

HEALTHY CONNECTED CITY

GOAL: IMPROVE HUMAN AND ENVIRONMENTAL HEALTH BY CREATING SAFE AND COMPLETE NEIGHBORHOOD CENTERS LINKED BY A NETWORK OF CITY GREENWAYS THAT CONNECT PORTLANDERS WITH EACH OTHER, ENCOURAGE ACTIVE TRANSPORTATION, INTEGRATE NATURE INTO NEIGHBORHOODS, ENHANCE WATERSHED HEALTH AND PROVIDE ACCESS TO SERVICES AND DESTINATIONS, LOCALLY AND ACROSS THE CITY.

This goal be achieved by focusing on actions and policies that:

- **Prioritize human and environmental health and safety.** Our future decisions must consider impacts on human health, public safety and overall environmental health and prioritize actions to reduce disparities and inequities.
- **Promote complete and vibrant neighborhood centers.** Our neighborhoods must provide: 1) businesses and services, 2) housing that is easily accessible by foot, wheelchair, bike and transit, 3) healthy food and 4) parks and other gathering places so residents have options for living a healthy, active lifestyle.
- **Develop city connections, greenways and corridors.** A system of habitat connections, neighborhood greenways and civic corridors will weave nature into the city and sustain healthy, resilient neighborhoods, watersheds and Portlanders.

The Healthy Connected City strategy provides a framework to achieve this goal and expands Portland's civic capacity to coordinate the work of public, private and community partners. A first step is achieving greater alignment on planning, capital investment and service provision among public agencies. It will also be important to harness community initiatives and build capacity at the neighborhood scale.



The Healthy Connected City strategy is not starting from scratch. The foundation for this effort can be found in a number of existing collaborative projects.

- Portland's centers and connections are part of our regional land use, transportation, growth management and open space system, which is coordinated by Metro. Metro also plays a role in facilitating a regional strategy to make reinvesting in existing communities a first priority.
- Neighborhood and business associations provide organizational capacity to develop local action plans, as evidenced by the recent East Portland Action Plan.
- The Intertwine Alliance is a group of local agencies and groups that work together to ensure the region's network of parks trails and natural areas are completed and maintained. The group also helps residents connect with nature through land acquisition and encouraging active transportation, conservation education, and more.

Portland will be a healthier city when:

- We can safely and conveniently walk, bike or take transit to get to places we need to go every day and to destinations throughout the city.
- Parks and greenspaces are never far away.
- Communities are resilient and prepared to respond to emergencies.
- Air, water and land are clean.

Today many Portlanders do not have safe, easy and convenient access to the things they need to live healthy and active lives.

PORTLAND TODAY

Chronic disease: Chronic disease rates including those for obesity, diabetes and respiratory illness have skyrocketed. Today, one in 16 Multnomah County residents has diabetes; one in eight has asthma; one in four youth is overweight; and one in two adults is overweight or obese.

Incomplete neighborhoods: Only 45 percent of Portlanders live in health-supporting, complete neighborhoods with businesses, frequent transit service, schools, parks or greenspaces and other amenities close enough to safely and easily walk or bike to meet their daily needs. In some areas, services are scattered or missing, or streets may lack sidewalks, bikeways or other safe connections providing local access.

Lack of neighborhood economic vitality: From 2000 to 2008, 17 of Portland's 23 neighborhood market areas lost jobs. Commercial vitality is widely uneven among neighborhood business districts as shown by retail sales capture rates.

Active transportation: Active forms of transportation, such as walking, biking and taking transit, can help reduce the risk of developing chronic diseases and can reduce transportation costs. Currently, only 27 percent of commuters walk, bike or take transit to work, and Portlanders travel 16 miles per day by car on average.

Carbon emissions and climate change: Portland's carbon emissions are six percent below 1990 levels, while the U.S. average is up about 15 percent. However, climate scientists have determined that reductions of 50 to 85 percent by 2050 are needed to avoid, reduce and adapt to anticipated impacts from climate change. Significant changes may affect weather patterns, increased flooding, wildfire, drought, disease and invasive plant and animal species. The City is developing a Climate Change Adaptation Plan to help guide future policy decisions and investments in areas of public health, infrastructure and natural systems.

Parks and nature in the city: Nearby parks, streams and natural areas give Portlanders places to recreate, relax and spend time with friends and family. This improves both physical and emotional well-being. Currently, 76 percent of Portlanders live within a half-mile safe walking distance of a park or natural area. The Portland region's 40-mile loop and the larger regional trail system provide access along rivers and through major natural areas like Forest Park, Johnson Creek and the Columbia Slough. However, this popular system of trails is incomplete and has few connections to neighborhoods.

Watershed health: Neighborhoods with generous tree canopy and less pavement have cleaner, cooler air. Trees and other vegetation also help reduce risks of flooding and landslides. Rivers, streams and upland habitats support diverse, native resident and migratory fish and wildlife. About 33 percent of the city is covered with pavement or buildings. Most waterways do not meet quality standards. Tree canopy, on average, covers 26 percent of the city, but some neighborhoods have fewer trees. Many beneficial wildlife species are declining or at risk.

Safety and security: In 2008, Portland's violent crime rate was 5.5 crimes per 1,000 people — a 50 percent decline over the past decade and one of the lowest rates for similarly sized cities nationwide. From 2004 to 2008, 9,750 people were injured or killed in traffic crashes in Portland. Only 59 percent of Portlanders feel safe walking alone at night in their neighborhoods. Reducing crime and ensuring people feel safe can make people more comfortable walking, biking or playing outside.

Quality public infrastructure: Quality public infrastructure provides residents with necessities like clean drinking water, quality sewer and safe streets. Today, services in some parts of Portland do not meet city standards. For example, there are streets without sidewalks and 12,000 properties are at risk of basement sewer backups during heavy storms. Revenue to maintain infrastructure, including green infrastructure components (e.g., median trees, natural areas) is increasingly limited.

Emergency Preparedness: When the next major earthquake occurs, Portlanders and their neighbors will become first responders. Government has adopted plans to help reduce the impacts of natural hazards. However, more household, block and neighborhood scale emergency preparedness — including a system of gathering places, shelters and information and food and water distribution centers — is needed to prepare for catastrophic events.

WHAT IS A COMPLETE NEIGHBORHOOD?

The term “complete neighborhood” refers to a neighborhood where one has safe and convenient access to the goods and services needed in daily life. This includes a variety of housing options, grocery stores and other commercial services, quality public schools, public open spaces and recreational facilities, affordable active transportation options and civic amenities. An important element of a complete neighborhood is that it is built at a walkable and bikeable human scale, and meets the needs of people of all ages and abilities.



2035 OBJECTIVES

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Healthier people: The percentage of Multnomah County adults at a healthy weight meets or exceeds the current rate, which is 44 percent. The percentage of eighth graders at a healthy weight has increased from 75 percent and meets or exceeds the current federal standards.

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Complete neighborhoods: Eighty percent of Portlanders live in a complete neighborhood with safe and convenient access to the goods and services needed in daily life.

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Neighborhood economic vitality: At least 80 percent of Portland's neighborhood market areas are succeeding in terms of the strength of the local market, local sales, business growth and stability.

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Access to healthy food: Ninety percent of Portlanders live within a half-mile of a store or market that sells healthy, affordable food.

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Active transportation: Portland residents have reduced the number of miles they travel by car to 11 miles per day on average and 70 percent of commuters walk, bike, take transit, carpool or telecommute to work.

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Carbon emissions and climate change: Portland's transportation-related carbon emissions are 50 percent below 1990 levels, and effective strategies to adapt to climate change are in place and being implemented.

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Parks and nature in the city: All Portlanders can conveniently get to and enjoy the Willamette and Columbia Rivers. All Portlanders live within a half-mile safe walking distance of a park or greenspace. The regional trail system is substantially complete and is an integrated component of a Healthy Connected City network.

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Watershed health: Watershed health is improved, and the Willamette River and local streams meet water quality standards. Tree canopy covers at least one-third of the city and is more equitably distributed. Fewer homes and businesses are at risk from flooding. A diversity of critical habitats (including floodplains, riparian areas, wetlands, oak groves, native forests and remnant native meadows) are protected, connected and enhanced to support a rich diversity of native and migratory wildlife.

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Safety and security: Portland continues to have among the lowest rates of violent crimes (such as aggravated assault and domestic violence) compared to similarly sized cities; the number of traffic crash-related injuries and fatalities is reduced by 50 percent; and 75 percent of Portlanders feel safe walking alone at night in their neighborhood.

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Quality public infrastructure: By 2035, all Portlanders have safe and reliable transportation choices and water, stormwater and sewer services at levels that 1) benefit human and watershed health and safety, 2) meet or exceed customer and regulatory standards, and 3) are resilient to hazards or other disruptions. Sufficient resources are dedicated to maintain these assets, including green infrastructure.

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Emergency Preparedness: Portland is prepared for emergencies and neighbors are prepared to work collaboratively before, during and after emergencies and catastrophic events such as a major earthquake. A robust system of neighborhood gathering places, information centers, shelters, and food and water distribution centers is established and facilities are strategically retrofitted.

THE HEALTHY CONNECTED CITY NETWORK

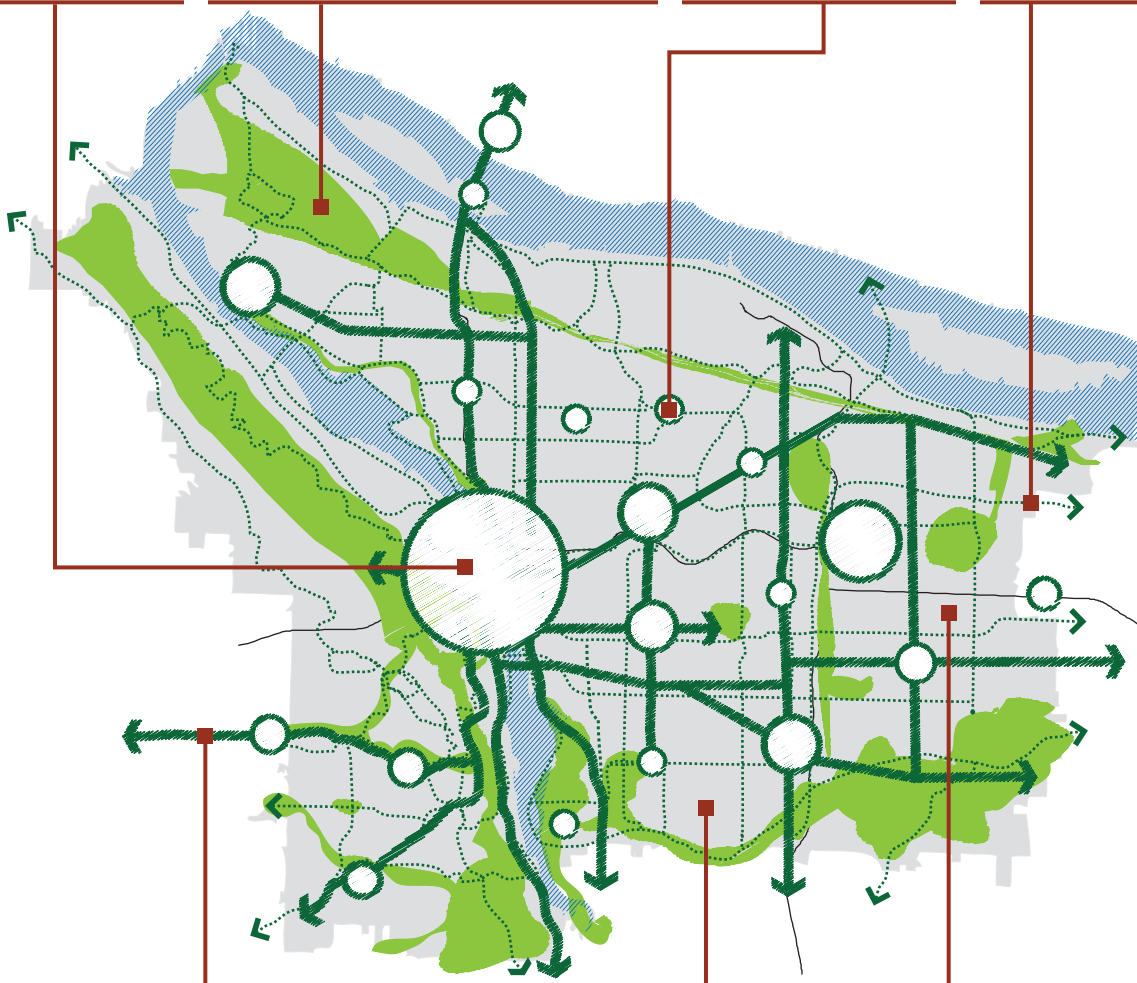
This diagram illustrates the concept of the Healthy Connected City network of neighborhood Hubs and City Connections

Central City is the region's center of jobs, high-density housing, transit and other services. It also comprises a large portion of the Willamette River waterfront in the city. It benefits the entire city and has a key role as part of an interconnected system of neighborhood hubs and city greenways.

Habitat connections are corridors and neighborhood tree canopy that weave nature into the city and connect to large natural areas, like Forest Park. The habitat connections include anchor habitats and the connections between them. They provide corridors for residents and migrating wildlife. Anchor habitats are places with large, contiguous natural areas that serve as a safe and healthy home for resident and migratory animal species and native plants.

Neighborhood centers are places with concentrations of neighborhood businesses, community services and housing and public gathering places, providing area residents with local access to services.

Neighborhood greenways are pedestrian- and bike-friendly green streets and trails that link neighborhood centers, parks, schools, natural areas and other key community destinations, making it easier to get around by walking, biking or wheelchair.



Civic corridors are major streets and transit corridors that link neighborhood centers to each other and the Central City. In some cases, a civic corridor may not be a single street, but multiple parallel streets that serve complementary functions. Civic corridors are enjoyable places to live, work and gather with bike and pedestrian facilities, large canopy trees, stormwater facilities and place-making amenities.

Schools and parks are important community destinations that can be safely and conveniently reached from neighborhood greenways.

Existing residential areas are connected to neighborhood centers, the city center, employment areas, parks and natural areas and other destinations through networks of neighborhood greenways and civic corridors.



How was this diagram created?

It is based on elements from several different existing plans and studies. Each of these plans, taken individually, addresses some aspect of how the city grows or how we manage public spaces and street networks. The diagram illustrates how these different plans might interrelate to create a single multi-objective framework to guide the City's physical development. The following plans and initiatives informed the development of the diagram:

- Metro 2040 Framework
- Parks 2020 Vision
- The Interwine
- Streetcar System Concept
- Bicycle Plan for 2030
- Portland Watershed Management Plan



How will this diagram be used?

This is a conceptual diagram. This concept will be used to inform an update to the City's Comprehensive Plan. The specific locations of centers, neighborhood greenways, civic corridors and habitat connections will be refined with community input before specific alignments and locations are embedded into the Comprehensive Plan.

The Comprehensive Plan is implemented by more specific plans and maps that will guide how individual systems are developed and managed (parks, streets, natural areas, etc.). For example, the Transportation System Plan includes specific street classification maps which designate street functions. For each mode of travel, streets are generally designated local-, district- or neighborhood-serving. Some streets have a major citywide or regional service function. As the City's Comprehensive Plan is updated and refined in the future, the plans listed to the left, in combination with this diagram, should be used to inform how those classifications might change.



DECISIONS THAT BENEFIT HEALTH AND SAFETY



To create a healthy connected city, we must consider the potential impacts of our decisions on the health, safety and welfare of Portland’s residents and on our city’s watersheds and the natural environment.

The natural environment we live in, our education and employment, and the design and affordability of our neighborhoods all influence Portlanders’ health. These factors are influenced by a range of public policies and decisions about things like our transportation and

infrastructure systems; the development and use of neighborhoods; our ability to prepare for and respond to emergencies; and the protection and management of watersheds and natural areas. We must be aware of the potential impacts of projects, programs and capital investments on health to make smarter decisions and to improve long-range outcomes in human and environmental health and safety.

Human health and the health of urban ecosystems and watersheds are interrelated. Protection, restoration and management of urban natural resources provide many positive benefits to human physical and mental health while simultaneously protecting the intrinsic value of natural ecosystems and biodiversity. Protection of floodplains, steep slopes and fire-prone areas also prevents catastrophic events that threaten human health and safety.

Today, lower-income residents, communities of color, seniors and children are more at risk for poor health than the general population and experience significant health disparities. These residents may also suffer disproportionately from exposure to pollution, toxics, noise, environmental hazards and insufficient access to nature — all of which affect physical and mental health. To maximize health benefits, actions and investments will be targeted at currently underserved neighborhoods and resident groups so that the benefits of Portland extend equitably to residents of all races, ages, abilities and incomes. We must take actions to reduce disparities in access to the conditions that support healthy living.

Guiding Policies

▶	Incorporate the principles of the Healthy Connected City into the City’s Comprehensive Plan and use this to coordinate policy, land use, and investment decisions.
H-1	
▶	Develop the Healthy Connected City network. For an illustration of the Healthy Connected City network see the concept diagram provided later in this section.
H-2	
▶	Continue to manage and invest in quality basic public services. These services include public safety, emergency services, transportation and transit, drinking water, sewer, stormwater and green infrastructure, parks and natural areas and civic buildings.
H-3	
▶	Consider community health impacts, equity outcomes and ecological and watershed health risks when making decisions about growth, implementing programs and designing capital improvements.
H-4	
▶	Reduce the risk of social, economic and environmental losses from hazards and ensure effective emergency and disaster response. Do this through investments in environmental protection, asset management, and community preparedness and maintenance of critical infrastructure, including emergency routes and water supply.
H-5	
▶	Encourage design and development that improves public healthy and safety. This includes design that supports active living and healthy housing, better fire safety and prevention, crime prevention through environmental design, and hazard mitigation and adaptation.
H-6	

5-Year Action Plan

Number	Related Action Areas	Actions	Partners
92		Healthy Connected City refinement: Through a multi-agency effort, refine the Healthy, Connected City network; identify neighborhood centers, city greenways, habitat connections and civic corridors; and use the network to coordinate policy across elements of the Comprehensive Plan.	BPS, PP&R, PBOT, BES, PF&R, OHWR, OEHR, Metro, The Intertwine Alliance, Neighborhood Associations
93		Collaboration with health Partners: Establish protocols for regular information sharing and consultation between the City of Portland and health partners including dialogues, joint projects and trainings. Include health partners in advisory committees and project teams to examine potential health impacts and help develop health-promoting projects. Develop a Health in Planning Toolkit that Portland Plan partners can use to promote cross-discipline exchange and working partnerships among city bureaus and health partners.	Multnomah County, BPS, OEHR, PSU, OHSU, Nonprofits.
		Human health impacts: Establish criteria and methods to assess the human health impacts of public policy and investment, including which types of decisions require assessment and which impacts to consider. As initial efforts, integrate human health criteria in the analysis of alternative growth and land use scenarios in the Comprehensive Plan and update budget considerations. Through the work of the Communities Putting Prevention to Work Health Equity Action Team, develop recommendations and methods to integrate health considerations into the prioritization and design of transportation projects.	Multnomah County, BES, BPS, PBOT, OMF
95		Establish a top ten of needed infrastructure maintenance projects: Identify infrastructure facilities that have a high risk of failure due to limited or deferred maintenance, age, or impacts of climate change or natural hazards, and the largest community impact if failure occurs. Prioritize these assets for monitoring, planning, investment and emergency management strategies.	BPS, OMF, BES, PWB, PBOT, PP&R, PBEM, PF&R
96		Transportation mode policy: Establish a policy that prioritizes transportation systems that support active transportation modes — walking, biking and transit. Develop and promote telework resources and incentives.	PBOT, BPS, PP&R, The Intertwine Alliance

ACTION AREAS

- PROSPERITY AND BUSINESS SUCCESS
- EDUCATION AND SKILL DEVELOPMENT
- SUSTAINABILITY AND THE NATURAL ENVIRONMENT
- HUMAN HEALTH, PUBLIC SAFETY AND FOOD
- TRANSPORTATION, TECHNOLOGY AND ACCESS
- EQUITY, CIVIC ENGAGEMENT AND QUALITY OF LIFE
- DESIGN, PLANNING AND PUBLIC SPACES
- NEIGHBORHOODS AND HOUSING
- ARTS, CULTURE AND INNOVATION

DECISIONS THAT BENEFIT HEALTH AND SAFETY



Implementing the Healthy Connected City network of neighborhood centers and city connections requires public agencies and communities to coordinate the evaluation and alignment of our land use, urban design and investment plans and actions so they achieve multiple community objectives and reduce disparities.








Creating this network will require:

- Coordinated planning and investment in a variety of areas:
 - a. Community development
 - b. Green infrastructure
 - c. Public safety and emergency services
 - d. Parks and trails
 - e. Natural areas
 - f. Bicycle, pedestrian and transit facilities
 - g. Stormwater systems
 - h. Hazard and emergency preparedness.
- Design that protects and improves the quality of life and safety of neighborhood centers and city greenways while reflecting the character and needs of different parts of the city.
- Maintaining and preserving existing transportation, stormwater infrastructure, parks and natural areas.
- Supporting programs and community initiatives that encourage healthy living, recreation, environmental stewardship and active transportation.
- Attention to the unintended social consequences of investment, such as the displacement of communities.

Guiding Policies

▶ H-7	Preserve the distinctive characteristics and history of Portland’s neighborhoods and districts when making decisions regarding growth, urban design and the design of improvements.
▶ H-8	Engage all residents in planning for changes that may affect their communities and neighborhoods.
▶ H-9	Use investments, incentives and other policy tools to minimize or mitigate involuntary displacement resulting from new development and economic change in established communities.
▶ H-10	Support and enhance programs that encourage recreation and physical activity, healthy eating, active transportation, conservation, and community safety and resiliency.
▶ H-11	Strengthen collaboration among public agencies and health partners.

5-Year Action Plan

Number	Related Action Areas	Actions	Partners
97		Mitigate negative social impacts: Develop policy and strategies that anticipate and address the displacement impacts of gentrification, focusing on approaches that address housing, business development and program evaluation.	PDC, PHB, BPS, OEHR
EQUITY 98		Neighbor to neighbor crime prevention capacity: Support and expand community-based crime prevention efforts and work to improve communication and understanding between police and the community.	PPB, ONI
EQUITY 99		Community safety centers: Coordinate and co-locate public safety and other services in neighborhood centers to ensure a safe, resilient and peaceful community.	PPB, ONI
100		Resiliency planning: Complete and implement key hazard and resiliency plans, including the Portland Natural Hazard Mitigation Plan, Local Energy Assurance Plan and the Climate Adaptation Plan to sustain and improve resiliency in infrastructure, public health and natural systems. Identify priorities for next steps, and initiate implementation and monitoring.	PBEM, BES, BPS, PP&R, PWB, PBOT, Multnomah County, Metro, Intertwine Alliance, ODOT
101		Disaster planning and management: Support seismic retrofits in older homes and underserved neighborhoods and identify potential financing tools.	BPS, PBEM, PBOT, BDS, Metro
102		Neighborhood preparedness: Support and expand public safety and emergency education, preparedness and response programs, including Neighborhood Emergency Teams and Neighborhood Watch programs. Identify a network of multi-purpose community gathering places and shelters (e.g., schools, community centers, parks).	PPB, PBEM, PF&R
103		Age-friendly city: Develop and implement an action plan on aging to address the growing needs of Portland's aging population and identify innovative ways for Portland to become a more age-friendly city.	PSU, BPS, OEHR, Nonprofits

VIBRANT NEIGHBORHOOD CENTERS



Neighborhood centers are places with concentrations of businesses and services, housing, gathering places and green spaces that provide residents with options to live a healthy, active lifestyle. In neighborhood centers, getting around by walking, biking or wheelchair is safe, attractive and convenient; and access to high-quality transit and protected bikeways make it easy to get to the rest of the city and region.

When services and other destinations are clustered in compact areas, economic viability is strengthened, and walking, transit and bicycling become more practical. As a result, other elements of a complete community are supported and more Portlanders will have easier access to centers of community life and activity, and they will serve as anchors for 20-minute living.

Portland’s existing mixed-use centers include such places as Hollywood, Hillsdale and Lents.

The strategy will identify additional locations on Portland’s 157 miles of main streets and more than 30-light rail station areas that have potential to become successful centers. The strategy will guide the growth of the city over the next 25 years to strengthen these existing and emerging centers in ways that provide equitable access to services, reflect the distinct character and history of the neighborhoods where they are located, and support community cohesiveness and resiliency.

In the past, Portland has primarily used zoning that promotes a compact mix of commercial uses and housing to cultivate places with a sufficient mix of uses and services. However, zoning alone has not been successful in producing these results evenly across the city. The Healthy Connected City strategy introduces a broader range of tools, including community partnerships and investments.

Neighborhood Centers include:

- Neighborhood businesses and services.
- Quality, affordable housing.
- Healthy and affordable food.
- Active transportation — walking, biking and transit.

Guiding Policies

 H-12	Support strong, vibrant and complete neighborhood centers through land use, community economic development, and housing, infrastructure and technology investments.
 H-13	Prioritize the placement of community services in neighborhood centers — such as health clinics, day care centers, senior centers, libraries and educational facilities.
 H-14	Design and program schools as community gathering places that have additional community services such as health clinics, recreational facilities, civic spaces, day care and libraries.
 H-15	Expand access to healthy, affordable food by supporting the viability of grocery stores, local markets and community gardens in neighborhood centers.
 H-16	Encourage development of high-quality, well designed housing in and around neighborhood centers and near transit — at a variety of sizes and cost ranges.
 H-17	Promote and provide affordable housing options accessible to seniors and mobility-limited individuals in places where close proximity to services and transit makes it easier to live independently.
 H-18	Link neighborhood centers to each other, employment areas, the Central City and the broader region through a multi-modal transit system. Prioritize safe and attractive frequent transit service, bikeways and accessible pedestrian connections.

5-Year Action Plan

Number	Related Action Areas	Actions	Partners
104		Central City planning: Complete the Central City 2035 Plan to enhance the role of the central city within the Healthy Connected City network and to expand opportunities for Central City neighborhoods to develop as complete communities.	BPS, PBOT, BES, PP&R, PDC, OHWR, PWB, PHB
105		Broadband in neighborhoods: Identify and create several high-capacity broadband access points in neighborhood centers. Improve and expand free Wi-Fi access at publicly-owned and accessible buildings, such as schools and libraries.	OCT, School Districts
106		<p>Quality, affordable housing: Complete the citywide housing strategy and use it as a basis for regulations, location policies, incentives and public-private partnerships that help locate new well-designed, energy efficient, affordable housing in service-rich, transit-accessible locations in and around neighborhood hubs.</p> <ul style="list-style-type: none"> ■ Explore opportunities to create housing for elders and mobility-impaired residents in service-rich, accessible locations; and ensure that workforce housing is part of the mix of housing in neighborhood hubs. ■ As an initial project, construct and include workforce and senior housing in the Gateway-Glisan mixed-use/mixed-income housing development. 	PHB, BPS
107		Transit and active transportation: Identify barriers to pedestrian and bicycle access to and within neighborhood centers, develop priorities for investment, and implement policy changes to ensure hubs have safe and convenient pedestrian and bicycle connections.	PBOT

DOES YOUR NEIGHBORHOOD INCLUDE A PARK 🏞️, SCHOOL 🏫, TRANSIT 🚌 & HEALTHY FOOD 🍏?



See *Neighborhood Business Vitality in the Economic Prosperity and Affordability Strategy* for related and complementary actions.

VIBRANT NEIGHBORHOOD CENTERS

What neighborhood centers will look like, how they will function, and their sense of place will vary across the city. For example, a neighborhood center in Southwest might feature compact development along a restored stream, while an urban edge of buildings might enliven an Inner Eastside main street. They will contribute to the distinct identity of different parts of Portland by serving as places for community interaction and providing new opportunities for public gatherings and public art. Development in centers will enhance built and natural local landmarks and will be as varied as Portland’s neighborhoods.



What is Active Transportation?

Active transportation refers to transportation that involves physical activity, including walking, biking and using transit (because usually one must walk or roll to the bus or train).

Portlanders who live in neighborhoods with active transportation options, like safe pedestrian and bicycle routes and with transit that connects them to work, school, shops and services, can make walking and biking a part of their daily lives. This can make it easier to get the recommended levels of exercise and reduce the risk of developing chronic diseases like obesity, heart disease and diabetes. More people using active transportation can also reduce vehicle emissions and lead to better air quality, reducing Portlanders’ exposure to pollution and helping respiratory problems like asthma. Using active transportation modes can also help reduce household costs.

A recent study of residents in Charlotte, NC, found that users of the city’s new transit system were 81 percent less likely to become obese. “The Effect of Light Rail Transit on Body Mass Index and Physical Activity” American Journal of Preventive Medicine. Volume 39, Issue 2 , Pages 105–112, August 2010.

Automobile trips that can be safely replaced by walking or bicycling offer the first target for increased physical activity in communities. Changes in the community environment to promote physical activity may offer the most practical approach to prevent obesity or reduce its co-morbidities. Restoration of physical activity as part of the daily routine represents a critical goal.

— US Center for Disease Control

Guiding Policies

▶ H-19	Integrate parks, plazas or other gathering places into neighborhood centers to provide places for community activity and social connections.
▶ H-20	Protect and enhance defining places and features of neighborhood centers, including historic resources, with special attention to redevelopment areas.
▶ H-21	Design civic spaces to include public art and to highlight the culture of neighborhoods and diverse communities.
▶ H-22	Promote energy and resource conservation at a district scale in neighborhood hubs through compact development, rehabilitation of existing buildings and energy efficiencies.
▶ H-23	Invest in underserved areas with disadvantaged populations, incorporating tools to reduce displacement.

5-Year Action Plan

Number	Related Action Areas	Actions	Partners
108		Healthy and affordable food: Retain and recruit grocery stores and other sources of healthy food (e.g., farmers markets and small market farms) as key components of neighborhood centers. Expand the Healthy Retail Initiative to support and encourage owners of existing small markets and convenience stores to provide healthy, affordable and culturally-relevant food, especially in underserved neighborhoods.	BPS, Multnomah County
109		Community gardens: Create 1,000 community garden plots, focusing in areas accessible to neighborhood hubs and higher-density housing, by pursuing opportunities to repurpose publicly-owned land and through public-private partnerships.	PP&R, SUN
110		Designs for community use of streets: Develop new design options that allow more community uses on neighborhood streets, especially in neighborhood centers. Build one demonstration project.	PBOT, BPS, Neighborhood Associations, Nonprofits
111		Programs for community use of streets: Expand programs that promote periodic community use of streets, such as Sunday Parkways, block parties, festivals and farmers markets.	PBOT, BPS, PP&R, The Intertwine Alliance, Nonprofits, Neighborhood Associations
EQUITY 112		Arts and cultural facilities: In coordination with neighborhoods, begin a phased inventory of historic and cultural resources and institutions. Give priority to underserved areas and areas likely to experience redevelopment pressure. Explore ways to support arts and cultural facilities and incubators in underserved areas, through tools such as public-private partnerships, incentives, and school and community-based programs. Develop a strategy to preserve and support key cultural resources in centers and corridors.	RACC, SUN, Nonprofits
113		Gathering places for resiliency: Identify a network of multi-purpose community gathering places and shelters (e.g., schools, community centers, parks) as mainstays of local resiliency. Develop a plan to prepare identified locations to serve as shelters and centers for information dissemination, community organizing and distribution of food and water during emergencies.	PBEM, BPS, PP&R, School Districts
114		District-scale environmental performance: Pursue ecodistrict partnerships and other approaches to achieve district-scale natural resource conservation, including water and energy efficiency, stormwater management, renewable power, active transportation, urban forest and natural resource enhancement.	BES, BPS, PWB, OHWR, Nonprofits

CONNECTIONS FOR PEOPLE, PLACES, WATER AND WILDLIFE

An interconnected network of habitat connections, neighborhood greenways and civic corridors will encourage walking and biking and weave nature into neighborhoods and support healthy ecosystems.

- **Habitat connections** are corridors and neighborhood tree canopy that weave nature into the city and connect to large natural areas like Forest Park.
- **Neighborhood greenways** are pedestrian and bike-friendly streets and trails that link neighborhood hubs, parks, schools, natural areas and other key community destinations, making it easier to get around by walking, biking or wheelchair.
- **Civic corridors** are major streets and transit corridors that link neighborhood hubs to each other and to the central city. They have been transformed into enjoyable places to live, work and gather through bike and pedestrian facilities, large canopy trees, stormwater facilities and place-making amenities.

The network will expand on Portland’s existing network of greenspaces, regional trails, bikeways, green streets and high-capacity transit by identifying and prioritizing a special set of corridors for integrated multi-objective design.




This approach depends on and supports continued implementation of the city’s existing system plans for multi-modal transportation and watershed health. It will also provide more Portlanders with access to nature every day. By aligning resources, it gives us a framework for maximizing the benefit of each dollar. These plans will continue to be implemented as proposed, but with realignment of some projects to help implement the Healthy Connected City framework.

Creating this network will require a coordinated approach to make choices about where to align investments in green infrastructure: parks, trails, natural areas, urban forestry, sustainable stormwater systems, and bicycle, pedestrian and transit facilities. Priority needs to be given to neighborhoods that lack adequate accessible sidewalks, stormwater management, parks or tree canopy. By doing this, Portland will make efficient use of investments to achieve greater benefits for mobility, public health, watershed health, the economy, safety, quality of life and equity.




City greenways and corridors: connecting people, water and wildlife — Whether along a busy transitway, on a quiet neighborhood street or near a stream, City Greenways and Corridors connect people, water and wildlife.

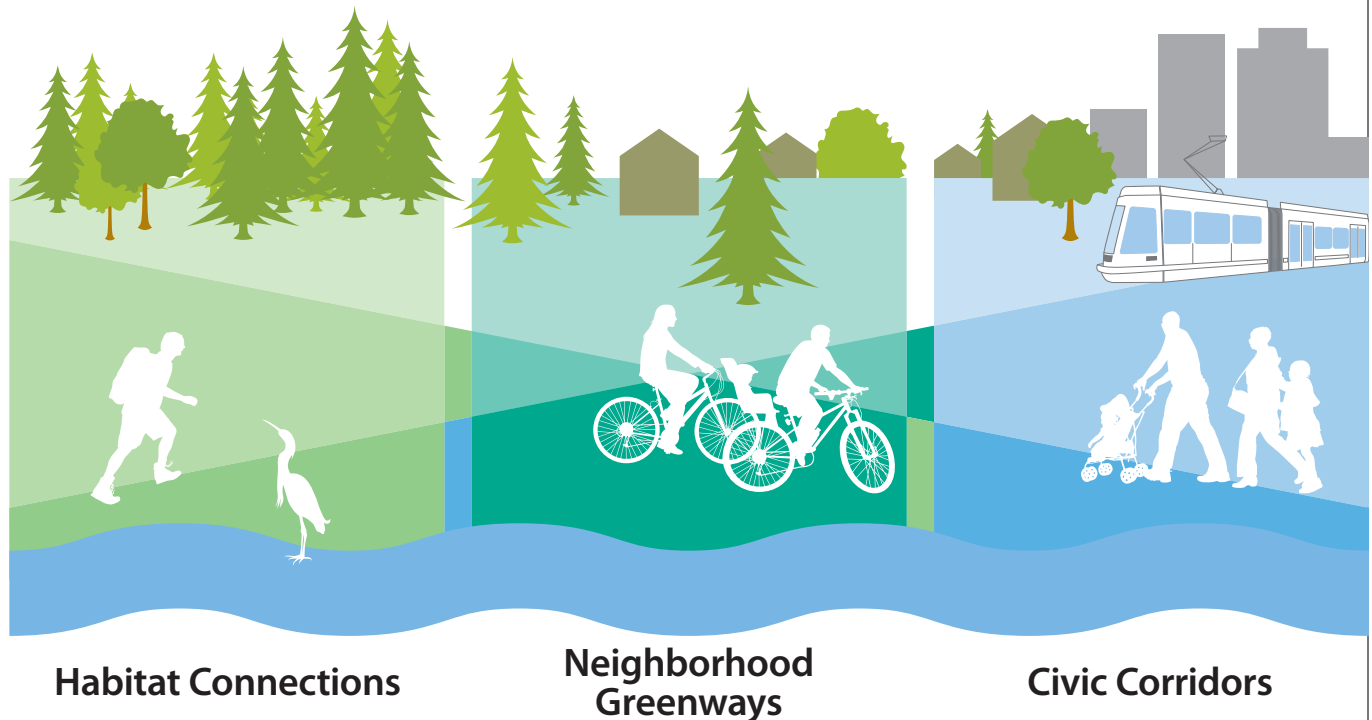
Key term: Green infrastructure — including natural systems, such as trees and natural areas, and engineered features like green streets and ecoroofs — can manage stormwater, improve water quality, reduce flooding risk and provide wildlife and pollinator habitat and areas for human recreation and respite while mitigating and improving resiliency.

Guiding Policies

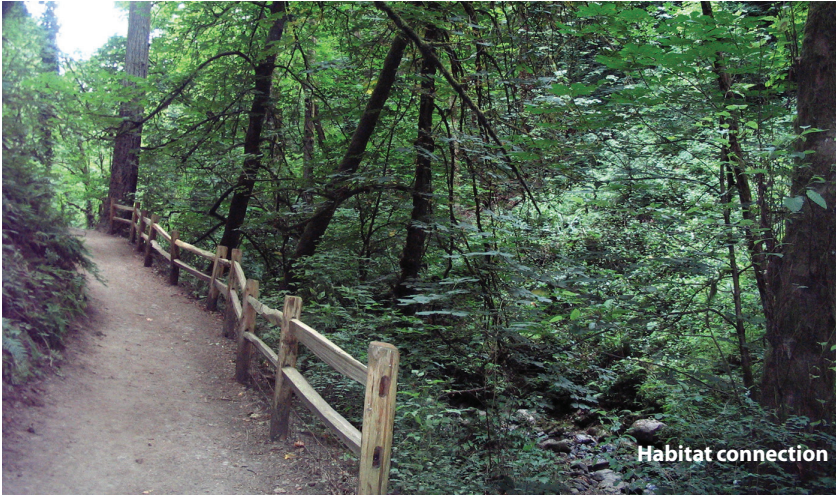
 H-24	<p>Develop the network of habitat connections, neighborhood greenways and plan for civic corridors as a spine of Portland’s civic, transportation and green infrastructure systems. Enhance safety, livability and watershed health and catalyze private investment and support livability.</p>
 H-25	<p>Design neighborhood greenways and civic corridors to integrate safe and accessible facilities for pedestrians and cyclists, sustainable stormwater facilities, tree planting and community amenities.</p>
 H-26	<p>Preserve and restore habitat connections and tree canopy to link stream and river corridors, landslide-prone areas, floodplains, wetlands and critical habitat sites into a system of habitat corridors. This provides connections for wildlife, supports biodiversity, improves water quality, reduces risks due to flooding and landslides, and supports Portland’s adaptation to climate change.</p>

5-Year Action Plan

Number	Related Action Areas	Actions	Partners
115		Natural resource inventory: Adopt an updated citywide natural resource inventory as a basis for updating the City's Comprehensive Plan, including new integrated policies to address watershed health and job goals. Integrate watershed health criteria into the analysis of alternative growth and land use scenarios. Establish criteria and methods to assess the watershed impacts of public policy and investment. Develop policies addressing ecosystem services and the value of natural resources, green infrastructure and related investments	BPS, PP&R, BES, OHWR
EQUITY 116		Natural resources: Continue efforts to build a system of high quality parks and greenspaces. <ul style="list-style-type: none"> a. Acquire and develop high-quality parks and recreation facilities in currently underserved areas, such as in East Portland, where residents must travel more than half mile to a park or natural area. Projects that are already identified include the Washington-Monroe Community Center and Thomas Cully Park and unimproved parkland in East Portland. b. Preserve, enhance and restore high-priority natural resource areas through tools like willing-seller acquisition, restoration projects, regulations, agreements and partnerships. 	BPS, PP&R, BES, OHWR, Metro
117		Fish passage: Initiate a culvert removal program to expand salmon habitat within Portland streams, beginning by restoring Crystal Springs to a free-flowing salmon-bearing stream with enhanced stream bank and in-stream habitat.	BES, PBOT, PP&R



CONNECTIONS FOR PEOPLE, PLACES, WATER AND WILDLIFE



Habitat connection



Neighborhood greenways



Mississippi Ave Bike Festival






Guiding Policies

H-27 Build on Portland's green street and bikeway efforts to create a citywide greenway network of trails and pedestrian and bike-friendly green streets. Locate neighborhood greenways to serve currently underserved communities, improve accessibility, and make connections to the central city, neighborhood hubs, major employment and cultural centers, schools and universities, community centers, parks, natural areas and the Willamette and Columbia Rivers.

H-28 Transform prominent transit streets, streetcar and light rail corridors into distinctive civic places of community pride that serve Portland's future multi-modal mobility needs and are models of ecological design.

H-29 Plan, fund and manage green infrastructure as part of the City's capital systems.

5-Year Action Plan

	Number	Related Action Areas	Actions	Partners
	118		Invasive plant removal: Remove invasive plant species and revegetate 700 acres of natural areas within the city with native plants.	PP&R, BES
	119		<p>Regional and local trails: Work with Metro and The Intertwine Alliance to connect, expand and maintain Portland trails and habitat corridors as part of the regional network of trails and habitats. Implement key trail projects to accomplish local and regional connectivity.</p> <ul style="list-style-type: none"> ■ Pursue ways to speed up the trail acquisition process and create additional tools to enable the City to obtain trail easements, so that the regional trail system in Portland is completed in a timely manner. ■ Construct the Hillsdale section of the Red Electric Trail. ■ Complete the Sullivan’s Gulch Trail Concept Plan and the North Willamette Greenway Feasibility Study. 	PP&R, PBOT, BPS, The Intertwine Alliance, Nonprofits, Neighborhood Associations
EQUITY	120		<p>Neighborhood greenways: Initiate implementation of the neighborhood greenways network by completing 75 miles of new facilities, including:</p> <ul style="list-style-type: none"> ■ Clay, Montgomery, Pettygrove and Holladay Green Street projects to connect every quadrant of the city to the Willamette River. ■ Bike connections to Multnomah Village and the Hillsdale Town Center. ■ Bike connections between SE Foster to the I-84 path using a route along NE/SE 128th and 132nd Avenues. ■ North Portland Neighborhood Greenway from Pier Park to Interstate Avenue. 	PBOT, BES, PP&R, BPS
	121		<p>Stable transportation funding: By 2016, Portland must adopt a stable source of transportation revenue to more predictably advance sustainable community outcomes. Create a committee comprised of diverse stakeholders to consider a range of potential, broad-based revenue options.</p> <p>In 2012 the Portland Bureau of Transportation’s largest single source of revenue remains the state gas tax. State gas tax revenue is increasingly volatile and unsustainable due to economic fluctuations and increasing use of electric vehicles. In addition, the goals of this plan to encourage more resilient, human-scale travel choices (walking, biking and the use of transit) will put additional pressure on this revenue source.</p>	PBOT, BES, TriMet, Metro
EQUITY	122		<p>Alternative right-of-way projects: Implement pilot program for alternative right-of-way improvements and funding approaches for underimproved streets, to provide additional multi-modal transportation and stormwater management options where traditional approaches are not feasible, and to foster street design that is more responsive to community characteristics.</p>	PBOT, BES, PF&R

CONNECTIONS FOR PEOPLE, PLACES, WATER AND WILDLIFE





Guiding Policies



H-30

Preserve older and historic buildings, public places and parks along corridors, where appropriate, to enhance the pedestrian realm and create a unique sense of place and neighborhood identity.

5-Year Action Plan

Number	Related Action Areas	Actions	Partners
123		Unimproved right-of-way alternatives: Develop new options for temporary or permanent repurposing of unimproved rights-of-way for public uses such as pedestrian and bikeways, community gardens, rain gardens, park spaces or neighborhood habitat corridors.	PBOT, BES, PP&R, NAs
EQUITY 124		Pedestrian facilities: To help accelerate the creation of safe pedestrian connections where they are lacking, identify acceptable conditions and implementation strategies for the interim or permanent use of alternative treatments that do not meet current City standards but can benefit pedestrians.	PBOT, BDS
125		Civic corridor designs: Identify and develop new right-of-way designs for key transit streets that better integrate frequent transit, protected bike facilities, pedestrian crossings, freight access, landscaped stormwater management, large-canopy trees and place-making amenities (e.g. benches, lighting and signage).	PBOT, BES, PF&R, TriMet, ODOT, The Intertwine Alliance
126		Civic corridors integration: Incorporate civic corridors concepts, including green infrastructure investment, active transportation improvements, transit service, environmental stewardship and strategic redevelopment in the following efforts to provide a model for future projects. <ul style="list-style-type: none"> ■ 122nd Avenue planning — to enhance transit service and connections to east Portland and citywide destinations. ■ Portland-Milwaukie Light Rail Tacoma Street Station — to restore the adjacent section of Johnson Creek and provide connections to the Springwater Corridor. ■ Foster Lents Integration Partnership — to coordinate transportation investments, stormwater management improvements, open space, flood plain restoration and private development and investment. ■ Barbur Concept Plan — to create a long-term vision for the Barbur corridor between Portland's Central City and the Tigard city limit in anticipation of future high capacity transit in the Southwest Corridor. 	PBOT, TriMet, BES, Metro, ODOT, The Intertwine Alliance
EQUITY 127		Sidewalk infill: Through the existing Sidewalk Infill on Arterials Program, build sidewalks on arterials in southwest and east Portland to address high priority gaps in the sidewalk network.	PBOT, PP&R, BPS, TriMet, ODOT, Metro
128		Streetcar planning: Begin planning for two corridors identified in the Streetcar System Concept, with at least one of those corridors serving neighborhoods outside the Central City. Integrate protected bikeway recommendations from the Portland Bicycle Plan for 2030. Develop risk assessments for involuntary displacement in these corridors.	PBOT, BPS, TriMet, ODOT

HOW WILL THE HEALTHY CONNECTED CITY ADAPT TO PORTLAND'S DISTINCT AREAS?

Portland's Five Major Areas

Portland has five major areas: western, eastern and inner neighborhoods, Central City and the industrial and river area. Each area has unique needs and characteristics. The Healthy, Connected City strategy will need to meet each area's specific needs. This is not a one-size-fits-all formula.



Central City

The Central City includes the downtown core, South Waterfront, portions of the east and west banks of the Willamette River, the Central Eastside Industrial District, the Lloyd District and Rose Quarter, Old Town/Chinatown and the Pearl District.

It is the state's business and commercial center, home to major institutions and universities and is a regional cultural hub. Its mixed-use areas and connections to the regional multimodal transportation network, make it easier for

downtown workers and its more than 34,000 downtown residents to walk, take transit or bike to work and to meet their daily needs.

The area needs to continue supporting business, education and arts functions. The Central City's growing population needs more diverse housing options and new and upgraded public school and community facilities.



Western Neighborhoods

This area includes neighborhoods west of Central City, the Portland Hills and into the Fanno and Tryon Creek basins. The western neighborhoods include 12 percent of Portland's households. Household incomes are about 30 percent higher than the citywide median, poverty and unemployment rates are low and residents typically have higher than average educational attainment levels.

Parks, streams, ravines and forested hillsides provide a network of green coursing through the area; and there is an extensive trail system. Neighborhoods typically have relatively low densities, and poor sidewalk and street connectivity. There are a small number of commercial areas. Improvements might mean hubs with a broader range of services so residents can meet needs locally and drive less, better pedestrian and bike connections, and restored habitat corridors.

Eastern Neighborhoods

This area includes neighborhoods east of Interstate 205 and spans from the Columbia Corridor to Portland's southern and eastern boundaries.

Eastern Neighborhoods have a mix of urban and more rural development, towering Douglas Firs and buttes. The area has substantial population, but has poor street and sidewalk connections and a lack of developed neighborhood parks and local services. Improvements could strengthen neighborhood business districts, enhance pedestrian and transit access, and improve parks. For more information on East Portland, please turn the page.

Inner Neighborhoods

From Lents to St. Johns to Northwest Portland, this area generally includes neighborhoods that were developed in an historical "streetcar era" pattern. With more than 140,000 households, more than half of Portland's population lives in Inner Portland.

Inner neighborhoods have many neighborhood business districts, compact development, and street and sidewalk connectivity, giving them great potential to be places where most residents can walk or bike to neighborhood hubs. Improvements might focus on minimizing residential and commercial displacement and providing additional affordable housing options.

Industrial and River Areas

The industrial and river areas serve a key role as the location for port facilities, industry and other employment, and river habitat. Hayden Island, Bridgeton and scattered riverfront and houseboat communities have a strong river orientation, unique among Portland's neighborhood areas.

With the confluence of the Columbia and Willamette Rivers, it is also arguably one of the city's most critical habitat areas, providing home to migrating birds, fish and many other species. The complex relationship between the river-dependent industrial uses and natural habitat areas is a pressing issue to address in this area.

EAST PORTLAND

East Portland is home to about one-quarter of the City’s population and nearly 40 percent of Portland youth. It is an engaged and hard-working community with strong schools, family-friendly neighborhoods, cultural diversity and a beautiful natural environment, but there are also several challenges that stand in the way of East Portland’s long-term success and vibrancy.

Today, East Portland is a very different place than it was 20 or even 10 years ago. And, it is still changing. By 2035, the Bureau of Planning and Sustainability projects that the eastern neighborhoods will be home to as many as 80,000 households. This area was unincorporated until the mid-1980s and much of it evolved with land use patterns and levels of service typical of relatively rural and suburban communities. These patterns have not adapted well to the urban pressures now facing the eastern neighborhoods.

In many parts of East Portland, infrastructure and services have not kept pace with housing development and population growth. East Portlanders often do not have convenient access to walkable business districts, easy access to healthy food and transit and safe active transportation.

Although iconic Douglas Firs are prominent throughout East Portland and Powell Butte offers access to nature, there are few developed parks. While housing is still affordable for many, the design and quality of new housing, particularly multi-family housing, does not meet the mark.

East Portland’s schools are a source of pride for the community. However, changing demographics — more students living in poverty, and nearly a hundred different languages spoken by the students at David Douglas, Reynolds, Parkrose, and Centennial school districts — strain school district resources and make it hard for school districts to provide the variety of services their diverse students deserve and demand.



THE COMMUNITY ENERGY AND DEDICATION THAT MADE THE EAST PORTLAND PLAN POSSIBLE AND THAT KEEPS IT LIVE AND VIBRANT MUST SERVE AS AN INSPIRATION AND MODEL FOR OTHER COMMUNITIES— BOTH THOSE COMMUNITIES ASSOCIATED WITH PLACE AND THOSE THAT ARE BOUND TOGETHER BY CULTURE, RACE, ETHNICITY AND EXPERIENCE.

East Portland Action Plan

The recent *East Portland Review* (2007) and *East Portland Action Plan* (EPAP, 2009) demonstrate that this area has an engaged and active population that is keenly interested in improving infrastructure (sidewalks and parks), creating a healthier environment and expanding commercial services so residents can meet their daily needs close to home. Many people in this area are also concerned about retaining the area’s distinct character. For more information, click on the link provided above or go to eastportlandactionplan.org.

Some actions related to EPAP are already underway. One example is a project funded by the Kaiser Permanente Community Fund. In this project, community organizations and BPS staff are working together to produce a guide for property owners that will include recommendations for how to support healthier environments for residents. It will address numerous issues, from maintenance practices to material selection for renovations to mold removal. Other related projects include the 122nd Avenue Rezoning Project and East Portland in Motion.

Actions from EPAP can be seen in the Portland Plan, which prioritizes projects that reduce disparities experienced by Portland’s communities of color and in areas that show greater need and historically have not seen as much investment or attention. There are a number of actions and policies in the Framework for Equity and the Three Integrated Strategies that should result in positive change in East Portland, such as the Gateway Education Center and Portland Community College’s planned transformation of its Southeast Campus on SE 82nd Avenue.

The East Portland Action Plan has become a touchstone to align the community and the city in action. The EPAP was charged with providing leadership and guidance to public agencies and other entities on how to strategically address community-identified issues and allocate resources to improve livability in East Portland. The EPAP holds monthly general meetings and has 13 active committees and 20 issue specific representatives putting the plan into action. More than 120 of the 268 actions are already underway. Check out the web-based Action Plan Updates for more information.

Ten East Portland-related actions

- Action 8:** Language and cultural interpretation
- Action 27:** Cultural equity
- Action 41:** Multi-functional facilities
- Action 48:** New East Portland Education Center
- Action 73:** Small business development
- Action 74:** Land use support for neighborhood business districts
- Action 98:** Neighbor to neighbor crime prevention capacity
- Action 105:** Neighborhood businesses and services
- Action 123:** Alternative right-of-way projects
- Action 125:** Pedestrian facilities



THE PORTLAND PLAN

