building your Safe Routes to Parks team. Peruse the tools in the engagement toolbox at the end of this section, and plan opportunities and activities for ongoing connection with the broader community to discuss accessibility to parks and green spaces.
3. As you identify a wide range of partners whose work overlaps with Safe Routes to Parks, explore the resource, ["Making the Connection: How Park Access Advances Community Goals"](#) to connect priorities with partners and communicate how Safe Routes to Parks can help achieve shared goals.
4. For a deeper dive on working with unhoused communities, consult the ["Strategies for Working with Unhoused Communities in Parks."](#) If homelessness is a particular challenge in your community, use this resource to think about homelessness from multiple perspectives, consider different approaches to talking about and working with unhoused communities, and gather ideas for educating the broader community about the complexities of homelessness.

### Steps to take in this phase:

1. Use the ["Defining Roles and Partnerships for Safe Routes to Parks"](#) resource as a roadmap to join or build a coalition of partners to work with on Safe Routes to Parks. This resource will help you build a supportive team that is representative of the community where your project is located. Prioritize historically under-invested communities, Black, Indigenous, and people of color communities, people with disabilities, and older adults.
2. Use the [Safe Routes to Parks Coalition Table](#) to organize your ideas for partnerships and building your Safe Routes to Parks team. Peruse the tools in the engagement toolbox at the end of this section, and plan opportunities and activities for ongoing connection with the broader community to discuss accessibility to parks and green spaces.
3. As you identify a wide range of partners whose work overlaps with Safe Routes to Parks, explore the resource, ["Making the Connection: How Park Access Advances Community Goals"](#) to connect priorities with partners and communicate how Safe Routes to Parks can help achieve shared goals.
4. For a deeper dive on working with unhoused communities, consult the ["Strategies for Working with Unhoused Communities in Parks."](#) If homelessness is a particular challenge in your community, use this resource to think about homelessness from multiple perspectives, consider different approaches to talking about and working with unhoused communities, and gather ideas for educating the broader community about the complexities of homelessness.

# Toolkit Highlights: Oregon Case Studies



Safe Routes Partnership | Salem

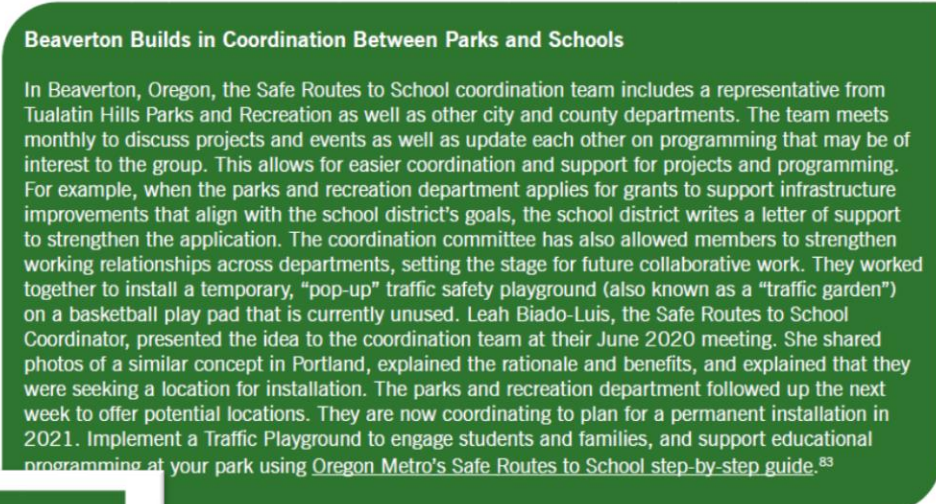
Ship Foundation

### Sustaining Park Access with Community Connections and Sponsorships

Salem Leadership Foundation in Salem, Oregon, was working to improve access to and the experience within Woodmansee Park, especially for older adults using the many care homes and senior centers in the area. They were able to make several physical improvements such as trail repair and adding sidewalks with curb-cuts to improve access for wheelchairs. To sustain the improvements, they knew they would have to find sponsors. The team identified several local businesses that were easy and low-cost to approach.

### Using Urban Renewal Funds to Improve Open Space

Redmond, Oregon used Urban Renewal funds to transform a city park into an open-space corridor that connects the city hall and the downtown commercial core. Centennial Park was originally constructed in 2010 and then doubled in size only nine years later. Now, the park offers mid-block bump-outs for pedestrian crossings, bike racks, and a “fix-it station,” and other amenities to improve walking and rolling access. Centennial Park is a gathering place year-round and features a water feature during warmer months and a skating rink during the winter.



Safe Routes Partnership | Beaverton

### Beaverton Builds in Coordination Between Parks and Schools

In Beaverton, Oregon, the Safe Routes to School coordination team includes a representative from Tualatin Hills Parks and Recreation as well as other city and county departments. The team meets monthly to discuss projects and events as well as update each other on programming that may be of interest to the group. This allows for easier coordination and support for projects and programming. For example, when the parks and recreation department applies for grants to support infrastructure improvements that align with the school district’s goals, the school district writes a letter of support to strengthen the application. The coordination committee has also allowed members to strengthen working relationships across departments, setting the stage for future collaborative work. They worked together to install a temporary, “pop-up” traffic safety playground (also known as a “traffic garden”) on a basketball play pad that is currently unused. Leah Biado-Luis, the Safe Routes to School Coordinator, presented the idea to the coordination team at their June 2020 meeting. She shared photos of a similar concept in Portland, explained the rationale and benefits, and explained that they were seeking a location for installation. The parks and recreation department followed up the next week to offer potential locations. They are now coordinating to plan for a permanent installation in 2021. Implement a Traffic Playground to engage students and families, and support educational programming at your park using Oregon Metro’s Safe Routes to School step-by-step guide.<sup>83</sup>



# Today's Goals

A person wearing a teal dress and blue shoes is walking on a paved path. A white arrow is painted on the path, pointing towards the person. The background is slightly blurred, showing more of the path and some dry leaves.

- Learn about the federal and state funding opportunities available to support Safe Routes to Parks in Oregon
- Clarify which grant opportunities could be a good fit for your community/project
- Understand short-term next steps to take if you want to pursue an opportunity



# **Federal Funding Opportunities**

# **USDOT Discretionary Funds**



# Safe Streets for All

- **Purpose:** Vision Zero/Toward Zero Deaths
- **Funding:** \$5 Billion over five years
- **Eligible Applicants:** Local/tribal governments, MPOs, transit agencies
- **Two Grant Types:** Develop safety plans and implement strategies
- **Due Date:** July 10, 2023 at 5:00 PM (EDT)
- **Learn more:**  
<https://www.transportation.gov/grants/SS4A>
- **How to connect:**
  - Influence policies
  - Show up and engage when projects are being discussed

# FY 22 Awards

\$800 million for 510 communities across the U.S.

\$4 million in Oregon for planning

Lead Applicant	Project Title	Type of Plan	Urban/ Rural	Funding Award
City of Hermiston	City of Hermiston Safe Streets and Roads for All Action Plan	Action Plan	Rural	\$280,000.00
City of Ontario	City of Ontario Safe Streets and Roads for All Action Plan	Action Plan	Rural	\$280,000.00
Douglas County	Douglas County Transportation Safety Action Plan	Action Plan	Rural	\$163,200.00
Jefferson County	Jefferson County Equitable Transportation Safety Action Plan	Action Plan	Rural	\$200,000.00
Lane County Department of Public Works	Lane County Transportation Safety Action Plan	Action Plan	Urban	\$800,000.00
Oregon Metro	Getting to Vision Zero 2035 - Advancing Equity Outcomes and Pedestrian Safety in the Greater Portland Metropolitan Region	Supplemental Action Plan	Urban	\$2,400,000.00

# Planning and Demonstration Grants

- Action Plans
- Supplemental Action Plans
- Demonstration Activities



# **RAISE (fka BUILD & TIGER)**

## Rebuilding American Infrastructure with Sustainability and Equity

- **Purpose:** Develop large-scale transportation projects with regional or national significance with a focus on projects that address climate change, ensure racial equity, and remove barriers to opportunity (for planning and implementation)
- **Funding:** \$1.5 Billion for 2022 and 2023 (\$5B in BIL)
- **Eligibility:** state and local governments / capital and planning awards
- **RAISE 2021:** \$417M to bike/ped; BUILD 2020 \$103M to bike/ped
- 2023 application is closed; estimated that next all/early winter is when the next round will be released

# How to keep up to date

- Safe Routes Partnership [federal policy blog](#)
- Transportation Alternatives [State Implementation Tracking](#)
- Transportation Alternatives Project Lists
  - Contact us for information on TAP projects (excluding recreational trails) that have been funded in your community.
- Biannual [state report cards](#) on walking, bicycling, and physical activity
- Email me – [Natasha@saferoutespartnership.org](mailto:Natasha@saferoutespartnership.org)



## **Nohemi Enciso**

LWCF Grant Program Coordinator  
Oregon Parks and Recreation Department



## **Alan Thompson**

Community Paths Manager  
Oregon Department of Transportation