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## Toward an Age-Friendly Portland

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### Recommended Citation

Hanson, Dawn; Person, Mark; Phillips, Garrett; Rowan, Colin; Roughton, Collin; and Wicks, Alison, "Toward an Age-Friendly Portland" (2012). *Master of Urban and Regional Planning Workshop Projects*. 45.  
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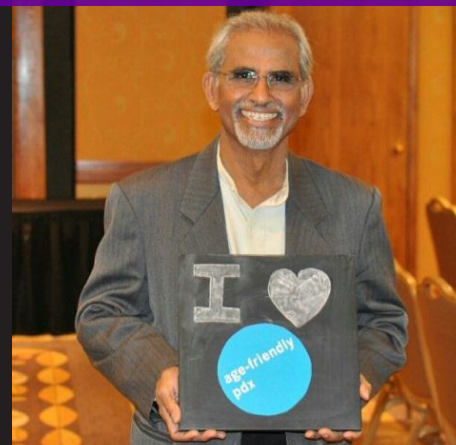
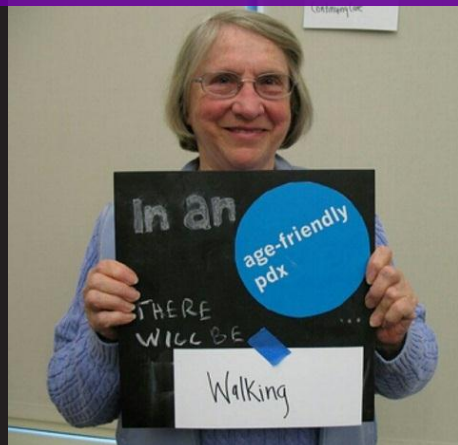
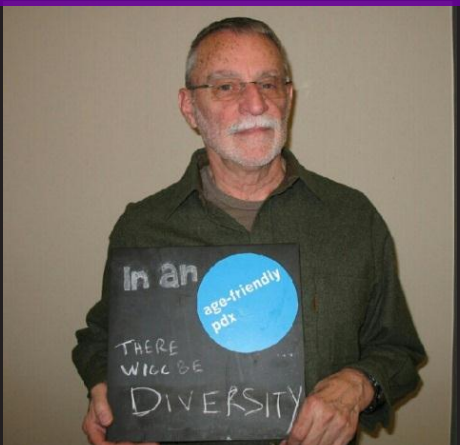
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# Toward an Age-Friendly Portland





# ACKNOWLEDGEMENTS

Orca Planning would like to thank the following people:

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Portland State University  
W.B. Wells & Associates, Inc.

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Kristine Canham, City of Portland Senior Recreation  
Lauren Fontanarosa, Friendly House NW

Alberta Palmer, Friendly House NW  
Megan Braunsten, Hillsdale Main Street  
Amber Kern-Johnson, Hollywood Senior Center  
Frances Spak, Jewish Family & Child Services, NORC  
David Hanson, Multnomah County Aging & Disability Services  
Chenoa Landry, Native American Youth & Family Services  
Donita Fry, Native American Youth & Family Services  
Donna Green, Portland Bureau of Transportation  
Chris Smith, Portland Planning Commission  
Sy Adler, Portland State University  
Steph Routh, Willamette Pedestrian Coalition  
Debbie Durham, Life by Design NW & Salon  
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Aubre Dickson, National Equity Fund  
Danielle Brooks, City of Portland  
Dr. Elena Andresen, OHSU  
Dr. Don Lollar, OHSU  
Angela Weaver, Oregon Office on Disability & Health  
Eli Spevek, Oregon Splot LLC  
Nancy Harger, Portland Parks & Recreation  
Brett Horner, Portland Parks & Recreation  
Alan Lehto, Trimet  
Darin Lund, Upstream Public Health  
Radcliffe Dacanay, City of Portland Bureau of Planning & Sustainability  
Tamala Newsome, Rosa Parks Elementary School  
Arleta Ward-Christian, Urban League Senior Center  
Elizabeth DeNiro-Wallace, Impact NW

## **TalkShop & VisionShop Participants!**

## **Survey Respondents!**

# WHO IS ORCA PLANNING?

Orca Planning is a group of six Portland State University Master of Urban and Regional Planning (MURP) students working in collaboration with the City of Portland's Bureau of Planning and Sustainability (BPS) and the Institute on Aging (IOA) at Portland State University. The successful completion of this project satisfies the requirements of the Planning Workshop course, the capstone of the MURP graduate program. Workshop projects are intended to be of professional quality and performed for a client in the community.

# WHAT IS "TOWARD AN AGE-FRIENDLY PORTLAND?"

Toward an Age-Friendly Portland is a Portland State University Planning Workshop Project, produced in partial satisfaction of the requirements of the Master of Urban and Regional Planning Degree.

This report builds on previous work conducted by Portland State University's Institute on Aging (IOA) and the City of Portland's Bureau of Planning and Sustainability (BPS). The project aims to inform two strategic documents that IOA and BPS have a role in producing in the near future: 1) An Age-Friendly Action Plan for the City of Portland, and 2) the update to the City's Comprehensive Plan. Planning for age friendliness is a collaborative partnership among the people of Portland, City bureaus, Multnomah County, Metro, and many non-profit organizations. These efforts are directed at creating choices and opportunities for older adults to live healthy, vibrant, happy lives. The collaborative spirit of the age-friendly initiative in Portland seeks to facilitate cooperation throughout the city in order to best serve an aging population.



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# CONTENTS

## 1. EXECUTIVE SUMMARY .....7

## 2. BACKGROUND AND CONTEXT .....3

What is an age-friendly city? .....	14
Portland in the milieu of Our times.....	15
Portland’s diverse forms .....	22

## 3. VISION FOR AN AGE-FRIENDLY PORTLAND.....23

Summary of findings used to create the Vision .....	24
"Portlanders will embrace the transition into late adulthood." .....	24
"A network of healthy, connected, and complete neighborhoods will intentionally cater to the needs of older adults." .....	27
"Older adults will thrive in affordable, attractive, well-constructed homes of their choice. " .....	29
"A well-balanced transportation system will enable older adults to safely and conveniently access the things they need." .....	32

## 4. RECOMMENDATIONS & ASSOCIATED IMPLEMENTATION STRATEGIES .....35

AGE-FRIENDLY NEIGHBORHOODS .....	36
Parks, plazas and community gardens program .....	36
Neighborhood streets Initiative: Twenty is plenty .....	39
Recreation Rx.....	42
Multi-functional schools initiative.....	43
Pilot aging opportunity districts .....	46
AGE-FRIENDLY HOUSING OPTIONS .....	49
Inclusive housing design initiative .....	49
Diverse housing options .....	53
Affordable housing for older adults.....	56
Assisted living and nursing homes in neighborhoods .....	59

AGE-FRIENDLY TRANSPORTATION.....	61
Safe routes for elders.....	62
Promote low-speed electric vehicles.....	64
Paratransit / demand responsive transit service improvements.....	67
Pedestrian-environment improvements .....	70
Low-stress bikeways .....	73

## 5. METHODS.....77

Research .....	77
Public Participation .....	77
Key Themes from Research and Public Involvement .....	80

## 6. MOVING FORWARD.....83

Appendix A: Glossary of Terms

Appendix B: Urban Form Report

Appendix C: Public Involvement

Appendix D: Survey Report

Appendix E: Recommendations Evaluation Criteria

Appendix F: Recommendations Implementation Matrix





# 1. EXECUTIVE SUMMARY



## Charge

Portland is a city that deliberately plans its future. It is a city that asks its residents what they need from their city tomorrow and builds toward that future today. The Portland of tomorrow will be a city with a larger population of older people and more young people; it will be a more diverse city and a more equitable place. Today, we must plan for these transformations in order to bring to fruition a vivacious, livable city accessible to all Portlanders.

The Portland Plan provides the strategic path forward that will increase prosperity, health, and equity throughout the city. The Portland Plan also includes actions and policies that are important to make the city more age friendly. An age-friendly city is an inclusive place that engenders lifelong communities; supports strong neighborhoods that are accessible and affordable; and offers residents a host of healthy choices and opportunities. In short, an age-friendly city works for all residents.

By 2030, the population of people over the age of 65 will double in the United States. This demographic shift is known as population aging. Portland will see a substantial increase in the population of older adults both in size and as a percentage of the population. This shift impels the city to carefully consider the changing needs of a rapidly growing part of the population. Preparing for the next generation of older adults begins by understanding people's

shifting preferences. **Properly supported, this generational shift can result in a more resilient Portland with stronger neighborhoods where people can grow up and grow old.**

The Toward an Age-Friendly Portland project connects the people-friendly efforts of the Portland Plan with input and specific needs expressed by older Portlanders to create a vision for what people want their neighborhoods to be like as they grow older. This vision informs recommendations that may be integrated into Portland's planning efforts. The project team found that the needs of older adults now and in the future are not adequately met by the transportation, housing, and greenspace options available in today's Portland. **Without intentional and specific consideration of population aging, Portland cannot adequately promote an inclusive city for all.**

**The time is now to address the special issues faced by older adults** and to incorporate consideration of the needs of older adults into all stages of the planning process. Planning for age friendliness must occur through collaborative partnerships among Portland residents, City bureaus, Multnomah County, Metro, and many non-profit organizations. This project and other age-friendly planning efforts in Portland are directed at creating choices and opportunities for older adults to live healthy, vibrant, happy lives. Toward an Age-Friendly Portland builds

on previous work conducted by Portland State University's Institute on Aging (IOA) and the Bureau of Planning and Sustainability (BPS) in identifying the needs and desires of older adults in Portland. Building on this previous work through conversations with older Portlanders communicates a clear vision for an Age-Friendly Portland.

## VISION FOR AN AGE-FRIENDLY PORTLAND

In an Age-Friendly Portland, the lives of older adults abound with choice and opportunity.

IN THE FUTURE . . .

Portlanders will embrace the transition into late adulthood . . .

A network of healthy, connected, and complete neighborhoods will intentionally cater to the needs of older adults . . .

Older adults will thrive in affordable, attractive, well-constructed homes of their choice . . .

A well-balanced transportation system will enable older adults to safely and conveniently access the things they need . . .

## Key Findings

**1) Many of Portland's efforts to improve livability have made, and are likely to continue to make, Portland friendlier to people of all ages.** The City's approach to increasing quality of life, including the Portland Plan's "healthy, connected neighborhoods" concept, generally supports a high quality of life for older adults. Walkable, bikeable, mixed-use places that feature parks and social gathering spaces, located near convenient, accessible transit improves the ability of older adults to access the goods, services, and social and recreational opportunities they desire for a healthy and satisfying life.

A clear majority of people we spoke to planned to stay in Portland as they age. Older Portlanders enjoy the region, the city, and individual neighborhoods for different reasons, but commonly valued elements among baby boomers and older adults included the interconnected network of recreational trails and parks, quality public transportation service, neighborhood green spaces, senior centers, social gathering places, volunteer opportunities, walkable neighborhoods, and small independent businesses. In general, Portland is on the right track to becoming more age friendly. Through focused consideration of the unique needs of older adults, the City can deliver quality of life improvements through responsive and deliberate action.

**2) While older adults have a wide range of abilities and needs, as a group they have certain unique requirements and considerations that deserve attention.** As a group, older adults walk at a slower pace, tend to have a more limited walking range, and are more likely to use mobility aids with wheels.

Sensory degradation and slowed reaction times present challenges for older adults driving. When involved in crashes –as passengers, drivers, pedestrians, or cyclists –elders often suffer greater physical harm than younger people. Increased health costs, fixed incomes, and diminished workforce availability may present financial constraints. These characteristics have implications for housing, provision of services, land use, and transportation planning.

**3) Many older adults have unmet needs. As the number and proportion of older adults in the city grows, these needs are likely to increase in magnitude if no action is taken to address them.** This is particularly true for those who are most vulnerable, such as low-income and minority older adults. Unmet needs among older adults in Portland include an inadequate supply of accessible affordable housing, a lack of opportunities for social interactions within and between generations, limited employment opportunities, insufficient access to affordable healthcare, and numerous barriers to mobility.

**4) Older adults add value to communities. Today and in the future, the City can better leverage the latent human and social capital of older adults.** People that we spoke with desired greater intergenerational connections. Older adults, and the wide variety of skills and knowledge they hold, are community assets that can benefit many organizations, companies, and neighborhoods. Older adults contribute to the vitality of their neighborhoods, the lives of their friends and families, and add to complete communities. Through paid and volunteer work, family care provision, and many other means, elders contribute to their community.



**5) Opportunities abound to improve Portland’s age friendliness.** Through public-private partnerships, city-led initiatives, and policy changes, the City can improve the quality of life for older adults and people of all ages. This report outlines a variety of recommendations and related implementation strategies that the City can take to create a more age-friendly Portland. The recommendations are organized according to the structure of the Vision for an Age-Friendly Portland: Age-Friendly Neighborhoods, Age-Friendly Housing Options, and An Age-Friendly Transportation System.

## Age-Friendly Recommendations

Drawing from the Vision, public process, stakeholder consultations, and research, the project team created recommendations to address barriers in the built environment and to provide a seamless transition into late adulthood for all Portlanders.

### NEIGHBORHOOD RECOMMENDATIONS

**Parks, plazas, and community gardens:** People want more public places in their neighborhoods. A common theme heard throughout our public engagement was the desire for more small parks, community places and gardens that are easy to access in all neighborhoods. For older adults, these places provide access to greenspace, recreation, and community connections.

**Neighborhood Streets Initiative - Twenty is Plenty:** Lower speed limits on local streets should be enacted to improve neighborhood livability. The reduction of motor vehicle speed on neighborhood streets will increase safety for

all road users. For older adults, lowering motor vehicle speeds will create a friendlier walking environment and reduce speed differentials and crash severity for drivers.

**Recreation Rx:** Health programs that promote recreation should be incorporated into neighborhoods. Physical activity and recreation are important for the health of all people; older adults often lack accessible recreational opportunities and information about activities that are available. The expansion of social and recreational opportunities to engage people’s bodies and minds will keep older adults more resilient.

**Multi-functional Schools:** During our public outreach we often heard that older people want more intergenerational connections and neighborhood community gathering spaces. Neighborhood schools should serve as community hubs. For older adults, broader programming at schools may allow mentoring, social activities, and support better neighborhood unification.

**Pilot Aging Opportunity Districts:** A way to integrate many recommendations is through programs that focus comprehensive improvement strategies at the neighborhood scale. Pilot neighborhoods or districts with focused age-friendly improvements should be built to provide expanded services for older adults while providing the City a place to learn about the most successful improvements.

### HOUSING RECOMMENDATIONS

**Inclusive Housing Design Initiative:** Homes and places should be accessible and comfortable for all to visit. Accessibility modifications, inclusive



universal design, and visitability standards move toward building places and spaces that are usable for all regardless of ability, age, or income.

**Diverse Housing Options:** Neighborhoods should provide a range of housing options for a diverse population with changing needs. Encouraging new options to accommodate the requirements associated with population aging will develop a stock of accessible and affordable housing that allow older adults to remain in their neighborhoods.

**Affordable Housing for Older Adults:** The City should create a strategic affordable housing plan for Portland's older low and very low-income adults. Limited accessible affordable housing options throughout Portland means that older people often leave their neighborhoods and associated community networks in order to find housing they can afford. Often, older adults must stay in housing with poor accessibility because they lack the choice or ability to move.

**Assisted Living and Nursing Homes in Neighborhoods:** Portland needs greater geographic distribution of assisted living and nursing homes. While Portland allows many forms of assisted living and nursing homes throughout the city, most assisted living facilities are located in East Portland and nursing homes are in few neighborhoods.

## TRANSPORTATION SYSTEM RECOMMENDATIONS

**Safe Routes for Elders:** Many participants said that they wish they could comfortably walk to more places. A comprehensive program should educate older adults about safe routes to services in their neighborhood. This program should

educate and encourage older adults to make more walking trips in a fashion similar to the Safe Routes to Schools programming.

**Low-Speed Electric Vehicles:** Low-speed vehicles are small, often electric, cars that are more affordable, require limited maintenance, and have maximum speeds between 20-25 miles per hour. The creation of a network of low-speed vehicle oriented roads will encourage more low-speed vehicle users. Many older adults are uncomfortable on higher-speed roads and operate unwieldy, large vehicles. A dense network of easy to navigate streets will improve safety for all road users.

**Innovate Paratransit:** There needs to be improved coordination between transportation providers that cater to the needs of the older population. The development of a one-call/ one-click and one-card transportation system that links public and private providers to consumers will allow users to easily access the lowest cost option and for efficient provision of service.

**Pedestrian Environment Improvements:** The numerous gaps in the sidewalk network, limited crossings, and high vehicle speeds throughout the city create unsafe environments for pedestrians of all ages. These deficiencies are often amplified for older adults who expressed that current conditions were uncomfortable, leading them to not make walking trips that they would like to make.

**Low-stress Bikeways:** The bicycle network outlined in the Portland Bicycle Plan for 2030 needs to be re-analyzed in order to certify that infrastructure improvements serve the needs of older cyclists. Participants expressed a desire to bicycle for recreation and transportation but they

felt that the current network does not provide low-stress biking.

## Next Steps

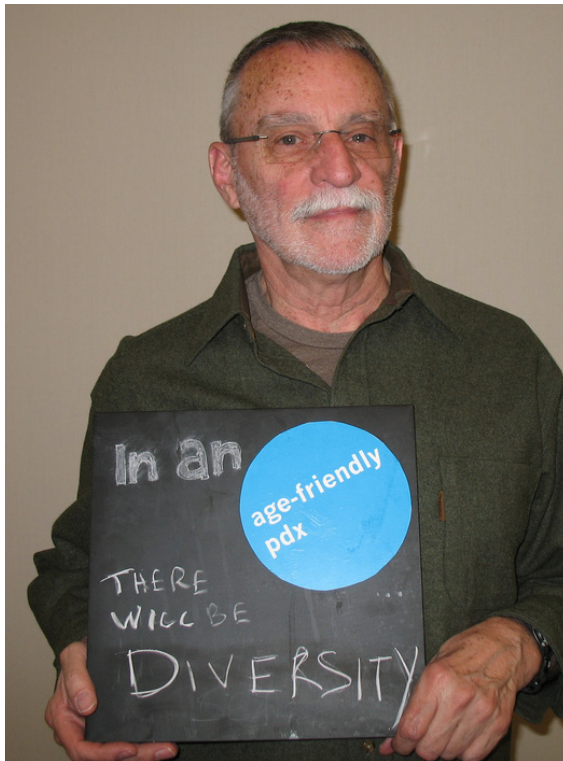
The City of Portland and partners implementing the Portland Plan should seize opportunities that improve the city for older adults and that enable older adults to make the city even greater. Portland Plan policies and actions hold immense potential in this regard, but if older adults are not explicitly considered while implementing the Portland Plan, the promise could amount to a missed opportunity. As the City of Portland and Portland State University's Institute on Aging prepare to draft a 5-Year Age-Friendly Action Plan the vision and associated recommendations found in this report should inform their work.

One of the biggest steps toward implementing the Portland Plan is the City's Comprehensive Plan update. Indeed, it is one of the most important Portland Plan implementation activities related to aging. As planners, policy experts, and decision makers consider how to make great neighborhoods for all residents, they need to ask "How does this work for older Portlanders?" and, "How will this work for today's youth as they grow old?" The Toward an Age Friendly Portland report offers insights that will help them answer these questions.



## 2. BACKGROUND AND CONTEXT

“Portland is becoming a more racially, ethnically, and age diverse city.”



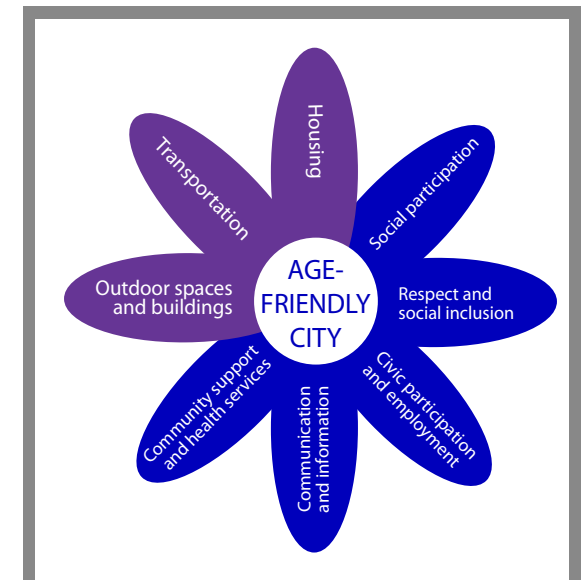
“Advancing equity must be at the core of our plans for the future. Portland is becoming a more racially, ethnically and age diverse city with more newcomers. At the same time, Portland’s diverse communities have not had, and many still do not all have, equitable access to opportunities to advance their well-being and achieve their full potential. Greater equity in the city as a whole is essential to our long-term success.”

-The Portland Plan

Today, the City of Portland is a more diverse place than ever before. This increasing diversity presents new opportunities to create a more vibrant and inclusive city. This diversity manifests itself in exciting ways. As the city becomes more racially, ethnically, and age diverse new opportunities for a more equitable city abound. Careful examinations of how, where, and to whom services and benefits are provided will allow for a fortified and resilient city. Population aging, defined as a rise in the median age of any group of people, makes up one element of demographic shifts that will affect Portland’s future.

Recognizing that population aging will pose unique challenges and opportunities throughout the region, the City of Portland, in collaboration with the Institute on Aging (IOA) at Portland State University, requested membership in the World Health Organization’s (WHO) Global Network of Age-Friendly Cities in 2010 and was awarded membership in 2011. Acceptance as a

member into the network required the City to assess its age friendliness. The WHO Age-Friendly Agenda identifies eight domains of an age-friendly city, these domains are: outdoor spaces and buildings, transportation, housing, social participation, respect and social inclusion, civic participation and employment, communication and information, and community support and health services.



In developing "Toward an Age-Friendly Portland," the project team chose to focus on the policy areas where the World Health Organization’s Age-Friendly City domains and Comprehensive Plan chapters overlap. These areas are: outdoor spaces and buildings, housing, and transportation.

Many of Portland's planning efforts direct the city toward improving and reinforcing a similar framework for all people. The recently adopted Portland Plan provides a strategic path forward that guides the city towards greater resilience and brilliance. The foundation of this framework is the identification of partnerships, resources, and opportunities to create a more equitable Portland based on a clear understanding of the city today and moving forward. The direction of this course is the creation of a people-friendly city that serves all residents.

Thriving educated youth, economic prosperity and affordability, and a healthy connected city are the fundamental components of the Portland Plan. The Plan views all three of these components through an equity lens. Through public involvement, comment, and testimony, advocates in the aging community were able to stress the importance of explicitly addressing the needs of older adults. The adopted Portland Plan includes an action item that recommends the development and implementation of an Age-Friendly City Action Plan, as well as a host of other items that, if implemented, will benefit people of all ages.

As the City works to make a better place for all residents, what special considerations need to be afforded to older adults? The purpose of this project is to investigate necessary changes and considerations needed to best provide older adults a high quality of life, to ensure vibrant lives, and to address systemic gaps specific to older adults.

We have asked Portlanders, especially older Portlanders, what they value about their city today and how they envision positive changes in the future. This collection of individual and

community ambition is presented as a Vision for an Age-Friendly Portland; it combines aspirations of what life in Portland should be like for older adults, with characterizations of neighborhoods, public spaces, housing, and transportation systems that will make that life enjoyable. The Vision provides a direction for future change and it informed a set of recommendations aimed at influencing the next iteration of Portland's Comprehensive Plan. These policy recommendations and initiatives are intended to provide policy makers with a range of possible strategies that may make the city a more age-friendly place for all people.

The Comprehensive Plan is the adopted land use plan for the City of Portland. Under the policy guidance of the Plan, future growth and development of the city is coordinated. The Plan sets the goals, policies, and objectives that apply to the entire city. Originally adopted in 1980 and amended iteratively through 2006, the Comprehensive Plan will soon be updated based on the guidance of the Portland Plan. This is an opportunity to integrate the pathways to equity identified in the Portland Plan and to add additional direction to the city's development. It is also an opportunity to integrate age-friendly principles into city planning policies.

Historically, the city's approach to urban planning has earned it a reputation as a leader in sustainability and livability. This project aims to influence planning decisions that can help Portland broaden the definition of sustainability, livability, and equity to encompass age friendliness.

## What is an Age-Friendly City?

"An age-friendly city benefits everyone: children, the young and the old."

-Towards more age-friendly cities: The WHO Guide; World Health Organization, 2007

"An age-friendly city encourages active ageing by optimizing opportunities for health, participation and security in order to enhance quality of life as people age... In practical terms, an age-friendly city adapts its structures and services to be accessible to and inclusive of older people with varying needs and capacities."

-Global Age-friendly Cities: A Guide; World Health Organization, 2007

Age friendly can be defined in many ways. The WHO defines age friendliness in a global tone, encouraging active aging, inclusive structures, and services that are accessible and adaptable. In short, an age-friendly city is a people-friendly city. In Portland, we have set out to identify what particular needs older adults warrant that are different and unique.

Indeed, who is an older adult? The words "older adults" may be a self-identifying term, but cities need to be concerned about population aging, planning for the needs of older adults today and into the future. In the United States people are living longer and they are living more active lives. These changes, in addition to ongoing demographic shifts, are altering our ideas about what constitutes "old age" and who is an older adult. In many ways, the more important concept relates to the demographic shifts taking place as a greater percentage of the population is older adults; this is known as population aging.



“In practical terms, an age-friendly city adapts its structures and services to be accessible to and inclusive of older people with varying needs and capacities.”

- Global Age-Friendly Cities: A Guide; World Health Organization, 2007

Since the project team is interested in understanding the needs of both current and future cohorts of older adults, the term “older adult” in this report encompasses not only those who are 65 and over today, but also those who will be 65 or over in the next 20 to 30 years. Through this wide analysis the report addresses population aging as both an issue and an opportunity for positive change. Further nuance is used in some cases to identify particular needs within cohorts: the young old, the old old, and the oldest old.

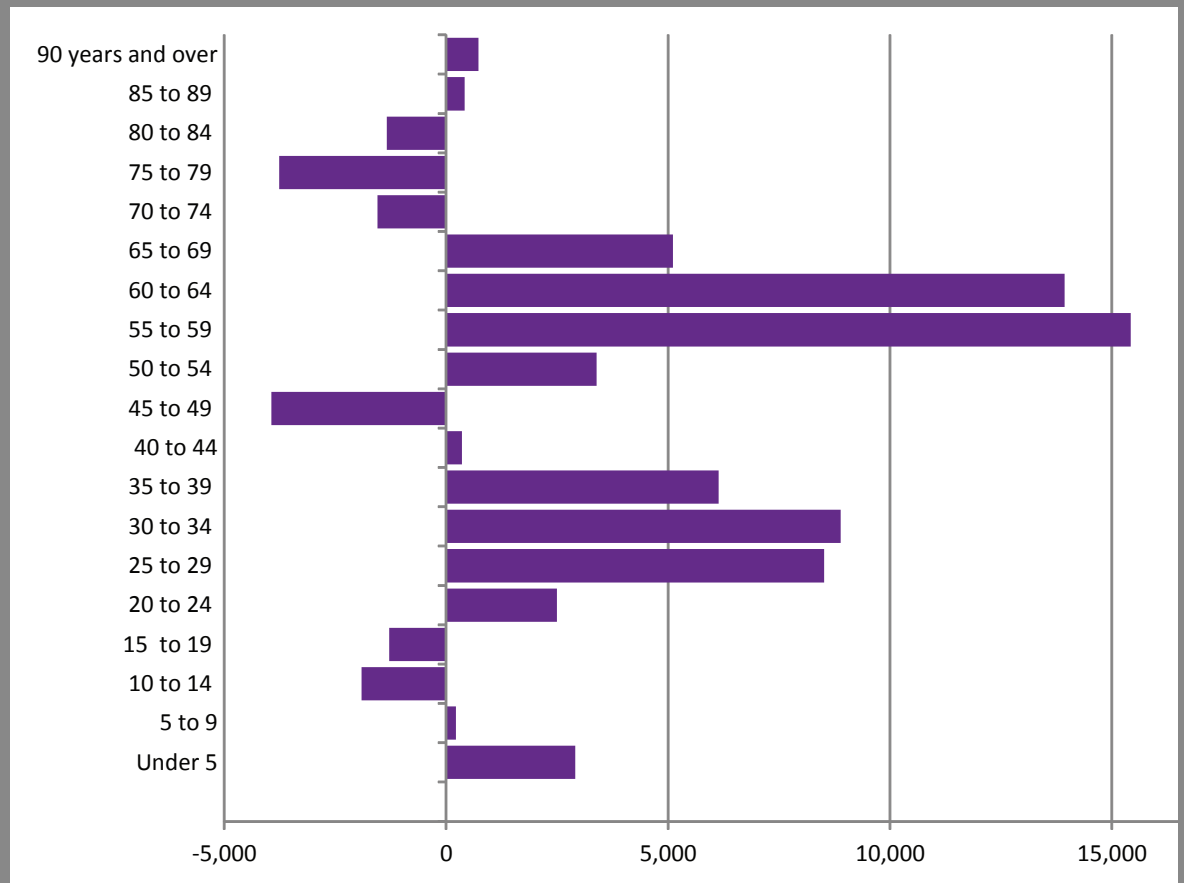
As the saying goes, age is just a number. In this vein it is important to consider the difference between chronological age and functional age.

While there are many people in their 90s that lead active healthy lives there are also people in their 20s that have serious physical ailments that may benefit from age-friendly initiatives.

## Portland in the Milieu of Our Times

The Global Age-friendly Cities initiative is a response to the demographic research performed throughout the world that indicates

FIGURE 1. CHANGE IN POPULATION BY AGE, 2000-2010, IN THE CITY OF PORTLAND



Between 2000 and 2010 the City of Portland saw increases in population for the age groups 50-54, 55-59, 60-64, and 65-69. This demographic transformation will require preparation now and moving into the future.

Source: United States Census 2000, 2010

a rapid increase in the population of older adults in the next several decades. This trend is true throughout the United States and, indeed, in Portland.

The changing demographics of Portland follow a national trend of aging: more of the population is over the age of 65 than ever before. Today, 12 percent of Americans are over the age of 65.<sup>1</sup> By 2030, 20 percent of the United States' population will be over 65 years old.<sup>2</sup> Representing one in five Americans, this growing cohort will consist of 72 million people over 65 and 11.5 million residents over the age of 85. Between 2010 and 2020 Oregon's 65 to 85 year old population is expected to increase over 49 percent. By 2030, there may be over 83 percent more 65 to 85 year old Oregonians than there were in 2010.<sup>3</sup>

The City of Portland will experience a similar increase in the number of older adults over the next thirty years. While population projections by age for the City are not currently available, a review of the existing age group populations helps us imagine what the future may look like. Between 2000 and 2010 the population between the ages of 50 and 59 increased from 58,700 to 77,500, a 31 percent increase. The 60 to 69 population increased from 38,700 to 49,700 in the same time period, a 61 percent increase, while the 40 to 49 and 70 to 79 groups lost a few thousand people between 2000 and 2010<sup>4</sup>. As these groups continue aging, the city can expect

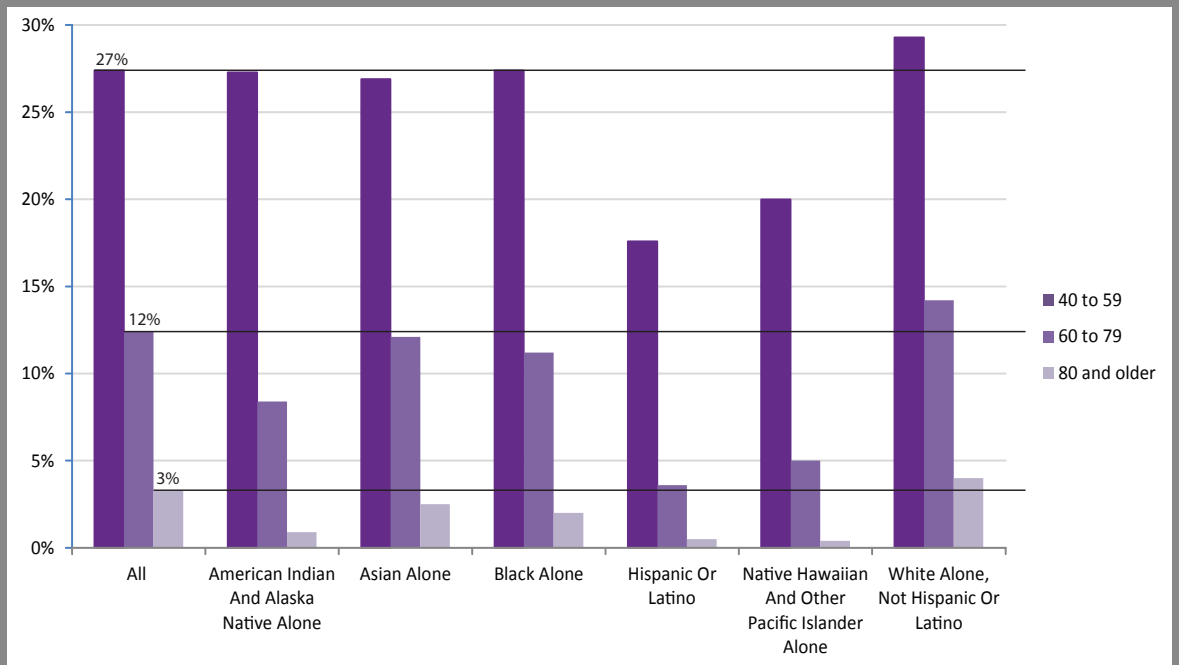
1 Kinsella, K. G., Wan, H., National Institute on Aging., & United States. (2009). *An aging world: 2008*. Washington, DC: U.S. Department of Health and Human Services, National Institutes of Health, National Institute on Aging.

2 Dumbaugh, E. (August 01, 2008). *Designing communities to enhance the safety and mobility of older adults: A universal approach*. *Journal of Planning Literature*, 23, 1, 17-36.

3 US Census Bureau, 2012

4 US Census Bureau, 2010

**FIGURE 2. PERCENT OF POPULATION IN AGE GROUPS 40-59, 60-79, AND 80 AND OLDER, BY RACE AND ETHNICITY, CITY OF PORTLAND, 2010**



In 2010, 43% of the population of the City of Portland was 40 years of age or older and 15% of the population was 60 years of age or older. White Alone, Not Hispanic or Latino is the only Race or Ethnicity that has percentages of older adults higher than the values for the total population.

Source: United States Census 2010

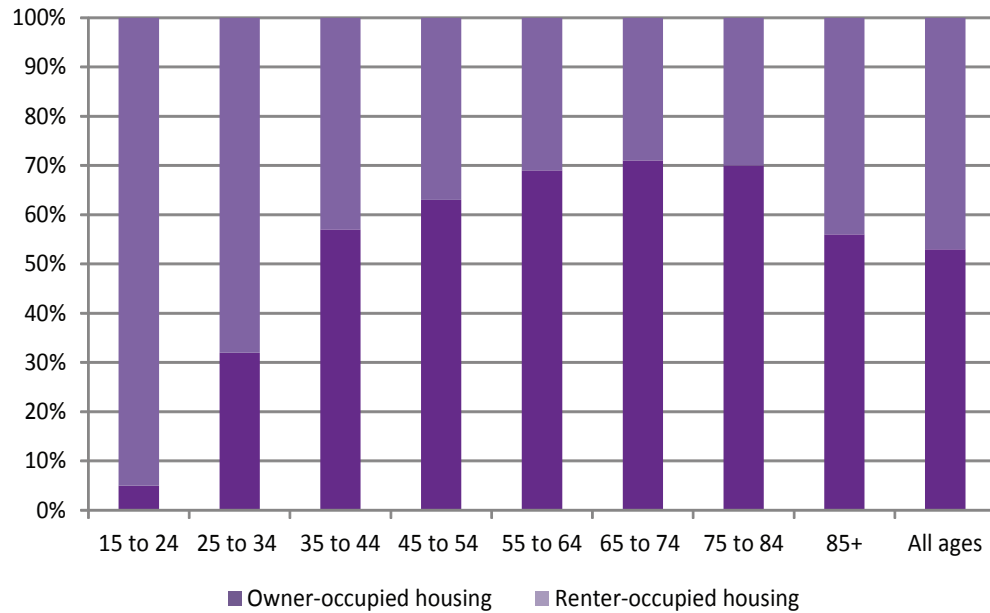
to see increases in the population of even older Portlanders: the oldest old. This demographic transformation requires preparation now and moving into the future.

Portland's various racial and ethnic minority populations exhibit varying age distributions. This is partially related to varying mortality, birth, and in-migration rates, although the driving forces are different for each race. Figure 2 (above) shows the race distribution for three age ranges: 40-59, 60-79, and 80+.

Homeownership rates in Portland increase with age. They are relatively similar for ages 55 to 84 at about 70 percent, and then decline to less than 60 percent for those 85 and older. Figure 3 (on the following page) shows owner occupancy and renter occupancy rates for the city of Portland.

About 21,000 Portlanders over 65 lived alone in 2010. Twice as many women as men over the age of 65 live alone. In 2010, there were less than 2,000 Portlanders living in nursing facilities. Figure

**FIGURE 3: RENTER AND OWNER OCCUPANCY, BY AGE, IN THE CITY OF PORTLAND, 2010**



Source: United States Census 2010

outer northeast, but generally with fine grain concentration in areas with nursing homes. The current distribution of age groups across Portland is probably a poor reflection of where people of the same age will live in 30 years. If anything, Portlanders might be expected to live in roughly the same areas of the city that they currently live in many years from now. This would suggest, for example, that areas with high concentrations of 40 to 50 year olds in 2010 will have high concentrations of 60 to 70 year olds in 20 years. The maps on the following pages show the distribution of older age groups across Portland in 2010.

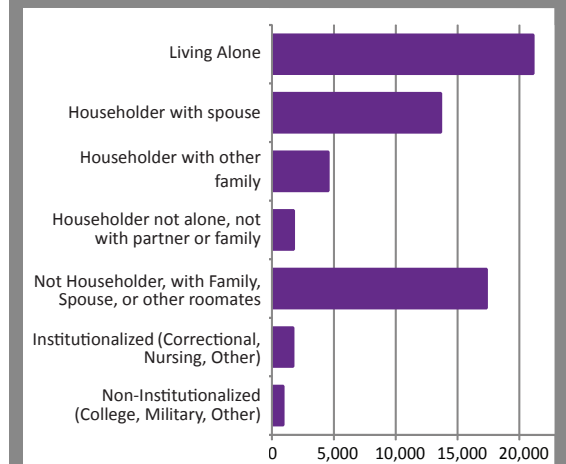
4 (on the following page) shows the number of Portlanders over 65 by the type of people they live with. Together, these characteristics demonstrate that many Portlanders make late life changes from home ownership to being renters and that many older Portlanders live alone.

The number of Portlanders 65 or older living in poverty increased from 10 percent to 11 percent between 2000 and 2010. While on the whole poverty rates for those 65 and older are less than for younger cohorts, some races experience much higher elder poverty rates than others. For example, 25 percent of African Americans over 65, and 43 percent of Native Americans over 65

were in poverty in 2010.

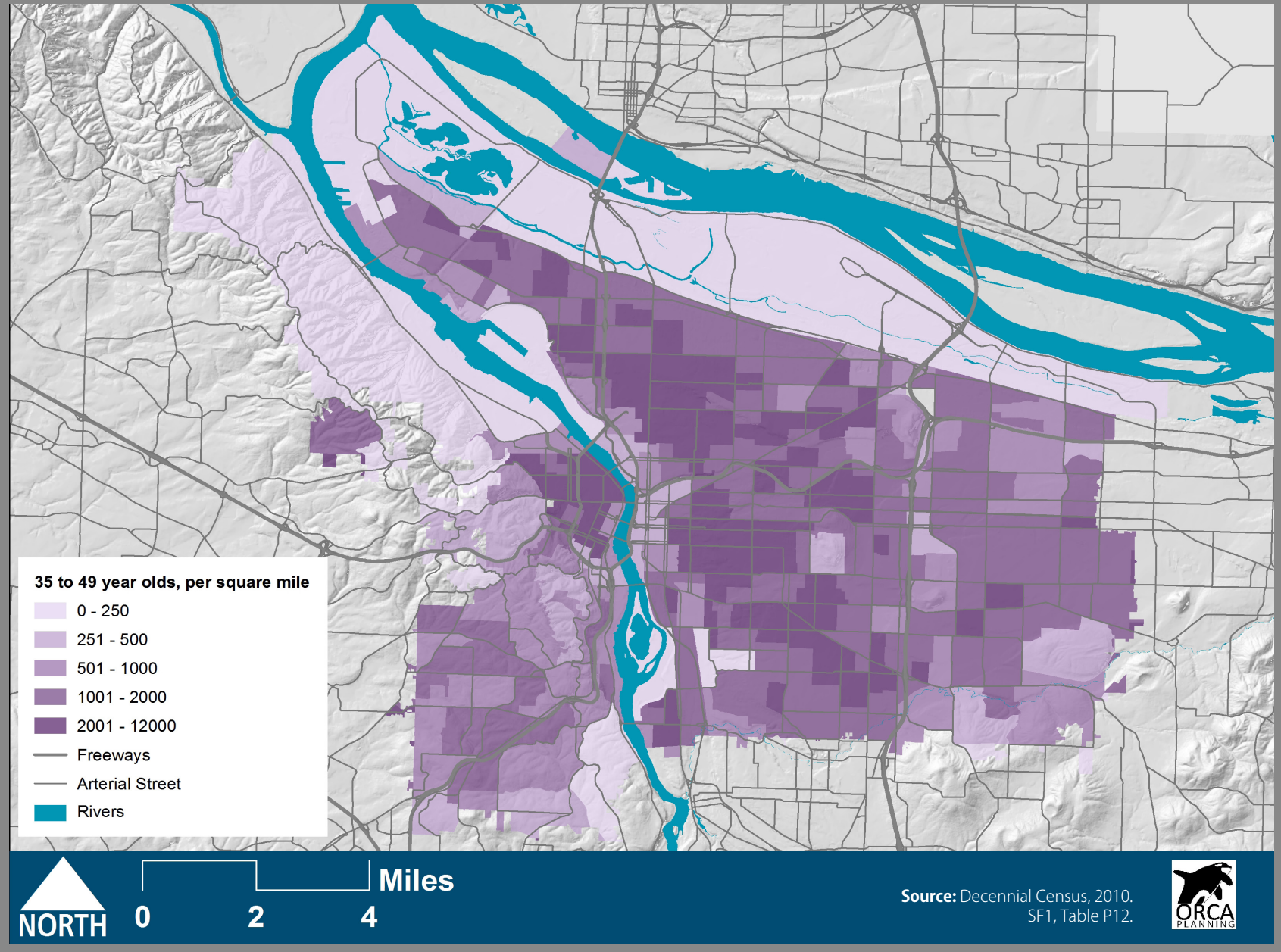
Portland's neighborhoods exhibit variation in the concentration of different age groups. For example, there are relatively high concentrations of 35 to 50 year olds in the inner northeast and inner southeast neighborhoods, in addition to downtown. 50 to 64 year olds are spread relatively evenly across the city, with greatest concentrations in inner northeast and downtown. Sixty-five and over populations are more concentrated in inner northeast, outer northeast, and downtown. Eighty and older populations are spread throughout Portland with some heavier concentration in downtown and

**FIGURE 4. LIVING ARRANGEMENTS FOR AGES 65 AND OLDER, CITY OF PORTLAND**

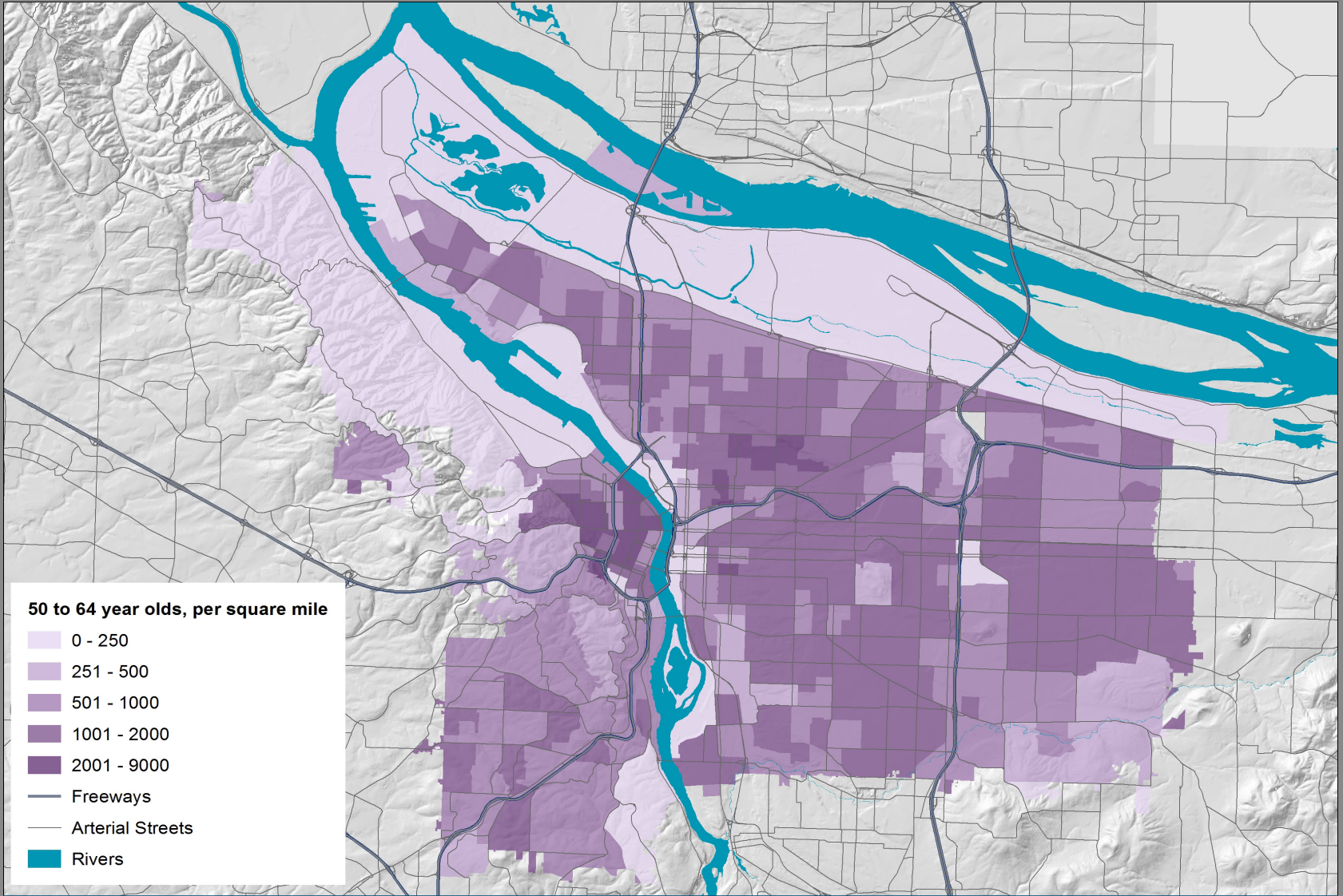


Source: United States Census 2010

MAP 1. DISTRIBUTION OF 35-49 YEAR OLDS BY BLOCK GROUP, CITY OF PORTLAND, 2010



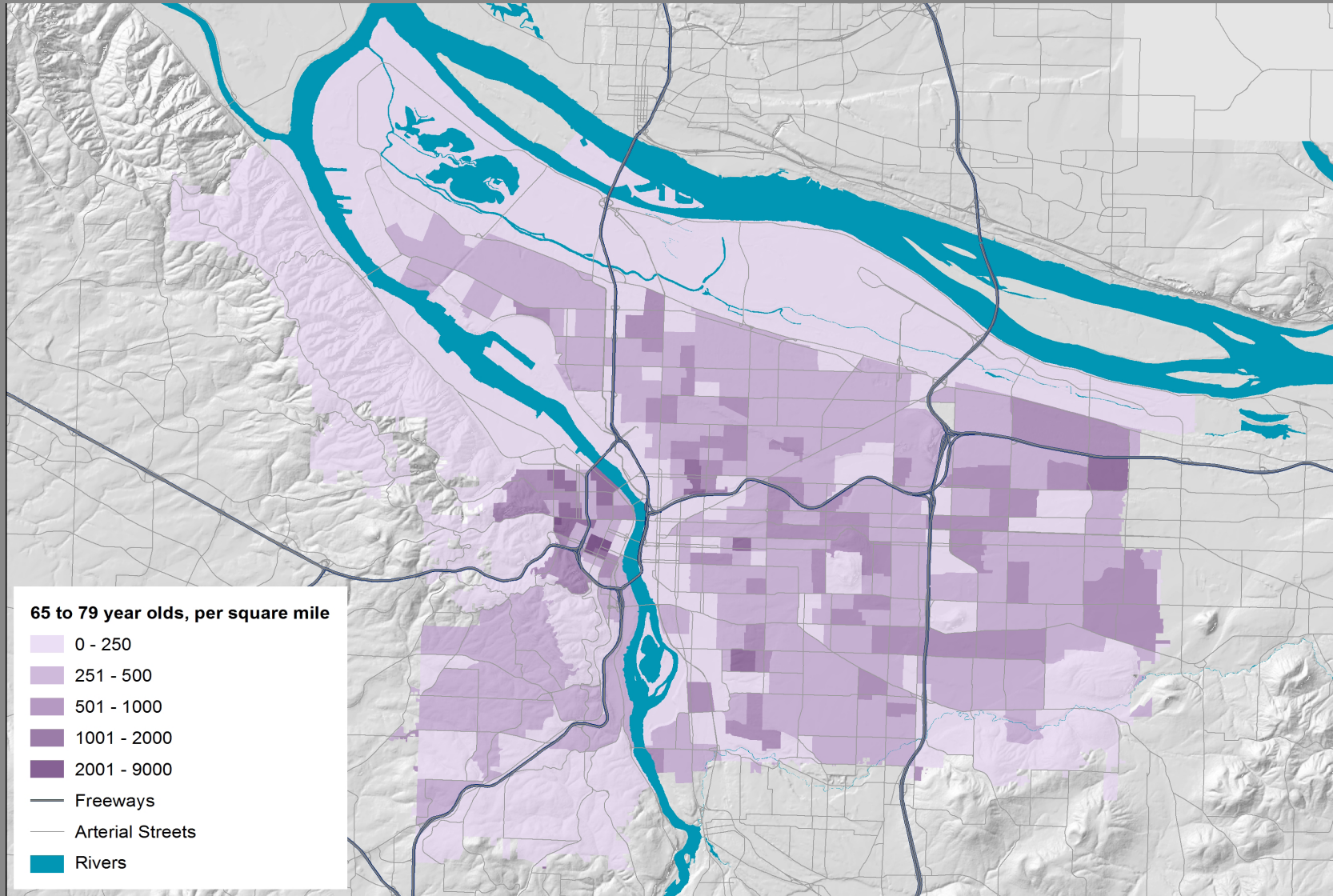
MAP 2. DISTRIBUTION OF 50-64 YEAR OLDS BY BLOCK GROUP, CITY OF PORTLAND, 2010



Source: Decennial Census, 2010.  
SF1, Table P12.



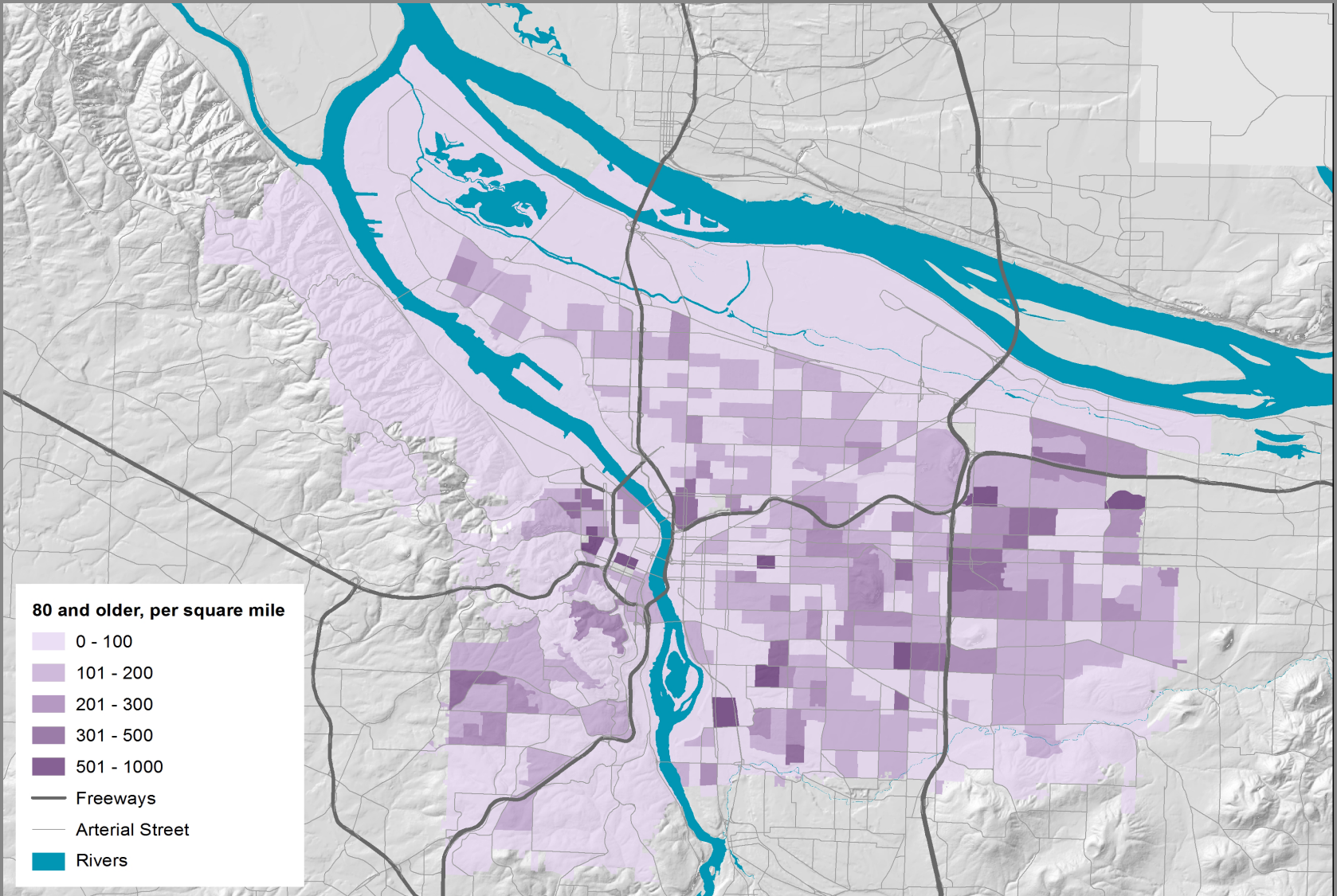
MAP 3. DISTRIBUTION OF 65-79 YEAR OLDS BY BLOCK GROUP, CITY OF PORTLAND, 2010



Source: Decennial Census, 2010.  
SF1, Table P12.



MAP 4. DISTRIBUTION OF 80+ YEAR OLDS BY BLOCK GROUP, CITY OF PORTLAND, 2010



Source: Decennial Census, 2010.  
SF1, Table P12.



## Portland's Diverse Forms

Portland's neighborhoods exhibit a diverse range of built forms that have immediate importance for age friendliness. The Portland Plan characterizes five roughly divided areas of Portland: downtown, western neighborhoods, inner east neighborhoods, outer east neighborhoods, and industrial areas. Each area has different and unique characteristics that make it more or less age friendly. For example, most of East Portland has poor pedestrian connectivity and lacks vibrant, walkable neighborhood hubs, but it is relatively affordable. Downtown has high housing costs, but low transportation costs associated with excellent transit service. Many of the inner eastside neighborhoods were built during the streetcar era and feature rectilinear blocks with excellent pedestrian connectivity and a number of vibrant neighborhood hubs and main streets. The steep topography of the western neighborhoods and the largely suburban form of development has created a bramble of streets with limited connectivity, a deficient sidewalk network, and few walkable areas to access. Main streets like Hillsdale's SW Capitol Highway illustrate potential oases of walkability in a western neighborhood. The diverse forms of Portland's neighborhoods present a host of challenges but there are also many opportunities for improvements.



# 3. VISION FOR AN AGE-FRIENDLY PORTLAND

In an Age-Friendly Portland, the lives of older adults abound with choice and opportunity.

## IN THE FUTURE . . .

**Portlanders will embrace the transition into late adulthood.** Since growing older is not associated with a diminished quality of life, older adults expect to enjoy active and satisfying lives throughout their golden years. Elders look forward to encore careers, fulfilling volunteer opportunities, pursuing their favorite activities, and new adventures. Older adults maintain their autonomy, health, security, and social connections. In an Age-Friendly Portland, intergenerational connections bolster interdependent vivacity across the age spectrum.

**A network of healthy, connected, and complete neighborhoods will intentionally cater to the needs of older adults.** Vibrant, walkable neighborhoods cultivate an effortless sense of community amongst people of all ages. The everyday lives of all people will overlap through expanded and inclusive social networks. Barriers to intergenerational interactions have been removed, and the isolation of older adults is a memory of the past. Easy access to social gathering spaces like parks, neighborhood plazas, community centers, restaurants, and cafes enable Portlanders to stay active, healthy, and involved as they age. A range of social, educational, and recreational activities fuel friendships, curiosity, and resilience among seniors. Diverse and inclusive neighborhoods support safety and security throughout the city.

**Older adults will thrive in affordable, attractive, well-constructed homes of their choice.** The right proportion of accessible dwellings, in the right locations, are available for elders to enjoy their own version of Portland's livability. A diverse range of housing types and arrangements provide the opportunity for elders of all incomes to age in place or age in community. Flexible, adaptable dwellings facilitate new possibilities. Older Portlanders also have the option to move into housing that better suits their needs at different stages of aging, whether that is a smaller home that requires less maintenance, an apartment close to family, or a familiar home environment shared with peers that offers living and nursing assistance. A variety of private and semi-private outdoor spaces such as balconies, courtyards, front porches, and gardens compliment public spaces.

**A well-balanced transportation system will enable older adults to safely and conveniently access the things they need.** Older adults feel comfortable moving about the city no matter how they choose to travel. A walkable and rollable network of smooth, barrier-free sidewalks, walking paths, and functional crosswalks benefit all users, including those using mobility aids. Off-street trails, neighborhood greenways, and protected on-street bikeways provide a pleasant, low-stress bicycling and strolling experience. Neighborhoods are connected to other parts of the city and the region by frequent service buses and trains and easily navigable roadways. If driving is no longer a viable option, older adults can count on convenient, reliable, affordable alternatives to the automobile. Connected, livable streets lined with trees, peppered with pocket parks, and appointed with comfortable seating double as lively public spaces.

## SUMMARY OF FINDINGS USED TO CREATE THE VISION

This chapter summarizes the findings, from both public participation and secondary research, that informed the Vision for an Age-Friendly Portland on the previous page. The findings are grouped by the four Vision categories:

- Portlanders will embrace the transition into late adulthood.
- A network of healthy, connected, and complete neighborhoods will intentionally cater to the needs of older adults.
- Older adults will thrive in affordable, attractive, well-constructed homes of their choice.
- A well-balanced transportation system will enable older adults to safely and conveniently access the things they need.



## "Portlanders will embrace the transition into late adulthood."

Older adults participating in structured social activities are shown to benefit from both health and quality of life improvements. Engagement in these activities often declines as people age.<sup>5,6</sup>

In Portland, there is opportunity to improve the well-being of older adults by creating new and continued opportunities for social interactions among older adults and between people of all ages. Many TalkShop participants praised the efforts of Portland Parks & Recreation (PP&R), community centers, and senior centers for creating events for social connections. We heard that people would like to see these programs continue and expand.

**Intergenerational Opportunities.** Many TalkShop participants felt that “what keeps them vivacious” is having a busy schedule and friends of diverse ages. In most TalkShops, and with most participants, opportunities for intergenerational interactions were highly valued, but many felt that these opportunities are lacking in the city. Research shows that when intergenerational opportunities are offered they often foster rewarding relationships and bolster social inclusiveness.<sup>7</sup>

In the TalkShops where both youth and older

5 Moen P, et al. (1989). Social integration and longevity: an event history analysis of women’s roles and resilience. *Am Social Rev*, (54), 635–647.

6 Steinbach U. (1992). Social networks, institutionalization, and mortality among elderly people in the United States. *J Gerontol: Soc Sci*,(47), S183–S190.

7 AARP (2005). Beyond 50.05, A Report to the Nation on Livable Communities: Creating Environments for Successful Aging. Accessed online: [http://assets.aarp.org/rgcenter/il/beyond\\_50\\_communities.pdf](http://assets.aarp.org/rgcenter/il/beyond_50_communities.pdf)

## SUGGESTIONS HEARD

“Schools should be better tied to the community. This can facilitate opportunities for older adults. This could be for jobs, volunteering or for real life experience.”

– Cascade Aids Project, TalkShop participant

“There needs to be a Portland where people of all ages live near or with each other and are a resource for each other.”

– Calaroga Terrace, TalkShop participant

“There needs to be more of an age inclusive mindset that includes people of all ages in activities, such as what some Latin and Asian cultures do so well.”

– Cascade Aids Project, TalkShop participant

“Offer more and more recreational programming for seniors... the demand is there, we just need additional staff to do the programming.”

– Portland Parks & Recreation employee

“Offer better job opportunities for all ages, including seniors, many of whom will be working a long time due to the recent recession.”

– Survey respondent



Many TalkShop participants told us that interacting young people helped keep them vivacious.



Employment and volunteer opportunities were highly valued among survey respondents.

adults were present, a majority of participants felt that intergenerational interaction benefits both youth and older adults. TalkShop participants and survey respondents want more social mixing of all ages. However, many older adults we spoke with felt “judged by younger people.” One participant stated, “young people look at me like I’m just an old man.” Portland State University’s Institute on Aging has found that many public events do not offer accessible seating or assistance devices that would promote a diversity of aging participants to attend.<sup>8</sup>

**Inclusivity and Respect.** A common theme heard throughout the TalkShops and the survey is that the city seems to cater to youth and young adults with social activities and events, employment, recreation, and entertainment options. “[Portland is] very focused on the young adult,” explained one survey respondent. Another expressed that “[Portland should] treat older people like they do bikers. The young and healthy get a big boost from Portland.” One TalkShop participant stated that “Portland needs to address its racism and inclusivity of all people, including older adults.” Research illustrates that the social exclusion of older adults leads to higher rates of depression, diminished social interactions, and a number of mental and physical health concerns.<sup>9,10</sup>

**Culture and Diversity.** Our TalkShops were ethnically and age diverse. Older adults such

8 Neal M & DeLaTorre A. (2007). The World Health Organization’s Age Friendly Cities Project in Portland, Oregon: Summary of Findings. Institute on Aging, Portland State University. Accessed online: [http://www.pdx.edu/sites/www.pdx.edu.ioa/files/ioa\\_who\\_summaryoffindings.pdf](http://www.pdx.edu/sites/www.pdx.edu.ioa/files/ioa_who_summaryoffindings.pdf)

9 Abbott P, Sapsford R. (2005). Living on the margins: Older people, place and social exclusion. *Policy Studies*. (26), 29–46.

10 Phillipson C. (2007). The ‘elected’ and the ‘excluded’: Sociological perspectives on the experience of place and community in old age. *Ageing and Society*,(27), 321–342.

“My vision of an age-friendly Portland would be where the City invests in older adults and older adults become valued.”

- Calaroga Terrace, Talkshop participant

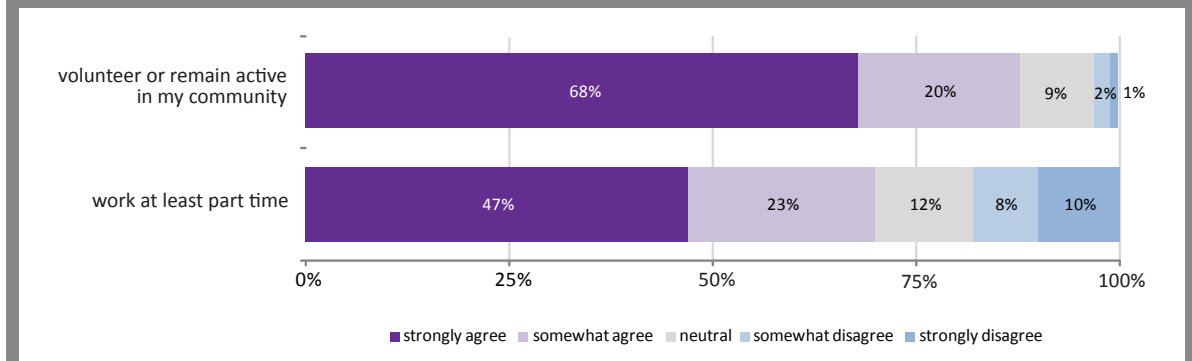
as Russian, Nepali, and Native American elders mentioned that exposing youth to their cultural practices, history, identity, and ways of life is important to them. In order to accomplish this, they need to have opportunities to practice their culture and language. Suggestions that were mentioned to accomplish this were to have a Temple for worship (Nepali) or to have educational opportunities where they could learn from the youth and the youth could learn from them. For some participants, concerns of not being able to satisfy their basic needs overwhelm their abilities to pass on their culture to younger generations.

Serving diverse populations of all ages requires culturally sensitive approaches and responses. The U.S. Administration on Aging’s “A Toolkit for Serving Diverse Communities” encourages

“When we see older people as people who just want to interact with other older people, as consumers and not producers, and as medically fragile, we create environments that are age segregated, clinically focused, risk managed, commodified, and expensive.”

- Philip Stafford, Indiana University Department of Aging

FIGURE 6. SURVEY RESPONSES: TO REMAIN ACTIVE AS I AGE IT IS IMPORTANT THAT I CAN CONTINUE TO:



Source: Orca Planning

moving beyond the golden rule to the platinum rule, “treat others as they want to be treated” in order to ensure respect, inclusion, and sensitivity to culture and diversity.<sup>11</sup>

**Attainable Information.** As heard a number of times in TalkShops and key stakeholder interviews, opportunities to participate in programs or activities may be foregone or missed due to lack of information.

**Employment and Volunteerism.** In our TalkShops and workshops, many people mentioned a need to continue working after the traditional retirement age. Others mentioned the sense of satisfaction and social connections associated with employment. Unfortunately, the majority of people we spoke with felt that there were not enough employment opportunities for older adults in the city. Encore careers, continued

11 U.S. Administration on Aging (2010). A Toolkit for Serving Diverse Communities. Accessed online: [http://www.aoa.gov/AoA\\_programs/Tools\\_Resources/DOCS/AoA\\_DiversityToolkit\\_Full.pdf](http://www.aoa.gov/AoA_programs/Tools_Resources/DOCS/AoA_DiversityToolkit_Full.pdf)

positions in the workplace, and part-time work for older adults provides important income and has been shown to improve people’s health through social interactions and movement.<sup>12</sup>

While it must be stressed that many older adults will not be able to retire, those that have the opportunity will increasingly seek volunteer opportunities. These important opportunities will allow them to remain active in the community through service to non-profits, schools, religious organizations, and other outlets.<sup>13</sup> Many TalkShop participants identified the diversity of non-profit organizations that welcome volunteers of all ages in Portland, a few regularly served as volunteers in these organizations. Portland State University’s

12 Goggin J. (2009) Encore Careers for the Twenty-First-Century Aging-Friendly Community: Bringing together the practicalities of making ends meet with spirit of service. *Generation – J of the Am Soc on Aging*. 33(2), 95-97.

13 Casner-Lotto J. (2007). Boomers Are Ready for Nonprofits, But Are Nonprofits Ready for Them? The Conference Board Issue Brief E-0012-07-WG. Accessed online: <http://www.civicventures.org/breakthrough/reports/ConfBdreport5-25.pdf>



## SUGGESTIONS HEARD

"An age-friendly Portland is walkable with streets and sidewalks that lead to a main street with services, we need to repeat this successful model in more suburban areas."

– Portland Mayoral Candidate

"Portland should look into creating more SUN (Schools Uniting Neighborhoods) schools as community centers for neighborhood residents of all ages."

– City of Portland Planning Commissioner

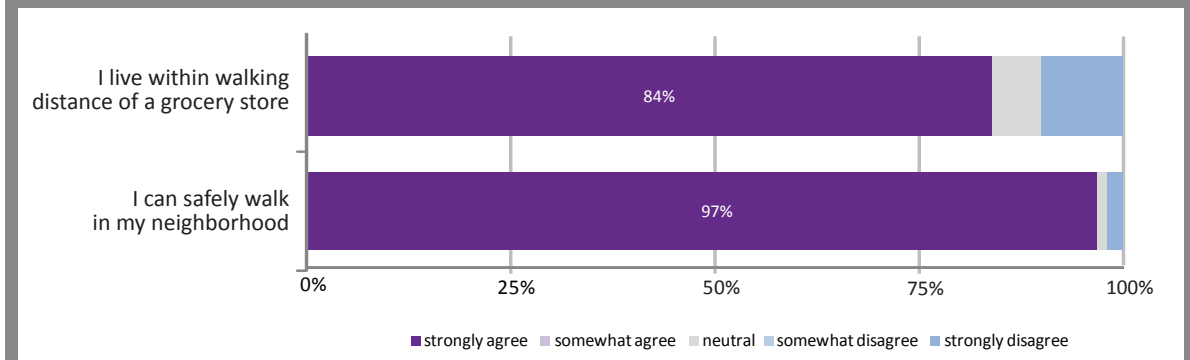
"More neighborhood watch and block parties can increase a sense of community and are opportunities for intergenerational interaction."

– Gay and Grey TalkShop Participant

"Connect large health care institutions in the region to Portland Parks and Recreation to promote activities and events."

– Portland Parks Employee

FIGURE 7. SURVEY RESPONSES: TO REMAIN ACTIVE AS I AGE IT IS IMPORTANT THAT:



Source: Orca Planning

creating community ties.

**Green Space and Public Spaces.** In open-ended questions survey respondents were asked "What are Portland's best age-friendly features?" Transit, parks, open space, and recreation were the top responses. People of all ages and abilities in this region value open space, parks and the natural beauty found here. In TalkShops, when the conversation moved toward participants' visions for an age-friendly Portland, one of the most common responses was continued protection of open spaces and access to parks. Community gardens came up as valued amenities among many of the TalkShop groups.

**Safety and Walkability.** One stakeholder described walking as the most democratic form of transportation. TriMet emphasizes that their riders typically walk on at least one end of their trip. Participants in our process valued walkability both for recreation and for transportation. The walkability of Portland's neighborhoods varies from place to place. Complete sidewalks in

downtown and the inner eastside become sparse and non-existent farther from the core. As

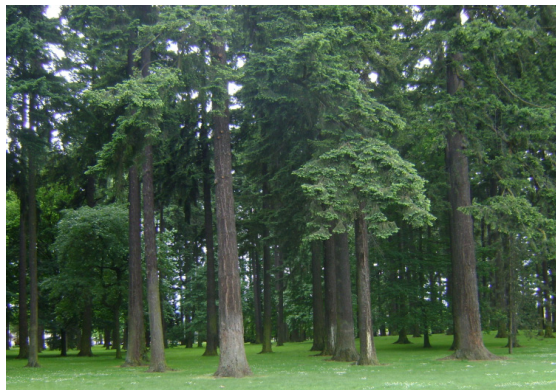
walkers, participants expressed safety concerns about conflicts with other modes such as cars and bicycles. Walkability is explored in more detail within the transportation section of this document. An AARP report found that walking is the second most popular means of transportation for older adults, and that the number of walking trips among older adults is increasing annually.<sup>16</sup>

This puts an emphasis on creating safe and comfortable pedestrian facilities for older adults to walk and roll on.

<sup>16</sup> Lynott J. & Figueiredo C. (2010) How the Travel Patterns of Older Adults Are Changing: Highlights from the 2009 National Household Travel Survey. AARP Public Policy Institute. Accessed online: <http://assets.aarp.org/rgcenter/ppi/liv-com/fs218-transportation.pdf>

“I don’t visit the park, because it is ten blocks away, which is too far with my walker. I could schedule a ride to the park, but that takes all of the fun out of going to the park. Half the fun of going to the park is that it is an impromptu decision. And, scheduling a ride would consume my entire day.”

– Calaroga Terrace TalkShop Participant.



Older adults we spoke with considered parks, trails, and community gardens some of Portland's best assets.

“Older adults will thrive in affordable, attractive, well-constructed homes of their choice.”

In the US, a growing challenge for cities is supporting older adults who want to continue to live independently in their homes or to continue to live within their neighborhoods rather than moving, by choice or by nudging, into a continuing care setting. Many older adults that we consulted want to continue to live their independent lifestyle in their home either out of economic necessity or to maintain their independence.

#### Choices: Age in Place or Age in Community.

According to our TalkShop participants, the city has made some positive contributions to aging in place or aging in community, such as allowing Accessory Dwelling Units (ADUs). Many survey and TalkShop participants embrace the concept of alternative housing options for older adults such as co-housing or intergenerational, communal living.

Most TalkShop and workshop participants and survey respondents believe that current neighborhoods do not offer enough choices for housing in order to age in place or age in community. The desired housing types varied by individuals from single-family homes, apartments, duplexes, to co-housing options. A point consistently mentioned by the participants was concern for housing maintenance as people age. Many participants expressed interest in downsizing but often the option to downsize was not available in their neighborhood either for economic reasons or due to their housing choice being nonexistent.

## SUGGESTIONS HEARD

“There needs to be affordable housing for a fixed income in a safe environment.”

– Survey respondent

“An age-friendly Portland should provide better housing choices, housing that can be easily shared, more wheelchair-friendly housing, and not all clumped together in a single neighborhood”

– Survey respondent

“Offer a diversity of housing options, not one-size-fits-all.”

– Hillsdale TalkShop participant

“The City can provide reduced price or free accessibility retrofits for housing to allow older adults to remain in their homes.”

– Francis Spak, previous North Portland NORC Experiment employee

“Create ways to balance services and amenities offered in a neighborhood and housing costs, so you don’t get priced out of your home as you age.”

– NAYA TalkShop participant

The need for opportunities for privacy along with opportunities for social connections arose when discussing housing options. Participants in TalkShops expressed a desire for housing that incorporated semi-private outdoor spaces including gardens, courtyards, balconies, and porches.

The people we spoke to, particularly baby boomers, commonly expressed that they do not want to be segregated by age within institutionalized senior housing as they get older. A dichotomy has developed between aging in one’s home and institutionalized aging. Aging in community has been described as the third way, removing the dichotomous decision of either staying in your home or moving into an institution. Aging in community requires there to be a diversity of housing options available such as co-housing, group living, and village style arrangements in order to facilitate the many needs of older adults.<sup>17</sup>

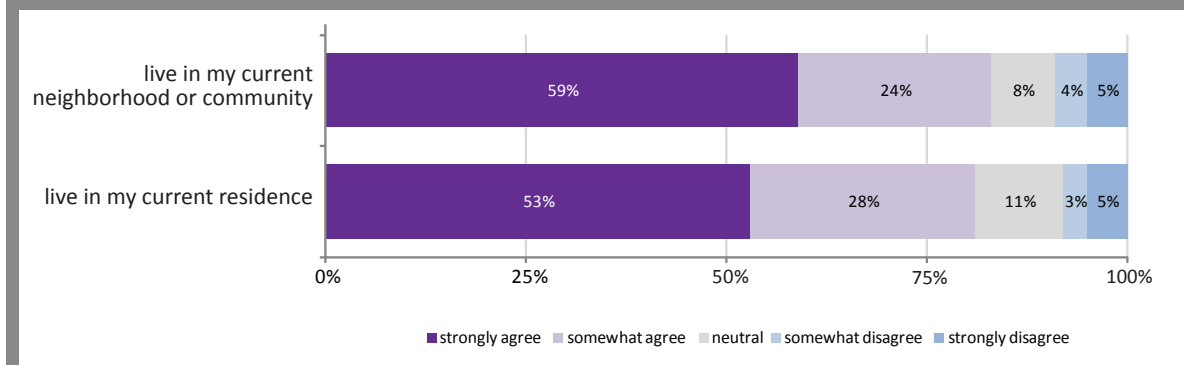
17 Thomas W.H. & Blachard J.M. (2009). Moving Beyond Place: Aging in Community. Generations – Journal of the American Society on Aging. 33(2), 12-17.

**Affordability.** Consistently throughout the TalkShops, workshops, and survey responses, we heard worries about housing affordability. A common theme was that assisted living and continuing care facilities were unaffordable to many older adults. Many mentioned that the biggest challenges Portland has to becoming age friendly are the lack of available rental housing, rising rents, and the expense of home ownership on a fixed, low, or medium income. One Hillsdale TalkShop participant said, “If you are older and low-income, like myself, you get funneled into places like Hillsdale. You don’t get to choose where you go.”

The lack of affordable housing options is a current problem that may grow if not confronted, as additional fixed income older adults face rising housing costs in years to come.<sup>18</sup> Affordable homes should be built to high standards of quality in order to ensure years of usefulness and limit expensive maintenance.

18 Center for Housing Policy (2010) Strategies to Meet the Housing Needs of Older Adults. AARP Public Policy Institute. Accessed online: <http://assets.aarp.org/rgcenter/ppi/liv-com/i38-strategies.pdf>

**FIGURE 8. SURVEY RESPONSES: TO REMAIN ACTIVE AS I AGE IT IS IMPORTANT THAT I CAN CONTINUE TO:**

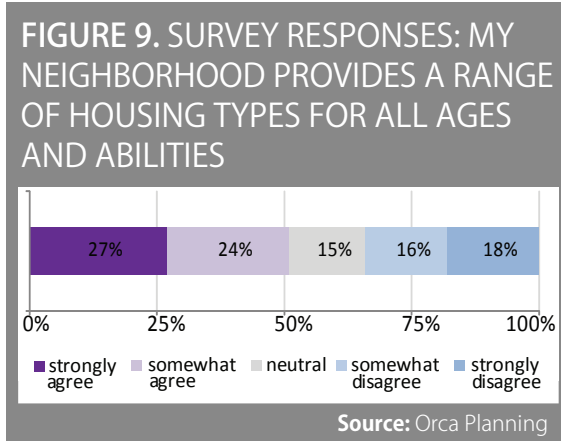


Source: Orca Planning





**Accessibility.** As people age their levels of frailty and activity vary. Housing accessibility modifications enable older adults to adapt to their own changing abilities, allowing them to maintain independence in daily activities. In our TalkShops, workshops, survey, and interviews most people desired the option to be able to retrofit or adapt their home to age in place. Many feel there is a barrier to this occurring either because of financial ability or because their home would be difficult to retrofit. Most people we spoke to do not believe that all houses should come with accessibility retrofits, but if needed, there should be options for this to occur easily.



“As I get older, I don’t want to live in a place with all old people.”  
 – Calaroga Terrace TalkShop Participant

Many Portlanders see potential in the co-housing model to support social interactions and affordability.

The multi-generational approach taken by Bridge Meadows, a new community in North Portland, appealed to many people we spoke with.

Accessory Dwelling Units (ADUs) are one example of flexible, multi-generational housing arrangements.

We heard that upscale continuing care retirement communities like the Mirabella are a model that does not work for most older Portlanders.



People told us that high quality, accessible public transportation service is critical to age-friendliness.



## “A well-balanced transportation system will enable older adults to safely and conveniently access the things they need.”

There is a strong connection between our transportation system and public health. Our heavy reliance on automobiles has direct health consequences that include collisions, fatalities, and poor air quality. Other health effects of our transportation system include reduced physical activity, sprawling development patterns, and increased stress. The automobile may continue to be the primary mode for people in Portland but many participants in our TalkShops wanted transportation options and choice other than the automobile.

**Walkability.** Participants expressed their preference for walking when it was a viable option. Many of the TalkShop participants stated that walking was good for their health and something that they enjoyed doing. Some participants also mentioned interesting architecture and variety in buildings as an important feature of walkability.

Literature supports the popularity of walking among older adults and finds that retrofitting current facilities with more age-friendly infrastructure may encourage an increase in walking.<sup>19</sup> In order to support walkability it is necessary to discipline drivers that do not yield to pedestrians and to address infrastructure gaps

<sup>19</sup> Rosenbloom S. (2009). Meeting Transportation Needs in an Aging-Friendly Community: Surprisingly, the most promising focus may be on keeping older people driving longer. *Generations – Journal of the American Society on Aging*. 33(2), 33-43.

## SUGGESTIONS HEARD

"If the streets in my neighborhood were more connected, it wouldn't matter if they had sidewalks, and it wouldn't matter if most of the arterial didn't have sidewalks, I could use the calmer streets to get where I need to go."

– East Portland workshop Participant

"Curb ramps that align with the sidewalk to the other side of the street are better than the curb cuts that dump you out into the middle of the intersection."

– Calaroga Terrace TalkShop Participant

"It's important to get people comfortable with riding transit before they 'have to' ride it because they don't have any other options. Getting people to start riding when they are younger is key to continued ridership into older adulthood."

– Stakeholder interview

"In areas of the city with fewer sidewalks it may be possible to build sidewalks less expensively if the stormwater requirements were relaxed somewhat or permeable pavement or pavers were used."

– Stakeholder interview

that make walking dangerous.<sup>20,21</sup>

**Destinations.** Access to destinations within an individual's neighborhood can encourage walking and reduce reliance on the automobile. Without nearby destinations people can still walk for exercise and recreation but these trips will not replace utilitarian trips to the store, café or other local establishments. Local access to key destinations may encourage older adults to walk in their neighborhood.

**Safety.** For older adults and people of all ages to have access to local destinations our transportation system must be safe and comfortable. Participants in TalkShops talked about the importance of a complete sidewalk network and convenient and frequent crosswalks. Some of the higher volume streets in the city move automobiles efficiently but can be a barrier to other transportation users such as walkers, bicyclists, and transit users. TalkShop participants stressed the importance of curb ramps, crosswalks, and proper signal times in encouraging walkability.

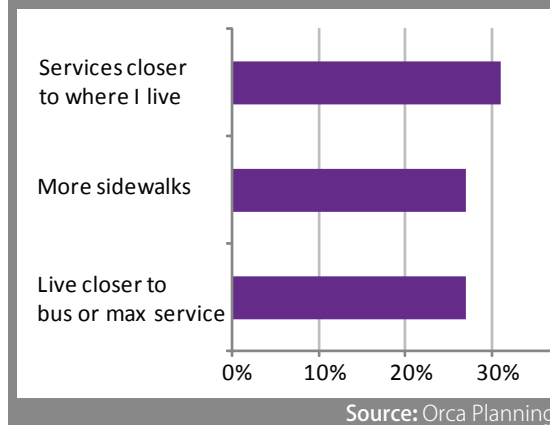
Transit was generally considered an asset but participants did have concerns about security and the availability of seating on buses, MAX, and streetcars. Portland State University's IOA found that concerns related to security and respect is a barrier to an age-friendly transit system<sup>22</sup>

20 Leden, L., Garder, P., and Johansson, C. (2006). Safe Pedestrian Crossings for Children and Elderly. *Accident Analysis and Prevention*, 38(2), 289–94.

21 Huang, H. F. & Cynecki, M. J. (2000). Effects of Traffic Calming Measures on Pedestrian and Motorist Behavior. *Transportation Research Record*, 1705: 16–31.

22 Neal M. & DeLaTorre A. (2007). The World Health Organization's Age Friendly Cities Project in Portland, Oregon: Summary of Findings.

**FIGURE 10. SURVEY RESPONSES: WHAT WOULD MAKE IT EASIER FOR YOU TO GET TO THE PLACES YOU NEED TO GO?**



**Affordable.** For many Americans the cost of automobile ownership is a sunk cost, an accepted given. The amount that all people spend on automobile ownership represents a considerable burden. Related to transit affordability, TalkShop participants were appreciative that honored citizen fares on TriMet would not increase in the immediate future. At the same time, members of the Russian Speaking Elders TalkShop said that they previously received a certain number of free passes but that those had been reduced. Depending on how often an individual rides and their income, even a reduced fare could become cost prohibitive.

**Access.** Different areas of the city have varied access to transportation infrastructure such as transit and sidewalks. Infrequent service and lack of amenities at some stops often make transit a less attractive option. A lack of sidewalk infrastructure and dangerous road conditions often makes accessing transit an uncomfortable



experience. Accessibility on buses was brought up at one TalkShop where the participant said that they did not like to take the bus because they did not want to inconvenience other riders with a ramp deployment. Being able to access transit options through improved design elements, such as kneeling busses, allows for more users to utilize fixed route services rather than demand responsive transit, allowing for more social interactions and lower system costs.<sup>23</sup>

<sup>23</sup> Audirac, I (2008). "Accessing transit as universal design". Journal of Planning Literature. 23 (1).

## OTHER THOUGHTS ON TRANSPORTATION

"Transportation to the grocery store is a big deal. If you only get there occasionally, you don't have a chance to get fresh, healthy foods."

– East Portland workshop Participant

"Downtown is very walkable because there are complete sidewalks but farther out the sidewalks become more disconnected."

– Russian Speaking Elders TalkShop Participant

"We take the bus from East Portland to Kelley Point Park to go fishing."

– Russian Speaking Elders TalkShop

# 4. RECOMMENDATIONS & ASSOCIATED IMPLEMENTATION STRATEGIES

The Vision for an Age-Friendly Portland describes a Portland that is friendlier for older adults and all Portlanders. The City is already taking actions that are fundamentally age friendly, but additional actions will be required to realize the Vision for an Age-Friendly Portland.

The recommendations in this report are intended to help guide the upcoming Portland Comprehensive Plan and Age-Friendly Action Plan. The policies are directed by ideas and themes heard throughout Orca's public participation efforts, as well as research and case studies. Orca used a set of evaluation criteria to vet potential recommendations. The criteria included likely impact, cost to the public and the city, public support, timeline to realize benefits, range of benefits (does it benefit all ages or only older adults?), level of synergy with existing city policies, and equity (extent to which the policy reduces existing disparities). A table containing the results of the criteria "scoring" exercise is in Appendix E.

Bureau of Planning and Sustainability staff, PSU's Institute on Aging Age-Friendly Advisory Group, and Salon's Life by Design group (a citizen advisory committee) provided feedback on each policy recommendation. They served as a sounding board for ideas and provided guidance on how to improve or change the recommendations. The policy recommendations in this section are the results of that process.

## Categories of Age-Friendly Recommendations

### NEIGHBORHOOD POLICIES

- Parks, plazas, and community gardens
- Neighborhood Streets Initiative: 20 is Plenty
- Recreation Rx
- Multi-functional Schools
- Pilot Aging Opportunity Districts

### HOUSING POLICIES

- Inclusive Housing Design Initiative
- Diverse Housing Options
- Affordable Housing
- Assisted Living and Nursing Homes in Neighborhoods

### TRANSPORTATION POLICIES

- Safe Routes for Elders
- Low Speed Electric Vehicles
- Streamline Paratransit
- Pedestrian Environment Improvements
- Low-stress Bikeways



# AGE-FRIENDLY NEIGHBORHOODS

## THE VISION

A network of healthy, connected, and complete neighborhoods will intentionally cater to the needs of older adults. Vibrant, walkable neighborhoods cultivate an effortless sense of community amongst people of all ages. The everyday lives of all people will overlap through expanded and inclusive social networks. Barriers to intergenerational interactions have been removed, and the isolation of older adults is a memory of the past. Easy access to social gathering spaces like parks, neighborhood plazas, community centers, restaurants, and cafes enable Portlanders to stay active, healthy, and involved as they age. A range of social, educational, and recreational activities fuel friendships, curiosity, and resilience among seniors. Diverse and inclusive neighborhoods support safety and security throughout the city.

## The Context

Portland's ninety-six neighborhoods are the building blocks of the city. The Office of Neighborhood Involvement (ONI) has a goal of "Promoting a culture of civic engagement by connecting and supporting Portlanders working together and with government to build inclusive, safe and livable neighborhoods

and communities." "Healthy Connected Neighborhoods" are a fundamental component of the Portland Plan. A network of healthy, connected, and complete neighborhoods would increase Portland's age friendliness for people of all ages and abilities. Features of healthy, connected neighborhoods include: housing diversity, multi-use community schools, neighborhood greenways, transportation choices, and access to nature and amenities.

The health, connectivity, and completeness of Portland's neighborhoods vary across the city. A variety of policy responses improve and expand options in these neighborhoods to ensure that they are livable for people of all ages and abilities. Many neighborhoods do not have accessible parks that feature a variety of programming; some neighborhoods lack community gardens and in some areas waiting lists are long; high-speed road corridors with limited marked crossings cut through many neighborhoods; and intergenerational, diverse community connections can be hard to create within neighborhoods. To address some of the neighborhood issues, the Portland Plan calls for a network of residential areas connected to neighborhood hubs, parks and green space, employment opportunities, and the city center.

There are a number of action items in the Portland Plan related to complete neighborhoods that are particularly important to older adults. Actions identified in the plan include: Action 41: Multi-functional facilities, Action 42: Joint use agreements, Action 96: Transportation mode policy, Action 98: Neighbor to neighbor crime prevention capacity, Action 99: Community safety centers, Action 109: Community gardens, Action 116: Natural resources and action 123: Unimproved right-of-way alternatives.

## Potential Policy Responses

### 1. PARKS, PLAZAS AND COMMUNITY GARDENS PROGRAM

#### Policy Issue

A common theme heard throughout our public engagement process was the high value that Portlanders place on open space, parks and community gardens. In addition to open space and parks, gardening was frequently mentioned as something that was important to people and how people want to spend their free time.

According to Portland Parks and Recreation (PP&R), in 2010, 77 percent of Portland households were within a half-mile walk of a park. The Portland Plan states, "By 2035, the city will ensure that all Portlanders are within a half-mile safe walking distance from a park or greenspace."

#### PORTLAND PLAN GUIDING POLICY H-19:

Integrate parks, plazas or other gathering places into neighborhood centers to provide places for community activity and social connections.

However, some of the older adults that we talked with did not feel like they would be able to walk a half-mile to a park and expressed a desire to have smaller accessible parks or greenspaces closer to their homes. This can be a challenging objective to meet given limited city resources



to expand land ownership and maintenance to parks. Access to greenspace improves health, allows community interactions, and provides intergenerational activities.<sup>24</sup> Smaller parks located in more places may result in increased access for older adults and people of all ages.

Community gardens are another important place where people interact with nature and other community members. Community gardens are

<sup>24</sup> Maller, C., Townsend, M., Pryor, A., Brown, P. & St. Leger, L. (2005). Healthy nature healthy people: "Contact with nature" as an upstream health promotion intervention for populations. *Health Promotion International*, 21, 45–54.

found throughout the city, but accessing or obtaining a plot can be difficult in some areas. On the inner eastside of Portland, waiting lists for garden plots can be years long. According to the City of Portland website, there are currently 1,000 people on the waiting list for garden plots. This number demonstrates that there is unmet demand in some parts of the city for additional gardening spaces.

Public facilities, including parks, are addressed in Goal 11 of Portland's Comprehensive Plan. Policy and Objective 11.42 states "Increase the supply of parkland, giving priority to: areas where serious geographical and service level deficiencies exist. . ." The Portland Plan lists a number of potential or proposed park projects larger in scale for future development in Action 116: Natural resources. These projects include Washington-Monroe Community Center and Thomas Cully Park. Smaller pocket parks and plazas spread throughout the city would benefit all residents and particularly older adults. These smaller scale parks, open spaces and plazas could be developed in the near term and targeted in places where open space is insufficient, helping to achieve the half-mile distance objective sooner. The promotion and expansion of community gardens is highlighted throughout the Portland Plan, but most explicitly in Action 109.

### ORCA'S RECOMMENDATION

Increase the supply of plazas, small parks, open space, and community gardens. Create more parks, closer to homes, especially in areas where few people have yards.

## Associated Implementation Strategies

1. Identify areas where demand for community gardens is high and the waiting lists are long. Identify areas that are the most park-deficient. These areas can be prioritized for this program to create additional community gardens and open space.
2. Partner with local groups who would be interested in participating or managing community gardens and small open spaces.
3. Create a tax abatement or incentive program that encourages land owners to provide parcels of land for community gardens and small open spaces.
4. Provide initiative information to landowners that explain the benefits of the tax abatement or incentive program for allowing their lot or a portion of their lot to be used as parklet, plaza or community garden.
5. Explore parklet or plaza creation when new neighborhood greenways are constructed.

## Analysis of Recommendation

Property owners that have large properties may either dedicate a portion of their lot for public use or choose to provide an easement for interim public use. Landowners with vacant parcels could sign short term easements for their site to be used as community gardens in exchange for tax abatement. PP&R recommends a minimum lease of 10 years for community gardens but this could be reduced to encourage more landowners to join the program. Dedication would eliminate a portion of a property owner's lot square footage



The new parklet on NE Homan is a great example of a small improvement that makes a big difference.



A modest parklet near Alberta St.

and reduce property taxes. Property owners would be incentivized by a tax abatement program –when a taxing board grants a taxpayer a stay of paying a tax, or a portion of a tax, for a certain amount of time. This tax abatement could be offered in exchange for providing an easement for public use. Easements would be created for community gardens and parklets that would benefit older adults and people of all ages. These spaces may be most valued in neighborhoods where residents have limited private yards and less access to parks, open spaces and community gardens. Extra space at schools is used as community gardens in many areas throughout the city already. Churches and places of worship may be areas where community gardens could be expanded. Parks, plazas and community gardens are places where intergenerational interaction and community involvement can take place. A more general initiative is needed to locate and secure new public parks and plazas near the places people live.

Portland Parks and Recreation lists a number of criteria regarding community gardens. Among the criteria are demonstrated need, neighborhood support, parking, available property, security, and water. These issues would need to be addressed at potential community garden locations. The criteria are similar for developing small parks and open space. Liability, minimum usable lot size, transferability, security, and revenue loss would need to be considered for any type of public land use. If someone were to be injured on a smaller easement, liability and legal issues may be a concern. Minimum usable lot sizes would need to be established in order to ensure functional value. When the property sells, a dedication would be permanent but an easement may or may not “run with the land”

## CASE STUDIES

New York City offers tax abatement for installing green roofs and Chicago has offered subsidies for green roofs for many years. While these programs do not create open space for public use, they demonstrate that a tax abatement and incentive program can be used to effectively change the environment. These improvements are not publicly accessible and are built on existing buildings, as a result, liability concerns and transferability issues are not applicable.

Baltimore Green Space (<http://baltimoregreenspace.org/>) is a non-profit organization that collaborates with residents, neighborhood organizations, and city government works to protect and manage small open spaces and community gardens. At the request of neighborhoods, Baltimore Green Space acquires existing community-managed open spaces and provides support to the people that care for them, including liability insurance. Baltimore Green Spaces allows communities to preserve green spaces without taking on the responsibilities of acquisition, ownership and liability.

In San Francisco, there is a history of privately owned public open spaces or POPOS. The majority of these open spaces were created in order to obtain density bonuses.





and transfer to the new owner. There would need to be clear language about transfers to other property owners or disclosure for potential buyers. There may be concerns from participants or landowners regarding potential vandalism or crime in these places. Lastly, revenue from taxes has many competing interest and there are many different needs in the City of Portland. Additional analysis would be needed to determine the cost effectiveness of this policy idea.

## Literature

Hancock, T. ( 2001). People, partnerships and human progress: building community capacity. Health Promotion International ,16, 275–280.

Tidball, K.G. and M.E. Krasny. (2007). From risk to resilience: What role for community greening and civic ecology in cities? Social Learning Towards a More Sustainable World, ed. A. Wals. 149-164. Wageningen, Wageningen Academic Press.

## 2. NEIGHBORHOOD STREETS INITIATIVE: TWENTY IS PLENTY

### Policy Issue

Walkability, defined as being able to walk to amenities in a comfortable environment, was mentioned as a feature that many participants in our public process valued and prioritized. Walkable neighborhoods offer safe and comfortable pedestrian environments, sidewalks, clearly marked crossings, and amenities nearby.<sup>25</sup>

The walkability of neighborhoods throughout Portland varies from area to area. One of the challenges to making a neighborhood more walkable is conflicts with automobile traffic and lack of pedestrian infrastructure. Automobile speed and volumes can make crossing streets and walking along certain streets undesirable. Increasing the amount of sidewalk coverage

<sup>25</sup> Frank, D., T. Schmid, J. Sallis, J. Chapman and B. Saelens. (2005). Linking Objectively Measured Physical Activity with Objectively Measured Urban Form: Findings from SMARTRAQ. American Journal of Preventive Medicine. 2005;28(2S2).

and connectivity is a long-term goal of the City of Portland, but the price of construction using normal design standards can be cost prohibitive. In many areas of the city, simply reducing the speed and volume of traffic may increase the pedestrian environment until additional infrastructure improvements can be made.

Donald Appleyard’s study of livable streets showed that traffic volumes are negatively associated with social interactions of individuals living on opposite sides of the street. In other words, as traffic volumes on a street increase, social interactions between residents on each side of the street decrease along with sense of community.<sup>26</sup> Automobile-oriented neighborhoods with high-speed traffic are detrimental to healthy, connected communities.

Portland Comprehensive Plan 6.5(F) details the role of local service traffic streets and states “In some instances where vehicle speeds and volumes are very low (for example, woonerfs and accessways), Local Service Traffic Streets may accommodate both vehicles and pedestrians and bicyclists in a shared space.” The Portland Plan stresses the importance of active transportation and includes a number of actions regarding the community use of streets.

### PORTLAND PLAN ACTION #110

**Designs for community use of streets:**  
Develop new design options that allow more community uses on neighborhood streets, especially in neighborhood centers. . .

<sup>26</sup> Appleyard, D. (1981). Livable streets. Berkeley, CA: University of California Press, 1981.



Signs like this one are common in the UK.



A Woonerf (Dutch for "Living Street") is a shared street environment where cars are invited as guests.

## ORCA'S RECOMMENDATION

Reduce vehicle speeds on local service streets in order to improve livability and to increase safety for all users.

### Associated Implementation Strategies

1. Work with neighborhood associations to educate residents about the benefits of lower speed limits and encourage support to reduce the speed limit on local service streets.
2. Engage advocacy organizations interested in livability, bicycle and pedestrian advocacy in supporting lower speed limits on local service streets.
3. Work with freight and trucking groups to promote the benefits of pedestrians and bicyclists using local service streets for travel rather than arterials and collectors.
4. Analyze which streets would meet the criteria for speed reduction described in HB 3150.
5. Streets that exceed the 2,000 vehicles per day outlined in HB 3150 would require diverters, speed bumps or other treatments to limit volumes and control speeds.

### Analysis of Recommendation

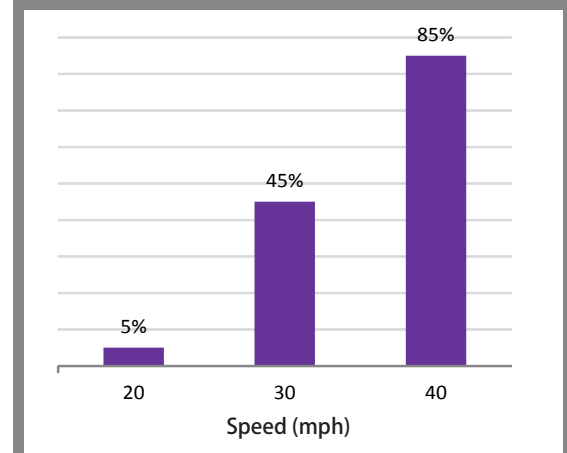
Oregon's Legislature passed House Bill 3150 in 2011, this bill allowed jurisdictions to reduce the speed limit on streets by five miles per hour in certain situations. Currently, neighborhood greenways in Portland are proposed to have the

speed limit reduced from 25 to 20 miles per hour. Lower speed traffic on local service streets would benefit residents, children, older adults and people of all ages. The Portland Comprehensive Plan addresses street calming in Goal 6, Policies 6.13. Section 6.13(F): "reducing traffic speeds through enforcement and design in high-density 2040 Growth Concept areas."

Lowering the speed limit on all local service streets would improve the pedestrian environment by making street crossings safer, encouraging active transportation, and possibly reducing pollution.<sup>27</sup> With lower motor vehicle speeds, crashes that do occur may be less fatal. Increased active transportation would provide more "eyes on the street," adding to a sense of community and safety in neighborhoods.

<sup>27</sup> Pilkington, P. (2009). Lowering the default speed limit in residential areas: opportunities for policy influence and the role of public health professionals. *Injury Prevention*, 15 (5), pp.352-353.

FIGURE 11. PEDESTRIAN FATALITY RATES AT 20, 30, AND 40 MPH



Source: UK Dept. of Transportation, London, England

Reducing the speed limit on local service streets and slowing automobile speeds could increase social community organizing and place-making activities similar to those that City Repair has completed in other parts of the city such as the Sunnyside Neighborhood. Portland Bicycle Plan for 2030 recommends the creation of ‘home zones,’ or similar car-light zones which will restrict motor vehicle traffic and speeds; these home zones would fortify a 20 miles per hour policy. These shifts would benefit all community members and may provide an additional boost to vulnerable road users such as older adults. These changes would be particularly important in areas without sidewalks.

European cities have found that lowering speed limits to about 20 miles per hour have a host of livability improvements including quieter streets; improved health; more space and safer environments for pedestrians, bicyclists, children at play, and older adults; and fewer crashes. Examples found in Switzerland dispel many myths about lower speed limits. In Zurich, the speed limit on streets throughout the city center is 15 kilometers per hour (about 10 miles per



hour) and they have found that traffic moves smoother with less congestion and public transportation operates more reliably. Political and popular support would be necessary in order to implement such a policy in Portland, but once instituted it may result in a substantial improvement for road users of all ages.

Simply reducing the speed limit, however, does not mean that motorists will comply. In order to keep traffic volumes and speeds low, Neighborhood Greenways include diverters, speed bumps and other traffic calming measures. While effective, these treatments are costly. A lower cost solution could come from neighborhoods that adopt a street and create a sense of place and visual interest, such as City Repair place making, so that drivers reduce their speed. In addition, enforcement, encouragement and education would also be needed. House Bill 3150 recently passed, however it only applies to streets with average daily trips of 2,000 automobiles or less. There may be opposition to a speed limit reduction on local service streets city wide. There was significant opposition to a law that was passed in 2004 to keep the speed limit in school zones to 20 miles per hour, 24 hours a day. Lastly, residents that live on adjacent streets that are classified as collectors or arterials may be concerned about additional traffic being diverted to these streets.

In 2007, Oregon Legislature passed a vulnerable roadway user law that increased penalties for careless driving that contributes to serious injury or death. Vulnerable users typically include pedestrians and bicyclists, and sometimes include children and older adults. This increased protection for vulnerable users was groundbreaking in the United States but pales in comparison to the protection these users receive

## CASE STUDIES

In many northern European countries, even auto-dominated ones like Belgium, speed limits in towns and cities is 30 kilometers per hour (about 20 miles per hour). In the United Kingdom, a “20 is Plenty for Us” campaign to reduce the speed limit on neighborhood streets to 20 miles per hour has been implemented in a number of towns by community effort. The program lists increased active transportation, reduced pollution and reduced collisions as benefits of a 20 mile per hour speed limit.<sup>1</sup>

In the United States, the New York City Department of Transportation is piloting a slow zone in the Claremont Neighborhood that is also community-based. The goal of the Claremont slow zone is to lower frequency and severity of crashes and to enhance quality of life by reducing cut-through traffic. Once this pilot project is complete, other communities will be able to apply to the slow zone program.

<sup>1</sup> Grundy, C., R. Steinbach, P. Edwards, P. Wilkinson and J. Green. (2008). 20 mph zones and Road Safety in London: A report to the London Road Safety Unit. London School of Hygiene and Tropical Medicine.

in European countries. In Belgium, car insurance was extended to compensate all physical damage suffered by vulnerable road users even when

the vulnerable user was at fault.<sup>28</sup> Additional protection for vulnerable users may be necessary for this policy to be successful.

### 3. RECREATION RX

#### Policy Issue

Lack of information and knowledge about community events and resources was discussed at a number of our TalkShops. The Portland area offers a wide range of activities, entertainment, and educational opportunities for older adults, but they will not be attended if people do not know about them. Portland Parks and Recreation provides a wide range of activities for people of all ages, abilities, and interests. Expansion of fee-based recreation programs could generate additional entertainment options for older adults without burdening the city's budget.

#### PORTLAND PLAN GUIDING POLICY H-10

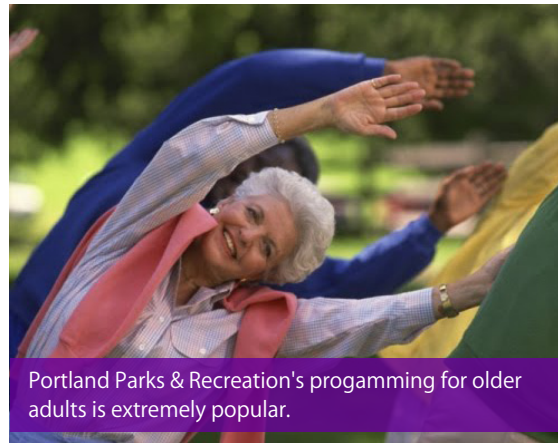
Support and enhance programs that encourage recreation and physical activity, healthy eating, active transportation, conservation, and community safety and resiliency.

<sup>28</sup> Avenoso, A. and J. Beckmann. (2005). The Safety of Vulnerable Road Users in the Southern, Eastern and Central European Countries". European Transport Safety Council. Accessed online at: [http://ec.europa.eu/transport/roadsafety\\_library/publications/sec-safetybelt\\_safety\\_vulnerable\\_road\\_users.pdf](http://ec.europa.eu/transport/roadsafety_library/publications/sec-safetybelt_safety_vulnerable_road_users.pdf)

A health promotion program called Silver Sneakers connects older adults on Medicare or specific health plans to fitness facilities in the Portland area and across the United States. Staying active and having many social interactions are critical components to injury prevention and successful aging. A report by the

#### PORTLAND PLAN GUIDING POLICY H-11

Strengthen collaboration among public agencies and health partners.



Portland Parks & Recreation's programming for older adults is extremely popular.



The Silver Sneakers program is a successful national program that encourages active aging.

Oregon Department of Health Services found that group-based exercise may reduce the risk of falls by as much as 55 percent.<sup>29</sup> Many older adults visit health providers more frequently as they age and these professionals can be a valuable source of information for their clients.

Portland Parks & Recreation provides a great array of programs for older adults. Demand is so high on these programs that most fill up within a matter of days, leaving many older adults without affordable or accessible recreation options.

Recreational opportunities are one of the components of the Portland Plan's Healthy Connected City concept. Portland Comprehensive Plan Goal and Objective 11.46 addresses recreation programs and specifically calls out "balanced programs which included the needs of the... handicapped and the elderly within existing resources."

#### ORCA'S RECOMMENDATION

Increase physical activity and recreation options and information for older adults; maintain and enhance the City of Portland senior outdoor recreation programming.

#### Associated Implementation Strategies

1. Improve coordination between Portland Parks and Recreation and local health providers.
2. Work with health care providers and local advocacy partners to explore and expand a scholarship program for low-income seniors.

<sup>29</sup> Oregon Public Health Division. (2006). Falls Among Older Adults in Oregon.

3. Add additional PP&R staff members to meet the demand for senior recreational services.
4. Expand PP&R's scholarship and fee-waiver budget in order to provide additional older adults with recreation opportunities.
5. Expand age-friendly fitness centers in community centers and outdoor fitness stations in park areas.
6. Adopt Access Recreation practices and policies that increase awareness of outdoor recreation facilities and their level of accessibility so that people can make more informed choices.
7. Promote PP&R programming in hospitals and clinics.

## CASE STUDIES

Portland has already started a similar program geared toward youth called Rx Play. In the Rx Play program, participating clinicians write prescriptions for increased physical activity. The objective of this program is to create a "warm-handoff" between the medical system and PP&R. The prescriptions were sent to the local recreational facilities and enrolled the youth in classes and activities.

In a similar program, Annapolis, Maryland Recreation and Parks operates a program to curb childhood obesity where local health providers give information on recreational activities.

## Analysis of Recommendation

Physicians can be a source of trusted information for individuals of all ages and older adults in particular. By working with and educating physicians, nurses, and other health care workers in the region on the programs and facilities offered by Portland Parks and Recreation (PP&R), they will be able to pass this information on to their clients. Promotional materials could be available at health care institutions throughout the city. Strengthening the connection between health providers and parks and recreation programs could improve individual mental and physical health in addition to social inclusion.<sup>30</sup> Improved access to information and programs may encourage and help older adults to remain active, increasing quality of life and reducing future medical costs. While there are numerous examples of similar youth-oriented programs, the addition of programming for older adults may increase and improve intergenerational interactions at recreational facilities.

Increasing PP&R's high quality affordable programming will allow many older adults to participate in recreational activities that improve physical and mental health.

There are numerous challenges to encouraging better integration between city programming and healthcare providers. A limited history of coordination and the limited amount of time that medical professionals have with clients may limit program integration. A PP&R stakeholder said that they had limited success in partnering with local health providers to promote recreation programs.

<sup>30</sup> Canadian Parks and Recreation Association (CPRA). (1997). The Benefits Catalogue. Ottawa: CPRA and Health Canada.

One way to engage health providers may be to expand PP&R activities in hospitals and clinics in order to reach additional older adults that need recreational programming and social interactions. PP&R's programs are reasonably priced and scholarships are offered for those in need. Expansion of the scholarship and fee-waiver programs' budgets would provide more older adults with access to recreation programming.

## Literature

Warburton, D. E.; Nicol, C. W.; Bredin, S. S. (2006). Health benefits of physical activity: the evidence. Canadian Medical Association Journal. 174:801–809.

## 4. MULTI-FUNCTIONAL SCHOOLS INITIATIVE

### Policy Issue

During our public outreach process older adults expressed a strong desire to have easy access to social gathering spaces, service delivery, and work or volunteer opportunities. School grounds and buildings offer an underutilized location for seniors to socialize, recreate, learn, engage in art projects, receive health services, and mentor youth. Public schools are conveniently located community assets. With strategic partnerships and broader programming schools can serve a greater portion of neighborhood residents.

Both the East Portland Action Plan (EPAP) and the Portland Plan call for leveraging schools as community resources. The EPAP focuses on the opportunity for relationships between Portland

## PORTLAND PLAN GUIDING POLICY T-10

“Capitalize on the opportunities that public schools offer as honored places of learning as well as multi-functional neighborhood anchors to serve local residents of all generations.”

Public Schools (PPS), Parkrose School District, the David Douglas School District, and PP&R to increase opportunities for recreation in East Portland.<sup>31</sup>

The Portland Plan states “Neighborhoods and communities that support intergenerational activities include the optimal blend of ingredients to improve the likelihood of positive outcomes for youth.” While aimed at ensuring Thriving and Educated Youth, they may also ensure thriving and engaged older adults.<sup>32</sup>

## PORTLAND PLAN GUIDING POLICY 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.

31 City of Portland Bureau of Planning and Sustainability; (2009). East Portland Action Plan: A guide for improving livability in outer East Portland.

32 City of Portland Bureau of Planning and Sustainability; (2012). The Portland Plan; Prosperous, Educated, Healthy, Equitable, Recommended Draft.

## ORCA'S RECOMMENDATION

Utilize existing neighborhood facilities to create full-service, multi-functional neighborhood hubs for people of all ages.

### Associated Implementation Strategies

1. Identify opportunities for neighborhood schools to be centers of community for older adults and the broader community.
2. Inventory school facilities to determine which properties are suitable for joint use and identify gaps in service delivery to local older adults, such as health services, senior meals, mentoring, arts education, and recreation that could be filled through programming at neighborhood schools.
3. Expand partnerships between the City of Portland, Multnomah County Public Health, Portland Public Schools, Portland Parks and Recreation, SUN Schools and neighborhood associations to encourage cooperative programming of neighborhood school facilities and to streamline on campus after-hours policies and to create joint-use agreements.
4. Identify opportunities for higher education institutions, such as the Portland Community College campuses and Portland State University to meet the needs of older adults and baby boomers and serve their neighboring communities
5. Identify sources of funding and determine how to share among the schools and the city.



Multnomah County's Schools Uniting Neighborhoods (SUN) program leverages existing resources for after-school enrichment activities. Expanding SUN's reach to include all ages represents a key opportunity.

## Analysis of Recommendation

Multi-Functional Schools is an opportunity for fiscal efficiency and for increased intergenerational interactions. The AARP Public Policy Institute and the National Conference of State Legislatures have examined aging in place best practices around the country. They pointed to examples in California and Washington State where unused space in school facilities are used for senior centers or health clinics and suggest that school facilities can open kitchens, gyms, and libraries to community use during evenings and weekends.<sup>33</sup>

Public Health Law & Policy (PHL&P) has identified four types of joint use agreements active in California: 1. Allow public access to outdoor facilities during non-school hours, 2. Allow public access to indoor and outdoor facilities during non-school hours, 3. Allow non-profit organizations to use indoor and outdoor facilities to operate programs, and 4. Allow schools and other organizations to have reciprocal access to each other's facilities. In addition PHL&P identified financing and liability concerns as common barriers to joint-use agreements.<sup>34</sup>

There is long standing evidence of support for multi-functional schools in the City of Portland. In 1979, the city School Policy was adopted under Mayor Neil Goldschmidt. This policy identified the need to "Encourage cooperative programming of City and School District land and facilities to allow for the best use by citizens of all ages" and

33 Farber, N.; Shinkle, D.; Lynott J.; Fox-Garge, W.; Harrell, R.; (2011). Aging in Place: A State Survey of Livability Policies and Practices. AARP Public Policy Institute and the National Conference of State Legislatures.

34 Ogilvie, R. and Zimmerman J.; (2010). *Opening School Grounds to the Community After Hours: A toolkit for increasing physical activity through joint use agreements.* Public Health Law & Policy.

"encourage the conversion of portions of existing schools for senior service centers".<sup>35</sup> Today, Schools Uniting Neighborhoods (SUN) schools fulfill this policy with a family and youth focus; reorienting the focus to include programming for older adults would complete the 1979 vision.



35 The City School Policy Committee, Beeman, C.; Baldwin, K.; Bridges, D.; Newhall, S.; Cohen, M.; (1979). City of Portland, Oregon City School Policy.

## CASE STUDY

The Joint Use Generating Activity and Recreation (JUGAR) –Spanish for “to play” –project is an initiative of the Alliance for Better Community; a Los-Angeles based organization that focuses on equity for Latinos in education, health, economic development and civic engagement. The goals of the JUGAR project aim to increase community access to school facilities on weekend and evenings and to address administrative red tape when creating joint use agreements.<sup>1</sup>

Currently, the Alliance for a Better Community has four pilot JUGAR sites in Boyle Heights and Pico Union, two Latino communities. Successes thus far include a local Zumba class that was able to double its class offerings after gaining access to dance space at a high school, and opening up school sports fields on evenings and weekends to the American Youth Soccer Association and a neighborhood walking club.<sup>2</sup>

1 JUGAR- Joint Use Generating Activity and Recreation. In Alliance for a Better Community. Retrieved May 19, 2012, from <http://www.afabc.org/What-we-do/Health/JUGAR.aspx>

2 Boyle Heights and Pico Union: Alliance for a Better Community- Joint Use Generating Activity and Recreation (JUGAR). In Joint Use. Retrieved May 19, 2012, from <http://www.jointuse.org/community-4/boyleheights/>



The Hillsdale Main Street Program is currently working with Elders In Action to create Portland's first Age-Friendly Main Street.



This mural in East Harlem is one outcome of New York City's East Harlem Aging Improvement District.

## 5. PILOT AGING OPPORTUNITY DISTRICTS

### Policy Issue

In many cases, the neighborhood scale is best to identify issues and produce solutions. Many of the physical infrastructure issues brought up by older adults were small-scale issues specific to their neighborhood or nearby streets and intersections. Participants shared stories about intersections with poorly-timed crosswalks, lengths of sidewalk with broken pavement, and neighborhood projects like working to turn a church's extra parking lot into a community garden. In addition to physical infrastructure, adequate social infrastructure is needed to support aging in place. There is a need for coordination among residents, neighborhood organizations, local nonprofits, the business community, and the City on age-friendly physical and social improvements.

Portland has an extensive network of place-based organizations including 96 neighborhood associations, 37 business associations and 3 main street programs. Expanding the capacity of existing organizations can leverage social capital and offers an efficient way to

### PORTLAND PLAN ACTION #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.

implement age-friendly improvements, where community knowledge can be used to shape programming, infrastructure, and business district improvements.

### ORCA'S RECOMMENDATION

Support community-based actions to make neighborhoods more age friendly.

### Associated Implementation Strategies

1. The City should launch Pilot Aging Opportunity Districts (PAODs) with the mission of implementing elder-focused improvements in three or more Portland geographies.
2. Develop need-based criteria for identifying PAODs.
3. The City should partner with community organizations and neighborhood and business associations in each PAOD to address issues raised by older adults.
4. Assemble leadership groups of older adults in each pilot district.
5. Evaluate Pilot program, make needed revisions, and expand to additional, if not all, Portland neighborhoods.

### Analysis of Recommendation

The World Health Organization's Age-Friendly Cities Project-Vancouver Protocol notes that it is natural for city residents to organize daily activities in certain, often well-defined, agglomerations. The Vancouver Protocol calls





for a focus on “specific neighborhood or districts within cities.”<sup>36</sup>

Opportunities to make a PAOD more age friendly can be both physical and social. Older adults may want to see physical improvements to streets, sidewalks and green space and they may also desire social network improvements, such as yard-sharing programs and age-friendly business practices. The intention of PAOD is not to usher older adults into certain locations but rather to focus improvements in places where older Portlanders currently live or travel often.

Naturally Occurring Retirement Communities (NORCs) are areas that are home to a relatively large number of elders that age in community or that receive a large number of in-migrant elders, or soon to be elders. They represent an opportunity for considering the implementation of PAODs. “NORCs provide a singular opportunity to deliver targeted health and supportive services cost-effectively; increase service availability;

<sup>36</sup> World Health Organization; (2007). WHP Age-Friendly Cities Project Methodology: Vancouver Protocol

organize cooperative health promotion, crisis prevention, and community improvement initiatives; and develop new human, financial, and neighborhood resources for the benefit of older residents.”<sup>37</sup> NORCs are places that can be served efficiently by coordinated service providers. Services can include in-home nursing, food delivery, opportunities for social interaction, and anything else that a large number of older adults might require or desire.

Portland’s Hillsdale Main Street program has already started to work with Elders in Action toward becoming designated as Portland’s first Age-Friendly Main Street. Hillsdale Main Street envisions improvements that will cater to the needs of older adults. These improvements may include additional benches in the business district, added street lighting, improved crosswalks, access to walking track facilities at a local school, having businesses certified as Age-Friendly, and creating a set of visual standards for their own promotional materials. Building upon existing place based partnerships and their momentum could be a strategic tactic for the implementation of Aging Opportunity Districts.

Needs-based criteria should be used to establish the Pilot districts. Possible criteria are districts that have high densities of older adults, districts that older adults visit often, districts with neighborhood groups already active in aging improvement activities, and districts with high percentage of low income older adults. It will be important to continually evaluate the success of the pilot program, make needed revisions, and determine how to best expand the program across the city.

<sup>37</sup> Jewish Federations of North America (JFNA) (2001). The NORC Aging in Place Initiative. Available at [www.norcs.org](http://www.norcs.org).

## CASE STUDY

Over thirty NORC Supportive Service Programs were funded between 2002 and 2009 through Federal Administration on Aging. Grants to NORC Supportive Service Programs. Since then federal funding has been suspended and the present state of those programs is uncertain. Many NORC Supportive Service Programs relied on additional funding from other public and private sources, and might have adapted their programs to continue providing services.



## CASE STUDIES

### NEW YORK CITY'S AGING IMPROVEMENT DISTRICTS

Age-Friendly NYC has used a framework of Aging Improvement Districts to bring together neighborhood leaders, local business owners, non-profit organizations, city officials, cultural, educational and religious institutions to “think strategically to make no and low-cost improvements.”<sup>1</sup>

Age-Friendly NYC is a partnership the Office of the Mayor, the New York City Council and The New York Academy of Medicine. Age-Friendly NYC has identified three neighborhoods as Aging Improvement Districts, East Harlem, Upper West Side and Bedford-Stuyvesant, using criteria that focus on concentrations of New York elder residents and their destinations.

Examples of no cost and low cost improvements are: creating senior-only hours at a local pool; asking business owners to allow seniors to use restrooms; special banking hours to help seniors learn electronic banking; installing new sidewalk benches; and a the designation of a free Cinema Day for seniors.<sup>2</sup>

1. Current Initiatives- Aging Improvement Districts. In Age-Friendly NYC. Retrieved May 19, 2012 from <http://www.nyam.org/agefriendlynyc/initiatives/current/aging-improvement-districts.html> <http://www.nyam.org/agefriendlynyc/>

2. Croghan; (2012). “Bed-Stuy launches an ‘Aging Improvement District,’ NY Daily News

### BEACON HILL VILLAGE, BOSTON

Beacon Hill Village is a cooperative non-profit organization that provides discounted health services and living assistance, coordinated recreational and social opportunities, and transportation services. Beacon Hill Village provides these services to members, and the services are mostly funded through membership fees. Membership is limited to residents of a handful of adjacent downtown Boston neighborhoods. Beacon Hill Village limits its geographic scope in order to ensure active social participation by members, rather than to limit inefficiencies in service associated with distance.

### VILLAGE PDX

Village PDX is a grassroots organization developing capacity in Portland’s neighborhoods for NORC supportive services using the Village model. Village PDX is raising awareness among Portland residents of the value and opportunities to be involved in developing active NORCs. A primary question Village PDX is trying to answer in the Portland context is how large a Village should be in order to deliver economies of scale, and how small it needs to be to foster community ([www.vtvnetwork.org](http://www.vtvnetwork.org)).



# AGE-FRIENDLY HOUSING OPTIONS

## THE VISION

Older adults will thrive in affordable, attractive, well-constructed homes of their choice. The right proportion of accessible dwellings, in the right locations, are available for elders to enjoy their own version of Portland's livability. A diverse range of housing types and arrangements provide the opportunity for elders of all incomes to age in place or age in community. Flexible, adaptable dwellings facilitate new possibilities. Older Portlanders also have the option to move into housing that better suits their needs at different stages of aging, whether that is a smaller home that requires less maintenance, an apartment close to family, or a familiar home environment shared with peers that offers living and nursing assistance. A variety of private and semi-private outdoor spaces such as balconies, courtyards, front porches, and gardens compliment public spaces.

## The Context

A number of national surveys and studies have found that the majority of people over age 65 want to age in place – to continue to live in

their own home or community.<sup>38</sup> Aging in place is defined by the National Center for Disease Control (CDC) as “the ability to live in one’s home and community safely, independently, and comfortably, regardless of age, income or ability level.”<sup>39</sup> A finer degree of differentiation may be applied to separate aging in place –staying in one’s home –and aging in community – remaining in one’s neighborhood, but moving to new housing.

A variety of housing types in a neighborhood allows for the ability of one to age in community. These communities facilitate people working together to create “mutually supportive neighborhoods that enhance well-being and quality of life for older people” in their homes and as integral members of a community.<sup>40</sup> By remaining in a community an older adult may continue to access social networks and community support while living in appropriate housing for their needs.

Housing is one of the most important components of the environment that can help Portlanders age in place. However Portland’s housing is not built to this end. Most of Portland’s housing was constructed before people started valuing accessibility for people with limited mobility. Many new and re-emerging housing models that include social, cooperative, and intergenerational living are not available for older adults. The City of Portland’s efforts to build and

38 AARP (2011). Aging in place: a state of livability policies and practices. AARP Public Policy Institute. Available at: <http://assets.aarp.org/rgcenter/ppi/liv-com/ib190.pdf>

39 Center for Disease Control (CDC). (2012). Healthy Places Terminology. Available at: <http://www.cdc.gov/healthyplaces/terminology.htm>.

40 Thomas, W. H., & Blanchard, J. M. (2009). Moving Beyond Place: Aging in Community. *Journal of the Western Gerontological Society*, (33):12-17.

rehabilitate affordable housing do not explicitly consider the aging population. When older adults do need to leave their home to live in assisted living or nursing facilities, they have to leave their neighborhoods, and often have to live in age-segregated environments.

There is a need for more age-friendly housing in the city that facilitates both aging in place and aging in community. As a step in this direction, the Portland Plan calls for a healthy connected city network of residential areas connected to neighborhood hubs, parks and green space, employment opportunities, and the city center. Housing actions identified in the plan that can facilitate this include, Action 1: Enforce Title VI, Action 34: Housing stability, Action 76: Housing strategy, Action 77: Affordable housing supply, Action 78: Remove barriers to affordable housing, Action 79: Equity in neighborhood change, Action 82: Physically accessible housing, Action 84: Align housing and transportation investments, and Action 103: Age-friendly city.

## Potential Policy Responses

### 1. INCLUSIVE HOUSING DESIGN INITIATIVE

#### Policy Issue

Although physical abilities and limitations vary among older adults, elders have the highest rate of mobility impairments of any age group. As people age, they may no longer be able to maintain or get around a single-family home, use automobiles, or walk their streets. This presents

## PORTLAND PLAN GUIDING POLICY P-37

Provide for the growing housing needs of the disabled and elderly through designing housing units to be more physically accessible, and locating more of this housing near neighborhood hubs and frequent transit service.

a challenge in Portland where many older adults live in single-family homes located in lower-density neighborhoods. Nonetheless, many older adults prefer to age in their home due to the financial and mental stress of moving, important memories, and ties to their community, friends and family. Inclusive design in housing through accessibility features can facilitate the ability of people with mobility issues to safely and easily age in place. Generally, inclusivity through accessible homes can “promote independence and make it easier for older adults to perform

## PORTLAND PLAN ACTION #82

**Physically accessible housing.** Develop policies and programs to increase the supply of housing accessible to disabled persons. Collect the information required to understand accessible housing needs including estimates of demand and information on the supply by amount, type and location. Identify policy initiatives that can increase the private market supply. Promote design of housing units that is accessible, versatile and able to meet the change needs of people throughout their life.

tasks, reduce accidents and falls, engage in daily activities, reduce healthcare costs, delay institutionalization, and reduce the likelihood of costly moves.”<sup>41</sup>

No estimates exist on the number or proportion of inclusive and accessible housing units in Portland. According to PSU’s IOA, most of Portland’s housing units are not accessible by the lowest accessibility standards. Inaccessible housing stock is a clear obstacle to aging in one’s home in Portland; unchecked, the gap between accessibility needs and the supply of accessible units will increase with the growing older adult population.

## ORCA'S RECOMMENDATION

Encourage accessibility modifications and inclusive design in existing housing units and in new housing development.

## Associated Implementation Strategies

1. The Portland Housing Bureau (PHB) should improve existing accessible housing education programs. Include information to homeowners and non-profits on the various models of inclusive housing design.
2. The PHB can assist contractors, developers and financial institutions in creating affordable accessibility modification packages for homeowners.
3. BPS and partner agencies should identify opportunities to subsidize accessibility

41 AARP (2011). Livable Communities, Chapter 9. AARP Policy Book 2011-2012. Available at [www.aarp.org/content/dam/aarp/about\\_aarp/aarp\\_policies/2011\\_04/pdf/Chapter9.pdf](http://www.aarp.org/content/dam/aarp/about_aarp/aarp_policies/2011_04/pdf/Chapter9.pdf).



There is a limited supply of accessible, barrier-free homes in Portland.



Application of Universal Design principles benefits everyone that relies on mobility devices to get around, no matter their age.

modifications and accessibility in new development.

4. BPS and IOA should conduct an accessibility needs assessment and provide the information to housing organizations, contractors, developers, local governments, and financial institutions so that they understand the gap between the need for accessibility and supply.

5. BPS can develop a checklist or hierarchy of accessibility features based on the seven principles of Universal Design that the city can regulate or incentivize in new housing developments.

6. PHB should incorporate a checklist of accessibility features into more federally funded housing units, beyond the number of units required under the Uniform Federal Accessibility Standards (UFAS).

7. The PHB can incorporate the developed checklist of accessibility features into the list of existing requirements and qualified public benefits that make developments eligible for the city's Transit-Oriented Development based property tax exemptions or System Development Charge waivers.

8. The City of Portland Office of Management and Finance, ADA Title II Program can evaluate whether the City is meeting the multi-family housing accessibility requirements of the Federal Fair Housing Act (FHA) and, if out of compliance, make recommendations for compliance.

## Analysis of Recommendation

Education and encouragement programs should require the development of housing that features

inclusive design features. A common means of defining inclusivity is through the adoption of Universal Design (UD) principles. The UD framework is widely accepted for accessibility and refers to seven principles that ensure buildings (and other products) are usable for all regardless of ability, age, or income. Principles include equitable use that avoids segregating or stigmatizing anyone while appealing to everyone, simple and intuitive use that requires minimal physical effort, tolerance for error, and adequate size and space for diverse range of users.<sup>42</sup>

"Visitability" is a subset of UD. It is the lowest standard for accessibility and ensures "single-family or owner-occupied housing is designed so that it can be lived in or visited by people who have trouble with steps or who use wheelchairs or walkers".<sup>43</sup> Incorporation of visitability standards is a low-cost addition to new developments and is becoming more widely used.<sup>44</sup> Another approach is "lifespan design," this standard exceeds many other approaches in providing physical access to housing and the built environment regardless of ability. Lifespan design includes a broader range of features than visitability as it also designs for sensory limitations, security, the prevention of falls, and community integration.<sup>45</sup>

42 Center for Universal Design (CUD) (1997). The principles of universal design. NC State University. Available at <http://www.ncsu.edu/project/design-projects/udi/center-for-universal-design/the-principles-of-universal-design/>.

43 Concrete Change (2012). Visitability: every new home visitable. Available at [www.concretechange.org](http://www.concretechange.org).

44 AARP (2011). Livable Communities, Chapter 9. AARP Policy Book 2011-2012. Available at [www.aarp.org/content/dam/aarp/about\\_aarp/aarp\\_policies/2011\\_04/pdf/Chapter9.pdf](http://www.aarp.org/content/dam/aarp/about_aarp/aarp_policies/2011_04/pdf/Chapter9.pdf).

45 Maisel, J. (2011). Design resources: levels of inclusive housing. Center for Design and Environmental Access. Available at <http://udeworld.com/levels-of-inclusive-housing>



National surveys by AARP and MetLife show that people tend to discount the future value of accessibility and the probability of needing accessible housing. Additionally, market studies performed by MetLife have shown that accessibility is one of the lowest valued features for people ages 45 and older that are considering a move to new housing.<sup>46</sup> This results in a lower supply of accessible housing than might be socially optimal. Providing incentives and/or

46 Metlife (2012). Transitioning into retirement: the Metlife study of baby boomers at 65. Mature Market Institute. Available at [http://www.metlife.com/mmi/research/index.html?WT.ac=GN\\_mmi\\_research](http://www.metlife.com/mmi/research/index.html?WT.ac=GN_mmi_research)

requirements for accessibility features in new housing development can counteract the market failures to provide such services.

A regulatory approach to accessibility may create pushback from contractors, developers, and the public. Requiring accessibility features in new housing adds to building costs. A potential result is less new housing or more expensive new housing. However, the cost of including accessibility features in a new home is substantially less than the cost of modifying an existing home to have those same features, so the improvements would save a resident with mobility limitations money in the future.<sup>47</sup>

A 2011 MetLife study found that many homeowners generally do not understand how to use reverse mortgages in their homes to finance accessibility improvements and lenders generally do not promote opportunities to use equity to finance accessibility improvements.<sup>48</sup> Furthermore, for many of Portland's low to medium-income households, these modifications may remain too costly. The PHB and BPS can partner with local housing and aging agencies to target tax policies, deferred loan programs, housing trust funds, Medicaid waiver funds, and HUD Community Development Block Grant and HOME funds to make home modifications more affordable for lower income older adults. An obstacle to this includes competing priorities for the use of these funding sources to incentivize other activities.

47 AARP (2011). *Livable Communities*, Chapter 9. AARP Policy Book 2011-2012. Available at [www.aarp.org/content/dam/aarp/about\\_aarp/aarp\\_policies/2011\\_04/pdf/Chapter9.pdf](http://www.aarp.org/content/dam/aarp/about_aarp/aarp_policies/2011_04/pdf/Chapter9.pdf).

48 MetLife. (2011). *A Survey of Pre-Retiree Knowledge of Financial Retirement Issues*. Mature Market Institute. Available at <http://www.metlife.com/mmi/research/2011-retirement-income-iq.html#findings>

The Fair Housing Act (FHA) of 1988 requires that all new multifamily housing meet the basic accessibility requirements and that landlords allow tenants to make physical modification to their units.<sup>49</sup> The City of Portland has done award

49 The United States Department of Justice (US DOJ) (1988). *The Fair Housing Act*. Available at <http://www.justice.gov/crt/about/hcea/title8.php>.

## PORTLAND PLAN ACTION #106

Explore opportunities to create housing for older adults and mobility-impaired residents in service-rich, accessible locations.

### CASE STUDY

The S.M.A.R.T. Program is an inclusive housing design program is an incentive-based development model through partnerships between builders and the City of Austin, Texas. S.M.A.R.T. stands for Safe, Mixed income, Accessible, Reasonably priced, and Transit-oriented. The accessibility requirement is based on the Visitability standard; S.M.A.R.T. developments receive fee waivers, a streamlined permitting, program staff advocacy to solve emerging problems with development, and a density bonus.

From 2001 (beginning of S.M.A.R.T.) to 2005, more than 4,900 S.M.A.R.T. housing units were completed, and nearly 80 percent of those were affordable to families at or below 80 percent of the Median Family Income (MFI). As of 2005, over 26,000 units were certified to participate in S.M.A.R.T. Housing; of those, 14,500 certifications were for single-family homes. Studies of the program show that it not only creates more inclusive housing

through accessibility features, but also more housing units have become affordable at lower income levels. From 2001 to 2004, the ratio of units affordable to families at or below 60 percent MFI increased by more than 25 percent. The program does face challenges. According to the Community Action Network in Austin, the challenges include "too much demand to allow full fee waivers without impacting utility rates, maintaining longer term affordability without decreasing building, serving lower income residents without increasing the concentration of poverty in traditionally low-income neighborhoods, amending local accessibility requirements that exceed national standards without "watering down" the goal of increased accessibility for people with disabilities, and recognizing that the goals of increasing density and the tax base may conflict with goals of increasing housing affordability and mitigating gentrification."<sup>1</sup>

1. Community Action Network (CAN) (2005). *S.M.A.R.T. Housing: a strategy for affordable housing at the local level*. [www.lakecountynfl.gov/pdfs/2025/SMART\\_Housing.pdf](http://www.lakecountynfl.gov/pdfs/2025/SMART_Housing.pdf)

## CASE STUDY

In 2002, Pima County passed the nation's first visitability ordinance. The ordinance requires all new houses in the unincorporated areas of the county to be built with at least one entrance with no step, and doors at least 32 inches wide. It also requires lever door handles, reinforced walls in ground-floor bathrooms for easy grab bar installation, light switches no higher than 48 inches, and hallways 36 inches wide throughout the main floor.<sup>2</sup> The county faced a lawsuit by a local building firm that said the ordinance lacked state statutory authority and that it violated clauses in Arizona's Constitution. The builders also complained that the ordinance creates financial burdens on homeowners who will likely never be confined to a wheelchair. However, the court sided with the county. It concluded that the cost of including the design in a new home was substantially less than the cost of modifying an existing home. It was also noted that the benefits to the community in providing for the mobility impaired justified the minimal cost of implementing the required accessibility features. In 2003, two years after implementation, the county produced more than 11,000 Visitable homes.

<sup>2</sup> Visitability (2012). Pima County Visitability ordinance and update. Ragged Edge Online. Available at [www.visitability.org](http://www.visitability.org).

winning work in order to comply with the FHA making the city one of the most FHA compliant cities in the country.

The PHB provides federal grant funding to community-based organizations to provide small grants for emergency home repairs that address safety and health issues for low-income seniors. Accessibility improvements fall within some of the community based organizations' grant funding guidelines. However, accessibility could be more thoroughly incorporated with encouragement and direction from the PHB. Furthermore, accessibility education, assessment and inventory programs do not easily fit within existing city tasks. Therefore, IOA, Multnomah County Public Health and other existing community-based partners can work with the city to assist with program development and implementation.



The City should work with developers to explore alternative housing types, such as cottage clusters, that have a high potential to support aging in community.

<sup>50</sup> Keenan, T. (2010). Home and Community Preference for the 45+ Population. AARP. Washington DC. Available at <http://assets.aarp.org/rgcenter/general/home-community-services-10.pdf>.

## 2. DIVERSE HOUSING OPTIONS

### Policy Issue

As adults get older and their activity abilities or preferences change, they often find that their neighborhood's available housing stock lacks diversity and is nearly homogenous. In a 2010 national community preference survey by AARP, 80 percent of respondents agreed that they want to stay in their community as they age, more than the number that said they want to stay in their home. For those who responded that they want to stay in their home, the primary reason is that the community does not offer options for relocating or downsizing.<sup>50</sup> These findings are comparable to the responses found in our survey.

Many older adults, however, live in homes that are not accessible and may be too large to easily maintain. Neighborhoods should have housing that older adults can move into as preferences and needs change, so they do not feel the need to stay in a home that does not work for them, and so they do not have to prematurely move into assisted living or nursing homes.

The Portland Plan identifies that neighborhoods should provide a range of housing options for a diverse population and for diverse needs based on a range of incomes, tenure, culture, ages and stages in life, and mobility. Providing a diverse housing stock can meet the needs of the diverse aging population, allow for a high degree of social interaction across age and income levels, and allow aging in community. Multigenerational living is a norm in many cultures that are now calling Portland home – they provide an example to others on how other types of households can work. A greater variety of housing may be needed as the city grows.

## ORCA'S RECOMMENDATION

Provide diverse housing types within each neighborhood in order to accommodate the changing housing needs associated with population aging.

## Associated Implementation Strategies

1. Implement an incentive program that encourages the development of alternative housing types and a diverse range of housing options for older adults.
2. Reduce regulatory constraints to alternative

housing models. The City should examine zoning policies to determine the effect they have on a diverse housing stock.

3. Conduct regularly scheduled trainings and information sessions for contractors, developers, lenders, real estate agencies, and residents on diverse housing models and plans for aging in community.

4. Implement an aging in community design competition with architects around the globe to gather ideas on aging in place design opportunities.

## Analysis of Recommendation

A variety of housing types should be available within a neighborhood in order to accommodate individuals as their abilities, incomes, and mobility needs change. The housing needs of older adults depends on various factors – health and care needs, relationships with their friends, families and community, racial and ethnic background, financial means, and physical abilities. This means that it is difficult to determine housing preferences of the population and that a diverse range of housing is needed to suit many different needs and preferences.

Several housing types can encourage aging in community. Where available, cottage cluster housing provides a way for people to downsize from their large, higher maintenance home but stay in their neighborhood. Their small size can provide housing at a modest price. Co-housing, a type of intentional community in row-house, condo or apartment-like private dwellings that share some common facilities, allows older adults to combine some autonomy and privacy,

an easy to manage unit, and the social and resource sharing advantages of community living. Available opportunities for homeowners to create two homes out of their current multi-level homes can increase opportunities for older homeowners



Accessory dwelling units support one type of multi-generational living, and are gaining in popularity.





to earn rental income, increase the number of rental units available for older adults, and provide opportunities to families to occupy the same building, in independent units.

Portland has made some positive contributions to alternative housing models, such as allowing and encouraging Accessory Dwelling Units. Additionally, the city has historically been open to new ideas and alternative housing options for older adults, such as co-housing. BPS' Urban Design Studio has promoted numerous viable and affordable cottage cluster design configurations for diverse lot sizes and zoning combinations. The zoning code is already

permissive of alternative housing models like clusters and co-housing, but it is still uncertain to what extent regulation is a barrier to diverse housing types, so current regulations should be evaluated. Furthermore, modifying existing homes or buildings into smaller units is costly; incentives to encourage the housing market to build in this way may be more effective for the longer term.

Potential incentives for alternative housing models include parking reductions, setback and design alternatives, waivers of system development charges, modification of utility standards, permitting processes that are

## CASE STUDIES

### BURBANK SENIOR ARTISTS COLONY, BURBANK, CA

Through "collaborative efforts of a private developer, a redevelopment agency, and a nonprofit arts program, an affordable housing provider built the first senior rental apartments offering independent living in a creative, art-inspired environment." The site is in Downtown Burbank close to shopping, restaurants, and theaters, and is next door to a high school. It has 147 rental units – 70 percent at market rate and 30 percent affordable rentals. Residents host art events for their neighborhood, present live entertainment in their theater, and socialize in their clubhouse. The building offers lifelong learning classes offered through a local non-profit. The community has won several building awards.<sup>1</sup>

### SILVER SAGE VILLAGE IN BOULDER, CO

This "is a 50+ co-housing community with 16 accessible homes around a common courtyard and an accessible two-story, common house with a guest bedroom for friends and family and a large great room for community meals and celebrations. Ten homes are market rate; six are permanently affordable. The project won Best of Senior Living from the National Association of Home Builders."<sup>2</sup>

<sup>1</sup> Burbank Senior Artists Colony (BSAC) (2012). Organization website. Available at [www.seniorartistscolony.com](http://www.seniorartistscolony.com)

<sup>2</sup> United States Environmental Protection Agency (US EPA) (2009). Growing smarter, living healthier: a guide to smart growth and active aging. Available at <http://www.epa.gov/aging/bhc/guide/index.html#development>.

## CASE STUDY

Ankeny Row, a planned housing development in southeast Portland, will build modest homes – five 1,500 square foot townhomes and one 900 square foot condominium. The homes will be situated near transit and in a walkable neighborhood with easy access to services and amenities. The floor plans facilitate aging in place and the small unit sizes facilitate low maintenance. The project features include a courtyard, solar arrays, a common room, and other communal spaces. Most of the interested buyers are retirement-age persons seeking to downsize their homes and live within a community.<sup>1</sup>

<sup>1</sup> Fehrenbacher, L. (2012). Empty nesters planning Southeast Portland housing development. Daily Journal of Commerce. Available at [www.djoregon.com](http://www.djoregon.com)



Rendering of Ankeny Row

streamlined and prioritized, and local public funding (i.e., tax credits). The city already uses these tools to encourage other development and could incorporate alternative housing models into those existing programs. For example, the city could focus incentives for alternative housing models in areas rich in transit, by coupling the incentive with existing TOD incentives.

Constrained local budgets for providing subsidies, developer willingness to explore new design options, and lending institutions' willingness to provide financial opportunities for alternative housing types are some potential constraints to providing diverse housing types.



### 3. AFFORDABLE HOUSING FOR OLDER ADULTS

#### Policy Issue

Housing for older adults can serve several roles, financial asset, shelter, a place for relationship building, and a location close to support systems and services. While affordability is an issue for all Portlanders, older adults face some unique circumstances related to affordability. Many older adults at some point live on fixed incomes that are smaller than their incomes in previous stages of life. Many older adults have some retirement income, but they tend to discount the amount of money that they will need for retirement and do not save enough to meet their lifelong needs.<sup>51</sup> Generally, older adults also face predictable but sudden costs associated with abrupt declines in health, temporary injury, or changes in the living and health assistance needs of a partner.

#### PORTLAND PLAN ACTION #77

**Affordable housing supply.** Retain affordable housing supply by preserving properties that receive federal and state housing subsidies. Increase the supply by building new affordable housing in high opportunity areas. Improve the physical accessibility and visit-ability of the affordable units to best meet the needs of all demographics.

<sup>51</sup> Metlife (2012). Transitioning into retirement: the Metlife study of baby boomers at 65. Mature Market Institute. Available at [http://www.metlife.com/mmi/research/index.html?WT.ac=GN\\_mmi\\_research](http://www.metlife.com/mmi/research/index.html?WT.ac=GN_mmi_research)

#### PORTLAND PLAN ACTION #78

**Remove barriers to affordable housing:** Remove barriers to affordable housing for low-wage workers, elders and people with disabilities, and other low-income households through implementation of the Fair Housing Action Plan, housing placement services, and programs to overcome housing discrimination and bring violators to justice.

The PHB is tasked with solving the unmet housing needs of the residents of Portland. The PHB's actions serve the very low and low-income households. Their vision is that "all Portlanders can find affordable homes in healthy neighborhoods."

To date, the PHB realizes the urgency to focus on the 55+ demographic due to the changing trends; however, they do not have a strategic plan or policies for affordable housing that facilitate aging in place or aging in community.<sup>52</sup> Well-planned housing, particularly for lower income older adults, can lead to a city that serves the housing needs of communities, for all of its residents.

#### ORCA'S RECOMMENDATION

Provide opportunities for affordable housing options for people of all means and abilities. Develop a strategic affordable housing plan for Portland's low and very low-income older adults.

<sup>52</sup> McCarty, K. Program Coordinator of the PHB. Interview by Dawn Hanson. April, 2012.

## Associated Implementation Strategies

1. Identify the housing preferences and needs of Portland's low and very low income older adults.
2. Determine the appropriate housing, transit and service match, and the potential for linking health care savings and transportation savings to affordable housing options for older adults.
4. Pursue or strengthen community institutions – public-private partnerships – that can facilitate the building of affordable housing for older adults.
5. Target housing funds and streamline the process of building housing for very low or low-income Portland older adults.

## Analysis of Recommendation

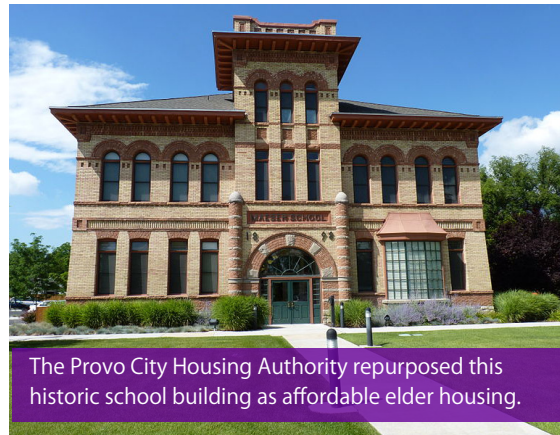
The PHB should target affordable housing for older adults in neighborhood hubs that are rich in services, amenities, walkability, and transit. For seniors who cannot drive, or choose not to drive, improved affordable housing options can help reassure that they do not become isolated, have access to needed services and amenities, and have travel options that improve their quality of life. A plan developed by PHB should be coordinated with Metro's TOD strategic plan.

A number of businesses and organizations already provide affordable housing for older adults and are trying to meet the demand of housing for seniors (examples: various Community Development Corporations, Innovative Housing, and NW Housing). These actors need resources that reduce barriers to

their work and funding to continue to do the work they are already doing.<sup>53</sup> The PHB can streamline and target resources and funding to these organizations to help serve the older adult population.

Additionally, there are tools to assist the city in creating and implementing a strategic affordable housing plan for older adults. The AARP Public Policy Institute and the Center for Housing Policy developed a user-guide toolkit on housing policy issues that affect older adults.<sup>54</sup> The goal of the toolkit is to help places and agencies meet the housing needs of older adults. The PHB can evaluate and tailor the suggested tools in their development of an older adult housing plan.

Constraints that may arise include constrained federal, state and local budgets, limited capacity of city agencies to create the strategic housing plan, and the competing needs of other demographic groups.



<sup>53</sup> Sauvie, N. Director of ROSE CDC. Interview by Dawn Hanson. April, 2012.

<sup>54</sup> AARP (2010). Housing policy toolbox to meet the affordability needs of older adults. Available at <http://www.housingpolicy.org/toolbox/>.

## CASE STUDY

The Provo City Housing Authority purchased and revitalized a historic school into Maeser School Apartments, creating 31 units affordable to very low-income seniors. They also subdivided the surrounding grounds and sold them to a local CDC to help bring low-income homeowners back to the area. The developer tapped into 14 major funding sources – state and federal funding, equity funds, low-interest bank loans, and other private funders. Once the project was completed in 2006, it filled up within a month. The project also facilitated 12 new homes to first-time homebuyers through a self-help affordable housing program.

The apartments sit between two bus lines, one block south of the building and two blocks north of the building. The Herald Report stated, "it seems appropriate that historic Maeser School long sheltered young children under its roof and now houses senior residents." With multiple Portland Public School closures over the last decade (15 total), there is an opportunity to convert these closed schools into affordable housing for low-income seniors or affordable intergenerational housing.

## CASE STUDY

Senior City Apartments is a mixed use, Transit Oriented Development (TOD) combining 62 units for low-income and disabled seniors and a 3,000-square-foot community facility. Senior City is located adjacent to the Federal Way Transit Center, a bus public transit center and a 1,000 space-parking garage.<sup>1</sup> The development was built by a non-profit, Common Ground, in partnership

with local community-based organizations, the public housing authority, and state and local governments. The development used six funding sources – federal, state and local funding.

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<sup>1</sup> Common Ground Affordable Housing Solutions (2010). Senior City Apartments. Available at <http://commongroundwa.org/portfolio/senior-city-apartments>.

## CASE STUDY

The City of Hampton, Virginia has identified the elderly as being individuals who face some of the greatest challenges and who should receive high priority in the expenditure of federal funds. "The City also seeks to address community concerns such as supportive services that increase the ability of seniors, persons with disabilities and others with special needs to live independently."<sup>1</sup> One objective in the plan is to coordinate delivery of available services to enable seniors and disabled residents to continue to live independently. The plan will help both the city and the housing authority to meet their goals by ensuring that future housing needs of the elderly are met, and increasing rental housing available to low-income older adults.

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<sup>1</sup> Hampton Redevelopment and Housing Authority (HRHA) (2009). The elderly-only designated housing plan. Available at [www.hrha.org/downloads/Board/Elderly%20only%20document.pdf](http://www.hrha.org/downloads/Board/Elderly%20only%20document.pdf).



The Senior City Apartments in Federal Way, Washington

## 4. ASSISTED LIVING AND NURSING HOMES IN NEIGHBORHOODS

### Policy Issue

While most people would prefer to live in their own home for the rest of their lives, and there is a strong movement in the health services industries to enable this, many Portlanders may need to leave home to live in a group setting with other older adults that need living or nursing assistance. Currently, assisted living and nursing homes tend to be segregated communities or properties that house and serve large numbers of older adults. These facilities are not located in every neighborhood, forcing residents to leave their neighborhoods and social networks. Nursing homes and assisted living facilities are also expensive for residents and governments. They rarely have home-like environments, creating an institutional setting that can result in poor mental health outcomes. Opportunities might exist for local healthcare industry growth and for lowering the combined costs of publicly funded housing and health services by providing better coordination between the two.

One alternative to assisted living or nursing homes are adult care homes or residential care homes. Adult care homes and residential care homes vary greatly in the range and combination of activities of daily living and nursing services provided. Collectively, they represent a diverse set of options for elders who prefer lower density residential living within the fabric of their own neighborhoods, and who need living or nursing assistance.

The diversity of arrangements provided by adult care homes, and the flexibility afforded by their smallness, make them an integral solution to Portland's housing options. The City of Portland has done award-winning work to comply with the Fair Housing Act in its treatment of adult care homes and other group living uses. However, other than in East Portland, there is a shortage of adult care homes in the city. To fulfill their promises as places for adults to age in community, adult care homes are needed throughout Portland's neighborhoods.

### ORCA'S RECOMMENDATION

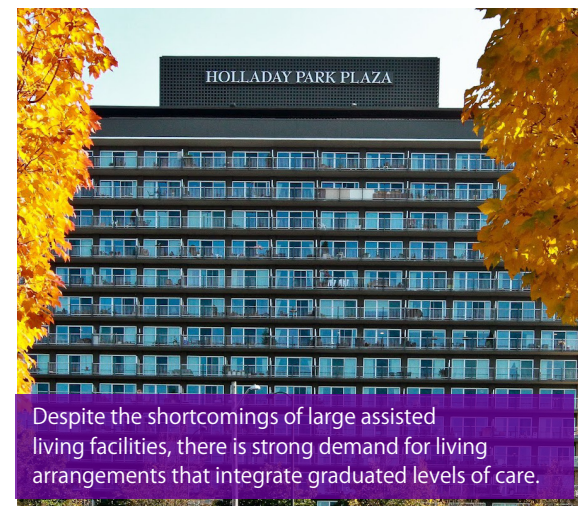
Provide opportunities for and encourage small group assisted living and nursing homes in all Portland neighborhoods.

### Associated Implementation Strategies

1. Multnomah County Aging and Disability should explore ways to increase the number of adult care homes in neighborhoods where they are lacking.
2. The PHB should explore opportunities to incorporate adult care home models into public housing investments and incentive programs in all areas of Portland.

### Analysis of Recommendation

Multnomah County is striving to place residents in need of living and nursing assistance in adult care homes if their needs are too great for them to stay in their own homes. There is a shortage



of adult care homes throughout Portland, other than in East Portland. There is also a lack of diversity and culturally-specific service provided by Portland's adult care home industry . There are opportunities to innovate in providing adult care homes for people who identify with specific lifestyles and activities (i.e., gardeners), native languages (i.e., Spanish speaking), or identities (i.e., gay or lesbian).

In Portland, adult care homes are poorly distributed geographically; overwhelmingly they are located in East Portland . These are located in East Portland mostly because land is cheaper and because East Portland's large lots make it easy to build accessible homes with 5 bedrooms, a large living and cooking area, and multiple bathrooms all on the first floor.<sup>54</sup>



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The Green House Project is working to create alternatives to institutional adult care homes.

From The Green House Project Blog: > More News & Events

<sup>54</sup> McGrath, C. Multnomah County Aging and Disability Services. Interview by Garrett Phillips. May, 2012.

## CASE STUDIES

### THE GREEN HOUSE MODEL

The Green House Model is a residential long-term care model that locates six to twelve older adults in a self-contained home. Designed to look like a private home similar to the surrounding community, these homes provide skilled nursing facilities and shared dining areas. The Green House Model can be accommodated in a range of building types from single-family homes to apartment buildings and are often built as new developments. Green House adult care homes can accommodate residents with a range of living and nursing needs and they cost less per resident than traditional nursing homes. Research has shown that residents of Green House adult care homes experience a range of quality of life benefits that are not experienced in nursing homes.<sup>1</sup>

<sup>1</sup> NCB Capital Impact (2010). Green house model project. Program of the NCB Capital Impact and the Robert Wood Johnson Foundation. Available at <http://www.ncbcapitalimpact.org>.

### ADULT CARE HOMES AND RESIDENTIAL CARE HOMES IN PORTLAND (ADS, 2008)

Multnomah County is home to 300 to 400 adult care homes providing a range of living and nursing assistance to elders. Most are in East Multnomah County, with relatively few Portland examples west of Interstate 205. Almost no new adult care homes are being created in inner and western Portland neighborhoods. By county code, Portland's Adult Care Homes may accommodate up to five residents. According to Multnomah County, primary obstacles to adult care homes include lot size and land affordability west of Interstate 205, and obstacles associated with starting new businesses.<sup>2</sup>

<sup>2</sup> Multnomah County Aging and Disability Services (ADS) (2008). Medicaid long-term care program audit. Aging and disability services division. Available at <http://web.multco.us/sites/default/files/auditor/documents/long-termcareprogram2.pdf>.



# AGE-FRIENDLY TRANSPORTATION SYSTEM

## THE VISION

A well-balanced transportation system will enable older adults to safely and conveniently access the things they need. Older adults feel comfortable moving about the city no matter how they choose to travel. A walkable and rollable network of smooth, barrier-free sidewalks, walking paths, and functional crosswalks benefit all users, including those using mobility aids. Off-street trails, neighborhood greenways, and protected on-street bikeways provide a pleasant, low-stress bicycling and strolling experience. Neighborhoods are connected to other parts of the city and the region by frequent service buses and trains and easily navigable roadways. If driving is no longer a viable option, older adults can count on convenient, reliable, affordable alternatives to the automobile. Connected, livable streets lined with trees, peppered with pocket parks, and appointed with comfortable seating double as lively public spaces.

## The Context

In order to address transportation issues, the Portland Plan calls for a healthy connected city network of residential areas connected to neighborhood hubs. The result of these actions will be the creation of complete neighborhoods that will be friendly for all ages. A complete neighborhood has safe and convenient access to the goods and services needed in daily life. The Portland Plan illustrates what constitutes a complete neighborhood, noting they include a variety of housing options, commercial services, grocery stores, schools, open spaces, recreational facilities, affordable active transportation options and civic amenities. The role of transportation in the complete neighborhood is to allow people to move from one place to another safely and comfortably. The transportation system can also provide opportunities for community building, recreational activities, personal health, and the creation of more livable places. The Portland Plan states that “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.” For older adults walkable places may need to be closer to residences and the walking environment may need to provide a more comfortable atmosphere for safety and comfort.

While the Portland Plan generally moves the city toward a more people-friendly transportation system, there are a number of places where the city should consider the specific needs of older adults. Currently, the lack of quality pedestrian infrastructure in many parts of Portland makes it difficult for people to access fixed route transit and results in increased reliance on paratransit and personal automobile use. For longer trips

there is a continued reliance on full-size internal combustion automobiles while many older adults feel less comfortable driving on highly trafficked streets at higher speeds. The current dearth of separate cycling facilities linking neighborhood hubs creates a barrier for elders to use bicycles for transportation. By addressing these gaps all people will have better transportation options that support vibrant neighborhood hubs, improved air quality, safer travelling, and fewer automobile trips.

The Portland Plan envisions Portland as a place for all generations; in order to accomplish this vision the Plan issues Action 103: Age-Friendly City, Action 108: Transit and Active Transportation, and Action 125: Pedestrian Facilities.



## Potential Policy Responses

### 1. SAFE ROUTES FOR ELDERS

#### Policy Issue

High motor vehicle speeds, a lack of sidewalks, limited crossings, and short light durations at crossings make walking for recreation and transportation less desirable for older adults. Throughout our public participation process the lack of safe places to stroll was a consistent theme. Participants noted that a wide variety of deficiencies in Portland's pedestrian system discouraged them from walking more. Specifically, participants mentioned that they did not feel safe or comfortable walking to nearby services and that they did not have pedestrian facilities such as sidewalks that connected them to neighborhood centers. Others noted that signage was not placed at a pedestrian scale; there was a lack of way finding in neighborhoods; and there was a desire to walk to needed services. While Portland Plan initiatives seek to improve the pedestrian environment for all users, without special education programs, older adults may not comfortably utilize the improvements.

#### PORTLAND PLAN GUIDING POLICY H-10

Support and enhance programs that encourage recreation and physical activity, healthy eating, active transportation, conservation, and community safety and resiliency.

In the City of Portland, programs that introduce older adults to safer walking routes have been successful. In the 2011 final report of the Bureau of Transportation's Senior Stroll program 50 percent of respondents stated that they replaced short driving trips with walking after being in the program. Sixty-two percent of all respondents noted an improvement in stamina and health due to walking.<sup>55</sup> Research shows that focused infrastructure interventions and public education may improve safety for all users.

#### ORCA'S RECOMMENDATION

Implement a comprehensive program that will address the pedestrian infrastructure and education needs specific to older adults. This program will leverage and link improvements to pedestrianways with focused educational and encouragement programs, enforcement action, and targeted infrastructure improvements.

#### Associated Implementation Strategies

1. Identify services and places older adults like and need to access, by any mode. This information will be compiled by neighborhood in order to prioritize walkable destinations and to identify deficiencies in the current pedestrian network. Neighborhood maps should be produced to aid people in their trip planning.
2. Create a Safe Routes for Elders program. Tie this program to ongoing initiatives in a fashion

<sup>55</sup> Portland Bureau of Transportation, Smart Trips 2011 Senior Strolls Program Final Report. Provided by the Portland Bureau of Transportation.



similar to Safe Routes to Schools. Aid interested participants in learning about pedestrian safety and about routes in their neighborhoods. Engage in walks with participants either through the program or through a program like Senior Strolls or Ped Pals.

3. Educate drivers about the legal responsibilities to yield to pedestrians. Utilize Police Bureau enforcement, public service announcements, and other appropriate outreach.

4. Coordinate pedestrian facility improvements with the safe routes for elders program in order to help prioritize action areas throughout the city. Focus improvements in places with the greatest deficiencies, the worst current facilities, and with larger than average populations of vulnerable users, young and old.

## Analysis of Recommendation

While pedestrian improvements detailed in the Portland Plan will create better places for older adults, there is a need to educate people about the best routes in their neighborhoods for safety and convenience. This may result in more walking trips taken by older adults. Much of this program can be modeled on the Safe Routes to School program as it addresses the built environment and how people interact with the environment. Infrastructure development will focus on identified areas with higher numbers of older adults and areas with limited existing infrastructure such as sidewalks, safe crossings, and pedestrian refuges. A robust public outreach process may identify the places that older adults seek to access and provide an assessment of infrastructure. Walking routes and alternatives will be mapped. Through existing programs such

as the Bureau of Transportation's Senior Strolls and Safe Routes to Community Centers, older adults can gain information about preferred routes throughout their neighborhoods. An additional element of the program should focus on educating drivers of all ages about their responsibility to operate their vehicles safely, especially near vulnerable users of all ages. In total, the program will create a more vibrant culture of walking for all Portlanders.

This program may be able to synergistically tie a number of on-going programs at the PBOT and Portland Parks & Recreation (PP&R). Currently, the City of Portland has a number of programs that lead walks in various neighborhoods. These walks are fun, social, and educational. By redesigning these walks to illuminate pedestrian transportation needs it may be possible to create a safer and more age-friendly pedestrian environment throughout the city.

Presently, Safe Routes to School programs are paid for through a mix of local, state, federal, and grant funding. While currently there are no direct grant programs for a Safe Routes for Elders program, in coming years the federal transportation authorization could include a greater diversity of funding opportunities. Without designated revenue streams, implementation of the program will be difficult to maintain. Non-profit service providers may be able to coordinate a portion of the program.

The policy responses comply with State Planning Goal 12, Transportation. Additionally, SB 829 that prioritizes Pedestrian Crossing along the MAX Light Rail System and SB 591 that makes modification to Pedestrian Laws are state initiatives to prioritize pedestrian infrastructure.



A Safe Routes for Elders initiative, modeled after PBOT's Safe Routes to Schools Program and linked to existing Senior Strolls, Ped Pals, and Safe Routes to Community Centers Programs has the potential to increase mobility and independence for older adults.



Tying pedestrian facility improvements such as crosswalks and curb ramps to a new educational, encouragement, and enforcement program is likely to improve safety for older adults and all Portlanders.

The current City of Portland Transportation System Plan requires pedestrian prioritization and a comprehensively articulated modal plan. The current Comprehensive Plan Policy 6.3 requires Transportation Education in order to “implement educational programs that support a range of transportation choices and emphasize safety for all modes of travel.”

The preferred alternative would incorporate both the education and the infrastructure initiatives in order to most effectively leverage change and improve safety. The financial ability of the City to provide a program that ties infrastructure and educational programming may provide a constraint. For a demonstration of how components of the program may be successful, the city should refer to the case study of New York’s program, described in the box to the right.



Education and encouragement activities are typically most effective where conditions for walking are already pleasant.

## CASE STUDY

In 2003, the New York State Department of Health funded New York City’s Transportation Alternatives to run a Safe Routes for Seniors program in select neighborhoods. This program encouraged older adults to walk more through the provision of improved and safer pedestrian environments. A wide variety of design recommendations were moved forward based on interviews, focus groups, and survey research. In 2008, the New York City Department of Transportation (NYDOT) commenced the Safe Streets for Seniors program, modeled on the Transportation Alternatives program.

Utilizing an infrastructure focused program, the City of New York has identified areas of the city with large percentages of older adults to focus pedestrian projects. New York’s DOT studied crash histories in order to identify locations with higher than average crash and fatality rates involving older adult pedestrians. In these locations the city identified deficiencies that influence pedestrian safety such as lighting, visibility, drivers’ compliance with traffic laws, and the width of the roadway. Engineers evaluated these areas from an older adult’s perspective and made changes such as adjusted crossing times, narrowing vehicle travel lanes, restricting turn movements, shortening crossing distances, and altering curbs and sidewalks.

## 2. PROMOTE LOW-SPEED ELECTRIC VEHICLES

### Policy Issue

Large vehicles capable of high speeds utilized to travel short neighborhood-scale distances may be inappropriate for some older adults and others. Research has shown that people of all ages use their motor vehicles primarily for short trips. The average daily vehicle miles traveled (VMT) per person is shorter in the Portland metro area than the national average at just 18.7 miles per day.<sup>56</sup> For older adults, these trips are often at a length they are unable to make by walking or biking. When their current vehicles become unwieldy, older adults are faced with the choice to either stop driving altogether or to continue driving at a risk to themselves and others.<sup>57,58</sup> While many automobile trips may be replaced with active transportation and transit there will continue to be many trips made by personal automobiles because of perceived convenience and comfort. Since most of these trips are short distances and older adults are often uncomfortable driving on higher speed roads, a possible initiative would encourage the adoption of lower-speed vehicles intended to be used for short local trips. In order

56 Metro. Daily vehicle miles of travel per person for Portland and the United States. Accessed online: <http://www.oregonmetro.gov/index.cfm/go/by.web/id=26796>

57 Neal, M.B., S. Baggett, K.A. Sullivan, T. Mahan. (2008). The Older Driver in Oregon: Survey of Driving Behavior and Cessation, Final Report. Oregon Department of Transportation and Federal Highway Administration; SPR 639. Accessed online: [http://www.oregon.gov/ODOT/TD/TP\\_RES/docs/Reports/2008/Older\\_Driver\\_in\\_Oregon.pdf?ga=t](http://www.oregon.gov/ODOT/TD/TP_RES/docs/Reports/2008/Older_Driver_in_Oregon.pdf?ga=t)

58 Tay, R. (2006). Ageing drivers: Storm in a teacup? Accident Analysis and Prevention. 38 (112-121).

## PORTLAND PLAN ACTION #124

**Alternative right-of-way projects.** Implement pilot program for alternative right-of-way improvements and funding approaches for underimproved streets, to provide multi-modal transportation and stormwater management options where traditional approaches are not feasible, and to foster smart design that is more responsive to community characteristics.

to successfully encourage this type of automobile conversion a number of built environment changes are necessary. Low-speed electric vehicles are smaller vehicles that are easy to operate and maintain, are safer in a pedestrian environment, and can range from golf carts with roofs and doors to small automobiles.

In Portland, the current street environments that must be navigated are largely unsympathetic to the specific needs of older drivers and active transportation users of all ages. In many parts of the city wide multi-lane roads dominate travel corridors, leading to high traffic speeds that make them unpleasant for all users and diminish a pedestrian environment that is supportive of retail. High vehicle speeds lead to increased risk of serious injury or death for all people, and for older adults there is often a higher risk of injury or fatality.

According to America Walks, a national pedestrian policy advocate, a pedestrian hit by a vehicle that is traveling 20 miles per hour has a 95 percent rate of survival. That survival rate drops to 60 percent when the vehicle is traveling 30

miles per hour and just 20 percent at 40 miles per hour.<sup>59</sup> Given these stark statistics and the higher propensity of injury for older adults, any place with high pedestrian activity such as main streets neighborhood hubs should have speed limits of 20 miles per hour.

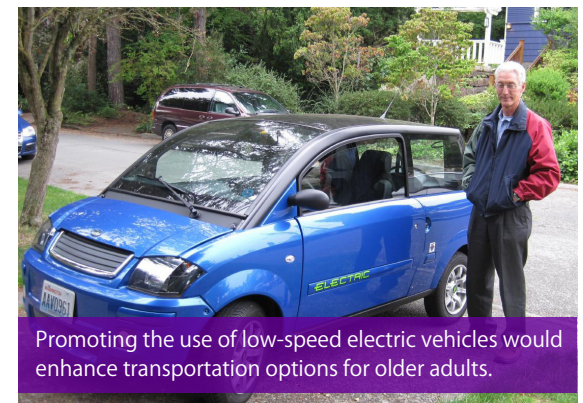
### ORCA'S RECOMMENDATION

Encourage innovative transportation options that allow for safe and reliable neighborhood-scale access for older adults.

### Associated Implementation Strategies

1. Encourage the adoption of small, low-speed, electric vehicles. Public education and information campaigns designed to inform all citizens of their transportation options and the benefits of low-speed neighborhood-scale electric vehicles.
2. Reassign lanes through shopping districts to prioritize cyclists, transit vehicles, and low-speed vehicles. This lane reassignment will slow all motor vehicle speeds; prioritize access for pedestrians, bicycles, transit vehicles, and low-speed vehicles. Standard vehicles may cross into these lanes only for turns and to park.
3. Create a network of streets that prioritize low-speed vehicles and bicycles. This action will ensure that a comprehensive and comprehensible network of streets exists for low-speed vehicles.

<sup>59</sup> America Walks. "America Walks Position Statement, Speed: a National Pedestrian Safety Issue." Accessed online: <http://www.americawalks.org/wp-content/upload/Speed2.pdf>



Promoting the use of low-speed electric vehicles would enhance transportation options for older adults.

## Analysis of Recommendation

There is an opportunity to create better streets for all users. Through pursuing greater adoption of small, low-speed, electric vehicles the city has the opportunity to remove a number of larger, less-safe vehicles from the road. By doing so, the city will move closer to the greenhouse gas reduction goals and potentially lower vehicle miles traveled. Through the implementation of the “Twenty is Plenty” policy detailed in the Neighborhood Policy section all motor vehicles in neighborhood settings will be travelling at lower speeds.

The State of Oregon defines a low-speed vehicle as a four-wheeled motor vehicle with a minimum speed of 20 miles per hour and a maximum speed of not more than 25 miles per hour. In Oregon, low-speed vehicles are allowed on all roads with posted speed limits of 35 miles per hour or less. They are subject to Federal Motor Vehicle Safety Standard No. 500 (49 CFR 571.500) and Oregon Administrative Rule OAR 737-010-0010 (ODOT, 2012).<sup>60</sup> While these vehicles are already street legal in Oregon, the city, through a comprehensive redesign of city streets and an education program, can best aid adoption. By incorporating design standards that allow for a buffered or protected travel lane along higher speed roads, the city may encourage the widespread adoption of low-speed vehicles.

Currently, many of the main thoroughfares, arterials and collectors that pass through pedestrian-heavy shopping districts have four lanes. By assigning one lane in both directions to be used by low-speed vehicles and transit vehicles it may be possible to lower travel

<sup>60</sup> State of Oregon Department of Transportation. Low Speed Vehicles Overview. Accessed online: [http://www.oregon.gov/ODOT/DMV/vehicle/low\\_speed.shtml](http://www.oregon.gov/ODOT/DMV/vehicle/low_speed.shtml).

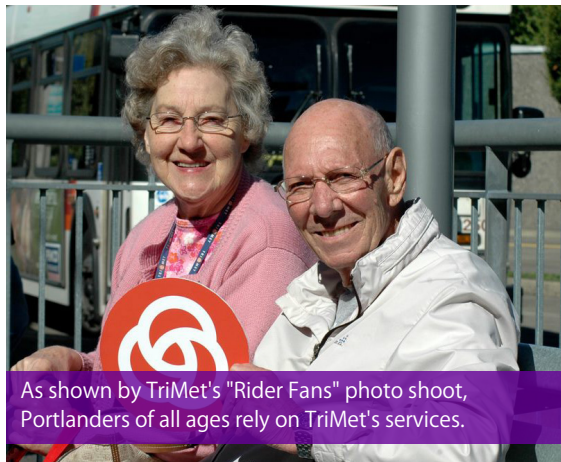
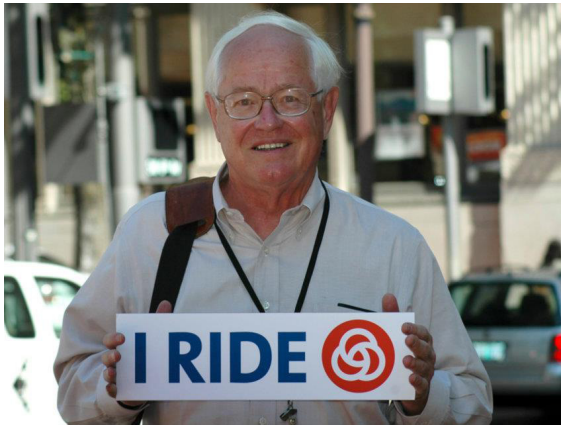
speeds, increase safety, improve the pedestrian environment, provide a buffer of safety for bicyclists, and create better retail environments. Throughout neighborhoods a 20 miles per hour speed limit should be implemented and enforced in order to create better pedestrian and bicycle environments and encourage the use of low-speed vehicles. There are a number of limitations to changing the allocation of lanes in order to enable low-speed vehicles including bicycles. Level of service (LOS) consideration, business concerns, freight movement, and public perception may all be barriers to adoption. Infrastructure is very expensive but the political will necessary to make such a drastic change will be much more challenging. A reconsideration of how we utilize road space may be possible over time.

To successfully implement these initiatives there needs to be infrastructure, enforcement, and education. Infrastructure is the most costly of these changes, but in order to realize the full system-wide benefits of low speed vehicles there needs to be infrastructure changes. It is likely that many road users, particularly motor vehicle users that use residential streets as a cut-through, will be against a policy that lowers speed limits. A careful study of the changes such initiatives will make on traffic congestion will be necessary. It will also be important to evaluate the improvements made for pedestrians and bicyclists. If lanes are designated for shared use with transit vehicles, it is necessary to consider transit throughput.

## CASE STUDIES

There are many examples of cities that have prioritized small, low-speed vehicles. Retirement-focused communities such as King City, Oregon allow residents to drive golf carts on all city streets. This has allowed for many residents to live without the cost and maintenance of a more costly automobile. The AARP Policy Institute issued a series of case studies conducted in The Villages, Florida; Peachtree City, Georgia; Western Riverside County, California; and Linton, Indiana. The study concludes that cities with well-designed networks for low-speed vehicles may help fill a gap in existing transportation options. Based on experiences in a number of communities around the country it has been found that “with proper planning, infrastructure design, public education, regulation, and enforcement, communities can safely accommodate low-speed vehicles and golf carts and improve the quality of life for residents of all ages.”<sup>1</sup> While it is not the role of the city to promote particular brands, Miles Electric Vehicles represent enclosed, all-weather, all-electric low-speed vehicles at a price often half of a standard motor vehicle. Overall, incorporating low-speed vehicles into the transportation network has increased accessibility for people of all ages in the studied communities.

<sup>1</sup> Pouncy, A.T., H. Twaddell, and J. Lynott. Policy and Design Consideration for Accommodating Low-Speed Vehicles and Golf Carts in Community Transportation Networks. AARP Public Policy Institute. Accessed online: <http://assets.aarp.org/rgcenter/ppi/liv-com/insight54.pdf>



As shown by TriMet's "Rider Fans" photo shoot, Portlanders of all ages rely on TriMet's services.

### 3. PARATRANSIT/ DEMAND RESPONSIVE TRANSIT SERVICE IMPROVEMENTS

#### Policy Issue

In consulting the project's stakeholders and TalkShop participants a common concern was about the demand responsive or paratransit system that includes TriMet LIFT, Ride Connection, and other demand responsive providers including Veteran Administration's taxi services and private taxis. Respondents complained about limited service, not being eligible for using the services, long wait times, and infrequent options for transportation. The limited number of options for those unable or unwilling to drive and unable to physically access fixed-route transit means that some people may not access the social, health, and nutritional services that they need. For transit-dependent older adults this lack of service may increase social isolation, diminish freedom of mobility, and result in poor health outcomes derived from limited access to healthy food and medical services.<sup>61</sup>

Currently, the LIFT service and other transportation services utilized by older adults can be very costly. While the cost is often subsidized, the price represents a barrier for many older adults. The greatest cost is borne by the taxpayers of the region through transit subsidies.

61 Dumbaugh, E. (2008). Designing Communities to Enhance the Safety and Mobility of Older Adults. *Journal of Planning Literature*, 23, 1, 17-36.

#### PORTLAND PLAN GUIDING POLICY H-11

Strengthen collaboration among public agencies and health partners.

Coupled with TriMet's extremely tight budget this creates a serious concern for the region's ability to provide adequate transportation for those in need of special provisions. Research illustrates that at times the most cost efficient service would be through a private provider rather than public provision.

Research has also shown that there are a number of efforts taking place around the county that connect older adults through paratransit, jitney service, and cabs in a more efficient way. Using technology that connects users and service providers to the most efficient transportation choice allows for least cost, most appropriate provision of transit service for the user.

#### ORCA'S RECOMMENDATION

Provide excellent transportation options for people with physical mobility limitations that is time and cost efficient and simple to utilize.

#### Associated Implementation Strategies

1. Improve paratransit time and cost efficiencies. Create a one-call system for transportation that connects the user to TriMet, Ride Connection, taxi companies, and other private and non-profit providers. A software program may be employed

to identify the most cost effective origin-destination pair for the particular user's profile.

2. Create a single payment card system that allows the user to utilize the provided service regardless of private/ public ownership of the service. This will allow the user to simply call the number, get paired with the needed transportation, and use the single card to pay.
3. Encourage peer to peer rideshare networks, a neighborhood volunteer dial-a-ride program, and volunteer-operated neighborhood circulators to service destinations.
4. Determine ways to maximize utility of the paratransit trip through shared rides and route and timing optimization.
5. Encourage the adoption of a fleet of taxicabs that are accessible for people with mobility issues. Incentivize or require taxi companies of a certain size to have a fixed number of accessible vans in their fleet.
6. Consider using school buses and other available transportation options to transport older adults during off-hours or when not in use.
7. Through Travel Options programming provide an older adult specific travel education program to promote the use of fixed-route transit services when most appropriate.

## Analysis of Recommendations

While the existing fixed-route bus and MAX service provides excellent service for many older adults, there are a number of people that require the mobility assistance offered by paratransit.

### PORTLAND PLAN GUIDING POLICY 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, including sidewalks.

The current system of specialized transportation services requires the user to select whether they wish to use a taxi, an option such as Ride Connection, or TriMet LIFT service. The LIFT service total costs average \$29 per ride, with less than 1/15 of that cost covered by the user. The cost of a taxi ride varies greatly based on distance and time. By combining all demand responsive transportation services into a one-call system based on eligibility, it may be possible to achieve great cost savings at a system level while providing excellent service to users. While new services may be difficult to broker because of legal requirements, it is possible that the money saved through service changes will make these recommendations more feasible.



The high costs of TriMet's current LIFT service raise serious questions about its long term sustainability.

The Americans with Disabilities Act of 1990 (ADA) requires that transit agencies provide complementary paratransit service for all users unable to use fixed-route due to disability. While many people qualify for this service, they may be better served by using different services such as community rideshares, private taxis, or other modes. Access to information is a barrier.

TriMet should focus efforts first on making the existing standard bus and MAX service more attractive for older adults, followed by the above services. The City of Portland should encourage transit alternatives such as neighborhood circulators, neighborhood dial-a-rides, and more accessible elder-friendly taxi operators. TriMet should lead paratransit service changes, the City of Portland should function as a principle partner in driving policy changes for older adults. IOA suggests the creation of a special transportation cooperative that allows for pre-paid service provision.<sup>62</sup>

Through the adoption or creation of advanced software and perhaps the institution of a single payment system, the means by which older adults will access the range of transportation services available may be significantly streamlined. Having a single number to call that matches the most time efficient ride for the user and cost efficient for the system will allow for better quality of service and financial responsiveness. Currently, funding avenues are limited for the implementation of a one-call system. Through the Federal Transit Administration, communities are able to receive limited capital investments that cover a one-

62. Neal, M. and DeLaTorre, A. (2007). The World Health Organization Age-friendly Cities Project in Portland, Oregon, USA: Final Report, 31 March 2007. Accessed online: [http://pdx.edu/sites/www.pdx.edu/iaa/files/iaa\\_age\\_friendly\\_cities.pdf](http://pdx.edu/sites/www.pdx.edu/iaa/files/iaa_age_friendly_cities.pdf)

## CASE STUDIES

### ACCESSIBLE TAXI CABS IN NEW YORK CITY

New York City has adopted the goal of creating a fleet of accessible cabs. New York is able to require the purchase of particular fleet vehicles because of the value and laws regarding hackney licensure.<sup>1</sup> While New York has not adopted a one-call or one-card system, there is an initiative to provide taxi vouchers for those unable to easily reach fixed route transit and those that may not be eligible for paratransit services.

### TAXI VOUCHERS IN ANNE ARUNDEL COUNTY, MARYLAND

Taxi vouchers have been used successfully in smaller communities required to provide transportation options for ADA compliance but unable to afford the development of a paratransit system. An example of this is found in Anne Arundel County, Maryland. The county's Department of Aging & Disabilities runs the Taxi Card Transit Service which offers discount coupons or free rides. This service, and others like it, is partially funded through the FTA New Freedom grant match program. The New Freedom grant program aims to provide additional tools to overcome financial and infrastructure barriers to transportation services.<sup>2</sup> The FTA may cover up to 80 percent

<sup>1</sup> New York City. "The Official Taxi of Tomorrow Homepage." New York City website, accessed online: [http://www.nyc.gov/html/media/totweb/taxioftomorrow\\_home.html](http://www.nyc.gov/html/media/totweb/taxioftomorrow_home.html)

<sup>2</sup> Federal Transit Administration. New Freedom Program (5317) website. Accessed online: [http://www.fta.dot.gov/grants/13093\\_3549.html](http://www.fta.dot.gov/grants/13093_3549.html)

of eligible capital costs; ongoing financial sustainability would be the responsibility of the City and partners.

### NEW REVENUE STREAMS IN ALAMEDA COUNTY, CALIFORNIA

Alameda County, California has adopted a number of strategies to provide shuttles and paratransit services funded through a sales tax which funds 22 percent of the programs. While sales tax may not be an immediate option in Oregon, in the event of a change in taxation, transportation finance could dramatically change.<sup>3</sup> Identifying new revenue streams for demand responsive transit will allow the system to remain sustainable into the future. Through identifying new means of increasing efficiencies, it may be possible to provide better service for more people.

While a number of paratransit service providers have services that approach a one-call system or a one-card payment system, there is no transit provider that has an integrated software and dispatch service as detailed above, allowing Portland to be in a national leadership role.

<sup>3</sup> Aging in Alameda County: A Call to Action on Senior Mobility. "Making Public Transportation Accessible and Appealing for older adults." Accessed online: <http://www.localcommunities.org/lc/982/FSLO-1318034051-133982.pdf>

call system such as the Veterans Transportation and Community Living Initiative. These services do not cover all users that need access to additional transportation options, and they need to be further developed. Developing funding sources to expand similar programs under a single program may result in more comprehensive coverage for those that need special transportation considerations.

Incorporating taxi companies, non-profits, and private citizens as transportation providers into this network is important; in order to facilitate their integration into the network there should be greater adoption of accessible vehicles such as vans with lifts integrated in taxi company fleets. Further streamlining is possible through combining more paratransit trips into shared-ride trips optimized for timing and routes with other mobility-inhibited users.





There are large disparities in pedestrian conditions in different parts of Portland - not all areas of the city are currently as friendly to older adults as downtown.

## 4. PEDESTRIAN-ENVIRONMENT IMPROVEMENTS

### Policy Issue

Beyond the scope of the Safe Routes for Elders initiatives, there is a need to improve the pedestrian environment, more generally, for all users. Numerous gaps in the sidewalk network, limited crossings, and high vehicle speeds throughout the city have created unfriendly environments for pedestrians of all ages. Older adults tend to be more sensitive to these infrastructure deficiencies.

Without a cohesive, easy to navigate pedestrian system the creation of healthy, connected neighborhoods will be difficult to achieve. TalkShop participants and survey respondents noted a number of deficiencies in the pedestrian network. It was noted that some curb cuts catch wheelchairs, walkers, and push-carts. One participant mentioned that short crossing durations were paired with impatient drivers that edge into crosswalks. Some people did not feel comfortable walking in their neighborhoods

### PORTLAND PLAN ACTION #96

**Transportation mode policy.** Establish a policy that prioritizes systems that support active transportation modes - walking, use of mobility devices, biking, and transit. Develop and promote telework resources and incentives.

### PORTLAND PLAN ACTION #129

#### **Sidewalk infill and pedestrian facilities.**

Through the existing Sidewalk Infill on Arterials Program, build pedestrian facilities on all arterials that are "streets of citywide significance," focusing first on those in east and southwest Portland to address high priority gaps in the sidewalk network. Develop new strategies and funding sources to support this work.

because the streets lacked crosswalks and in some cases the only sidewalks available were along busy arterial streets, creating an uncomfortable environment for walking.

Chapter 4 of the Portland Plan, Healthy Connected Neighborhoods, identifies that the lack of sidewalk connectivity adds to diminished opportunities to access services and public transportation. The Plan identifies that only 45 percent of Portlanders live in complete neighborhoods that include a fully developed pedestrian network. A number of the 2035 Objectives of the Portland Plan are related to improvements to the pedestrian environment. These include Objective 21: Healthier People, Objective 22: Complete neighborhoods, Objective 25: Active transportation, and Objective 30: Quality public infrastructure. Together, these improvements may provide a more accessible pedestrian-environment for all people.

Through consideration of particular needs that some older adults may need, the city may be able to prioritize certain projects. IOA has found that pedestrian-friendly neighborhoods create a



sense of safety and security for older adults while providing increased accessibility. The current Regional Transportation Plan and Portland's Transportation System Plan include a great deal of provision for appropriate pedestrianways, but the current funding mechanisms mean that sidewalks and pedestrian infrastructure will continue to be built in piecemeal fashion rather than comprehensively as a system.

## ORCA'S RECOMMENDATION

Improve the pedestrian environment for all users. Create a fluid and usable pedestrian network that allows users to access local destinations and make connections to transit while paying careful attention to the particular infrastructure and operational needs of older adults.

## Associated Implementation Strategies

1. Dedicate a set portion of the capital budget for arterial and collector sidewalks instead of including sidewalks in discretionary expenditures and funding them through system development charges. Prioritize a set portion of the Capital Improvement Plan to build sidewalks in areas identified as deficient.
2. Institute an actionable Complete Streets policy program that will build-out Metro's and Portland's vision of safe, healthy, and livable streets.
3. Study locations of major crossing deficiencies that may warrant flashing beacons, ground flashers, overhead pedestrian beacons, and general crossing signal timing.

4. Build pedestrian refuges, traffic-calming infrastructure, and raised crosswalks to best serve users with mobility needs.

5. Install street furniture such as benches in order to accommodate users with lower stamina and to provide a better, higher quality, pedestrian environment.

6. Consider alternative lane configurations on neighborhood streets that will prioritize pedestrian and bicycle space while constraining motor vehicle speeds and access.

7. Allow for interim surface hardening before concrete sidewalks are built.

8. Build all curb ramps to be oriented to the crosswalk and not direct users into the travel lanes. Ensure all curb ramps are flush with the road surface.

## Analysis of Recommendation

Sidewalk infill is currently moved forward in piecemeal increments. The current system as defined in City Code Chapter 17 requires the adjacent landowner to construct and maintain sidewalks along the public right-of-way. A slow process along arterials builds additional sidewalks through East and Southwest Portland. Through this arrangement very few sidewalks have been built in a comprehensible manner- often infill development will have a discontinuous stretch of sidewalk in front of the home. In order for a network to be developed, the city needs to take a lead role in the building of sidewalks. This may be accomplished through the inclusion of a set number of sidewalk projects to be included in the Capital Investment Plan (CIP) every year rather than using discretionary funds,



Rapid-flash beacons, pedestrian refuge islands, and smooth sidewalk-to-street transitions make crossing busy streets easier for people who use mobility aids.



Age-friendly benches, following the principals of Universal Design, enhance and activate the public realm for people of all ages and abilities.



Rollable transitions like this one on SW 4th Avenue are critical for people traveling with the help of walkers and wheelchairs.

Local Improvement Districts (LIDs) system development charges, and neighborhood self-taxation to build infrastructure. Though politically difficult, new avenues of funding are necessary including the reorganization of the transportation budget to be oriented toward people-friendly projects.

In order to best serve pedestrians of all ages, the city needs to build more than sidewalks. The city also needs to identify the most cost effective means of encouraging pedestrian travel, especially for older adults. This may be accomplished through improved crossings, traffic calming, access management, and a host of infrastructure changes. Prioritizing funding in order to support these developments may be more cost effective than full build-out of a city-sponsored sidewalk network. Additional education and outreach may also encourage users of all ages to better utilize the pedestrian system.

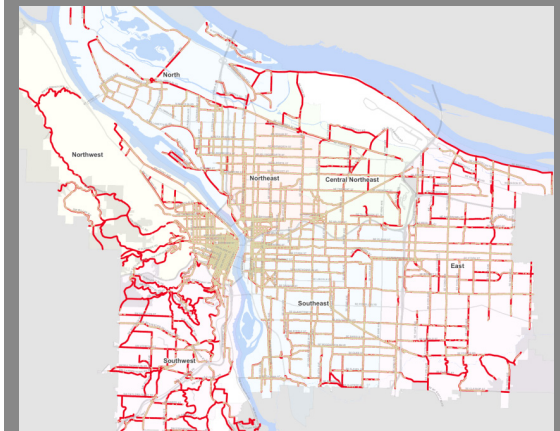
On neighborhood streets with narrow rights-of-way, lower traffic volumes, and without a great density of on-street parking it may be possible to change the allocation of street space in order to optimize space for pedestrians and cyclists. This would be accomplished by painting a single lane for automobile traffic, forcing drivers to negotiate on-coming traffic. Prioritized street space on both sides would be reserved for non-motorized traffic. These 'advisory' lanes force slower traffic speeds and calmer streets, thereby encouraging active transportation.

Portland should pursue interim changes that may increase walking at a much lower cost than a full build-out of the pedestrian network. In lower density areas or topologically constrained

## PORTLAND PLAN ACTION #126

**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.

FIGURE 12. ARTERIALS WITH AND WITHOUT SIDEWALKS



The red lines on the map above indicate arterials that lack sidewalks, while light brown lines indicate arterials with sidewalks. It is worth noting that southwest and east Portland, areas of the city with the highest concentrations of older adults, are also the areas with the least connected pedestrian network.

Source: Portland Bureau of Transportation



The rapid growth of Portland's Neighborhood Greenway network may result in greater numbers of older adults taking to the streets on two wheels.

areas the city could use surface hardening with impervious cinders in order to provide pedestrian and mobility device movement away from traffic. While this temporary covering would not be fully all-weather or ADA compliant, as a temporary measure it might be an option for the city to consider in order to provide a better pedestrian environment for many, if not all users.

## 5. LOW-STRESS BIKEWAYS

### Policy Issue

Bicycling is a healthy, low-impact activity enjoyed by many older adults in Portland. However, sharing streets with large vehicles traveling at high speeds is a disconcerting experience for most people who ride bikes, regardless of age. Since older adults are more likely to experience hearing loss, decreases in visual acuity, increases in reaction time, and decreased sense of balance, low-stress bicycling facilities are particularly important for older adults. In our TalkShops, a number of participants stated that they would like to ride a bike but did not feel safe on the streets. One participant noted that she had recently started riding a bike after 30 years of not riding and she desired better facilities as she only felt comfortable riding on sidewalks.

The Portland Plan and Portland's Bicycle Plan for 2030 establish a vision of a Portland with bikes everywhere. The initiatives put forward by ongoing planning efforts will improve the safety of cyclists of all ages. These actions may encourage additional older adults to try riding for the first time or to return to bicycling. In places with greater concentrations of older adults, there may be a need to focus infrastructure, education,

### PORTLAND PLAN ACTION #122

**Neighborhood Greenways.** Initiate implementation of the neighborhood greenway network by completing 75 miles of new facilities.

and enforcement in order to best encourage older riders.

The city currently has a number of innovative programs for older cyclists; PP&R's Senior Cyclist Program - Biking is Back program introduces many older adults to commuting and re-introduces many to cycling for health. While the program is popular and successful, there are a number of infrastructure initiatives that may increase the number of older adults, and people of all ages, who choose to ride bicycles.

### ORCA'S RECOMMENDATION

Ensure that the areas of the city where older adults live, work, and play are well-served by the low-stress bicycle network.

### Associated Implementation Strategies

1. Conduct a Geographic Information Systems analysis that overlays the planned low-stress bicycle network with a) areas of the city that have or are projected to have concentrations of older adults and b) locations that attract older adults. Use this analysis to inform decisions about the phasing of low-stress bikeways.

## PORTLAND PLAN ACTION #10

**Transit and active transportation.** Identify barriers to pedestrian and bicycle access to and within neighborhood centers, develop priorities for investment, and implement convenient pedestrian and bicycle connections.



Physically protected on-street bikeways increase comfort for all bicyclists, particularly people experiencing slowed reaction time and/or sensory loss.

2. Ensure that the design of low-stress bikeways accommodates wider, more stable three-wheeled human-powered and electric-assist vehicles (tricycles) that older adults may utilize.

3. In downtown and in East Portland, where the street network is not as well suited to the development of Neighborhood Greenways, explore opportunities for physically protected on-street bikeways that serve the needs of older adults.

4. Continue to seize opportunities to build sections of the North Portland Greenway and Sullivan's Gulch Trail as they arise, since these multi-use off-street paths will create low-stress connections to neighborhoods with higher concentrations of older adults.

## Analysis of Recommendation

The Portland Bicycle Plan for 2030 outlines a network of low-stress bikeways, which include Neighborhood Greenways, multi-use off-street paths, and protected on-street bikeways. Significant progress has been made in developing a network of Neighborhood Greenways, particularly in the inner east neighborhoods. Nonetheless, implementation of protected bikeways and off-street paths has proceeded slowly.

Portland Plan Action # 107 calls for identifying barriers to bicycle access within neighborhood hubs and ensuring that hubs have safe and convenient bicycle connections. During the process of identifying barriers, PBOT should keep in mind that many elders' threshold for "barrier" may be lower than younger adults. Building the low-stress bicycle network serves a wide range of people including youth and the "interested but

concerned" population. This investment would leverage the benefits of bicycling: health, safety for all road users, decreased pollution, economic development, fun, and increased opportunities for social interactions.

However, some designs and facilities, particularly grade-separated cycle tracks and multi-use off-street trails, can be expensive. The political feasibility of reallocating roadway space from motor vehicles to bicycles is also uncertain. Several recent bicycle projects including buffered bike lanes on Holgate Blvd, the 12<sup>th</sup> Avenue Overcrossing (at I-84) project, a proposed Holladay Street Bikeway, and the North Williams Traffic Safety Operations project have sparked robust debates about the appropriate role of on-street bicycle facilities in Portland.

## CASE STUDY

Cycling rates in countries such as Denmark and the Netherlands, where the government has built an interconnected network of protected bicycle paths, are much higher than in the US. According to a 2008 study conducted by John Pucher and Ralph Buehler, cycling accounts for 12 percent of all trips among Danes age 70-74, and those over 65 in the Netherlands make 25 percent of their trips by bike. In the US, only 0.4 percent of all trips made by those over 40 are by bicycle.<sup>1</sup> Given the right environment, it is likely that these numbers would rise significantly.

<sup>1</sup> Pucher, R., and Buehler, R. (2008) Making Cycling Irresistible: Lessons from The Netherlands, Denmark, and Germany. *Transport Reviews*. (28): 495-528.



There may be latent demand for bicycling among older Portlanders.





# 5. METHODS



## Research

Orca Planning, hereafter the project team, completed a review of age-friendly action plans and vision plans from around the United States and other countries to understand the landscape of current efforts and to gather best practices. Academic and institutional literature on aging and age friendliness were reviewed to determine some of the most important issues facing older adults. A policy review was conducted in order to analyze the current federal, state, regional, and local policies and planning hierarchies that leverage age-friendly initiatives. This research helped shape the conversations we had with the public, provided context and substance to the Vision, and served as the basis for exploring policy recommendations.

## Public Participation

Public involvement forms the backbone of the Vision of an Age-friendly Portland. The project team took on an extensive Portland-wide public involvement plan to adequately capture the ideas, thoughts, and hopes of baby boomers and older adults throughout the city. Special consideration was taken to reach out to a diverse range of residents, considering race, ethnicity, and sexual orientation. The results are that Orca Planning conferred with nearly 300 Portland citizens and local experts in creating the Vision of an Age-Friendly Portland and Recommendations for an Age-Friendly Portland.

## STAKEHOLDER INTERVIEWS

Through 35 stakeholder interviews, the project team gained a better understanding of Portland's network of service providers, non-profits, and community groups catering to the needs of older adults. A wide range of individuals and groups interested in making Portland age friendly were identified and consulted. In some cases, stakeholders connected the project team to groups of older adults to participate in a TalkShop. Stakeholder interviews were conducted throughout the project timeline and informed both the vision and policy recommendations. See the Acknowledgements page at the front of this report for a complete list of interviewees.

## TALKSHOPS

Eleven TalkShops, small focus group-like discussions, reached 126 individual participants. The goal of the TalkShops was to determine what participants considered to be Portland's best age-friendly features, current barriers to age friendliness, and to capture visions for a long term age-friendly Portland. Most TalkShop participants were between 61-80 years of age (See Figure 5 on the following page). The project team captured a diversity of viewpoints on aging by including a range of races, ethnicities, income levels, and geographic locations across the city. TalkShops were conducted with an African American elders group, Russian-speaking elders, Nepalese elders and an intergenerational group of Native Americans. In addition, a TalkShop was

## PUBLIC PARTICIPATION GOALS

This set of goals was used as a guide for Orca Planning's public involvement efforts.

**Respect:** To thoughtfully and respectfully engage members of Portland's aging community and Age-Friendly network.

**Collect:** To gather local knowledge from individuals and organizations.

**Include:** To incorporate ideas and feedback of individuals and organizations into the Vision for an Age-Friendly Portland and into the Recommendations for an Age-Friendly Portland.

**Collaborate:** To support partnership-building among organizations, to encourage collaboration on age friendly planning, and facilitate community ownership of Age-Friendly Portland initiatives.

**Inspire:** To increase awareness of Portland's Age-Friendly aspirations and inspire action.

conducted with the Gay and Grey group for lesbian, gay, bisexual, transgender and queer older adults, the Baby Boomer Social Club, and an intergenerational group of community activists. See Appendix C for TalkShop details.

### WEB BASED SURVEYS

The project team launched an online survey in February 2012 hosted on the project website: <http://agefriendlypdx.tumblr.com/>.

The link to the survey was distributed throughout the city to stakeholders and TalkShop participants, groups that work with aging communities, and aging service providers. The survey was targeted towards baby boomers and older adults but people of any age were able to take it. The goal of the survey was to collect opinions about Portland's current level

of age friendliness as well as areas where the city could improve. In total, 91 respondents completed the survey. Results from the surveys were analyzed and used to inform the vision and policy recommendations. See Appendix D for a summary of survey findings.

Targeted online surveys were later used to solicit feedback from stakeholders on draft vision and policy documents. These surveys allowed participants to make written comments on all vision statements and policy initiatives.

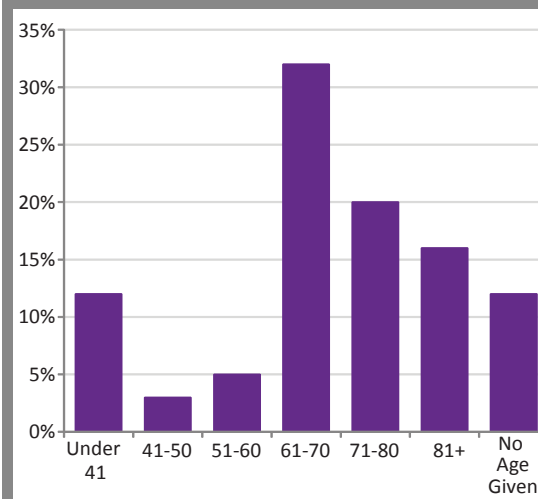
### AGE-FRIENDLY WORKSHOPS

Two workshops were held to solicit feedback from the public on the themes for the Vision for an Age-Friendly Portland. The workshops consisted of two activities. First, participants reviewed vision themes and were asked to define, add, remove, comment on, and prioritize vision topics. Large sheets of paper with the buzzwords related to vision topics encouraged participants to expand themes and sections, writing in their reactions and thoughts. Second, participants took part in a "Build an Age-Friendly Neighborhood" collage activity. In this activity, participants placed tiles in an idealized future neighborhood. Participants chose from a variety of pre-made standard tiles representing different housing types, transportation modes, amenities, and open spaces. Blank tiles were also provided so participants could create their own customized neighborhood features.

### POLICY ADVISORY GROUPS

The project team worked with two Policy Advisory Groups to solicit feedback on age-friendly policy and implementation strategy

FIGURE 5. PERCENT OF TALK-SHOP PARTICIPANTS, BY AGE GROUP

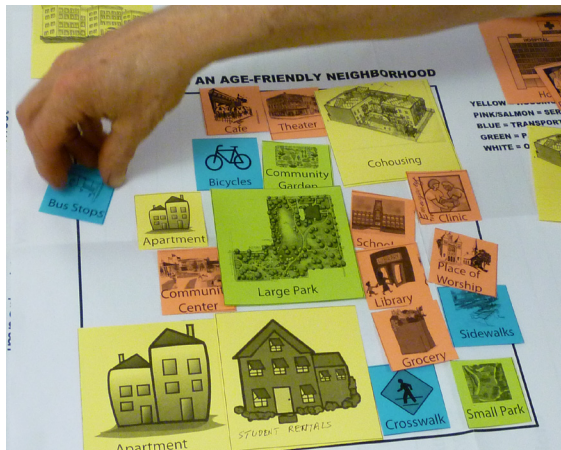


Source: Orca Planning





Two TalkShop participants from the Baby Boomers Social Club pose for a Photo Campaign shot.



We asked Workshop participants to build their own version of a "Age-Friendly Neighborhood."

**TABLE 1. SHARE OF RACE / ETHNICITY FOR ORCA PLANNING TALKSHOP PARTICIPANTS AND SURVEY RESPONDENTS VS. PORTLAND 65+ AGE COHORT**

	TALKSHOP PARTICIPANTS	SURVEY RESPONDENTS	CITY OF PORTLAND (AGE +65, 2010)
WHITE, NON-HISPANIC	46.9%	89.9%	83.0%
HISPANIC	3.1%	0.0%	2.0%
BLACK	5.2%	0.0%	5.0%
AMERICAN INDIAN	10.4%	0.0%	1.0%
ASIAN	13.5%	2.4%	7.0%
MULTIRACIAL	1.0%	3.5%	1.0%
OTHER	0.0%	3.5%	1.0%
EASTERN EUROPEAN	15.6%	0.0%	unknown

Data Source: U.S. Census Bureau

recommendations. The Salon Life by Design group acted as a Citizen Policy Advisory Group and the PSU Institute on Aging's Age-Friendly Cities Advisory group acted as an Expert Policy Advisory Group. The two advisory groups gave feedback on policy direction, gauged potential impact, advised on barriers to implementation, and suggested potential partners for each recommendation.

### "IN AN AGE-FRIENDLY CITY..." PHOTO CAMPAIGN

The photo campaign has raised awareness of age friendliness and highlighted age-friendly aspirations of different individuals. Over 50 people have participated in the photo campaign including both of the major candidates for Portland mayor.

### AARP & ELDERS IN ACTION AGE-FRIENDLY MAYORAL FORUM

The project team attended the April 7, 2012 mayoral forum that included three of the major mayoral candidates. The organizers provided a table to share information on the project and take pictures of people for the photo campaign. AARP used instant polling to get feedback from participants during the second half of the event. This feedback was shared with the project team and was utilized to inform the vision and recommendation process.

### INSTITUTE ON AGING'S COMMUNITY CONVERSATION ON AN AGE-FRIENDLY PORTLAND

Following the mayoral forum, PSU's Institute on



Aging facilitated a community conversation with community members focused on understanding the features and barriers to age friendliness in Portland. Project team members volunteered to sit at tables to both lead directed conversations and to take notes. Housing emerged as the most important topic from participants, followed by community support and health services and then transportation.

- **Social connections:** diversity, access to information, resources, knowledge, entertainment, education, and intergenerational opportunities
- **Transportation:** walkable destinations, options, safety, affordability, and accessibility

These topic areas and descriptions were presented to participants at two workshops in early April. The additional feedback from these workshops, in addition to the information previously gathered, was used to create draft vision statements for an age-friendly Portland.

## SOCIAL MEDIA

Twitter and Facebook were used in an attempt to communicate with a wider audience and to promote age-friendly events. Please join the ongoing conversation:

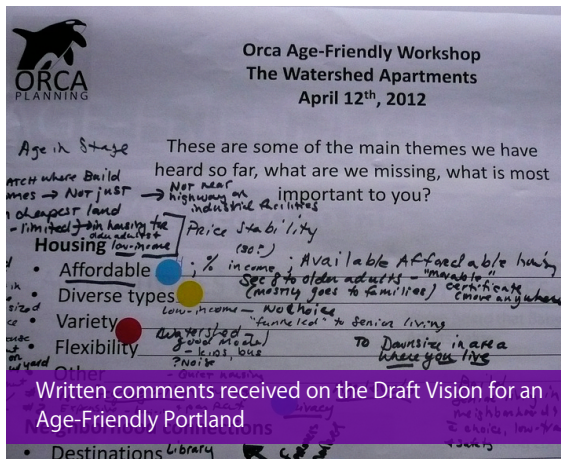
<http://www.facebook.com/orcaplanning>

<http://twitter.com/#!/agefriendlypdx>

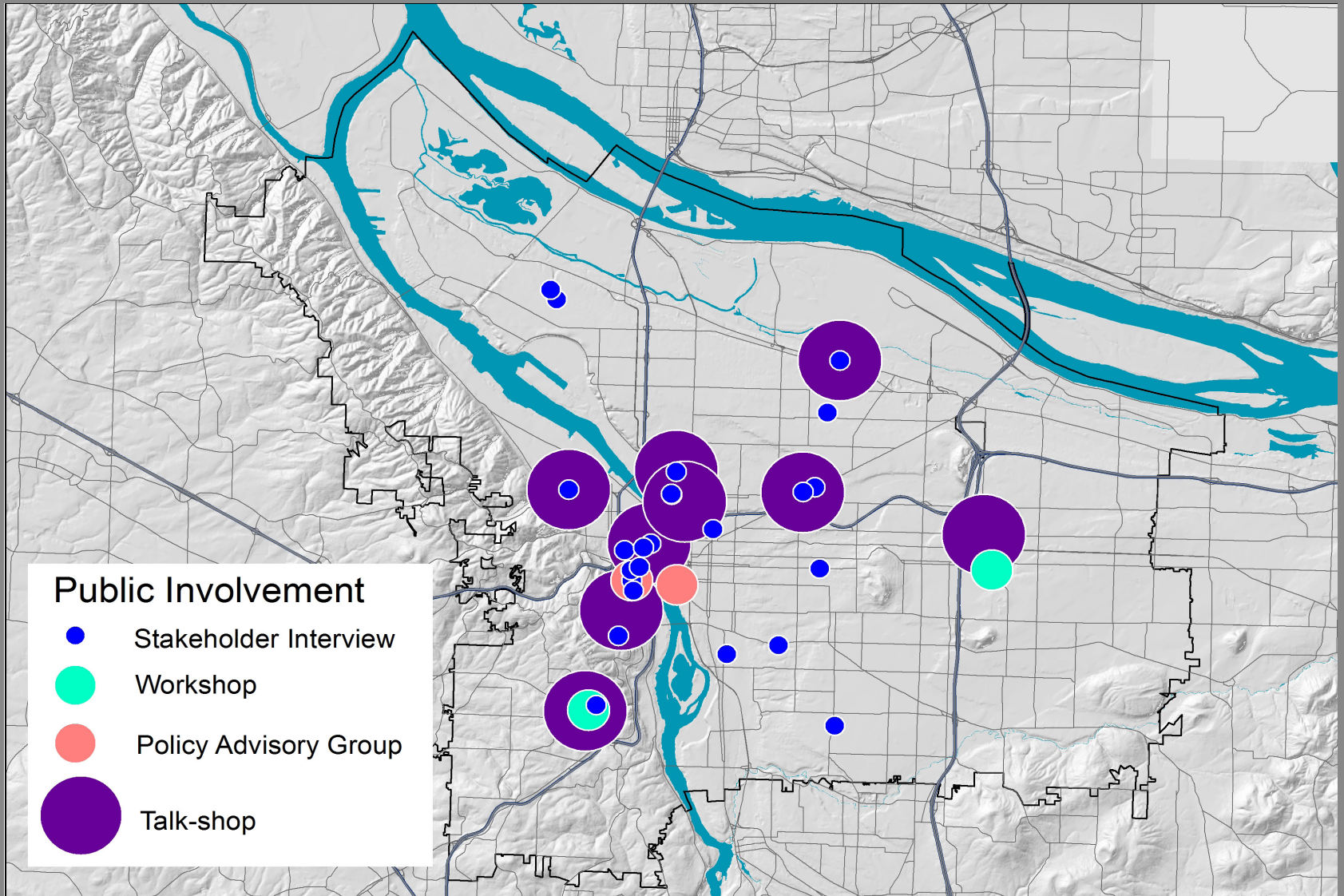
## Key Themes from Research and Public Involvement

After a robust public input period, the project team synthesized research, stakeholder interviews, TalkShop notes, and survey results to identify major topics that had repeatedly been identified. The four main categories that emerged were housing, neighborhood connections, social connections, and transportation. Within each of these topics areas, some descriptive words and phrases were identified:

- **Housing:** affordable, accessible, diverse types, and flexible
- **Neighborhood connections:** key destinations, choice, services, green spaces and public spaces, recreation, safe, and walkable



# MAP 5. PUBLIC INVOLVEMENT



- Public Involvement**
- Stakeholder Interview
  - Workshop
  - Policy Advisory Group
  - Talk-shop





## 6. MOVING FORWARD

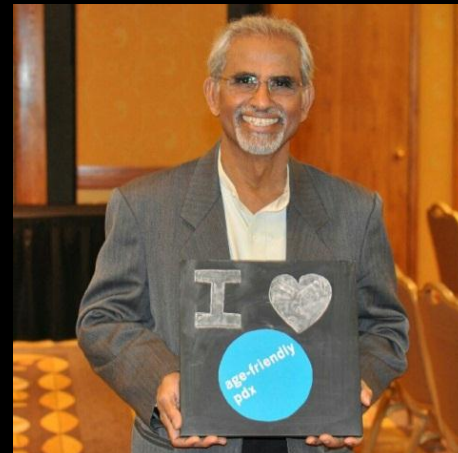
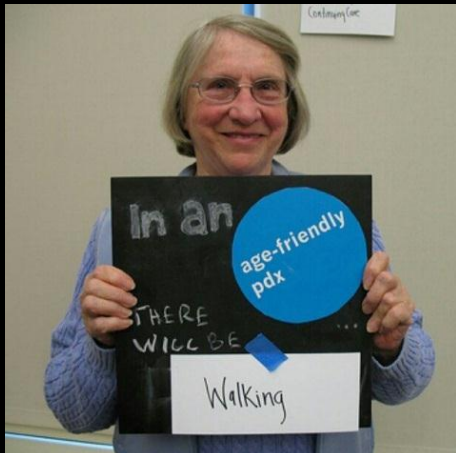
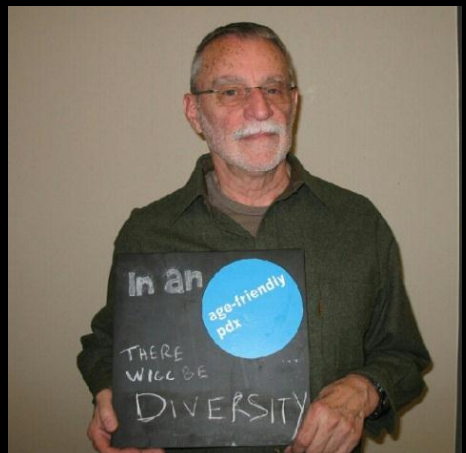
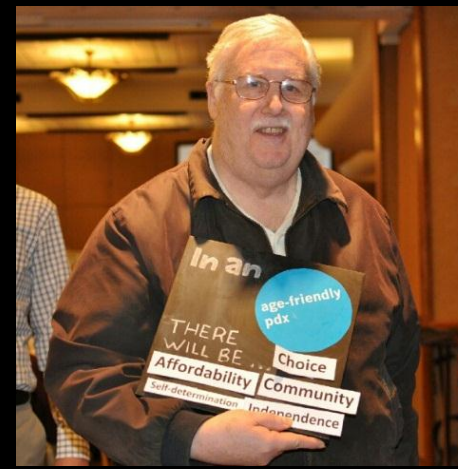


Older adults in Portland are not a homogeneous group. Older adults vary in their physical and mental abilities, wants, desires and interests. In this respect they are no different than any other age group in the city. The information within this report highlights some aspects of our city that are important to people as they age. Leading an active, fulfilling, and rewarding life should not be dependent upon a person's age. The vision and recommendations within this document call for improvements that would benefit all of Portland's residents either directly or indirectly.

Now is the time to plan and create a livable place for people of all ages and abilities. With the recently adopted Portland Plan, an overhaul of the Comprehensive Plan in progress and an Age-Friendly Action Plan on the horizon, there is an opportunity to continue to make significant changes to the city. The momentum that we are currently enjoying is not self-sustaining; it will be critical that advocacy groups, academics, citizens, planners and politicians continue to push for these improvements. The planning process is critically important but without champions to assist with implementation, the best plans and processes will be for not.

The vision and recommendations within this document summarize over five months of work getting to know what may create an age-friendly Portland. Much work has been done previously and more work will be done in the future on this issue. On balance, many of the planning efforts in

Portland have positioned the city to be an age-friendly place. Continuing to plan for a people-friendly city that considers people of all ages and abilities will be critical to moving forward toward a more prosperous, educated, healthy, and equitable Portland.



# GLOSSARY ON AGING

Age-friendly Community  
Age-friendly City  
Healthy Aging  
Aging in Place  
Aging in Community  
Senior Cohousing  
Senior 'Villages'  
Intentional Communities  
Nursing Homes  
Naturally Occurring Retirement Communities (NORCs)  
Activity Limitations  
Inclusive Design  
Universal Design  
Visitability  
Accessibility  
Aging Policy  
Elder Housing Ordinances  
Lifelong Learning  
Lifelong communities  
Intergenerational Interactions  
Lifelong Learning  
Ageism  
Encore Careers

## Age-friendly community

An age-friendly community promotes the physical, social and psychological well-being of the individual throughout the life cycle.

## Age-friendly city

According to the World Health Organization, an 'age-friendly city encourages active aging by optimizing opportunities for health, participation, and security in order to enhance the quality of life as people age. An age-friendly city adapts its structures and services to be accessible to and inclusive of older people with varying needs and capabilities.'

## Healthy aging

Healthy aging is a lifelong process of making the most of health and involves physical, social and mental wellness, independence, quality of life, and enhancing life-course transitions.

## Aging in place

As defined by the CDC, aging in place is the ‘ability to live in one’s own home and community safely, independently, and comfortably, regardless of age, income, or ability level.’ The fear of entering a nursing home brought on the idea of aging in place, growing old in one’s own home. However, the idea of aging in place now is being able to remain in one’s community and is not necessarily about staying in one’s home. It is a process by which people can age in familiar and comfortable surroundings, where as they age, they get what they need to maintain an independent lifestyle.

## Aging in community

Aging in community is established in the view that aging is a normal phase of the human life cycle — with benefits, offerings and challenges. The concept of aging in community encourages a proactive strategy to create supportive neighborhoods and social networks, where the quality of life and well-being for older adults at home becomes a measure of the accomplishments of the community. Aging in community advances the concept of being a good neighbor— as a result, it promotes social capital and mutual interconnectedness that is heightened over time through positive interactions, collaboration and reciprocity. Qualities of Aging in Community:

- a. *Inclusive*
- b. *Sustainable*
- c. *Healthy*
- d. *Accessible*
- e. *Interdependent*
- f. *Engaged*

## Senior cohousing

Cohousing, a type of collaborative housing in which residents participate in a type of intentional community comprised of private homes and shared space, came to the U.S. almost two decades ago from Denmark and elsewhere in Europe as an intergenerational housing model. More recently, cohousing in the U.S. began to be an age-specific housing model for active older adults.



## Senior 'Villages'

Senior 'villages' is one model of spontaneous communities. This is a model of people living in a community over a long time and coming together to offer support in older age, and this support allows people to continue to age in their homes.

## Intentional communities

Intentional communities are planned residential communities and groupings, which are usually founded on similar spiritual, social, or political beliefs or some other shared values or goals. Examples are cohousing, eco-villages, or cooperative housing.

## Nursing homes

Nursing homes are a place of residence for people that require constant nursing care and need significant assistance with their activities of daily living. Although they may have a place with supporting some older adults, we need to be critical about how they care for older adults and create alternative ways to support older adults in times of need.

## Naturally Occurring Retirement Communities (NORCs)

NORCs are areas that are home to a relatively large number of elders that age in community or receive a large number of in-migrant elders or soon to be elders. A NORC can be as small as an apartment building or as large as a neighborhood. They provide an opportunity to deliver targeted health and supportive services cost-effectively, to improve services availability, and to improve neighborhood resources for the benefits of older adults.

## Senior centers

Senior centers are community agencies that provide older adults with nutritional, recreational educational, health and legal services. Funding comes from the Older Americans Act.

## Activity limitations

Activity limitations refer to the assessment of one's ability to perform certain physical tasks (e.g. walking up steps, standing for two hours, or carrying a ten pound object), or engage in social activities and recreation without the need of another person or the use of special equipment.

## Inclusive design

Inclusive design in housing through accessibility features can facilitate the ability of people with mobility issues to safely and easily age in place. Inclusive design standards for accessibility can be defined in several ways, but a common means of defining inclusivity is through the adoption of Universal Design.

## Universal Design

The Universal Design framework is widely accepted for accessibility and refers to seven design principles that ensure buildings and places are usable for all ages regardless of ability, income or age.

## Visitability

Visitability is a subset of Universal Design features. It is the lowest standard for accessibility and ensures that single-family housing is designed so that it can be lived in or visited by people that have difficulty with steps or who use wheelchairs or walkers. It has three main components: one zero-step entrance; doors with 32 inches of passage space; and, one bathroom on the main floor that you can get into with a wheelchair.

## Accessibility

Accessibility is a term used to describe the extent to which a product, program, service, feature or environment is available to all regardless of their ability, income or age.

## Aging policy

Aging policy should include the fact that older adults look for the same community features that they valued throughout their adult lives, and in order to provide the resources that the aging population needs, places need to assess what changes need to take place to optimize the opportunities of elders.

## Elder housing ordinances

These ordinances specifically promote planned special purpose development and identify ideal parcels for this development that are suitable to the housing needs of elders.

## Lifelong learning

Lifelong learning has a purpose to give learners the skills required to continue self-education beyond the end of formal schooling years.

## Lifelong communities

A lifelong community is a concept that originated in Atlanta. They are places where individuals can live throughout their lifetime. They provide a full range of options to residents (e.g. diverse housing types), and insure a high quality of life for all. They work to achieve three main goals: 1) promote housing and transportation options; 2) encourage a healthy lifestyle; and, 3) expand information and access to services.

## Intergenerational Interactions

Intergenerational interactions help bring together diverse groups and networks to help dismiss inaccurate stereotypes, and share abilities, knowledge and resources. Intergenerational communities can enhance the engagement of older adults and youth. Intergenerational programs, practices, and places can strengthen the relationships between children, youth, adults, older adults, and families – this has the potential to increase acceptance of each other and enhance quality of life for all ages.

## Ageism

Ageism is stereotyping and/or discrimination against people because of their age, and is usually based on the lack of information on the age demographic.

## Encore careers

Encore careers are late-career jobs, often after retirement, which usually earns one an income, while also providing personal meaning or having a social impact.

# URBAN FORM

The City of Portland Comprehensive Plan update will create policies and plans that address the unique characteristics of Portland’s neighborhoods. BPS identified five basic built environment types in Portland; Downtown, West Neighborhoods, Inner Neighborhoods, East Neighborhoods, and Industrial and River Areas. While variation exists in each area, each has some unifying characteristics. Each one also has characteristics that make it more or less age friendly, and that present opportunities and constraints for improvement. The full City of Portland Urban Form Report is available on BPS’ web page as a background report to the Portland Plan.

This appendix section discusses the three neighborhood areas, summarizes their basic characteristics as described by BPS, and identifies connections with policy recommendations for an Age Friendly Portland. Every Portland neighborhood has unique characteristics. This summary considers broader patterns that can be seen across large groups of neighborhoods.

## WESTERN NEIGHBORHOODS

The built environment of the west side is heavily influenced by its hilly terrain.

Small number of major streets or highways, which wind through the area following topography.

Only a few commercial areas, mostly located on multi-

lane highways.

Residential streets are often curvilinear, following hill contours, with poor connectivity in many areas.

Most residential streets lack sidewalks, and a relatively large number of streets are not paved.

Trees and lush vegetation are often more prominent than buildings in residential areas.

Large amount of natural area park land.

Parks, streams and preserved natural areas provide a network of green that courses through the pattern area.

### Comprehensive Plan Improvements for Western Neighborhoods

The topography of the west side neighborhoods and the established built forms limit opportunities to make the area more age friendly. For example, even if the city invested in more sidewalks in hilly areas, many older adults will not be able to use them because they would be too steep. Most housing is not in easy walking distance of existing neighborhood hubs, so providing complete sidewalk networks will not meaningfully connect most households with neighborhood hubs.

The most important things that the comprehensive plan can do to improve conditions for aging on the west side are to

- Encourage accessible and affordable housing development very close to existing neighborhood hubs
- Complete pedestrian networks between neighborhood hubs and nearby housing.

### Other Improvements for Western Neighborhoods

The conditions described above make paratransit service improvements particularly well suited for making a positive impact in connecting western neighborhood residents with destinations.

## INNER NEIGHBORHOODS

The built environment of the inner neighborhoods is heavily influenced by their historic development during the streetcar era.

Consistent pattern of rectilinear blocks.

Highly interconnected street system with mostly fully-improved streets.

Extensive system of Streetcar Era main street commercial districts.

Fine-grain pattern of development on small lots, with buildings oriented to the street.

Dispersed system of neighborhood parks, typically intensely landscaped, located on major streets and rectilinear in form to fit into the area’s urban grid.

Occasional areas and streets break from the grid pattern, creating distinctive places.

**Comprehensive Plan Improvements for Inner Neighborhoods**

The characteristics summarized above make Inner neighborhoods relatively age friendly. The biggest limitation to improving inner neighborhoods’ age friendliness is that it is already relatively built up, with established housing and infrastructure. The most important things that the comprehensive plan can do to make the inner neighborhoods more age friendly are:

- Ensure that barriers to affordable and accessible housing development are minimized.
- Encourage adult care homes.

**Other Improvements for Inner Neighborhoods**

The relatively direct connectivity offered between housing and neighborhood hubs in inner neighborhoods makes low speed electric vehicles a viable mode for elders to travel from their homes to hubs.

**EASTERN NEIGHBORHOODS**

The built environment of the Eastern neighborhoods is shaped by its incremental development throughout the era of the personal automobile.

Diverse range of urban patterns, reflecting incremental development.

Poor street connectivity in many areas, with vehicles dependent on a small number of major streets for through connections.

Commercial areas are in the form of automobile-oriented strips on multi-lane streets, with buildings set back far away from the streets

Most residential streets, and some major streets, lack sidewalks.

Large, deep lots common in many areas, subject to much recent infill development.

Trees and other vegetation, rather than consistency in built patterns, serve as character giving aspects of many residential areas.

Neighborhood parks are usually located in the middle of superblock areas surrounded by single-family houses.

Buttes and Douglas Firs a distinctive characteristic of the area’s skyline

**Comprehensive Plan Improvement for Eastern Neighborhoods**

Some important age friendly features of East Portland are its relatively affordable housing, and large affordable lots that are ideal for building new adult care homes. Some limitations to improving age friendliness are the long time horizon until there is sufficient density to support dispersed neighborhood hubs like those exhibited in inner neighborhoods, and the existing large block and suburban development patterns. The most important new directions that the comprehensive plan can establish for age friendliness in East Portland are:

- Strengthen neighborhood hubs and encourage emerging hubs where feasible, to shorten the distance between residents and their destinations.
- Improve pedestrian infrastructure on major arterials that connect housing with transit and commercial centers.
- Reduce speed limits, and make alternative pedestrian improvements on residential streets that do not have sidewalks.

**Other Improvements for Eastern Neighborhoods**

The lack of pedestrian connectivity, and long distances between housing and neighborhood hubs make paratransit service improvements particularly important for eastern neighborhoods.

# PUBLIC PARTICIPATION SUMMARY



**Public Participation Summary**  
**Age-friendly Portland**  
**Master of Urban & Regional Planning (MURP) Workshop Project 2012**

## Stakeholder Interviews

**Goal:** To gather local knowledge from individuals and organizations and to incorporate ideas and feedback of individuals and organizations into the Vision for an Age-friendly Portland and into the Policy Recommendations for an Age-friendly Portland.

NAME AND TITLE	ORGANIZATION
Christine Lau, Chief Operation Officer	Asian Health & Service Center
Melanie Pedersen & Julie Dahlman, Organizers and Founders	Baby Boomer Social Club
Derenda Schubert, Executive Director	Bridge Meadows
Chris Kochtitzky, Associate Director for Program Development	Center for Disease Control, Environmental Health
Deborah Stein, Senior Planner	City of Portland Bureau of Planning and Sustainability
Kristine Canham, Director of Senior Cycle Program	City of Portland Senior Recreation
Lauren Fontanarosa, Program Coordinator for Gay & Grey	Friendly House NW
Alberta Palmer, Senior Case Manager	Friendly House NW
Megan Braunsten, Executive Director	Hillsdale Main Street
Amber Kem-Johnson, Executive Director	Hollywood Senior Center
Frances Spak, Ex-Program Coordinator for NORC Services	Jewish Family and Child Services
David Hanson, Research & Evaluation Analyst	Multnomah County Aging & Disability Services
Chenoa Landry, Elders Advocate	North American Youth and Family Center
Donita Fry, Youth & Elders Council Organizer	North American Youth and Family Center
Donna Green, Program Coordinator of Ped Pals	Portland Bureau of Transportation
Chris Smith, Commissioner	Portland Planning Commission
Sy Adler, Associate Professor in Urban Studies	Portland State University
Steph Routh, Director	Willamette Pedestrian Coalition
Debbie Durham, Program Manager of Life by Design NW	Life By Design NW, and Salon
Nick Sauvie, Executive Director	ROSE CDC
Kim McCarty, Program Coordinator	Portland Housing Bureau
Aubre Dickson, Acquisitions Manager	National Equity Fund
Danielle Brooks, ADA Title II Coordinator	City of Portland Office of Management and Finance
Dr. Elena Andresen, Chief of Disability & Health Research	Oregon Health and Science University
Dr. Don Lollar, Director of Developmental Disabilities	Oregon Health and Science University
Angela Weaver, Project Coordinator	Oregon Office on Disability & Health
Eli Spevek, Developer	Orange Splot, LLC
Nancy Harger, Outdoor Recreation Supervisor	Portland Parks & Recreation
Brett Horner, Strategy & Planning Manager	Portland Parks & Recreation
Alan Lehto, Director of Project Planning	Trimet
Darin Lund, Intern	Upstream Public Health
Radcliffe Dacanay, City Planner	City of Portland Bureau of Planning & Sustainability
Tamala Newsome, Principal	Rosa Parks Elementary School
Arleta Ward-Christian, Program Coordinator for Senior Center	Urban League of Portland
Elizabeth DeNiro-Wallace, Intern	Impact NW

### Talk Shops

**Goal:** Gather knowledge from at least 60 individuals in Portland’s aging community and incorporate ideas into the Vision for an Age-friendly Portland.

DATE	GROUP	LOCATION	ATTENDANCE
3/6/2012	IRCO Russian Elders	10301 NE GLISAN ST	15
3/7/2012	Baby Boomers Social Club	4040 NE TILLAMOOK ST	3
3/12/2012	North West Friendly House Gay and Grey	1737 NW 26TH AVE	9
3/13/2012	Hollywood Senior Center	1820 NE 40TH AVE	9
3/13/2012	Cascade Aids Project	208 SW 5TH AVE	11
3/13/2012	NAYA- Portland Youth and Elders Council	5135 NE COLUMBIA BLVD	37
3/20/2012	Terwilliger Plaza	2545 SW TERWILLIGER BLVD	7
3/28/2012	Hillsdale Main Street	6388 SW CAPITOL HWY	10
3/28/2012	IRCO Nepalese Elders	10301 NE GLISAN ST	12
3/29/2012	Calaroga Terrace	1400 NE 2 <sup>nd</sup> Ave	10
5/08/2012	Urban League Senior Center	5325 NE MLK Jr Blvd	3

**Total = 126**

### Vision Shops

**Goal:** To re-engage participants and engage the broader public, and receive feedback on the draft vision.

DATE	LOCATION	ADDRESS
4/11/2012	East Portland Community Center	740 SE 106th AVE
4/12/2012	Watershed at Hillsdale	6388 SW CAPITOL HWY

### Key themes heard for the Vision for an Age-Friendly Portland:

- **Need affordable and quality housing for older adults—main focus and concern of all talk shops.**
- Need opportunities for intergenerational interaction—also brought up frequently.
- Need access to affordable public transit.
- Need more frequent transit services, especially outside of core.
- Need access to safe walking conditions—sidewalks, crosswalks.
- Need a variety of housing choices, not one size fits all.
- Need access to gardens, green space, parks, and recreation.
- Need to have the option to age in community and/or age in place.
- Need more rental housing for older adults.
- Need opportunities for activities to avoid isolation as age (aging in place may increase isolation).
- Need to have schools tied to community and to provide opportunities for older adults to interact with youth.
- Need more diversity—age, ethnicity, and income—in Portland to make the place more interesting for everyone, including older adults. (i.e. mixed housing of incomes and ages).
- Need access to services in neighborhood (services suggested varied).

# SURVEY REPORT

(91 Participants)

Age Group	%	Race/ethnicity	%
Under 40	11.0	American Indian or Alaska Native	0.0
40 - 49	15.4	Black or African American	1.0
50 - 59	38.5	Asian or Asian American	2.0
60 - 69	56.0	Multiracial	3.0
70 - 79	9.9	Other (European American, Middle Eastern)	3.0
80 and above	0.0	White/Caucasian	90.0

## Do you plan to leave Portland to live in another place? (If yes, reasons why you would leave)

	Yes	No	Maybe	I plan to live in Portland part time	Total
To live closer to friends or family	4	1	8	0	13
To be close to work	0	1	6	0	7
To be closer to amenities (i.e. community centers, grocery stores, libraries, cafes, retail stores, etc.)	1	1	3	0	5
To be closer to public transportation	0	0	0	0	0
To be closer to good schools for my children/grandchildren	0	1	0	0	1
To have better access to job opportunities	2	1	9	0	12
To find a safer community	1	0	0	0	1
To find more affordable housing	0	0	6	2	8
To be closer to services such as health care	0	1	1	0	2
To be closer to parks and open space	1	1	1	2	5
Other, please specify:	1	1	8	3	13
Total	6	2	24	4	36

“Other” responses: warmer weather; weather as related to disabilities; warmer climate; adult community with golf; warmer climate; to go to wherever my interests lead me; climate; job relocations; unadventure; to find better weather; better atmosphere; Escape high property taxes and moronic city and county government; warmer weather.



**Do you plan to leave Portland to live in another place? (If no, reasons why you would stay)**

	<b>Yes</b>	<b>No</b>	<b>Maybe</b>	<b>I plan to live in Portland part time</b>	<b>Total</b>
Close to friends or family	0	42	7	4	53
To be close to work	0	12	2	1	15
Accessibility to amenities (i.e. community centers, grocery stores, public libraries, cafes, retail stores, etc.)	0	36	6	4	46
Good schools for my children/grandchildren	0	5	2	0	7
Access to job opportunities	0	6	2	0	8
Safety in the community	0	13	3	2	18
Lack of affordable housing elsewhere	0	3	2	0	5
Born here - dedication to family or friends	0	4	1	1	6
No choice/nowhere else to go	0	2	0	1	3
Close to services such as health care	0	22	1	2	25
Access to parks and open space	0	33	4	1	38
Other, please specify:	0	25	0	2	27
<b>Total</b>	<b>0</b>	<b>55</b>	<b>9</b>	<b>5</b>	<b>69</b>

“Other” responses: bicycle access support; It's beautiful here and Public transportation; entertainment; own my home; this is the best place; great cultural activities; transit/biking; politics; proximity to mountains, coast, gorge, and other beautiful places; Love Portland; Liberal, non-religious community; Located close to coast and Mt. Hood; Cultural activities are a huge draw; Married to a spouse who has family here and doesn't want to move; great overall place to live; I live in Hillsdale which gives me quick access to downtown (10 min), plus the small-town feel within walking distance. Walking distance from the Hillsdale Farmers' Market and the Terwilliger trail are added bonuses; Good public transportation (this really should be listed above) zip cars & bicycle friendly; I own a house here and don't want to move; started a family later in life, so we need to camp set here for the long run; I love Portland and its culture. There are very few other places in the world I would rather live right now, and for my foreseeable future; lots of cultural and recreational events; Close to beach and gorge; Lots of free things to do here; access to volunteer work; wheelchair accessible public transportation (ability to live w/o a car), natural beauty; I can live car-free, close to wilderness: hiking/camping, etc; excellent public transportation, though with current TriMet \$ difficulties, I am very afraid this will change for the worse; Excellent cultural options - nationally acclaimed symphony, outstanding ballet, jazz, opera, etc., etc.

**Are there parks and open spaces close to where you live?**

**If you travel to parks or open spaces, how do you usually get there?**

	<b>Yes</b>	<b>No</b>	<b>Not sure</b>	<b>Comments</b>	<b>Total</b>
Drive myself by car, truck or motorcycle	24	6	2	8	40
Bus or MAX	4	0	0	0	4
Walk	29	0	0	2	31
Bicycle	11	1	0	0	12
Paratransit Service	0	0	0	0	0
Taxi	0	0	0	0	0
Family or friend drives me	2	1	0	0	3
<b>Total</b>	<b>70</b>	<b>8</b>	<b>2</b>	<b>10</b>	<b>90</b>

Additional Comments: I have two official parks 1/2 mile away in each direction; other types of open space include an elementary school yard 1/4 mile away, and a cemetery 1/4 mile away. (I'm not sure if the last two really count, or if 1/2 mile is considered 'close'); It would be really nice if you would publish a directory of parks that would include items like hours, costs, senior discounts, locations, type of facilities within the park like walking trails, handicapped paved paths etc. and then send it out to all 3 counties residents, Mult, WA and Clackamas since we all three use these Portland facilities; Lots; depends on how you define near, Alberta park-over used, too many kids, sports, dogs - not very scenic and nothing to sit in the sun, but access to these parks requires walking on busy roads without sidewalks; Portland has lots of great parks, but the pools and exercise facilities are too expensive though; I'm fortunate to be close to Mt tabor, but I can still walk to it; No open flat level parks /comfortable sitting areas; Within a couple of miles, not within a walkable distance; Portland has great access to parks and many summer park community activities.

**Do you have grocery stores, places to eat, community centers, or other services in your neighborhood?**

	<b>Yes</b>	<b>No</b>	<b>Not sure</b>	<b>Comments</b>	<b>Total</b>
<b>If you travel to services in your neighborhood or close to where you live, how do you usually get there?</b> Drive myself by car, truck or motorcycle	38	4	0	12	54
Bus or MAX	2	0	0	1	3
Walk	17	1	0	4	22
Bicycle	9	0	0	0	9
Paratransit Service	0	0	0	0	0
Taxi	0	0	0	0	0
Family or friend drives me	2	0	0	0	2
<b>Total</b>	<b>68</b>	<b>5</b>	<b>0</b>	<b>17</b>	<b>90</b>
Closer bus or max service	17	2	0	5	24

Additional Comments: not that close; I would do more downtown Portland shopping if I could feel safe and you provided more handicapped spaces close to shopping; nothing within walking distance of my home; Most need to be driven to, nothing reasonably priced within walking distance for groceries, concerns about walking at night, alone or with friends; Yes, but they are too expensive to use as a normal source of buying; Quality, affordable groceries at least a mile away from Brooklyn Neighborhood; inner east needs grocery, closest grocery store is 2 miles... and about 600 foot elevation gain away; Yes, but I have to drive to get to them; not walking distance to carry things home, especially if I had a load to carry; Yes to all, except grocery stores; In Linnton, there is no grocery store other than a 7-Eleven, so I must travel to St. Johns or Scappoose to shop; I walk almost a mile to the nearest New Seasons. This is great for me now, but if I were disabled, grocery shopping could become difficult; No grocery store within walking distance. Some restaurants, but not the kind I would frequent; I use the Yellow line from N. Portland and consider downtown my neighborhood since it offers all services; Still a 2-5 block walk, though I'm in excellent health, so I can do it, but not easy for those not in good health.

**What would make it easier for you to get to the places you need to go for shopping, medical appointments, etc.?**

	%
Closer Bus or Max Stop	29.0
More sidewalks	27.0
More crosswalks	18.0
More stop lights	5.0
Services closer to where I live	31.0
Longer times for crossing at a stop light	18.0
More bicycle lanes	23.0
Other	23.0

“Other” responses: I have no need to make it easier; Fairly satisfied with the convenience to everything in my neighborhood; safety is an issue; More frequent bus service; More frequent bus service; currently I am doing okay as it is; better handicapped parking closer to facilities like theatres, stores etc.; more parking; clearer instruction on where/when and how much is parking; Better hours for public transit; Pave the unimproved streets!; It's hard to bike to the Fred Meyer near me because the streets start and stop so much, and many of them are unimproved and difficult to navigate, especially in the dark; willingness of my spouse to use public transportation; more attractive routes (I live near a lot of services, but I have to cross a very uncomfortable/ugly/nosy freeway overcrossing); Traffic signals & streets signs citywide are poorly placed and/or obstructed by foliage; more time; Things are fine as they are; I actually don't want closer services...that's why I live where I live; Don't need any of this; Honestly, nothing! We've got a pretty sweet spot; A Good Car and Good Place to Park Close to Services; definitely closer bus stops and fewer potholes. Multnomah Village area is a mess!; less traffic; Just outside Linnton, where I live, there are no sidewalks. Bicycle lanes feel dangerous with traffic going 55+MPH; (1) bus shelters at the stops nearest my home - today I got drenched waiting for a bus because of cars speeding through puddles; (2) more frequent bus service, especially on the west side, where I have been stranded trying to get to a friend's house because a bus that came only once an hour didn't show up; bus service from St John's, the buses are close enough, but Trimet cuts are causing in-frequent service and there's no nighttime service, Sunday service is extremely poor; more frequent Trimet Service, MUCH BETTER weekend service.

		<b>Total household income:</b>				
		<b>0 to \$15,000 per year</b>	<b>\$15,001 to \$25,000</b>	<b>\$25,001 to \$35,000</b>	<b>\$35,001 to \$45,000</b>	<b>\$45,001 to \$55,000</b>
<b>Do you spend 30% or more of your household income on rent or mortgage payments?</b>	<b>Yes</b>	8	10	4	5	6
		2	2	6	0	1
	<b>No</b>					
	<b>Unsure</b>	0	0	0	0	2
	<b>Total</b>	10	12	10	5	9

		<b>Total household income:</b>						
		<b>0 to \$15,000 per year</b>	<b>\$15,001 to \$25,000</b>	<b>\$25,001 to \$35,000</b>	<b>\$35,001 to \$45,000</b>	<b>\$45,001 to \$55,000</b>	<b>\$55,001 to \$65,000</b>	<b>More than \$65,000</b>
<b>What type of housing do you live in?</b>	Apartment	3	3	1	1	3	0	1
		0	0	0	0	0	0	0
	Duplex							
	Courtyard apartment	0	0	0	0	0	0	0
	Tri-plex or Four-plex	0	0	0	0	0	0	0
	Large multi-unit apartment	0	0	0	0	0	0	0
	Other, please comment	0	0	0	0	0	0	0
	Single-family home	5	8	7	4	5	6	28
	Condominium	0	0	1	1	1	1	1
	Assisted Living	0	0	0	0	0	0	0
	Group Home	0	0	0	0	0	0	1
	Other	2	1	1	0	1	1	1
	<b>Total</b>	10	12	10	6	10	8	32

“Other” responses: 4-plex [I am the owner]; Town house unit; Duplex; Duplex; Duplex; rent; Duplex; boat.

<b>How often do you utilize the following Transportation? (%)</b>	<b>Never</b>	<b>Less than Once a Month</b>	<b>Once a Month</b>	<b>2-3 Times a Month</b>	<b>Once a Week</b>	<b>2-3 Times a Week</b>	<b>Daily</b>
Drive myself by car, truck or motorcycle	13.0	2.2	0.0	8.7	6.5	19.6	50.0
Bus, MAX or Streetcar	13.6	23.9	12.5	11.4	12.5	9.1	17.1
Walk	5.7	3.4	0.0	2.3	10.2	29.6	48.9
Bicycle	37.4	21.7	3.6	6.0	9.6	8.4	13.3
Paratransit Service	97.5	1.3	0.0	0.0	1.3	0.0	0.0
Taxi	76.5	21.0	2.5	0.0	0.0	0.0	0.0
Family or friend driving me to places	36.6	18.3	8.5	11.0	12.2	11.0	2.4
Other	91.7	0.0	0.0	0.0	0.0	0.0	8.3

“Other” responses: Segway; There is little handicapped parking close to the parks, which would be utilized more by senior folks driving for exercise; At this time with having teenagers, I drive all the time; I "freewheel" in my motorized wheelchair because I can't walk.

<b>How difficult is it to use the following forms of transportation? (%)</b>	<b>Easy</b>	<b>Somewhat Easy</b>	<b>Somewhat Difficult</b>	<b>Difficult</b>
Drive myself by car, truck or motorcycle	73.6	9.9	7.7	8.8
Bus, MAX or Streetcar	45.0	33.0	14.3	7.7
Walk	71.1	14.4	6.7	7.8
Bicycle	35.8	23.5	17.3	23.5
Paratransit Service	11.4	9.1	22.7	56.8
Taxi	33.8	15.5	18.3	32.4
Family or friend driving me to places	38.5	21.8	23.1	16.8

	<b>Agree</b>	<b>Somewhat agree</b>	<b>Neither agree or disagree</b>	<b>Somewhat disagree</b>	<b>Disagree</b>	<b>Responses</b>
<b>To remain active as I age, it is important that:</b>						
I can continue to drive a car.	45	19	9	9	9	89
I can continue to live at my current residence.	48	25	10	3	4	88
I can continue to live in my current neighborhood or community.	53	22	7	3	4	89
I can continue to participate in neighborhood and City meetings and events.	48	19	15	2	6	89
I can continue to volunteer or remain active in my community	62	17	8	2	1	89
I can continue to work at least part-time.	41	22	10	7	9	87
I can safely walk in my neighborhood.	83	4	1	1	1	89
I live close to a bus or MAX stop.	68	14	5	0	2	89
I live within walking distance to a grocery store.	60	16	5	2	8	89
I live within walking distance to a health clinic.	23	29	17	13	4	87
I live within walking distance to a park.	63	16	8	0	3	88
I live within walking distance to a workout facility.	19	19	20	8	25	89
Other	4	0	2	0	0	2

“Other” responses: have a tax base reduced for seniors so that we might remain in our communities; live in my neighborhood, but not be isolated; take classes; TriMet be robustly maintained and expanded; my friends/social contacts can also age-in-place and continue to socialize w/ me.

**Please respond to the following statements about living in Portland:**

	<b>Agree</b>	<b>Somewhat agree</b>	<b>Neither agree or disagree</b>	<b>Somewhat disagree</b>	<b>Disagree</b>	<b>Responses</b>
I worry about being able to afford housing as I age.	46	22	7	7	7	89
The design of my house makes it easy for me to live here for the foreseeable future.	45	16	14	9	5	89
My neighborhood provides a variety of housing types for a variety of ages and abilities.	25	21	13	15	15	89
My neighborhood is safe from crime.	25	33	7	20	4	89
Overall, I am satisfied with my neighborhood as a place to continue to live.	46	27	9	4	2	89
Overall, I am satisfied with Portland as a place to continue to live.	54	25	3	4	2	88
My neighborhood provides accessible transportation options.	44	23	7	8	5	87
Public transportation is affordable.	33	27	11	13	3	89
My neighborhood provides opportunities for physical activity.	46	22	10	5	4	89
I socialize with friends or family at least once a week.	67	12	1	5	3	88
I leave my house every day.	70	13	1	4	1	89
I routinely use the public library.	30	18	14	12	15	87
I get my own groceries without difficulty.	78	8	2	1	0	87
I routinely visit public parks.	48	18	10	8	5	89
Other	2	0	0	0	0	3

“Other” responses: Again, I would use a lot more facilities if they were more accessible to people with disabilities, that is the main drawback and as your population continues to increase among the elderly, you better start inspecting facilities that don't meet needs or you will loose out on business; routinely go to gym; I get my own groceries by car; I use Ride Connection for groceries; cultural activities.



## What would an age-friendly Portland look like (or be like)?

Responses
Public awareness of needs, achievements, and activities
Policies that enhance equity and accessibility and encourage healthy, active, intergenerational lifestyles.
Tough to say.
Separated bicycle and pedestrian facilities, wider aisles to accommodate wheel chairs, community centers, more affordable senior housing, lower transit passes
A place where people of all ages can walk safely to basic services and amenities.
Affordable close in living with all amenities within walking or bus/max with parking within safe walking distance to train. more community centers
Our systems (transportation, land use, social services, recreation, etc.) would reflect the needs and abilities of people of all ages.
Easy mass transit systems that access food and health care.
Pretty much what it looks like now. I think Portland is already age-friendly.
Centralizing of age bases services and housing
Good public transportation, age friendly entertainment, cost friendly savings or discounts
Public transportation that is safe for seniors. Discounts for seniors on limited income. Maximum health care with little or no charge for seniors.
As we face an aging population, more handicapped accessible amenities-not enough handicapped parking in downtown, that is why I currently live in the suburbs, although born and raised in Portland. Make businesses more accessible-most don't have disabled accessible door entries, making difficult to access businesses. Most businesses have narrow aisle ways making difficult for people with walkers, scooters or wheelchairs to negotiate aisles and access items. Have more "personal shoppers" in stores that can assist those having trouble reaching items on shelves. Make shelving more friendly-I can't reach the top 2 shelves-the average height of women in this area means you need to consider us and what are needs are.
Good sidewalks and bike lanes, nice community centers with special activities for seniors. More good housing for seniors with limited incomes.
Fixed income , ouch, bus assistance, discounts , Im healthy. Lots are not, YMCA's , gyms to keep good health.
Inexpensive nice condo living with green spaces and ability to dance, walk indoors when there's rain and outdoors, with other healthy attributes.
Less expensive housing near downtown to attend events, safer public transportation, better publication of senior events, parking sucks!,

Good sidewalks good bus system
Better public transportation that is safe for Srs to ride even at night--the Barbur light rail is a good example but won't be done for a long time. Quality health care for all, recreation activities for couples and singles.
Affordable housing for fixed income in a safe environment
Access to health, outdoors, better public transportation
Same.....but no parking meters after 5 pm or on week-ends
The home that you live in would not be taxed. Public transportation would be free. Exercise programs would be encouraged. Yoga and Tai Chi offered for free. Those that have worked for their whole lives have contributed to the present wealth, and so should be provided for their past service. Their "homestead" should be protected from the vultures of the bankers or the tax collectors. There would be an open access to culture, the museums, the colleges, the arts in general. Realizing that some would be more uncompassionate than others, extra consideration should be considered for the most vulnerable
Being able to go to parks or shopping without having to confront beggars, druggies or being afraid of being robbed.
Easy public transportation to health services; comfortable walking environment; lots of places to sit; community gathering places where the elderly can interact with other generations and take classes, meet friends; lots of volunteer opportunities.
Accessibility to most or all activity structures (restaurants) and other physical aids such as railings on all steps
Pedestrian friendly, Convenient, low step access public trans., affordable housing.
Special rates for public transportation for elders; special parking rates; better seating options at cultural events; more free preventative health seminars and workshops, screenings
Able to afford housing, household utilities, food, health care/dentists. Social Security does not begin to cover housing for many. Government officials live on what we paid for all our lives and they will never have to live like most of the seniors.
Neighborhood oriented, connectivity of transit, updated schools, intergenerational activity centers, services available (health care and others), walkable
Accessible and visitable housing
Pearl District
Welcoming, comfortable, safe and easy to get around; abundant opportunities for indoor and outdoor socializing and play
Public transportation; easy access to rural trails, mountains, beaches
A city that has accessible sidewalks, good public transportation, accessible parks, affordable housing, and services with good customer service.
Accessible to amenities, good transportation, good health care, the right to die with dignity
Accessible transportation, construction with fewer stairs, jobs for people who are 50+

Affordable quality public transit; less petty crime; less violent/drug-based crime
More recreation such as indoor swimming and drop in situations all over the place, lots of dancing (not age segregated), and places to congregate and hang out!, tours
ADA-accessibility to every building; more senior services downtown
Transportation options
Good work opportunities without age discrimination. Variety of affordable easily accessed transportation. Real choice when services and care is needed. Affordable assisted living facilities
Affordable housing; excellent public transportation;
I think the Pearl district is a good example of planning with all ages in mind
Better public schools for future grandkids. Better job opportunities my child once she graduates from college. More publicly funded arts projects.
There would be many neighborhoods containing housing appropriate and affordable for smaller households as well as services and facilities accessible on foot. It would also have a vibrant central area, accessible via transit, that included cultural, educational, and other services and facilities.by
Hmmmm.
Lots of public transportation and housing mixed young & old.
Good public transportation; services that deliver (e.g., restaurants, pharmacies, etc.); good health care; Accessible spaces
Improved public transportation, social, physical, educational activities targeted at older generation
A fun and vigorous place for all age groups
More geriatricians, more residence communities with multi level care, independent, some assistance to skilled nursing, support for caregivers
Something like the Pearl District but with a concentration of shops and services geared towards older folks
A continuation of support for the neighborhoods, such as Hillside, Multnomah Village, Beaumont, Lair Hill, etc. where people can live within walking distance (or short public transportation and/or bike trip) to places to eat, shop and play. I think a key component to keeping Portland such a great place to live and a city where people still send their kids to public schools, is keeping the older generation connected to the younger community. Older citizens who see the kids on their street walking to school will vote favorably for school bonds and younger kids who see older people on their street/at market/library, etc. are less likely to cause trouble because their held accountable to the community.. Win-win!
Seniors would be treated in as an embracing way that young adults are treated especially with regard to suitable employment
Respect for the elderly, safer public transportation, conveniently located shopping.
Excellent medical lots of places to walk and bike; good mass transit

Quadrant housing for seniors and sidewalks on the west side of town.
More 'car friendly' - more affordable housing - safer public transportation
I would have all the freedom and flexibility that I enjoy now at 55.
More single -level adult housing on the order of townhouses with own entrance /no common walls and no one living above; close to stores, buss lines, etc. also - no stairways
Sheltered public transportation stations with seating areas designated for elders; more sidewalks; better road repair in neighborhoods--e.g., an elder loses balance more easily, so all those potholes are problematic for those out for a neighborhood walk (exercise is critical to maintaining health as we age)
I have no problems with age "unfriendliness".
Activities, social functions, classes that integrate age groups. Don't always segregate 50+. Learn to live as one community.
Great mass transit and an emphasis on mixing all ages, with recognition that all ages have significant contributions to make.
It would have easy access to services such as medical facilities; there would be a minimum of stairs and ramps would be a frequent option; it would feel safe.
Access to comprehensive set of services in most neighborhoods, good transportation choices
There would be entertainment, restaurants, shopping, events, and other things catering to the older generation.
Affordable housing communities, especially for the LBGTO population, affordable local community health centers
Housing available for intentional communities which is affordable
More frequent bus service and shelters at most or all of the stops
Opportunities to stay fir
User-friendly side walks and stores cafe and parks that were accessible. Restaurants that had bigger font and softer music. A community that looked out for the elder to help them feel safe.
Public transit and active transit friendly, with a culture of welcome diversity in transportation modes. Low violence (including both private crime and police-violence). Walkable neighborhoods. Thriving culture of arts and sciences. Good food, just food. Clean air.
Lots of public transportation and venues that are accessible for people with mobility issues, level sidewalks for walking, crosswalks that allow enough time for slow walkers to get across an intersection.
It is age-friendly
One of the main advantages is Ride Connection -- it offers me rides to my volunteer work and dr. appts., groc. shopping, haicut, etc.
More "frequent-service" public transportation going to more destinations with better street furniture at transit stops, more public restrooms (all of which

should be ADA compliant,) more covered public places to sit, and more aging-in-place-friendly Housing across a distribution of neighborhoods and at a distribution of price points, more housing suitable for multi-generational living

Better Housing choices, Housing that can be easily shared, more wheelchair-friendly housing, not all clumped together in a single neighborhood

Public Transportation: enhance, not diminish as looks like might occur presently; maintain balance of affordable housing options, easily accessible and affordable exercise/activity options - for example, losing parks dept. outdoor programs hurts kids, adults, elders, individuals who may not be able to drive, but can participate in supervised activities, sports, support for and access to quality AND affordable food supply, eg., farmers markets, quality home food delivery; strategically located multi-disciplinary health clinics in neighborhoods - perhaps on rotating basis, but more accessible than most hospitals (probably hospital system umbrella) that are prevention, health focused; maintenance of current concept of reduced prices for some services, starting at 65, perhaps 66, depending on available funds; inexpensive access for seniors life long learning at universities and community colleges; all of the other things I have noted above

Society would honor elders. City development codes would be proactive in addressing elders' needs. State funding for senior services are stable.

Plenty of ramps, good public transportation and community involvement activities / programs.

## What are the main challenges that Portland faces in becoming friendly to all ages?

Responses
The overwhelming prevalence of Auto-oriented land uses and lack of alternatives to driving is Portland's main challenge, particularly in the parts of town a large portion of older people live.
Mindless conservatism
Existing housing stock that is not "visitable" for people with disabilities, poor access to health care and affordable, accessible housing, transportation budget cuts
Houses built with many stairs and bedrooms on the top floors.
Dependence on the motor vehicle, strip malls
Affordable housing
Suburbs and residential areas that are not within a walking or bus service and parking for access to bus/train.
Transportation. Locating aging populations close to amenities and services.
I don't think people have really bought into the idea yet. We tend to wait for things to happen in our society before we react. There are so many other challenges/issues that constantly come up and there isn't enough urgency around aging.
Extra cost associated with making services accessible.
Funding and costs of providing services in an economic down turn.
Treat older people like they do bikers. The young and healthy get a big boost from Portland
SAFETY! Too much violence and it's getting worse. GUN FREE CITY!!!
Portland has become known for catering to the 20's and 30's crowd and frankly, I don't go downtown anymore because of safety issues-too much gang activity, panhandlers, druggies-why go downtown when I don't have this problem in the suburbs. These are problems for all ages.
Better job opportunities for all ages, including seniors, many of which will be working a long time due to the recent recession.

Bike riders would also be responsibility for care and upkeep of public street via purchasing 'bike' license through DMV. License would have to be worn and fees would go to transportation.
Working with my mom. We did not know is all the knowledge that is out there. I have it now. Mom had a stroke and hearing and sight impaired. Newspapers with info would be good.
To keep lowlives from trying to cheat the aged.
Safety on public transportation; lack of parking downtown; unclear instructions on how to use new parking meters; few "senior"-related events (e.g. music, dancing).
Safety from thugs and traffic
Transportation, housing for people of color and economically disadvantaged, safe streets and public areas
Lack of appreciation for those in that age bracket and the fact they can and do still work
More meeting/activity halls/rooms
Traffic
To be cut off from an internet program before expressing my concerns
Gangs making public transportation unsafe.
All the homes for the elderly are east of 82nd, where the landscape is the least walkable or pleasant. Seniors need reasonable housing/care options inside the city, not to be warehoused in the suburbs!
Providing accessible areas whereby the fast paced life of the working force can be slowed down.
Raising rents, increased 'speed' of life.
Downtown is not very accessible; traffic is horrendous; too many activities overlap with rush hour; parks are not very accessible for elders who can't walk very far
Decent housing and not enough government money to cover for this for Medicare and Medicaid. Need more transportation without delays for seniors.
Viable cities function based on infrastructure, housing, education, and affordability - this is a difficult balance and I believe one of the key issues moving forward will be affordability. Will seniors have affordable housing in conjunction with affordable services (health care)

Youth culture, older housing stock is great by low accessibility
Public school quality
Diminished transit opportunities as budgets tighten; decreased maintenance of public places (parks, sidewalks, plazas, etc.)
Risk on streets to bicycles, pedestrians.
Funding for sidewalks, and pedestrian improvements, Also affordable and accessible housing near services.
Bad tax system, lack of leadership in city politics, need more work for young and old
Youth mentality, desire to be trendy
Crime
Not enough leisure spaces outside of central Portland
They seem to look at where the money is coming from and cater to that age group(s)
Employment
Many employers are openly hostile toward aging workers. Many areas do not have easy access to shopping, entertainment, and services.
Money
The weather can make it difficult for older people to get around in areas that are not pedestrian friendly.
Employment. Social services for poor children. Low-quality public schools. Lack of support for the arts.
Creating and sustaining a supply of affordable, age-appropriate housing.
Alternative housing
Generations are ghettoized.
Good schools; Good public transportation; services that deliver (e.g., restaurants, pharmacies, etc.); good health care; Accessible spaces; affordable housing
Public transportation and weather



Don't forget that CARS sre important, too, esp. for people who cant take one to two hours to go on a bus to dr, dentist or grocery.
Very focused on the young adult
Cross walk lights. Older folks need more time to cross safely.
Portland's homeless population can be off-putting to older people. I'm not suggesting simply moving that segment of the population from downtown to somewhere else, but I'd like to see better services offered for them.
The excess of youth and the excess of their unusual ideas and ideals
I think the challenge is being respectful to all ages while reducing political correctness for clarity of communication
Nothing jumps out except the weather can be challenging
Activities for seniors.
Bikes aren't great for groceries when it's 40 degrees and raining and you're 65.
They are in culture. We need to learn to respect and learn from our elders.
a larger, older segment of the population will not be wanting to hop on a bike, everywhere they go. please don't make city decisions catering to just the younger generations.
\$\$\$ Resources, as always, but also a mindset of investing resources for economic prosperity (jobs) and not for livability.
Family wage jobs for 20 and 30 somethings
Need more awareness of "seniors" around us. Too many bikes and bike lanes - very difficult for older drivers. Bike riders are often arrogant and "take" the road with no regard to the variance of age of drivers. Safer Tri-Met and MAX. Keep Fareless Square.
Because our culture views us as marketing opportunities more than citizens, and the young buy more, the aging are viewed as liabilities rather than assets. Portland, a youth magnet, reflects this. Age discrimination is real and pervasive. We need creative ways to learn to value each other.
It needs to have public transportation that feels safe and friendly to elderly passengers; it needs to have available services to the elderly.
Pedestrian access and better transit, accessible housing

There needs to be more community services available to the elderly, more day care facilities for care givers and their loved ones, and better secure public transportation.
Lack of awareness of the needs of the very young and very old
Affordability of housing
Age-friendly transportation options for people who can't or prefer not to drive
Cost of loving and apathy
I'm not sure.
Not sure!
Accessibility and mobility are real issues for an aging population that may use canes, walkers and wheelchairs.
Too much traffic. Freeways too small for amount of traffic.
Accessibility
Using public transit is kind of iffy when it comes to walking to/from transit stops as the path is not always clean or well-lit.
Lack of political will to confront and regulate housing developers, urban planners are young and not concerned with aging issues, Housing policy skewed to over emphasize homelessness over other Housing needs (such as appropriate design for multi-generational living and aging-in-place)
See above
Housing costs escalating, health care only illness focused, and very expensive, especially medications, public transportation cuts, possible cuts to libraries and other mind and social engaging options
Retrofitting the suburbs to provide amenities within easy walking distance. Stable funding.
Hipsters. Houses and buildings with lots of stairs. It's also kind of strange that the VA hospital is on the tallest hill in town...

## What do you think are Portland's best age-friendly features?

Responses
TriMet LIFT service (which could be improved), Streetcar transit (low-floor design), frequent parks. Only some parts of Portland contain these features.
Atmosphere of openness and tolerance
Safe, walkable neighborhoods, fairly good, accessible transportation, lots of opportunities for people of all ages to engage in the community
Wide sidewalks and smooth curbs downtown. Easy to get around without driving.
LIFT service, affordable senior housing in downtown (yes, it exists), neighborhood events
We used to have great transit, not so much anymore, good parks, etc.
Bicycling, max lines but not enough parking
Max, streetcar.
I think our downtown core has great public transit (for now) and accessible, affordable transportation is critical to healthy aging. I think we have a wonderful parks system that everyone can benefit from.
Decent mass transit, strong cultural amenities, walking trails.
Many parks with play areas, open space, public toilets, and benches. Pavement cuts. Discounts for seniors at movies, etc.
Transportation
Transportation and good restaurants

Parks, theatres, museums, good bicycle lanes and advocacy.
Portland has worked hard to make public buildings handicapped accessible, however you have done a very poor job at making general buildings and owners accountable. Although you have some handicapped parking, it isn't enough and they are rare and hard to find, often blocks away from where I need to go. Not everyone likes to take the light rail-too much crime to be safe for the elderly.
Public transit with reduced fares for seniors, bike lanes, helpful and accommodating culture.
Public transportation, if and when tri met actually admits passengers via ticket and TURN STILE ACCESS ONLY.
Parks, and Libraries Trimet special buses.
Green spaces
Bergfreunde Ski Club and Baby Boomers Social Club; all other clubs are not friendly and welcoming to older, active folks.
Don't know
Transportation; shopping entertainment
Cultural venues like the Art Museum, OMSI, and events that are multi-generational
Transit-system
Rivers, outdoors
Entertainment
Rose gardens, Zoo, Senior Centers
Lots of non-profits and other opportunities to volunteer; transportation options; walkable inner neighborhoods.
Good public transportation
Simply nice folks. Community centers and organizations like Loaves and Fishes
The number of active elders who participate in public life and the cultural scene - great role models; good health care options; healthy outdoor options
Volunteers; Senior Centers; Meals-On-Wheels

The access to transit allows mobility for all ages regardless of personal restrictions
Tolerance, public transportation, breadth of activities
Accessible transportation
Safety, walkability, great transit, beautiful libraries and other gathering places
Public transportation; easy access to rural trails, mountains and beaches
Mass transit and the downtown area that has services. But it is not affordable to all and we keep losing low cost senior housing.
Transportation, strong neighborhoods, great attitude, great climate, accessible amenities, positive environment
TriMet
Strong public transit system
Neighborhoods, health conscious, walking and biking
Public transportation, particularly the senior fare of \$1.00
MAX
Many senior centers. Loaves and Fishes, Portland Park senior activities, Lift and Ride connection.
Transportation; social services
Public transportation, community centers, retail/residential combined buildings.
Walkable neighborhoods. Good public transportation. Safety.
A wide variety of services and facilities accessible by transit and walking.
Transportation, activities.
Public transport, albeit diminishing, mild weather
Friendliness and helpfulness of the residents; mixture of urban high rises with green spaces
Culturally it's a very nice town that in general does not seem terribly ageist. Old people aren't put out to pasture
Some care facilities described above

Public transportation and walkability (driving not necessary) in some parts of town
Self-sustaining neighborhoods, Max system, major universities to audit classes, solid arts and lectures/theater/gallery/restaurant scene, many local community centers that offer quality programs.
Education, transportation, recreation, entertainment
Mixed-use development providing shopping, restaurants, and housing.
Core city is easy to move around in
Transportation system - although it could be vastly improved.
Shopping malls with parking - good health care
The accessibility to walking paths and places to get moving.
Not sure.
Bus lifts and ease of boarding.
I have no idea
More and more classes for 55+. Discounts at PCC for classes.
Mass transit is good. I'm unaware of any effort to include the aging.
Portland does a good job of being ADA accessible.
Relatively good transit and transportation choices, strong neighborhoods
Some of the assisted living communities, the parks and gardens, the nurseries, the restaurants, and coffee shops, and shopping centers.
Reduced bus fares, good transportation, REACH Community Development, Co-Housing, Meals on Wheels, Q Center, PCC non-credit education.
Great public transportation, somewhat affordable housing, great parks and recreation department, great educational opportunities through community colleges
Close proximity to stores -walking/biking friendly, the various neighborhoods, mild winters

The bus service is much better than in many places, and it's possible to get most places by bus (at least on the east side)
Light rail when it's safe
20 years old to 40's
Not sure!
Tri-Met Lift, MAX and kneeling buses are a big help to seniors.
Senior rate on max/bus.
Exercise opportunities
Public transit, senior discounts, natural medicine practitioners, i.e., chiropractors, acupuncturists, N.D.s, Chinese medicine, etc.
The wheelchair-friendliness of TriMet; the transportation and walkability that exists ONLY IN THE "CLOSE-IN" neighborhoods, PSU's Institute on Aging
Trimet
Most I've already mentioned above
Compact neighborhoods, like Hillsdale, afford mobile elders a high quality of life.
Good public transit, a favorable attitude toward nostalgia and an open-minded public who (hopefully) indulges retirees in conversation every now and then.

**Appendix E. Recommendations Evaluation Criteria**

<b>Policy Recommendation</b>	Refers to the Policy Recommendation to achieve the Age Friendly Portland Vision
<b>Portland Plan Vision</b>	The Portland Plan Strategy Area that is most directly supported by the Policy Recommendation. Note that every policy recommendation supports multiple Portland Plan Strategy Areas, however the information presented in this table focuses on the most direct linkage.
<b>Portland Plan Action or Policy Statement</b>	Portland Plan Policy Statements or Actions that are mirrored, have substantial overlap with, or whose implementation could be informed by the Age Friendly Recommendation in this row.
<b>Comprehensive Plan Policy Expert Group</b>	The City of Portland Comprehensive Plan Policy Expert Group that will consider policy changes most relevant to the Policy Recommendation. Note that many policy recommendations are relevant to multiple Policy Expert groups, however the information presented in this table focuses on the most obvious opportunity for a Policy Expert Group to consider the Policy Recommendation.
<b>Comprehensive Plan section (if applicable)</b>	The City of Portland Comprehensive Plan Chapter that the Policy Recommendation should affect. Note that some Policy Recommendations have connections with multiple comprehensive plan chapters. Also note that the comprehensive plan is actually a compilation of plans that have never been presented as a single document, and the information in this table focuses on the most direct linkages the comprehensive plan chapters as presented on the City of Portland webpage. <a href="http://www.portlandonline.com/bps/index.cfm?c=34249">http://www.portlandonline.com/bps/index.cfm?c=34249</a>
<b>World Health Organization Domain</b>	The WHO Domain that is most directly supported by the Policy Recommendation. Note that every policy recommendation supports multiple WHO Domains, however the information presented in this table focuses on the most direct linkage.
<b>City agencies with ability to implement</b>	City agencies with the ability to implement or coordinate implementation of the Policy Recommendation. City agencies that can take a lead role in implementing any action associated with the recommendation are listed here. Other city agencies that can have important but auxiliary roles are listed in the "Partners" column.
<b>Partners</b>	Organizations, including City Agencies that can or should have a role in implementing actions that support the Policy Recommendation.
<b>Action Implementation timeline (short, medium, long)</b>	This column refers to the number of years needed to make substantial progress on actions that result in implementation of the Policy Recommendation. Short: 0 to 1 years. Medium: 2 to 3 years. Long 3 to 5 years
<b>Vision Achievement Timeline</b>	This column refers to the number of years that it will take to notice substantive results that reflect the Vision for an Age Friendly Portland. Short: 1 to 5 years. Medium: 5 to 10 years Long: 10 to 15 years. Note that for each score given, it will take even more time to notice robust and prolific results throughout the City.

<b>Policy Recommendation</b>	<b>Portland Plan Vision</b>	<b>Portland Plan Action or Policy Statement</b>	<b>Comprehensive Plan Policy Expert Group</b>	<b>Comprehensive Plan section (if applicable)</b>	<b>World Health Organization Domain</b>	<b>City agencies with ability to implement</b>	<b>Partners</b>	<b>Action Implementation timeline (short, medium, long)</b>	<b>Vision Achievement Timeline</b>
<b>NEIGHBORHOODS</b>									
Parks, Plazas, and Community Gardens	Healthy Connected City	Policy H - 19. Action 109,	Residential Development and Compatibility, Neighborhood Centers	Public Facilities	Outdoor spaces and buildings	PP&R	Community Garden Organizations, Private Landowners, The Intertwine Alliance, Neighborhood Associations	< 2 years	5 to 10 years
Neighborhood Streets Initiative: 20 is Plenty!	Healthy Connected City	Actions 96, 110, 124, 126	Neighborhood Centers, Networks	Transportation	Outdoor spaces and buildings	PBOT	BPS, WPC, BTA, The Intertwine Alliance, Neighborhood Associations	< 2 years	5 to 10 years
The Recreation Rx	Healthy Connected City	Policy H - 10, H - 11. Action 107			Outdoor spaces and buildings	PP&R	Kaiser Permanente, Legacy Emmanuel	< 2 years	< 5 years
Multi-Functional Schools	Healthy Connected City	Policies H - 14, T - 10. Action 41	Education and Youth Success	Public Facilities	Outdoor spaces and buildings	BPS, School Districts	PDC, ONI, Developers	< 2 years	< 5 years
Pilot Aging Opportunity Districts	Healthy Connected City	Action 103	Neighborhood Centers, Networks	Transportation, Public Facilities	Outdoor spaces and buildings	BPS, ONI	Business Associations, Neighborhood Organizations	< 2 years	5 to 10 years



Policy Recommendation	Portland Plan Vision	Portland Plan Action or Policy Statement	Comprehensive Plan Policy Expert Group	Comprehensive Plan section (if applicable)	World Health Organization Domain	City agencies with ability to implement	Partners	Action Implementation timeline (short, medium, long)	Vision Achievement Timeline
HOUSING									
Inclusive Housing Design Initiative	Economic Prosperity and Affordability. Healthy Connected City	Policies H - 17, P - 37. Action 82, 106	Residential Development and Compatibility, Neighborhood Centers	Housing	Housing.	BPS, PHB	PSU IOA	< 2 years	10 to 15 years
Diverse Housing Options	Economic Prosperity and Affordability. Healthy Connected City		Residential Development and Compatibility, Neighborhood Centers	Housing	Housing	BPS, PHB	Developers	< 2 years	10 to 15 years
Affordable Housing for Older Adults	Economic Prosperity and Affordability. Healthy Connected City	Policy P - 39. Actions 77, 78, 79, 106	Residential Development and Compatibility	Housing	Housing	PHB	BPS	3 to 5 years	10 to 15 years
Assisted Living and Nursing Homes in Neighborhoods	Economic Prosperity and Affordability. Healthy Connected City		Residential Development and Compatibility	Housing	Community and Health Services	BPS	PSU IOA, PDC	< 2 years	5 to 10 years

Policy Recommendation	Portland Plan Vision	Portland Plan Action or Policy Statement	Comprehensive Plan Policy Expert Group	Comprehensive Plan section (if applicable)	World Health Organization Domain	City agencies with ability to implement	Partners	Action Implementation timeline (short, medium, long)	Vision Achievement Timeline
TRANSPORTATION									
Safe Routes for Elders	Healthy Connected City, Economic Prosperity and Affordability	Policy H - 10	Neighborhood centers, Infrastructure Equity, Networks, Education and Youth Success	Transportation, Public Facilities, Neighborhoods	Transportation	PBOT, BPS	Metro, TriMet, PP&R	< 2 years	< 5 years
Promote low-speed electric vehicles	Healthy Connected City, Economic Prosperity and Affordability	Actions 123, 124	Neighborhood centers, Infrastructure Equity, Networks	Transportation, Public Facilities, Neighborhoods, Energy, Environment	Transportation	PBOT, BPS	Metro, TriMet	3 to 5 years	5 to 10 years
Paratransit/ Demand responsive Transit Improvements	Healthy Connected City, Economic Prosperity and Affordability	Policy H - 11, H-18.	Networks	Transportation, Public Facilities	Transportation	PBOT, BPS	Metro, TriMet	< 2 years	< 5 years
Pedestrian-environment Improvements	Healthy Connected City, Economic Prosperity and Affordability	Policy H - 18. Actions 96, 106, 110, 123, 124, 125, 126, 129	Neighborhood centers, Infrastructure Equity, Networks	Transportation, Public Facilities	Outdoor Spaces and Buildings	PBOT, BPS	Metro, TriMet	< 2 years	10 to 15 years
Low-stress bikeways	Thriving Educated Youth, Economic Prosperity and Affordability, Healthy Connected City	Policy H - 18. Actions 96, 106, 122, 123, 124	Networks	Transportation, Public Facilities	Outdoor Spaces and Buildings	PBOT, BPS	Metro, TriMet	< 2 years	10 to 15 years

**Appendix F. Recommendations Implementation Matrix**

<b>Policy Recommendation</b>	<b>Likely impact</b>	<b>Cost</b>	<b>Public Support</b>	<b>Time horizon to realize benefits</b>	<b>Range of benefits (all ages or only older adults?)</b>	<b>Level of synergy with existing city policies</b>	<b>Equity (Extent to which it reduces disparities)</b>	<b>"Score"</b>
<b>NEIGHBORHOODS</b>								
Parks, Plazas, and Community Gardens	Medium	Medium	High	Medium	All ages	Medium	High if done in park deficient areas	Medium
Neighborhood Streets Initiative: 20 is Plenty!	Medium	Low	Medium	Short	All ages	Medium	High if it can get funding	Medium
The Recreation Rx	Low	Low	High	Short	All ages	High	High if it can get funding	Medium
Multi-Functional Schools	High	Medium	High	Medium	All ages	High	Medium	High
Pilot Aging Opportunity Districts	High	Medium	Medium	Medium	Older adults and those with disabilities	Medium	Medium	Medium

<b>Policy Recommendation</b>	<b>Likely impact</b>	<b>Cost</b>	<b>Public Support</b>	<b>Time horizon to realize benefits</b>	<b>Range of benefits (all ages or only older adults?)</b>	<b>Level of synergy with existing city policies</b>	<b>Equity (Extent to which it reduces disparities)</b>	<b>"Score"</b>
<b>HOUSING</b>								
Inclusive Housing Design Initiative	Medium	Medium	Medium	Short	Older adults and those with disabilities	Medium	Medium - targets lower income older adults	High
Diverse Housing Options	High	Medium	High	Long	All ages	High	Medium	Medium
Affordable Housing for Older Adults	Medium	Medium	Medium	Medium	Older adults	Medium	High - targets lower income older adults	Medium
Assisted Living and Nursing Homes in Neighborhoods	High	Low	Low	Long	Older adults	Medium	Medium	Medium

Policy Recommendation	Likely impact	Cost	Public Support	Time horizon to realize benefits	Range of benefits (all ages or only older adults?)	Level of synergy with existing city policies	Equity (Extent to which it reduces disparities)	"Score"
TRANSPORTATION								
Safe Routes for Elders	Medium	Medium	Medium	Short to medium-term	Programs: older adults. Infrastructure: all ages	High	Medium	Medium
Promote low-speed electric vehicles	Medium. In the long-term, possibly High	Low to medium	Medium to Low	Short to medium-term	All ages	Medium	Medium/low	Medium/ low
Paratransit/ Demand responsive Transit Improvements	Medium	Medium	Unknown	Short to medium-term	Older adults and those with disabilities	Medium	Medium/low	Medium
Pedestrian-environment Improvements	High	High	Medium	Short-term for traffic calming and smaller infrastructure. Medium-term for sidewalk network development.	All ages	Medium/ High	High	Medium/High
Low-stress bikeways	Medium	Low to medium	Medium to high	Short to medium-term	All ages	High	Medium	Medium