

EXECUTIVE SUMMARY

PROJECT BACKGROUND, PURPOSE AND SCOPE

The Killingsworth main street is at the center of Portland's most diverse community. Residents, business owners, developers and area institutions are working with the city to transform a cycle of disinvestment on Killingsworth St into a vibrant mixed use main street. The construction of the Interstate MAX and the PCC Cascade Campus expansion serve as catalysts for positive change in neighborhood livability, accessibility, and economic development and provide an opportunity to plan improvements that will connect the light rail station to destinations along Killingsworth. Street improvements on Killingsworth St provide the key unifying element to tie together the efforts occurring in the community.

The Killingsworth Street Improvements Planning Project creates a streetscape concept plan and new street standards and guidelines for Killingsworth St between N Interstate Ave and NE Martin Luther King Jr. Blvd. The plan addresses streetscape improvements including trees, curb ramps and sidewalk improvements, street lights, pedestrian crossing and bus stop changes, traffic signs, trash containers, bicycle access, and art. The plan creates a public investment strategy for the street in order to improve the quality of the street for local businesses and residents and helps strengthen the connection between Killingsworth St, the Interstate MAX, the surrounding community, and major destinations such as Portland Community College (PCC) Cascade. Through improving these connections the project will also help bridge the perceived divide caused by the I-5 freeway.

COMMUNITY PROCESS

The street improvement plan is the result of an extensive public process involving more than 1000 community members and a 19-person Citizen Advisory Committee. The public process for the Killingsworth Street Improvements Planning Project included a wide range of public involvement opportunities for residents and stakeholders throughout the process.

The goal of the community involvement process was to build the capacity of diverse community members to make informed recommendations by respectfully listening, promoting dialogue, and providing information in accessible, understandable, and creative formats. Through its inclusive process, this project served to build trust, and it solicited the participation of traditionally underrepresented peoples. Community members have seen their views and input reflected in each step of the planning process.

To respond to the diverse nature of the community using Killingsworth St, a variety of non-traditional approaches to public outreach were utilized, including canvassing, survey and project flyers in five languages, and translation services and childcare for community meetings.

The community involvement process included the following activities:

- Public surveying of more than 500 community members
- Focus groups
- Community Advisory Committee meetings
- Four public events, including a Community Walk, Design Work Session, Alternatives Evaluation Workshop and Preferred Plan Open House
- Public information presentations and outreach to groups and individuals



RECOMMENDED PLAN

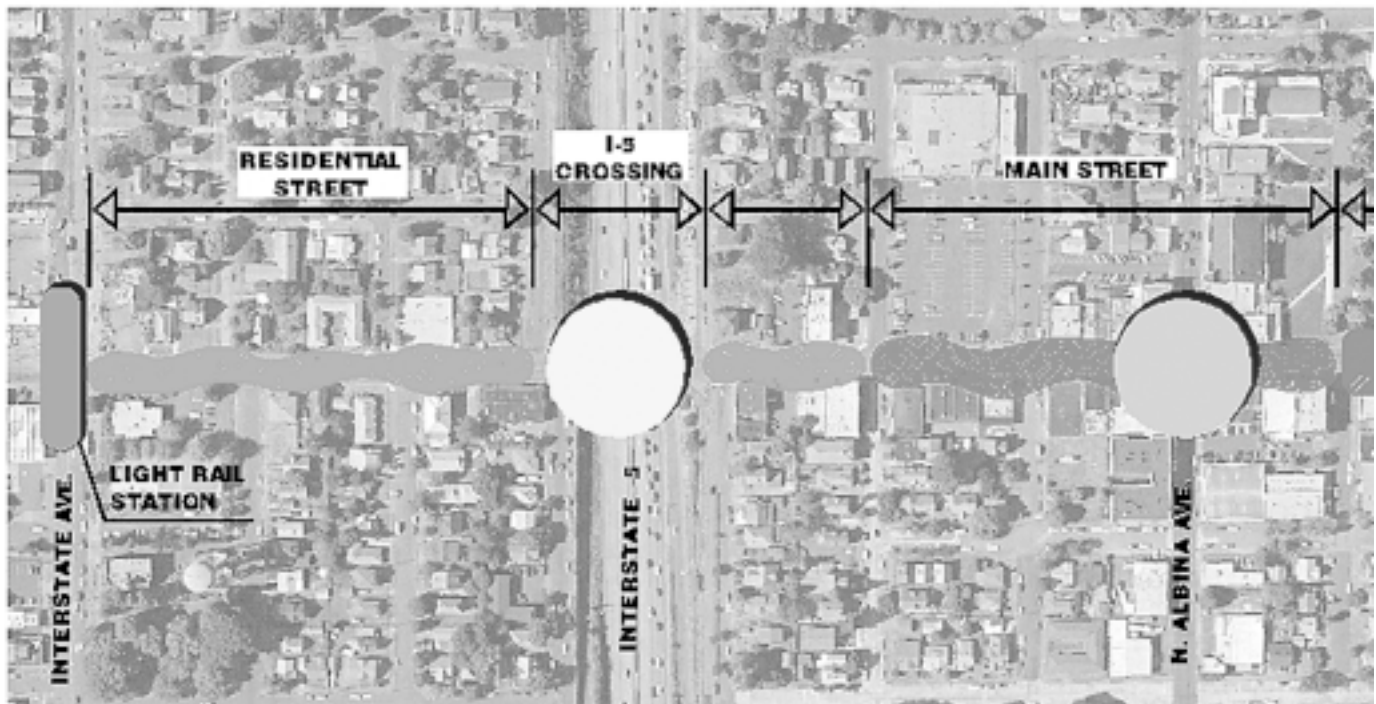
The recommended plan adopted by the Citizens Advisory Committee reflects the community's vision for a vibrant mixed-use Killingsworth main street. The recommended plan calls for reconstructed and widened sidewalks, adding curb extensions at key locations to improve street crossings and bus stop locations and to add space for trees. The plan identifies transit stop improvements, new ornamental street lights and street furniture to improve the pedestrian environment. The project also proposes widening and landscaping the I-5 overcrossing to reduce its effect as a barrier.

The final design concept adopted by the Community Advisory Committee, is as follows:

“Different streetscape treatments are applied in residential, main street and campus areas to highlight their character, with a special treatment at the I-5 crossing. The places or intersections identified by the community as most important are given the most attention with design solutions focused at critical crossing locations.”

The four themes selected by the CAC to guide and add community context to this design are:

1. Multicultural community of diversity: live what we teach our children
2. Celebrating the people and history of the community: remember, teach, honor
3. Education, Art and Commerce
4. SUCCESS Society, United, Community, Construction, Educational, Skills, Service



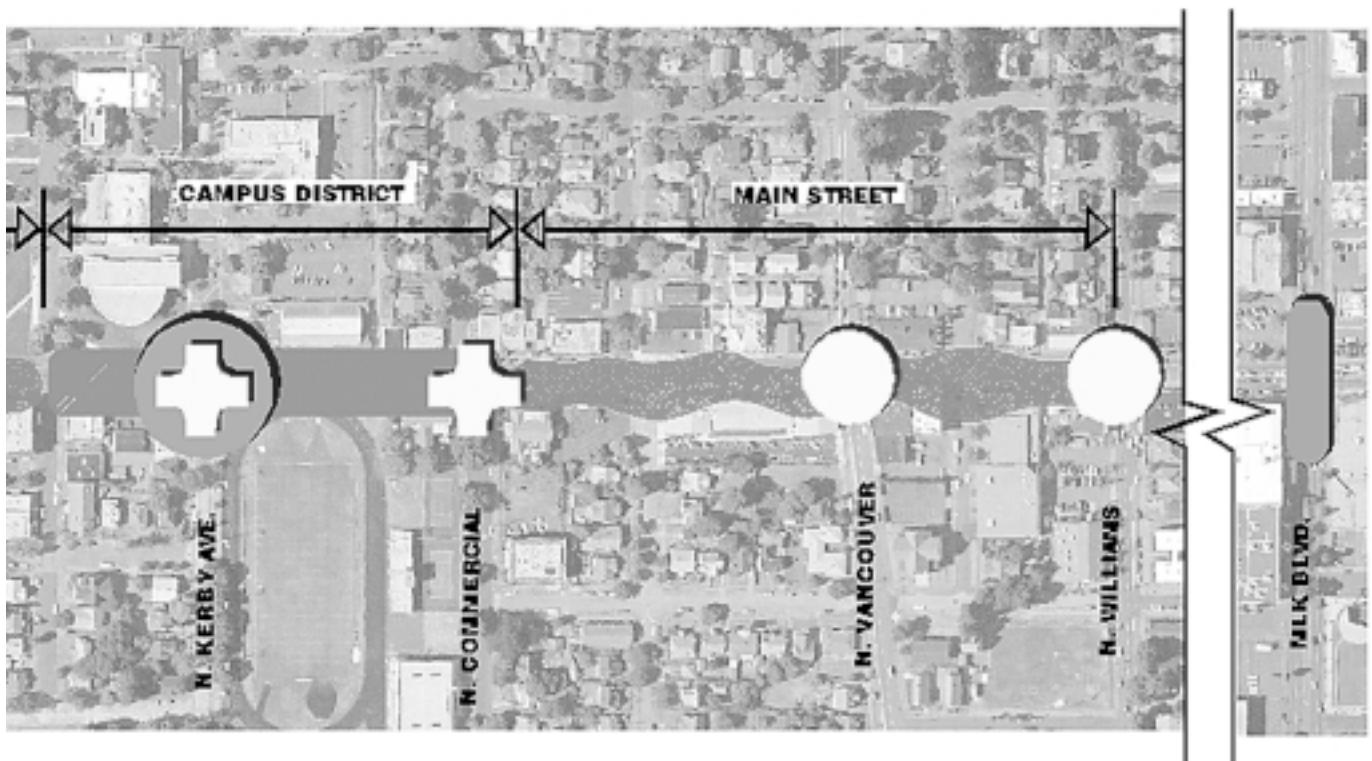
RECOMMENDED CONCEPT

As shown in the concept sketch below, there are two areas called out for the “Main Street” treatment, between N Michigan Ave and N Borthwick Ave, and between N Commercial Ave and N Williams Ave. The design of this area is intended to enhance the feeling of a traditional main street that existing historic buildings bring to these areas. The intersection of N Albina Ave and Killingsworth St is recognized as the center of the plan area and a location for special design treatments.

A “Campus” area was identified between N Borthwick Ave and N Commercial Ave. This area is designed to support the expanding educational hub of Jefferson

High School and PCC Cascade Campus along this portion of Killingsworth St. This area includes the “N Kerby Promenade” south of Killingsworth St, which widens the existing sidewalk along the high school track to 20 feet to provide a better connection between the campuses.

A more “Residential” design is emphasized between N Interstate Ave and N Michigan Ave. The emphasis in this area is to supplement the existing 6-foot sidewalk with planted curb extensions to create space for street trees and ornamental lights. This area also includes significant changes to the I-5 Overcrossing to improve the pedestrian environment on the bridge.



KEY:



Crossing Improvements: Intersections that are to be redesigned in order to improve pedestrian safety



Places: Locations identified by the community as deserving a special design treatment that establishes an identity for the district

CONCEPT PLAN

Killingsworth Street
Improvements Planning Project
Preferred Plan Open House
November 14, 2002

IMPLEMENTATION

The Killingsworth Street Improvements project will be implemented through a combination of publicly and privately funded improvements. The City of Portland Office of Transportation is pursuing public funding options to complete the project. Design standards and guidelines have also been created through the project to ensure that improvements to individual sites that occur prior to public improvements are consistent with the recommended design of the street.

PUBLIC IMPROVEMENTS

PROJECT PHASING

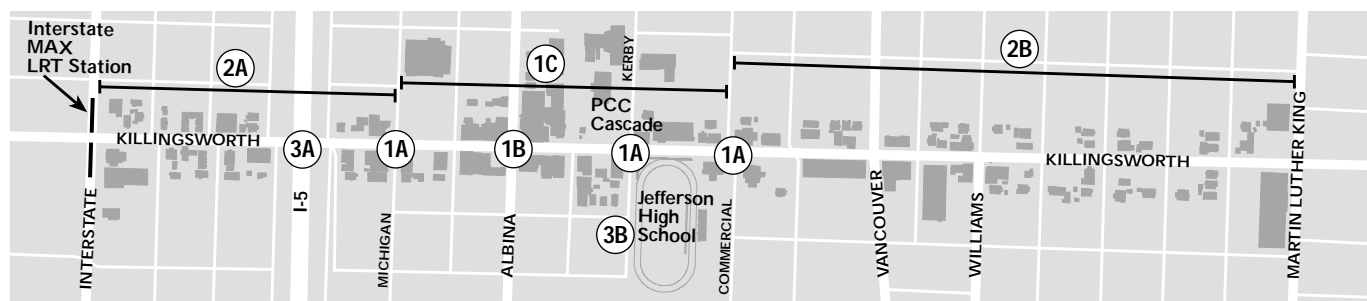
Phase I improvements emphasize the key crossing and sidewalk improvements in the “Main Street” and “Campus” areas as the top priority. The CAC felt that phased improvements should start in the commercial and campus core of the street. This area is receiving significant investment from Portland Community College and is, therefore, the most logical location for public improvement on adjacent blocks. The crossing and intersection improvements are specifically highlighted due to their lower cost and the greater possibility that smaller funding sources could be secured to complete these improvements.

Phase II improvements include the remaining sidewalk improvements required to connect the center of the project area to N Interstate Ave to the west and to N

Williams Ave to the east. Phase II also extends streetlight and street tree improvements (but not sidewalk improvements) farther east to NE Martin Luther King Jr. Blvd to link the Killingsworth Project Area to the improvements and redevelopment occurring along that corridor.

Two project elements were identified as requiring a targeted funding strategy. The I-5 Overcrossing is owned by the Oregon Department of Transportation and will require additional design feasibility, review and a funding partnership with that agency to be implemented. The Kerby Promenade is located on a local street and is not eligible for federal funding. Implementing these project elements will require working with local funding partners to determine the best funding strategy and timeline.

KILLINGSWORTH PROJECT PHASES



PHASE I \$2.2M

- 1A. Crossing improvements at N Kerby, N Commercial, N Michigan and N Missouri
- 1B. Sidewalk and bus stop improvements at the N Killingsworth/N Albina intersection
- 1C. Sidewalk improvements N Michigan to N Commercial (the Main Street and Campus District)

PHASE II \$2.8M

- 2A. Sidewalk improvements N Interstate to N Michigan
- 2B. Sidewalk improvements N Commercial to N Williams and streetlights and trees to NE MLK Jr. Blvd

OTHER LARGE PROJECT ELEMENTS (requiring a targeted funding strategy)

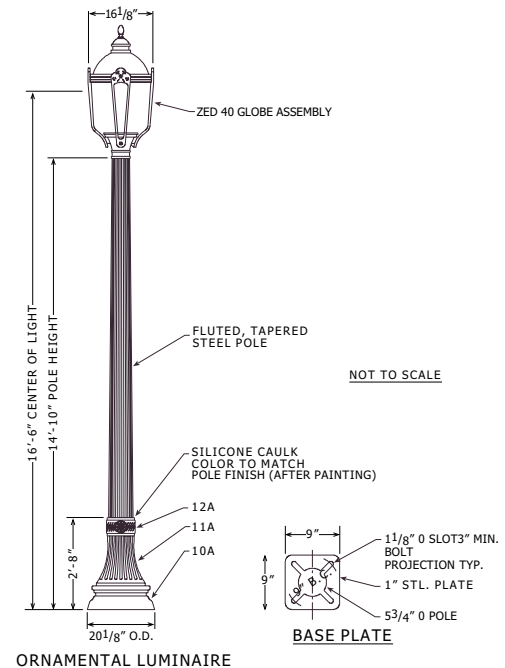
- 3A. I-5 Overcrossing \$1.7M – \$5.5M
- 3B. Kerby Promenade \$400K

STREET LIGHT STANDARD AND DESIGN GUIDELINES

This project establishes a new city standard for street lights and design guidelines for street improvements to the Killingsworth St right-of-way between N Interstate Ave and NE Martin Luther King Jr. Blvd. New private development will be required to complete site improvements to this new standard. Design guidelines and standards ensures right-of-way improvements completed on individual sites prior to public improvements are consistent with the recommended street design.

Required improvements include:

- 15 foot sidewalks– When new buildings are constructed on a site additional right-of-way will be required to be dedicated by property owners
- Street lights– Conduit, J boxes and bases for Zed-40 ornamental street lights (lights to be installed by Office of Transportation)
- Street trees– Tree list and proposed tree locations established in cooperation with the Urban Forestry
- Scoring pattern and decorative pavers– Scoring and paver design to create a distinct look



STREET LIGHTING
ZED Z-40 LUMINAIRE
AND POLE ASSEMBLY

STANDARD
DWG. NO. D-303P
REV. 11/01/2001

FUNDING OPPORTUNITIES

METROPOLITAN TRANSPORTATION IMPROVEMENTS PROGRAM (MTIP)

The Portland Office of Transportation applied for \$1,000,000 in federal funding through the 2006-2007 regional MTIP process for Preliminary Engineering of the project. The project scored well but did not make the 100% list for this funding cycle. The Office of Transportation may submit the project for consideration in a future funding cycle.

PORTLAND DEVELOPMENT COMMISSION (PDC)

The Portland Development Commission (PDC) will be a key funding partner in implementing the street improvements outlined in this document. PDC, as part of the Interstate Corridor Urban Renewal Area (URA) is a committed partner in implementing the Killingsworth Street Improvements Project and a funding source for redevelopment projects along Killingsworth St including mixed income housing and transit oriented development. The PDC acting on the recommendation of the Interstate URA Transportation Subcommittee has already allocated \$42,000 in the 2003-2004 funding cycle for crossing improvements on N Killingsworth St at N Kerby Ave and N Commercial Ave.

CITY OF PORTLAND CAPITAL IMPROVEMENTS PROGRAM (CIP)

The Portland Office of Transportation's Capital Improvement Program (CIP) identifies capital improvements to be considered throughout the city for fiscal years 2003-04 through 2007-08. The Transportation CIP budget for 2003-08 of \$140 Million continues to strive to achieve the goals of City Council and to provide for diverse Transportation modes. The Killingsworth Street Improvements Project is eligible for CIP funding under the Centers and Main Street program category.

