

Health & Community

“The built environment is our most important habitat. It plays a significant role in chronic health conditions such as obesity, asthma, and cardiovascular disease.”

Allen Dearry, Ph.D.,
Associate Director of the National Institute of
Environmental Health Sciences,
National Institutes of Health.

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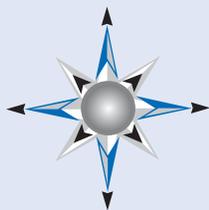
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Connections is the journal of the Coalition for a Livable Future. Founded in 1994, CLF is an alliance of 60 community organizations working together to strengthen and broaden regional planning efforts to ensure a healthy, equitable, and sustainable future for the greater Portland region. Through research, policy advocacy, and public education, CLF works to create and preserve affordable housing; ensure clean water; protect open space, wildlife habitat and farmland; create living wage jobs; provide real transportation choices; and end hunger in our community.

CLF emphasizes connections between the issues and between the cities, towns and counties that make up our region. Thus, we strive to promote "regionalism," which recognizes that the communities within our urban area are interdependent and that cooperation will improve the economic, social, and environmental health of the metropolitan region as a whole.

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The Benefits of Joining a Coalition — By joining the Coalition, your organization helps create a stronger, collective voice for a just, sustainable region. A diverse membership allows us to understand each other's issues and concerns, to find common ground, to share resources and information, and to collaborate in seeking funding for our common work.

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Meet Amanda Fritz, CLF Board Member

Amanda Fritz is one of our newest board members. She has been a Registered Nurse for 23 years. She works weekends on the inpatient psychiatry unit at OHSU, where she became a union shop steward during the 2001 nurses strike. A graduate of Cambridge University, England, she first became active in the Metro community through volunteering at The Salvation Army, with Portland Public Schools parent-teacher committees, and in the 1995 Greenspaces Bond Measure campaign. She co-founded the Tryon Creek Watershed Council, and initiated and coordinated Friends of Arnold Creek, a founding Associate member of CLF. She led four successful community campaigns

preserving a total of 32 acres of public open space in her neighborhood. Amanda served on the Portland Planning Commission from 1996 - 2003. She is currently active in the League of Women Voters, Portland's Neighborhood Association system, the Wilson High School PTA, and Oregon Nurses Association. Amanda lives in SW Portland with her husband and three teenage children. She enjoys primitive camping, yelling at high school and college football games, and killing ivy.



Health & Community

The statistics are hard to ignore; our health is at risk:

- 57% of Oregon adults are overweight or obese¹.
- 31% of low-income children between 2 and 5 years of age in Oregon are overweight or at risk of becoming overweight².
- One in 17 Oregonian households are hungry³.
- In the Portland area at least 10 toxic air pollutants that can cause serious health problems—cancer, asthma and other respiratory disorders—exceed safe levels⁴.
- The Oregon Department of Human Services has issued health advisories about eating fish caught in the Columbia Slough and the Willamette River, and sewer overflows often make it unsafe to swim in or touch the Willamette River after heavy rainfalls.

In the face of these and other daunting health challenges, practitioners from all disciplines have come together to develop new strategies and collaborate in new ways. One approach that has emerged recently looks at how the built environment affects our health, and what researchers have found is that poorly planned development is bad for our health⁵. Here are some reasons why:

Communities designed for automobiles make it difficult for people to walk or bicycle safely and sustain a sufficient level of physical activity to stay healthy.

Adding capacity to freeways or building new ones can increase already-high asthma rates in children.

While dietary choices are a key factor in the obesity epidemic, gaps in local food systems may limit access to nutritious, healthfully produced food, especially for low-income people, leaving few options but to consume what is readily available—inexpensive, high-fat fast food.

Deficiencies in parks and trails networks limit urban recreational opportunities, negatively impacting mental health and well-being as well as our ability to be active.

Reductions in urban tree canopy mean that less pollution is cleaned from the air, leaving more toxics for people to breathe.

Poorly designed streets and stormwater systems send polluted runoff directly into our rivers and streams.

So, what's being done in the Portland region to plan healthier communities? Are the decisions we are making today about how our communities will look and function in the future contributing to our ability to live healthfully? Do they facilitate us being physically active? Do they allow us to access healthful local foods? Do they ensure our children will have clean air to breathe and clean water to drink?

These are some of the questions that contributors to this issue of *Connections* tackle as they describe connections between our health and the choices we make about how we build our communities. They also provide a snapshot of some of the innovative ways that people in this region are working to ensure that community design contributes to our health and well-being.

This is an exciting new development in the fields of planning and public health and for the broader sustainability movement. A core concept of sustainability is holism—an understanding that human beings are interdependent with one another and with the environment. The more we can bring together different perspectives, areas of expertise and understanding, the better our chances of creating a healthy future for us all.

Jill Fuglister, Executive Director

¹ Center for Disease Control and Prevention, Behavioral Risk Factor Surveillance System, 2002.

² Center for Disease Control and Prevention, Pediatric Nutrition Surveillance System, 2002.

³ Michael Leachman, Oregon Center for Public Policy, [Hunger in Oregon](#), 2001.

⁴ Department of Environmental Quality, "Portland Air Toxics Assessment Factsheet," 2003.

⁵ RJ Jackson and C Kochtitzky, The Centers for Disease Control, [Creating a healthy environment: the impact of the built environment on public health](#), 2000. PolicyLink, [Regional Development and Physical Activity: Issues and Strategies for Promoting Health Equity](#), November 2002. Redi Ewing, Tom Schmid, Richard Killingsworth, Amy Zlot, Stephen Raudenbush, "Relationship Between Urban Sprawl, Physical Activity, Obesity and Morbidity," [American Journal of Health Promotion](#), September 2003.



Designing Healthy, Active Communities

By Noelle Dobson

Consider your daily routine. How does the way your community is designed make it easy or difficult for you to be physically active? For example, must you drive to the store for bread and milk or is there a direct and convenient biking or walking route? Is there a safe and complete network of sidewalks to walk your children or grandchildren to school? Do you have neighborhood shops close by, or do you have to travel to big box stores at the community's edge and navigate huge parking lots? Can you choose to bike or walk to work, or does the distance and street design make it impractical and unsafe?

We all have personal experiences about how community design impacts our ability to choose where we go and how we get there every day of our lives. Many characteristics of a community are shown to influence decisions to walk, bike and be physically active. These include the integration of homes with jobs, schools, and services; whether buildings are clustered together or spread far apart; the number of alternative transportation routes to a destination; and access to trails and outdoor recreation spaces. These land-use and transportation characteristics of the places where we live, work, shop and play affect our health because they influence our motivation and decisions to incorporate activity in our daily routine—or not.

Increasingly, public health professionals are stressing the importance of incorporating activity into daily routines as a way to achieve recommended levels of physical activity and improve overall health. Unlike structured exercise programs, integrating physical activity into daily routines means walking or biking to jobs or daily errands, working in the yard, walking children to school, and taking the stairs. Incorporating activity into daily routines in part depends on community environments that support our ability to do so. These activity-friendly communities are places where people of all ages and abilities can enjoy walking, biking, and other forms of physical activity each day.

Removing barriers to active living

Dominant land-use trends characterized by sprawl and poorly planned development have created barriers to physical activity by separating land uses and increasing auto-dependency. Homes are far from employment centers, stores, and schools, and even when destinations are close enough for walking or biking, a poorly connected street system without sidewalks or shoulders may make driving the most convenient choice. These segregated landscapes contribute to poor health and obesity by necessitating motorized travel and reducing the amount of time available for physical activity.

The good news is that land-use patterns can support active lifestyles. Evidence is mounting that mixed-use development patterns and well-connected transportation systems increase walking and biking (see sidebar). Mixed-use patterns of development integrate housing with employment centers, stores, and schools, making it more safe and convenient to walk or bike to daily destinations. Integrating mixed-use areas with a well-connected transportation system, which includes a grid pattern of streets and a network of off-street walking and biking paths, encourages activity-friendly communities.

To promote active lifestyles it is crucial that land use patterns allow and encourage community destinations such as schools, recreation fields, and natural parks to be accessible and located within neighborhoods. When schools and parks are located far away from residential areas, it limits families' ability to walk and bike to school, and to have convenient access to outdoor recreation activities.

Urban mixed-use settings can generate half the automobile trips of similar sized modern day suburbs, and for trips less than one-mile mixed-use development patterns generate up to four times as many walking trips.

Holtzclaw, J., "Using Residential Patterns and Transit to Decrease Auto Dependence and Costs," Natural Resources Defense Council, San Francisco. 1994.

Walking and biking trips increase with good connectivity of the street network, a greater number of intersections and blocks, and streets with low speeds that are narrow and visually interesting.

Ewing, R., and Cervero, R., Transportation and Built Environment: A Synthesis. 2001.

Research suggests that creating activity-friendly communities could generate two more walking and biking trips per person per week and increase individual levels of physical activity by as much as 40%.

Sallis, J., Humpel N., Owen N. and Leslie E. "Environmental Factors Associated With Adults' Participation in Physical Activity: A Review." American Journal of Preventive Medicine, 22. 2002.

Residents in a highly walkable neighborhood engaged in about 70 more minutes per week of moderate to vigorous activity than residents in a low-walkability neighborhood.

Saalens, B, Sallis, J.F., Black, J., et al. "Neighborhood-based differences in physical activity: an environment scale evaluation." American Journal of Public Health, Vol. 93. 2003.



Traditional single-use zoning policies can prevent communities from creating the quality of neighborhoods they desire because they restrict what land uses can be located next to each other. Fifty years ago, these zoning standards were created to keep families safe from industrial pollution, but now these outdated codes unnecessarily segregate residential areas from jobs and create un-walkable and un-bikeable places. Efforts to create activity-friendly communities must often update existing zoning codes to allow for more mixed-use development that supports walking and biking.

Planning healthier communities

The growing recognition of the connection between community design and health provides opportunities to utilize land use and transportation planning as tools for public health and promoting physical activity. Communities experiencing significant changes in development patterns have the opportunity to proactively create healthier communities and advance the concept of planning for active living.

As a result of the 2002 decision to include it in Metro's Urban Growth Boundary, the Damascus/Boring area in the SE metro region will experience significant growth in the future—growth that will impact the lifestyles and health of thousands of the region's residents. This increased development in the area will impact the health of the area's residents, not only as it relates to physical activity, but air and water quality, safety, and sense of community and well-being.

Within the next 20 years, this 12,000-acre area in northern Clackamas County is projected to grow by approximately 60,000 people, and be converted from a largely rural residential community to an urban one. As part of the Damascus/Boring planning process, Clackamas County and Metro have pulled together technical experts and residents to work across disciplines to examine existing conditions in the area and recommend principles, tools and evaluation measures to guide future development.

The extent to which health outcomes are considered early in the process will set a framework for designing a future Damascus area that will support active lifestyles. "Promoting health is an area where land use, transportation, natural resources, and public facilities intersect. We must start thinking about how future growth impacts health at this early planning stage, or it will be too late," says Lidwien Rahman, of the Oregon Department of Transportation (ODOT), who is also a member of the Willamette Pedestrian Coalition and a participant in the Damascus/Boring planning process. "We can do this by using the neighborhood and town center as major planning elements early on and develop concepts that promote neighborhoods and resist sprawl," says Rahman.



Clackamas County and Metro are working with residents and technical experts to develop a plan for the Damascus area, which will experience significant growth as it is brought into Metro's Urban Growth Boundary. This community planning process provides an opportunity to ensure that as Damascus develops it becomes a more activity-friendly community.

A Damascus Advisory Committee considered recommendations from technical teams and input from community forums to adopt a set of goals and principles that will guide the region's future development. Some of the goals and principles that support an activity-friendly community include:

- developing mixed-use town centers and livable neighborhoods;
- creating an interconnected system of bicycle and pedestrian routes linked to community destinations;
- coordinating land use and transportation systems to support transportation mode choice;
- integrating a linked network of parks, trails, and open spaces throughout the community; and
- providing appropriate land for schools and parks within neighborhoods.

These and other goals are currently guiding the creation of design alternatives that will be used to develop a recommended plan. Design recommendations will influence fundamental characteristics of a future Damascus and ultimately impact the number of residents who are able to incorporate activity into their daily routines and conveniently walk or bike from home to work, school, parks, services, and other community destinations.

Putting the plan into action

Translating these designs into an activity-friendly Damascus could make physical activity attainable for large numbers of people during their daily routines. Yet developing principles and designing for health may be the easiest part of the process. Further opportunities to promote active living will arise when

➤ [Community Design, continued on page 12.](#)



Planning for Clean Air and Environmental Justice

By Teresa Huntsinger

The way we design our communities impacts something as basic to human health as the air we breathe. The connections between community planning and air quality are many. The location of industrial sites, trucking routes, and freeways in relation to residential areas impacts air pollution and public health. Planning and public policy also determine whether sources of pollution are concentrated in certain areas or spread throughout the region. Such decisions have implications for social and environmental justice if they place the burdens of air pollution disproportionately on certain neighborhoods more than others. In addition, smart community planning can reduce traffic pollution by making it easier for people to choose less-polluting modes of transportation such as walking, biking, or taking transit whenever possible.

Air pollution in N/NE Portland

For many us, the air we breathe is making us sick. Residents of North and Northeast Portland are exposed to the highest levels of toxic emissions in the Portland region¹. In addition, these neighborhoods are bisected by freeways and trucking routes, increasing air pollution. These parts of town tend to house communities of color and lower income residents, which means that these particular groups are being disproportionately exposed to higher levels of air pollution.

A 2001 survey of Northeast Portland residents conducted by the Environmental Justice Action Group

(EJAG) and Lewis and Clark College Professor Bruce Podobnik, found that 14% of households surveyed had at least one person suffering from asthma, which is twice the national average of 7%². National research suggests that the high concentration of freeways, truck routes, and industrial sites in Northeast Portland contributes significantly to residents' elevated asthma levels. Numerous studies show that outdoor air pollution triggers asthma attacks and may even cause childhood asthma³. Fine particulate matter and ozone (smog) are among the parts of urban outdoor air pollution most directly associated with asthma.

For many of us, the air we breathe is making us sick.

Industrial pollution and traffic pollution caused by cars, trucks, buses, and especially diesel-fueled vehicles are major sources of asthma-related pollutants. Studies show that children living near high volumes of traffic are significantly more likely to have asthma.⁴

I-5 expansion may increase health risks

A current community planning decision that could dramatically affect air quality in N/NE Portland neighborhoods is the proposed expansion of I-5 between Portland and Vancouver. The Coalition for a Livable Future is supporting EJAG's efforts to ensure that this project does not increase air pollution in these already overburdened neighborhoods.

"Frankly, when you're looking at benefits to the community from widening I-5, there really aren't any," says Jeri Sundvall, Executive Director of EJAG. "The question has always been the wrong question. It shouldn't be how we get more cars across (the Columbia River), but how we get more people across."

Environmental justice and livability advocates achieved some successes in 2001 by shaping a bi-state task force's plan for improvements in the I-5 corridor between Portland and Vancouver. The plan includes the extension of light rail to Vancouver, aggressive transportation demand management strategies, a moderate freeway expansion compared to what was originally proposed, and a mitigation fund for negatively impacted communities.

Currently, the Oregon Department of Transportation (ODOT) is conducting an environmental assessment for an initial phase of this project, the expansion of I-5 between Delta Park and Lombard. CLF and EJAG are concerned that the impact of this project

will be to take the southbound traffic bottleneck from the Delta Park/Interstate Bridge area, and move it further south into areas surrounded by residential neighborhoods. We are advocating for a comprehensive environmental assessment, air quality monitoring before and after the expansion, and community control of the mitigation fund. CLF member Jim Howell, of Association of Oregon Rail and Transit Advocates (AORTA), developed an alternate plan for the Delta Park/Lombard project which would resolve some of the local truck traffic issues, resulting in less traffic pollution in the Kenton neighborhood and reducing the need to expand the freeway. His proposal is now one of the four alternative options being studied in the environmental assessment.

Open houses for Delta Park/Lombard project will be held in Spring and Summer 2005, and construction is not expected to begin until 2008. For more information, visit www.odot.state.or.us/region1/f_i5p_lombard/index.htm.



Proposed Clark County transit reductions raise more questions

This November, a majority of Clark County voters opposed a ballot measure that would have funded C-Tran, the Clark County Transit System. As a result, C-Tran service will be reduced. The current proposal regarding commuter routes to Portland is that buses will no longer go to downtown Portland. Instead, C-Tran will only be able to provide service to one stop each on the Interstate and Airport light rail lines. Commuters would have to transfer to Tri-Met light rail to complete their trips. A decision on C-Tran's reduction plan will be made at a December 14th hearing. If this proceeds, it is likely that there could be hundreds, if not thousands, of more auto trips each day between Vancouver and Portland, which will add significantly to traffic pollution in the N/NE Portland airshed.

Clearly, the choices we make, both as individuals and as participants in public decisions, can impact the health of other members of our community. CLF will continue to work with our partners to track these air quality and environmental equity issues, and we encourage you to participate in planning for clean air in your neighborhood and the region as a whole.

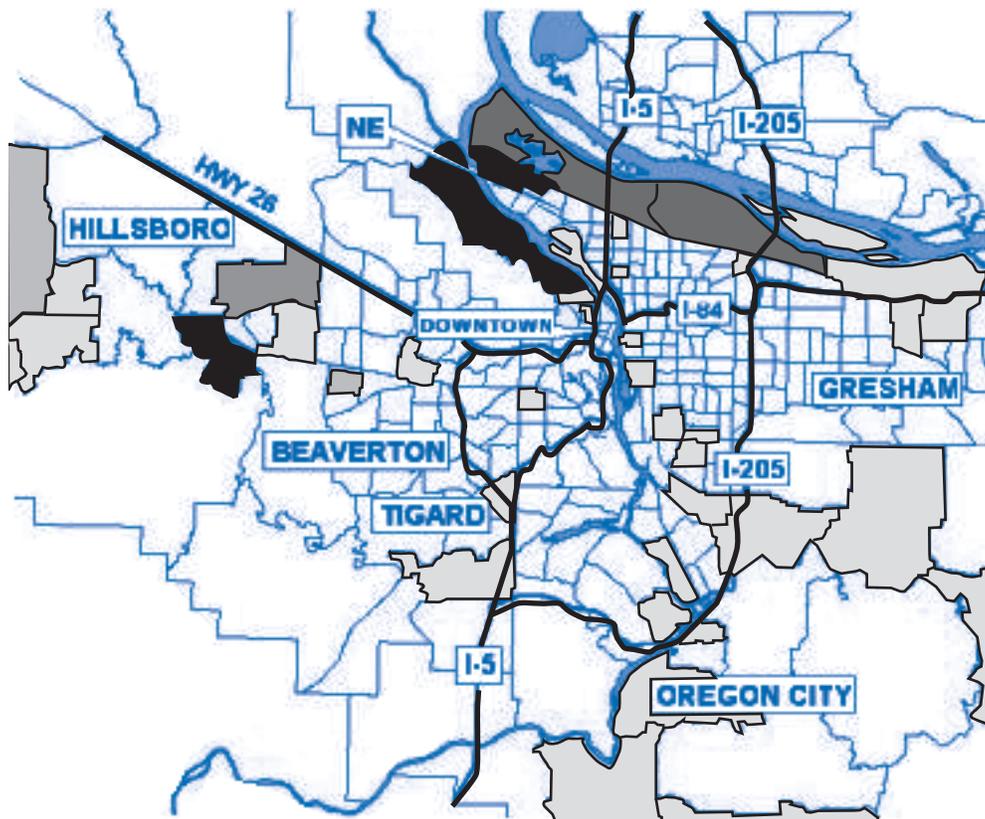


Teresa Huntsinger is Program Director for the Coalition for a Livable Future

Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no group of people, including a racial, ethnic, or a socioeconomic group, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies.

(Official definition from the Environmental Protection Agency.)

INDUSTRIAL TOXINS EMITTED IN THE PORTLAND AREA, 2001



ONSITE EMISSIONS OF TOXINS THAT ARE KNOWN TO HARM ONE OR MORE HUMAN ORGANS, AS LEGALLY REPORTED TO US EPA

SOURCE: US EPA TOXICS RELEASE INVENTORY DATABASE

POUNDS EMITTED IN 2001

- 0 - 596
- 596 - 2,150
- 2,150 - 8,261
- 8,261 - 16,839
- 16,839 - 56,718

Compiled by Portland Pollution Research Group. Contact: Bruce Podobnik, www.lclark.edu/~podobnik/pollution.htm

¹ Bruce Podobnik, "Pollution in Portland: Toxic Emissions in the Metropolitan Area." April 2004.
² Bruce Podobnik, "Portland Neighborhood Survey Report on Findings from Zone 1: The Northeast I-5 Corridor." May 2001.
³ Curtis Moore and David Bates, M.D., "Air Pollution Causes Asthma: A Review of Recent Studies," *Health and Clean Air Newsletter*. Fall 2001.
⁴ Bart Ostro, PhD. "Traffic-related Air Pollution Near Busy Roads: The East Bay Children's Respiratory Health Study." *American Journal of Respiratory and Critical Care Medicine*. September 2004.

Above: Every year, toxic chemicals are released all over the Portland metro area by companies that have legal permits to do so. N/NE Portland neighborhoods are surrounded by toxics-emitting industrial sites. They are also subject to high levels of traffic pollution from trucking routes and I-5. This may explain the area's high asthma rates.



You Are What You Eat

By Debra Lippoldt

How food is grown affects both individual and community health. Water, soil, and food itself can be contaminated through poor growing practices. A global food system produces more pollution and wasteful consumption of energy through transportation across thousands of miles. Healthy local economies are threatened when markets fail to support crops being produced locally.

“...it only takes
one garden
to unite our village.”

Fortunately, our region holds many healthful alternatives to combat poor diets, hunger, and ailing economies. The Pacific Northwest climate is friendly to food gardeners. Our growing potential in this region is clearly realized in the diversity of foods grown here and sold in local farmers’ markets, CSA (Community-Supported Agriculture) farms, roadside stands, food co-ops and grocery stores that feature locally produced foods. And the industrious home or community gardener enjoys a similar bounty. Households with home or community food gardens and edible landscapes eat more fruit and vegetables and are likely to spend more time outdoors than the average household.



Portland Community Gardens greens over 28 neighborhoods with community gardens such as the Sewallcrest Garden.

At a time when more and more of the leading causes of illness and death in the United States are diet-related, the familiar saying “you are what you eat” rings ever more true. Not only is *what* you eat important, we are learning that where our food comes from, how it is grown, and how we are involved with getting our food has a lot to do with health. In this article, we explore gardening as a source of healthful food—its impact on individual and community well-being, as well as where to look for gardening resources in our community, and the role of planning to improve access to gardens.

Diet and physical activity are inter-related, primary determinants of physical and mental health. Consuming unhealthy foods in excessive amounts makes people ill. Coronary heart disease, strokes, obesity, diabetes, gallbladder diseases, osteoporosis, certain cancers... the list of illnesses related to dietary patterns in the United States is staggering. Popular food culture embodied in the movie “Supersize Me” captures the essence of the dietary crises facing Americans today. And here at home in the Portland Metro region, we are not immune from these forces at work. The unyieldingly high rates of hunger and food insecurity among our region’s poorest households add to the impact of our unhealthy food ways.

Gardens also prepare the next generation for healthy eating, sprouting new vegetable eaters! Researchers at Texas A&M University have demonstrated that children spending 30 minutes a week in a vegetable garden will eat more vegetables than non-gardening children.¹

Gardens are fertile ground for physical exercise, stress reduction and relaxation. Active horticultural therapy programs, such as those offered through Legacy Health Systems, demonstrate the curative and restorative properties of gardens. Youth garden programs such as those offered through Growing Gardens, Portland Community Gardens, and school gardens such as Edwards School, Rigler Elementary, Trillium Charter School, and many others, are living laboratories of learning. They help children develop skills of cooperation, hard work, nurturing behavior, and gain self-esteem, sense of pride and a deeper understanding of nature.

Community health is enhanced through gardening. Edible landscapes are backdrops for community building. Gardening is a universal language that can unite people of all backgrounds and languages. Neighborhoods are enhanced by home and community gardens that provide temperature moderation, noise and pollution control and pleasing

landscapes. These factors in turn are associated with tangible social and economic benefits such as reduced crime, higher property values in green areas, and increased community building. As local St. Johns Woods apartment resident, Carolyn, says, “It may take a whole village to raise a child, but it only takes one garden to unite our village.” (St. Johns Woods Garden Project is a program of Janus Youth Programs in North Portland.)

¹ “Gardening Influences Tots’ Views on Veggies.” [Reuters Health](#). Oct. 22, 2002.





Left: Teens from Janus Youth Program's St. Johns Woods Garden Project install a garden water system in a partnership project with Growing Gardens, funded by Portland's Bureau of Housing & Community Development.

Below: Growing Gardener Naomi Houston is a veteran gardener as her lush garden demonstrates.



example, the establishment of the Portland-Multnomah Food Policy Council and the recent announcement of Governor Kulongoski's intention to create a statewide food policy council recognize the central role food plays in our economy, institutions, health, and environment.

Improving access to gardens and food

Portland is home to thriving, home-grown and community garden programs. Portland Community Gardens operates 28 community gardens, open to all residents of Portland, at locations across the city. Community gardens are also offered throughout the metro region, including Beaverton, Clackamas Community College, Gladstone, Gresham, Lake Oswego (Luscher Farm operated by Oregon Tilth), and Vancouver Parks and Recreation. Local garden programs are also operated in conjunction with the region's emergency food system, such as NE Emergency Food Program of EMO, Westside and Eastside Learning Gardens of Oregon Food Bank, Patton Home of EMO, SnowCap, and Transition Projects, to name a few.

Growing Gardens promotes organic home-scale food gardening by creating raised-bed food gardens at low income households across Portland. Over 330 Home Gardens and 17 "Grow Anywhere" container gardens are putting nutritious fresh produce on the table for over 1,000 people in Portland's low income neighborhoods.

Farmers' markets have greatly expanded opportunities for the region's residents to purchase quality, locally grown foods. Accessibility for limited income shoppers

has been enhanced by Farmers' Market Coupon programs operated by Women, Infants and Children's Supplemental Nutrition Program (WIC) and through Senior Services. Farmstands, u-pick farms, and CSA farms all increase access to the local bounty.

Growing role for planners

Until recently, the issues of food and food access have remained primarily the responsibility of the charitable sector and commercial markets. Despite claims that the discipline of planning is comprehensive and aware of the inter-connections between many critical aspects of community life, Jerome Kaufman notes that "among the basic necessities of life—air, food, shelter, and water—only food has been given short shrift by the planning community."² Kaufman points out that planners are called upon increasingly to address issues such as increasing urban development pressure on farmland, impact of the food system on local economies, the workforce, environment, and public health. In these ways, interest in food policy and the role of the planning community are moving to the forefront of government awareness. For

We can expect an increase in public dialogue as policy makers expand their understanding of urban food systems and the related roles of agriculture and gardening. Regional and local planning can positively influence access to garden resources by enhancing opportunities for urban agriculture in comprehensive plans, as part of green and open spaces, parks and recreation. Vacant land management that includes opportunities for urban growing can support entrepreneurial and job-training programs. Parks and recreation program practices that encourage edible landscapes and incorporate community gardens into parks plans can ease waiting lists at existing community garden sites. Transportation planning should promote easy access to food and farmers' markets as well as gardens. Farmland preservation is enhanced when urban populations understand the role of food production through relating to urban gardens.

We are what we eat. At a time when our region seems entrenched with unacceptably high rates of hunger and food insecurity, we must look for solutions that promote esteem-enhancing, health-promoting, and community-building approaches to self-reliance. Gardens put wholesome food on the table. ✧

Debra Lippoldt is the Executive Director of Growing Gardens, and a former board member of CLF.

² Jerome Kaufman, "Planning for Community Food Systems," *Journal of Planning Education and Research*, June 2004.



Helping Oregonians Pedal and Step Toward Healthy Lifestyles

By Scott Bricker

Oregonians are well aware of the chronic disease health crises that our state faces. Chronic disease, the most costly health care issue today, is fueled by inactivity and sedentary lifestyles. Over 65% of Oregon's adults and 28% of eighth graders have unhealthy weights.

The newly published *Urban Sprawl and Public Health: Designing, Planning, and Building for Healthy Communities*, by Howard Frumkin, Lawrence Frank, and Richard Jackson, examines the direct and indirect impacts of land use and transportation on human health and well-being. The book discusses the prospects for improving public health through alternative approaches to design, land use, and transportation. The authors write:

Land use and transportation interact to affect many aspects of human activity, well-being, and health. Heavy reliance on the automobile for transportation results in more air pollution, which contributes to respiratory and cardiovascular disease. More driving also means less physical activity, contributing to a national epidemic of overweight and associated diseases.

In Oregon, the Bicycle Transportation Alliance (BTA), in partnership with the Willamette Pedestrian Coalition (WPC), is pioneering work to combat obesity trends by increasing bicycling and walking through transportation advocacy, promotion, and education. We employ a host of grassroots strategies to impact policies and funding programs to blaze a trail toward more walkable and bike-friendly communities. Our programs reach out to the general public to increase awareness and participation in bicycling and walking. Both our advocacy and awareness efforts have made incredible impacts, increasing physical activity through transportation choices.

Oregon is a national leader in bicycle planning and facilities construction. Coupled with innovative land-use policies, Oregon was the first in the nation to pass a Bicycle (and Pedestrian) Bill that requires all new development to include bicycling and walking infrastructure. Portland's Bicycle Program, formed in the early 1990s under leadership of Earl Blumenauer and under pressure from advocacy groups such as the BTA, effectively quadrupled bicycling rates in Portland by adding extensive and innovative facilities and promotion programs. *Bicycling* magazine has twice named Portland the "Best Bicycling City in the U.S." and once the best in North America.

The BTA, in partnership with the WPC, has also developed programs that have successfully increased bicycle ridership and walking among adults and children. Two of our most successful programs are the Bike Commute Challenge and Safe Routes to Schools.

The Bike Commute Challenge

"I want to thank the BTA for getting me back on a bike after 20 years. When I picked up my refurbished bicycle at the shop this morning, they said that I was the second person who said the Bike Challenge got them back on the wheels." –Bob

The Bike Commute Challenge is the BTA's largest program that encourages cycling and helps non-bicyclists rekindle their passion for cycling. Since 1995, the Challenge has used the time-tested tactic of competition, inspiring workplaces and their employees to vie against other workplaces and individuals for the highest percentage of commutes by bike during the month of September.

While fun and competition are goals of the Challenge, there are some more serious forces at work. BCC participants realize that when they ride bikes good things happen: they feel healthier and happier, which leads to increased productivity and lower health costs for businesses; with less traffic the streets become safer places to walk and ride; their cities are a little cleaner and a little less congested; and frankly the world becomes a nicer place with more cyclists.

Every year, bikers from across the state look forward to the Challenge as a chance to bond with co-workers, push themselves, and build exercise into their daily routines as they trade their car-commutes for bike rides. As part of this tradition, employees anticipate the numerous head-to-head competitions between businesses, environmental organizations, and bike shops that directly challenge each other for the annual prize of most bike trips.

Participation soared in 2004, with nearly twice as many participating companies as last year, and nearly four times the number of brand-new commuters



inspired to try bike commuting. Participation included: 484 companies registered for the Challenge, 4,170 total riders, and 1,630 new bicycle commuters, inspired by the Challenge to start riding. These cyclists commuted a combined total of 46,660 days and rode over 400,000 miles.

"I'm very happy to report that due to my introduction of the Commute Challenge to my company, they've decided to take bicycling as the main push to get people out of cars." –Rob

In 2004 we also rolled out a "snazzy" new website with centralized event registration, trip-tracking and how-to-commute resources, and we ran a successful series of Bicycle Commuting 101 Workshops. Check out www.bikecommutechallenge.com and make sure to register in 2005!



Safe Routes to Schools

Safe Routes to Schools (SR2S) is a growing international movement with the goal of increasing bicycling, walking, and carpooling to school by employing solutions using the "Four E" model: Encouragement, Education, Engineering and Enforcement. With the recent hire of a Safe Routes to Schools Program Director, the BTA and WPC are spearheading SR2S programs in Oregon.

Oregon communities such as Portland, Lake Oswego, Beaverton, Eugene, Medford, and Bend are running aspects of the SR2S model. Program activities include promoting bicycling and walking through our new "Oregon Walk + Bike to School" program, in-school education programs, and working with cities to provide engineering and enforcement solutions.

On October 6, 2004, a coalition of groups implemented Oregon Walk + Bike to School Day. We helped coordinate over 7,400 kids and 1,100 adults walking and bicycling to 45 schools across Oregon! Some schools reported that over 90% of their students walked or biked to school that day. Holding child-made signs and banners, children and adults marched and pedaled together

to make a demonstration of healthy and active lifestyles. Oregon Walk + Bike to School Day is part of the International Walk to School Week. This year, over 3 million kids in 36 countries walked and rode to school on October 6th. Next year's event promises to be even bigger. Walk + Bike to School Week is October 3-7, 2005, and Walk + Bike to School Day is Wednesday, October 5.

In 2005 the BTA and WPC plan to increase activity on the SR2S program. We will continue to run our award-winning bicycle safety education and test-pilot the new national Safe Routes to Schools curriculum that the BTA is writing. We will serve as technical service providers to a new City of Portland SR2S program and implement a new Oregon Department of Transportation grant to provide Community and School Traffic Safety technical services support.

You can get involved!

Consider walking or biking with your kids to and from school, or join or create a "Walk + Bike School Bus." For more information about these and other Safe Routes activities, see our website: www.walknbike2school.org, or call us toll-free at: 1-866-452-8300.



Students and parents at Boise Eliot Elementary School in Portland (left) and Metzger Elementary School in Tigard (above) were among the 7,400 students and 1,100 adults who participated in Oregon Walk + Bike to School Day on October 6, 2004.

These and other programs are a great way to activate your community, neighborhoods, and friends to take part in bicycling and walking to school and work. So, go forth, pedal and step out to a healthier and happier lifestyle. ✨

Scott Bricker is Policy and Education Director for the Bicycle Transportation Alliance.

➤ Community Design, continued from page 5.

the concepts move toward implementation. Creating active community environments requires zoning that supports mixed-use development, street design that provides bicycle and pedestrian amenities, funding for transportation projects that support multiple travel modes, and consideration of impacts to both natural resources and private property when linking communities to outdoor parks and trails.

Political will and public advocacy will become increasingly important as efforts to promote a healthy, active Damascus community continue. To learn more about advocating for activity-friendly communities in the Damascus/Boring planning process, contact Portland's Active Living by Design program at 503-595-2566. ✨

Noelle Dobson is program manager for Active Living by Design and a participant in the Damascus/Boring planning process.



Today, roads with no sidewalks or bike lanes are a part of Damascus' rural character. Goals for the area's development include amenities for pedestrians and cyclists, as well as protecting its unique charm and character.

CLF Notes

K•SPRWL 2004 a Huge Success!

Close to 150 CLF supporters gathered at the Crystal Ballroom November 18 for an evening stage show with some of our region's funniest people. A spoof on "A Prairie Home Companion," the K•SPRWL evening was full of hysterical laughter as we saw exactly how unlivable our region would be without CLF.

"I came to support CLF and I wasn't sure the show would really be funny. But it was hilarious. I loved it! This is a great event and you have to do it again next year."

—Anonymous cocktail-drinking CLF supporter

Special Thanks to our "radio correspondents" and guests Barbara Bernstein, David Bragdon, Karen Frost, Alan Hipolito, Gretchen Kafoury, Evan Manvel, Jonathan Poisner, and Bob Stacey, along with music by The Grasping Wastrels, Randy Tucker and Rob Wagner and Ravenwood, Tasha Harmon and Allison Handler.

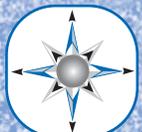
Thanks also to our sponsors: Norm Thompson, Willamette Week, KBOO FM radio and BlueOregon.com.

We hope to see you at next year's K•SPRWL event.

This could be your last issue of *Connections*. To ensure that you continue receiving this publication, please use the enclosed envelope to join CLF or renew your membership today.

Visit www.clfuture.org to download past issues of *CONNECTIONS* and other CLF publications. Watch for our re-designed website with added features, coming in January 2005!

You are invited to subscribe to the *clfinfo* electronic mail list. Subscribers receive a weekly digest of action alerts and announcements from CLF member organizations. To subscribe, send your email address to:
info@clfuture.org



Project Updates

Equity Atlas Project Gains Momentum

Thanks to the incredible dedication of PSU Population Research Center professor, Irina Sharkova, and graduate student, Ken Radin, our endeavor to “put equity on the map” has advanced tremendously since spring. Building on the ideas and feedback of the individuals who participated in our Regional Livability Summit and several focus groups held last spring, Ken and Irina have produced dozens upon dozens of maps showing accessibility trends related to education, transportation, parks and natural areas, food, housing and jobs. The mapping phase of the work will be wrapping up in the next couple of months, and we expect to be going to print sometime in spring—not quite in time for the holidays as we originally thought, but pretty close!

This project has been an amazing learning experience, and we are looking forward to sharing the results in the coming year as well as engaging the community in a conversation about how to expand access to opportunities for all the region’s residents. We deeply appreciate all of the support of the many institutional partners and funders involved in the project, including Portland State University Population Research Center, PSU Institute for Portland Metropolitan Studies, Metro, TriMet, KBOO FM radio, Fregonese Calthorpe Associates, Enterprise Foundation, PolicyLink, Clark County, Multnomah County, City of Portland, Meyer Memorial Trust, Rose Tucker Charitable Trust, Sound Partners for Community Health, and the Bullitt Foundation.

Designing Urban Habitats for People and Wildlife

CLF is partnering with Urbsworks, Inc., the Urban Greenspaces Institute, and the Audubon Society of Portland to convene a small team with expertise in urban design and natural resources to create sample designs for a series of sites in the Portland metropolitan region that have high development value and significant wildlife habitat. The project will demonstrate that protecting fish and wildlife

habitat within the urban growth boundary does not preclude us from achieving our region’s development targets. In fact, it places Portland on the cutting edge of a growing national and international movement to make urban areas vibrant and livable while protecting and restoring wildlife habitat. Outcomes of the design sessions will include a set of principles for development that enhances the built and natural environments; drawings to help people visualize what regional centers, town centers, and other urban areas might look like; and recommended tools and strategies to achieve the vision. We expect to complete the project this winter.

Natural Resources Working Group Update

Bragdon & Park Propose “Voluntary” Fish and Wildlife Plan, Undermining Six Years of Citizen Involvement

In early October, Metro President David Bragdon and Councilor Rod Park shocked us all by proposing to make the regional fish and wildlife protection program almost entirely voluntary. The Bragdon-Park resolution (Metro Resolution 04-3506) would delay a regulatory program until 2012 at the earliest, claiming to “make a concerted effort” to develop voluntary and incentive-based tools to protect and restore over 30,000 acres of vulnerable fish and wildlife habitat inside the Urban Growth Boundary. The process by which the resolution was developed disregarded years of thoughtful citizen input supporting a mix of regulatory and non-regulatory habitat protections.

CLF voiced strong opposition to the Bragdon-Park resolution because relying on unfunded or non-existent “voluntary and incentive” programs would be devastating to the region’s watersheds. We have delayed attempts to fast-track its adoption without a public process. Metro Councilor Carl Hosticka has submitted a “Nature Friendly Neighborhood Proposal” that would put Metro back on track for developing a regional fish and wildlife program that employs a full range of tools. Metro Council is scheduled to vote on the resolutions as this goes to print. For updates and more information visit www.urbanfauna.org/getinvolved.htm.

Gresham City Council Adopts Pleasant Valley Plan District

On November 16, the Gresham City Council voted to adopt the Pleasant Valley Plan District, establishing an innovative “Environmentally Sensitive Restoration Area” (ESRA) subdistrict as an integral component of the overall urban design. Pleasant Valley includes over 1000 acres brought into the UGB in 2000 and encompasses the Kelley Creek Watershed, a tributary of Johnson Creek that supports native populations of steelhead, coho, and pacific lamprey.

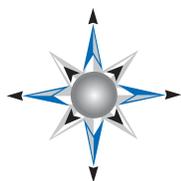
Pleasant Valley is the first test, in the region and in the state, of efforts to plan and develop new urban communities differently—in a way that protects and restores healthy watersheds for fish, wildlife, and people while providing the quality of life, access to nature, and other urban amenities increasingly important to a successful economy. The adoption of the Pleasant Valley Plan District is a significant milestone for realizing the 2040 vision for vibrant, sustainable, and livable urban communities!

Measure 37

Despite the savvy and aggressive campaign we participated in to defeat measure 37, we could not overcome its deceptive ballot title. We believe the passage of this measure means that Oregonians are concerned about compensation and fairness, and those concerns should be addressed. However, measure 37 is not a mandate against the land-use planning laws that protect our state’s neighborhoods, forests, and farmland. We need to better educate citizens about the benefits of smart land use planning and the destruction that can be caused by unplanned development. We also need to track and publicize measure 37 claims and their impacts. The measure’s exemptions for federal law, health and safety, and pollution all indicate that Metro and local governments can move forward with protecting our precious natural resources. CLF will work with our partners to explore all our options for dealing with measure 37 and the threats it poses for our region’s livability.

The Coalition for a Livable Future appreciates the continued support of our funders! We would like to thank and acknowledge:

Enterprise Foundation
 Meyer Memorial Trust
 Ralph L. Smith Foundation
 Rose E. Tucker Charitable Trust
 Sound Partners for Community Health



Become a Monthly Sustainer

Monthly giving is easy, convenient, and it helps assure the longevity of CLF's work.

Please use the enclosed envelope to specify the amount you would like CLF to charge to your credit card each month.

Questions?
 Call 503-294-2889.

We would like to thank our Monthly Supporters

(These supporters give monthly via credit card)

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Anita Rodgers
 Ian Slingerland
 Johanna Thuneman
 Ross Williams

Thank you, also, to the individuals and businesses that contributed to CLF in the last six months.

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 Stephen and Irene Bachhuber
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 Robert Woods

"Only when it is dark enough can we see the stars..." ~ Martin Luther King, Jr.

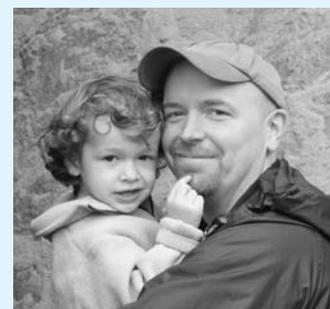
Over these last several weeks I've looked to Dr. King's words and gradually been able to accept the wisdom of what he was trying to teach us. While the current political environment fills me with profound concern, I also see tremendous opportunities—as well as challenges—and I truly believe the Coalition for a Livable Future is uniquely positioned to respond in a powerful way.

I am so grateful for the beautiful region we live in. I also recognize how lucky we are to have an organization like the Coalition for a Livable Future to keep it that way. CLF brings our community together to protect the things that make the Portland area a wonderful place to live, and to make sure that high quality of life can be enjoyed by all our region's residents. We all benefit from the Coalition's great work—work that is more important now than ever before.

During this time of reflection and gratitude, I hope you'll join me in supporting the Coalition by making a year-end contribution. Your gift of \$40, \$75, \$100 or more will make a tremendous impact on the livability of our entire region. Give today by sending a check in the enclosed envelope, giving online on our website www.clfuture.org, or calling 503-294-2889.

Thank you for your support!

Ron Carley,
 CLF Board President



Our Mission: *The purpose of the Coalition for a Livable Future is to protect, restore, and maintain healthy, equitable, and sustainable communities, both human and natural, for the benefit of present and future residents of the greater metropolitan region.*

THE OBJECTIVES OF THE COALITION FOR A LIVABLE FUTURE

- 1. Protecting, maintaining and restoring the social and economic health of our urban, suburban, and rural communities, especially the distressed parts of the region;**
 - (a) Preventing displacement of low and moderate income residents and people of color as neighborhoods improve;
 - (b) Assuring easy and equitable access to employment and affordable housing throughout the region;
 - (c) Promoting the preservation and development of housing affordable to low and moderate income residents throughout the region;
 - (d) Protecting, maintaining and encouraging the development of living wage jobs, small businesses, and community-based and sustainable economic development throughout the region;
 - (e) Reversing the polarization of income and raising income and opportunities for the region's low-income residents;
 - (f) Preserving and enhancing a high quality public education system for all parts of the region and all residents;
 - (g) Encouraging the development of food production, processing, and distribution strategies that contribute to the local economy and ensure access by all community members to healthful and affordable foods within each neighborhood;
- 2. Developing a more sustainable relationship between human residents and the ecosystems of this region;**
 - (a) Reducing consumption (particularly of non-renewable resources), pollution, and waste;
 - (b) Changing the patterns of urban expansion from low-density suburban sprawl, which relies on the automobile and wastes valuable farm and forest lands and other natural resources, to more compact neighborhoods with a mix of uses conveniently served by public transportation;
 - (c) Expanding transportation options, including reducing dependency on automobiles and vehicle miles traveled per capita and increasing transit, bike and walking opportunities throughout the region;
 - (d) Protecting, restoring and maintaining healthy watersheds, fish and wildlife and their habitats, greenspaces, and other natural resources within and outside urban growth boundaries;
 - (e) Ensuring that the built and natural environment are integrated in a sustainable manner that supports neighborhood livability and protects wetlands, streams, water quality, air quality and the natural landscape and recognizes that both natural resources and humans are part of the urban ecosystem;
 - (f) Addressing past, present and future issues of environmental equity including: the siting and cleanup of polluting industries and waste disposal sites, remediation of toxic waste sites and water pollution, and the distribution of neighborhood parks, trails, and greenspaces;
 - (g) Encouraging the development of food production, processing, and distribution systems that regenerate and support natural systems and biodiversity, enrich neighborhood development patterns, and build community;
- 3. Assuring the fair distribution of tax burdens and government investment within the region;**
- 4. Promoting a diverse and tolerant society;**
- 5. Increasing public understanding of these regional growth management issues, developing effective democratic discourse, and promoting broader citizen participation in decision-making regarding growth in our region.**

CLF member organizations:

American Institute of Architects,
Portland Chapter
American Society of Landscape Architects
Association of Oregon Rail and
Transit Advocates
Audubon Society of Portland
Better People
Bicycle Transportation Alliance
Cascadia Behavioral Healthcare
Citizens for Sensible Transportation
Clackamas Community Land Trust
Columbia Group Sierra Club
Columbia River Inter-Tribal Fish Commission
Community Action Organization
Community Alliance of Tenants
Community Development Network
Creative Information, Transformation, Education
Ecumenical Ministries of Oregon
Elders in Action
The Enterprise Foundation
Environmental Commission of the
Episcopal Diocese of Oregon
Fair Housing Council of Oregon
Fans of Fanno Creek
Friends of Arnold Creek
Friends of Clark County
Friends of Forest Park
Friends of Goal Five
Friends of Rock, Bronson and Willow Creeks
Friends of Smith and Bybee Lakes
Friends of Tryon Creek State Park
Growing Gardens
Hillsdale Neighborhood Association
Jobs With Justice
Johnson Creek Watershed Council
The Justice and Peace Commission of
St. Ignatius Catholic Church
League of Women Voters
of the Columbia River Region
Mercy Enterprise
Northwest Housing Alternatives
1000 Friends of Oregon
Oregon Council of Trout Unlimited
Oregon Environmental Council
Oregon Food Bank
Oregon Sustainable Agriculture Land Trust
People's Food Co-op
Portland Citizens for Oregon Schools
Portland Community Land Trust
Portland Community Reinvestment Initiatives
Portland Housing Center
Portland Impact
REACH Community Development Corp.
ROSE Community Development Corp.
Sisters of the Road Cafe
Southeast Uplift Neighborhood Program
Sunnyside Methodist Church
Tualatin Riverkeepers
Tualatin Valley Housing Partners
Urban League of Portland
Urban Water Works
The Wetlands Conservancy
Willamette Pedestrian Coalition
Willamette Riverkeeper
Woodlawn Neighborhood Association

CLF and KBOO Receive Sound Partners for Community Health Grant

CLF is partnering with KBOO FM radio to explore how the way we design our communities affects our health. Through a series of community events, radio programs and a radio documentary, this project examines the connections between design of the built environment and public health. Designing Communities for Healthy Living will activate citizens to create and promote land-use and transportation strategies that encourage and facilitate healthy living.



Save the Date! March 3 & 4, 2005

Third Annual Regional Livability Summit

Creating Livable Communities: Connecting People, Policy and Practice

Portland State University

Many of us feel disconnected from the decision-making processes that shape our communities. The recent passage of measure 37 is one example of this disconnect—one that will surely exacerbate the challenges we face in creating a livable future.

Now more than ever, it's time to connect; to come together, listen to one another and support each other as we seek to answer questions like: How do we ensure that our planning and investment approaches get beyond physically improving places, to better meet the needs of people? How can we make lasting connections and build a shared vision for the future?

Join us at the Regional Livability Summit to build the personal, cross-discipline relationships that have made the Coalition for a Livable Future so successful. We will begin with a Thursday evening reception from 5:30 - 8:30 pm. The Summit continues on Friday at Portland State University from 8:30 am - 4:00 pm with the keynote address, presentation of the Regional Leadership Award, workshops and strategy sessions.



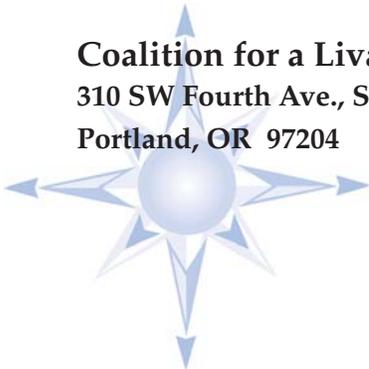
Our Mission

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Coalition for a Livable Future

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