

# NE Killingsworth Street Repaving & Safety Project

## Planning and Community Engagement Summary

DECEMBER 2022



## ACKNOWLEDGMENTS

Special thanks to:

**Andando en Bicicletas y Caminando (ABC Portland)** and **Community Cycling Center** for calling for PBOT to reconsider alternatives for Killingsworth Street and for encouraging more community conversation related to the project.

**Living Cully Coalition** for leading outreach to residents and organizations in partnership with PBOT.

**All of the community members and organizations** who gave their time and shared their ideas, concerns, and experiences to help improve safety on Killingsworth Street.

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## PORTLAND BUREAU OF TRANSPORTATION PUBLIC INVOLVEMENT STAFF

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**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

# Background

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NE Killingsworth Street is an important connector for NE Portland and runs through the heart of the Cully neighborhood. Killingsworth Street (NE 53rd Avenue to Cully Boulevard) is due to be repaved by Portland Bureau of Transportation (PBOT) in 2024 with funding from the Fixing Our Streets program.

PBOT is planning safety improvements that will coincide with the repaving work. Other nearby segments of Killingsworth Street will also be repaved at a later time with further community engagement. PBOT is considering safety improvements for all road users, including people who drive, walk, bike or ride transit. Any curb ramps affected by the project will be upgraded to full compliance with Americans with Disabilities Act (ADA) standards.

During the summer and fall of 2022, PBOT staff asked the public to provide feedback on one proposed design for the Killingsworth Street Repaving and Safety project. This document outlines the public engagement activities that occurred between August and November 2022 and project recommendations for Killingsworth Street.



## TYPES OF PAVEMENT IMPROVEMENTS

PBOT staff rank pavement conditions across the city and recommend repairs to efficiently use transportation maintenance funds. Preventative maintenance like microsurfacing helps keep our roads in good shape longer. The application is easy, quick, and causes minimal disruption.

### WHAT IS MICROSURFACING?

Microsurfacing is used to improve the function of the pavement surface and extend its service life. It can add 6-8 years or more to the life of the road.

### WHAT IS GRIND AND INLAY?

Grind and inlay involves grinding a layer of the pavement down and replacing it with a new layer of asphalt restoring the structural strength of the roadway. It can add 15-20 years to the life of the road.



# Community Engagement Methods

During the summer and fall of 2022, PBOT staff presented one proposed design for public feedback using the following engagement methods.

## WEBSITE

Information was shared through the City of Portland's website in English and Spanish.

## POSTCARD TO RESIDENTS AND BUSINESSES

PBOT staff sent 4,398 postcards in English and Spanish notifying Cully residents and businesses of the project and inviting neighbors to take the online survey to share their feedback.

## ONLINE SURVEY

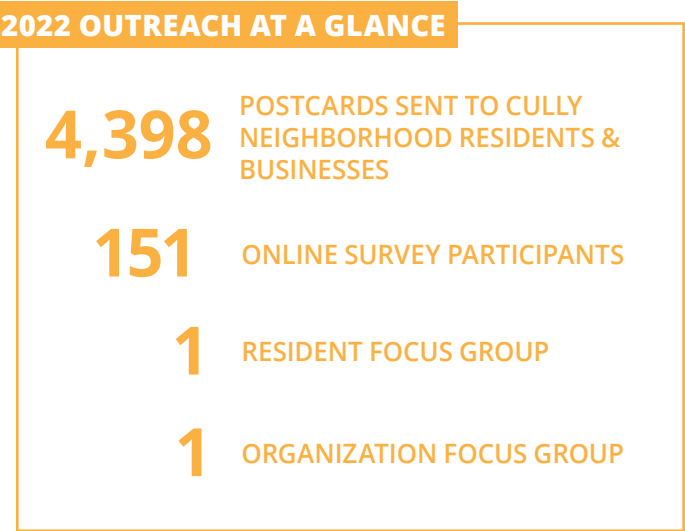
The survey presented the proposed design with parking-protected bike lanes and asked respondents to share their transportation priorities for Killingsworth Street.

## FOCUS GROUPS IN PARTNERSHIP WITH LIVING CULLY COALITION

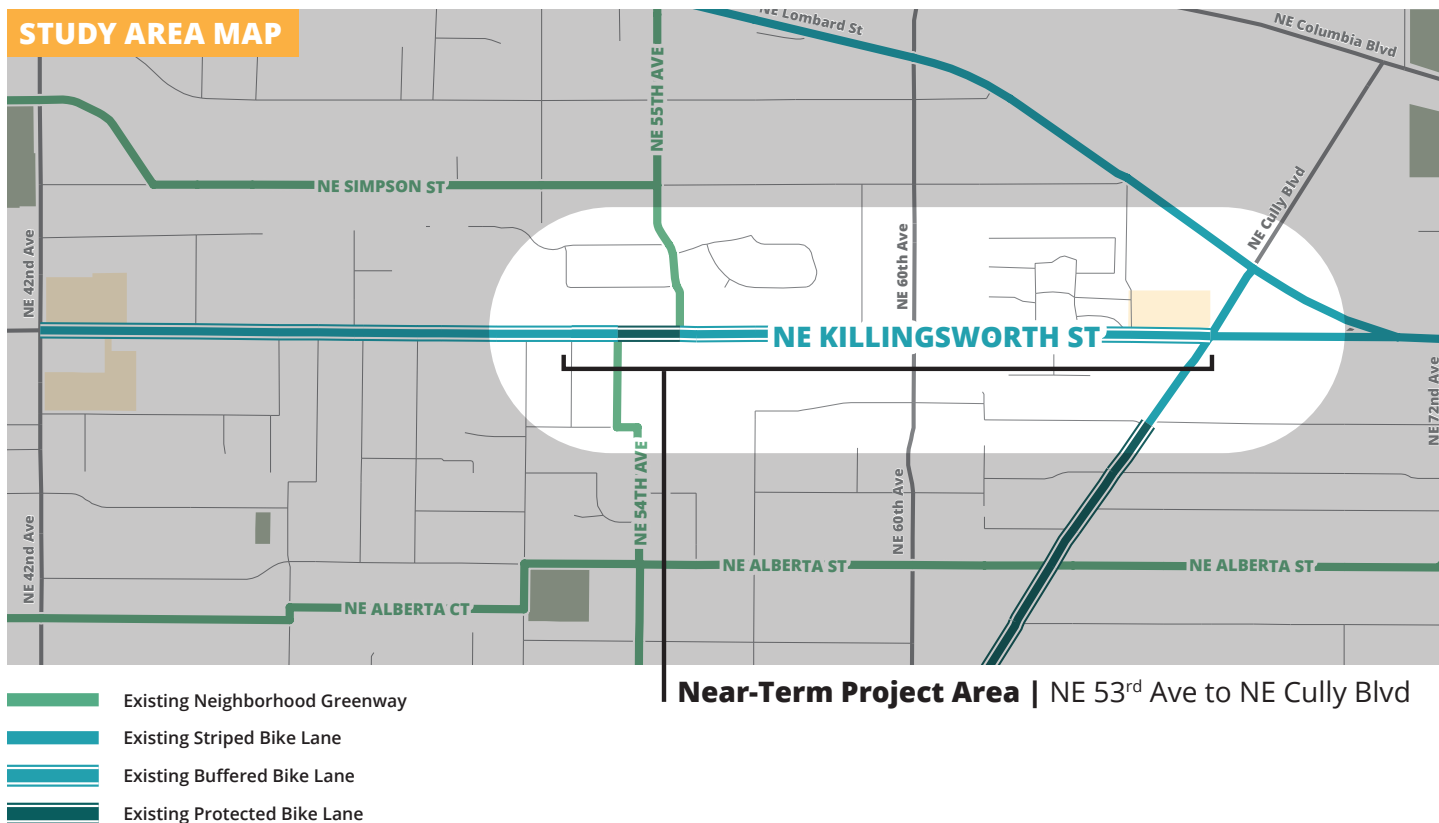
PBOT staff shared information and heard directly from residents and Cully-based organization representatives at two focus group meetings.

The resident focus group on November 3, 2022 invited community members most impacted by the project to learn more and share their questions, concerns, and ideas. Resident outreach was conducted by Living Cully Coalition, Habitat for Humanity Portland Region, Hacienda Community Development Corporation (CDC), The Native American Youth and Family Center (NAYA), Verde, and Community Cycling Center. Eighteen community members participated in the meeting in person.

Living Cully Coalition hosted a virtual meeting on November 9, 2022 with representatives from Cully-based organizations, including nonprofits, places of worship, Portland Community College and the Cully Association of Neighbors. Thirteen organizations were represented in the virtual meeting.



# Project Context



## Nighborhood Context

Cully is a diverse, majority low-income neighborhood in Northeast Portland; standing on the site of a longstanding native Chinook village, it was an unincorporated area of Multnomah County until its annexation to the City of Portland in 1985. Most of Cully's development occurred prior to annexation, which led to large lots, unpaved and meandering streets, and low-density development. NE Killingsworth Street in the Cully neighborhood today is shaped by the history of the neighborhood's development prior to 1985.

The Cully neighborhood is a vibrant and diverse community. Organizations within the Cully community, including Hacienda CDC, Verde, NAYA, and Habitat for Humanity, have developed Living Cully, a community-based strategy to combat poverty for low-income Cully residents. For the PBOT Repaving and Safety Project, we seek to make Killingsworth Street a place that feels safe and comfortable for Cully area residents and serves the needs of this community.

## PROJECT GOALS

**The Killingsworth Street Repaving and Safety Project aims to make the following improvements:**

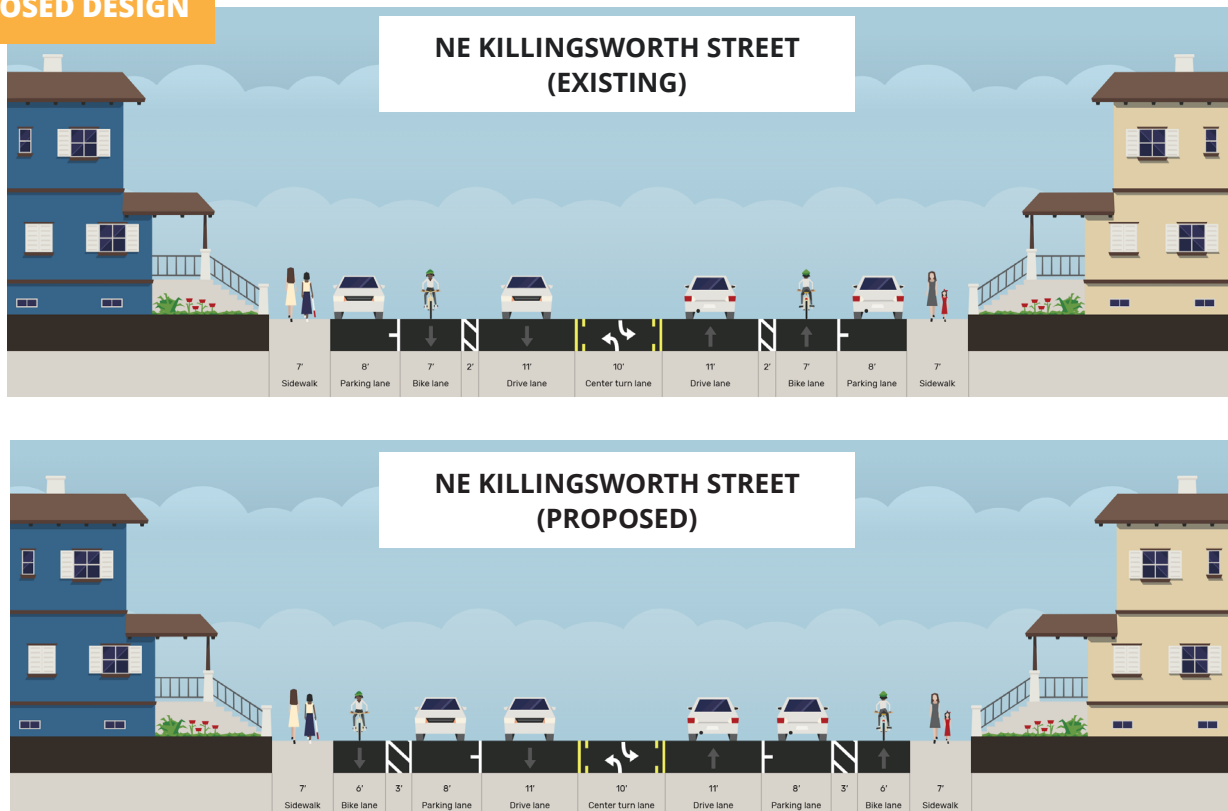
- Maintain roadway surface and structure
- Reduce excessive vehicle speeding
- Improve the safety and comfort of people biking
- Improve the safety and comfort of people walking and accessing transit

# Proposed street design

In early 2022, PBOT explored a parking-protected bike lane design for Killingsworth Street. The proposed design would place the bike lane next to the curb and sidewalk while parking spaces would be moved to the outside of the bike lane, adjacent to the driving lane. To maintain safe visibility and existing driveways and bus stops, roughly half of the existing on-street parking would need to be removed. PBOT staff consulted Portland Fire Bureau to ensure that the design would work with emergency vehicle operations.

Along with parking-protected bike lanes, the project team recommended additional median islands to improve pedestrian safety mid-block between 54th and 55th avenues and at the 64th Avenue crossing. Staff originally proposed removal of the aging half-signal between 54th and 55th avenues and installing new median islands in place of the existing signalized crosswalk.

## PROPOSED DESIGN



# Parking Study & Impacts

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In the spring of 2022 PBOT evaluated parking on Killingsworth Street from 42nd Avenue to Cully Boulevard and determined that on-street parking occupancy is moderate in the area. Average parking demand is below the parking capacity on each block. During peak usage times, only two blocks were fully occupied, and most blocks had many available parking spaces.

To understand the impact on parking that a protected bike lane design proposal would have, we calculated how many spaces would be available with that design, then compared that to current occupancy rates. In both the average and peak usage scenarios, most blocks would still have sufficient on-street parking.

On some blocks parking demand would exceed proposed parking supply, and drivers may have to park on adjacent blocks. The impact to parking would be most noticeable on NE Killingsworth Street between 53rd and 55th avenues on both sides, and from 60th Avenue to 62nd Avenue on the north side. In peak times, additional blocks may be impacted and drivers may have to park further away than they are normally accustomed to, but these impacts are lessened by the recent construction of sidewalks on both sides of Killingsworth Street. PBOT staff sought community feedback to learn if the safety benefits of the proposed design outweigh the parking impacts for people living and working in the area.

## LEARN MORE

The spring 2022 parking study was conducted beyond the project area to 42nd Avenue. Visit the project website to review additional parking study data:

**[portland.gov/Killingsworth-Repaving](https://portland.gov/Killingsworth-Repaving)**

# Online Survey

The Killingsworth Street Repaving and Safety Survey was open from August to October 2022, and received 151 survey responses.

## KEY TAKEAWAYS

- 80% of survey respondents said they live or work on or within a half mile of Killingsworth Street.
- When asked which neighborhood respondents lived in, the Cully neighborhood was most strongly represented.
- The race and ethnicity of survey respondents are majority white, majority speak English at home, followed by Spanish language speakers.
- Most survey respondents are homeowners, with 77% reporting that they own their home.

## WHO RESPONDED TO THE SURVEY?

**151** SURVEY PARTICIPANTS

**43** AVERAGE AGE OF RESPONDENT

**63%** LIVE IN THE CULLY NEIGHBORHOOD

**77%** OWN A HOME

**10%** IDENTIFY AS LIVING WITH OR HAVING A DISABILITY

The survey presented the proposed design with parking-protected bike lanes and asked respondents to share their transportation priorities for Killingsworth Street. **Survey respondents were asked if the proposed design meets the following project goals: maintain roadway surface and structure, reduce excessive vehicle speeding, improve the safety and comfort of people biking, and improve the safety and comfort of people walking and accessing transit.**

## SURVEY FEEDBACK

"Where are the trees? Please incorporate trees for shade and safety into this design!"

"People drive their cars very fast here, and it's very wide and dangerous for people on foot and on bikes."

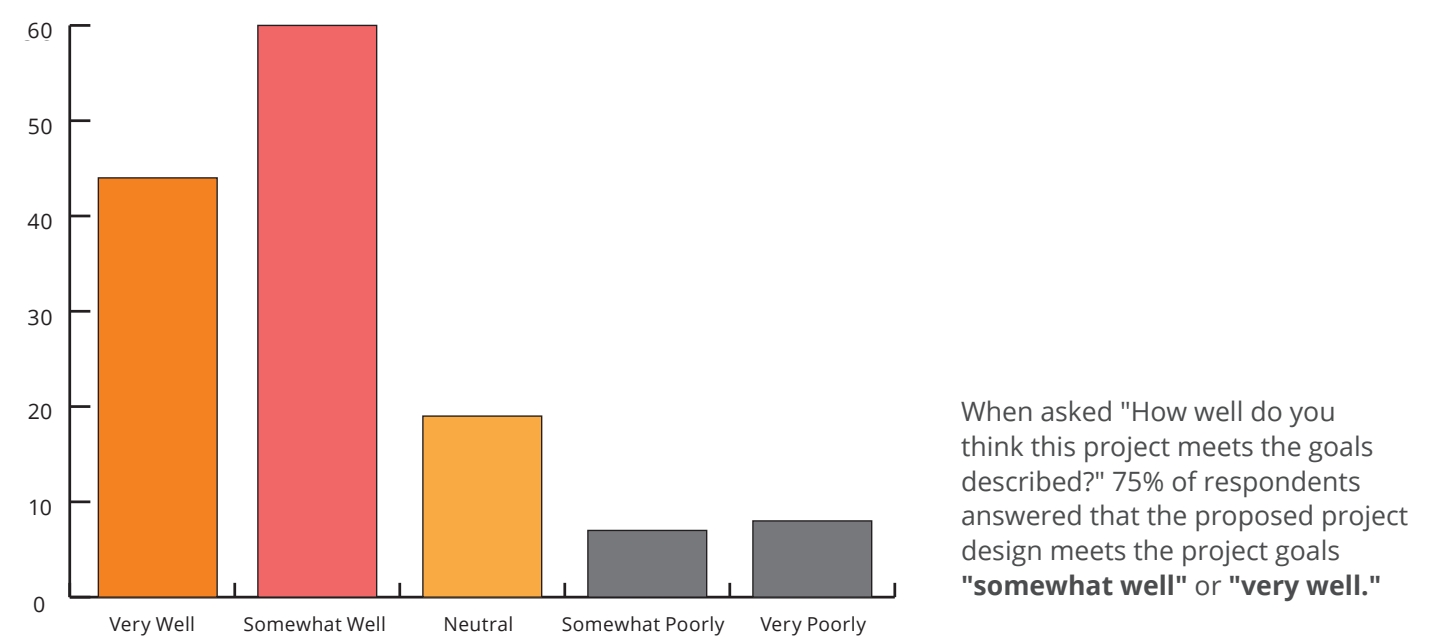
"NE 55th and Killingsworth needs to be safer. A very busy street and bus stop for lots of kids. Sidewalks on both sides of 55th at least."

"Más luz." (More lighting.)



# Online Survey

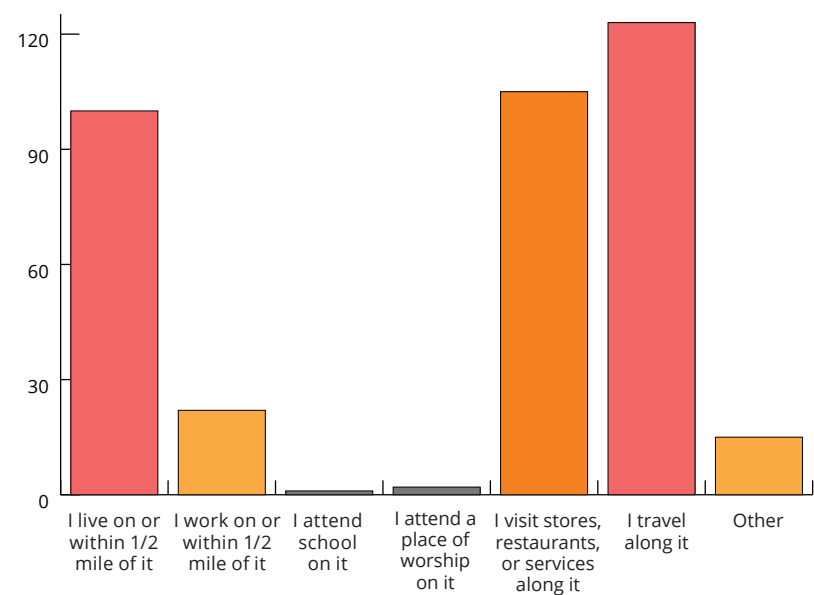
## Does this design meet the project goals?



# Online Survey

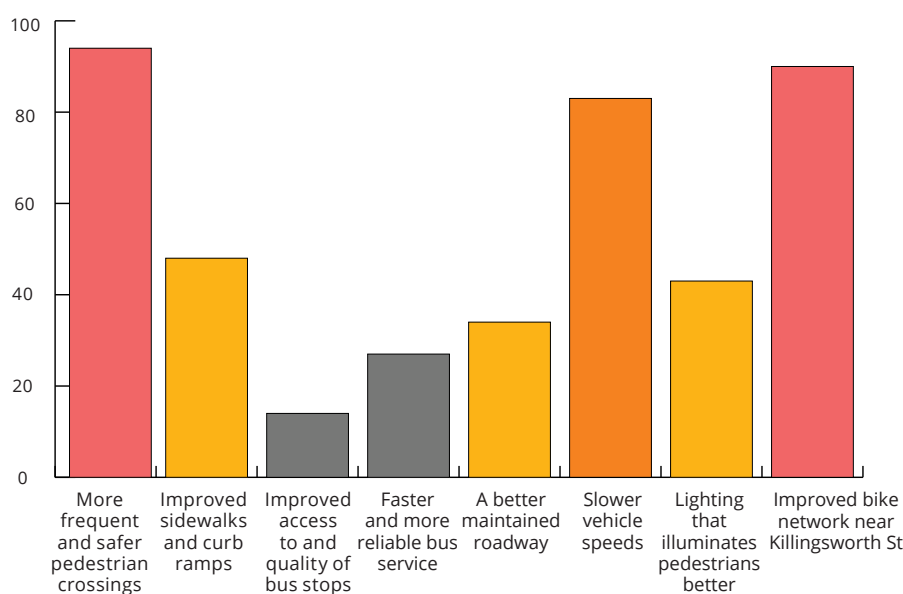
## Transportation priorities

### HOW ARE PEOPLE USING KILLINGSWORTH STREET TODAY?



When asked what role Killingsworth Street plays in their lives today, the majority of survey respondents reported that they **live on or within a half mile of Killingsworth Street, visit Killingsworth Street to shop, dine, or access services, or travel along Killingsworth Street.**

### WHICH TRANSPORTATION PRIORITIES ARE MOST IMPORTANT FOR THIS PROJECT?



When asked to select the three transportation priorities which are most important to achieve the project goals survey respondents ranked **more frequent and safer pedestrian crossings, improved bike network in the vicinity of Killingsworth Street, and slower vehicle speeds** as the most important.

# Focus Groups

## Resident Focus Group

Cully residents gathered on November 3, 2022 to learn about the project and share their feedback. Participants learned about the focus group through outreach staff from Living Cully Coalition, Habitat for Humanity Portland Region, Hacienda Community Development Corporation (CDC), The Native American Youth and Family Center (NAYA), Verde, and Community Cycling Center. Residents were given a gift card as a thank for their time and participation.

While some residents opposed elements of the design, most expressed that they wanted to see the safety improvements in spite of the trade-offs related to parking. Many of the questions and concerns raised during the focus groups have been addressed directly in the project recommendations listed on page 12 of this document.

### KEY TAKEAWAYS

- **Vehicle speeds** and **dangerous driver behavior** are major concerns.
- **People do not feel safe crossing the street while walking** and would like to see signals or flashing beacons wherever possible.
- **The traffic signal mid-block between 54th and 55th avenues should be maintained** for pedestrian safety.
- **Parking capacity is a concern** currently and with the proposed bike lane design.
- **Abandoned cars, trash, and blocked sidewalks** are issues in the neighborhood that need to be addressed.



### OTHER THEMES

A few issues about city processes were raised. One group commented that the neighborhoods that contribute more in taxes get better response from the police. Another group was concerned that the proposed design would benefit people living outside of the neighborhood and negatively impact those living near Killingsworth Street. The same group was strongly concerned that families living in high-density development would be burdened by parking further away from where they live with the proposed design.

Some participants mentioned concerns about homeless encampments in the neighborhood. One participant raised a concern about drainage issues where new sidewalks have been constructed and at new ADA ramps.

# Focus Groups

## Organization Focus Group

Living Cully Coalition hosted a virtual focus group meeting on November 9, 2022. The following organizations participated:

- Alder Commons
- Community Cycling Center
- Cully Association of Neighbors
- Habitat for Humanity Portland Region
- Hacienda CDC
- Living Cully Coalition
- Native American Youth and Family Center (NAYA)
- Sabin CDC
- St. Charles Catholic Church
- St. Vincent de Paul of Lane County
- Trinity Lutheran Church
- Portland Community College
- Verde

Overall, the group was supportive of the parking-protected bike lane design and safety improvements while acknowledging the parking impacts for some residents.

### KEY TAKEAWAYS

- **The traffic signal mid-block between 54th and 55th avenues should be kept.** That signal serves a school and church as well as residents with disabilities. One participant shared the signal was originally added in response to a neighborhood petition after a pedestrian was hit and killed while crossing the street.
- **Parking loss** would be a challenge for families who park on the street with the proposed design.
- Participants acknowledged the **leadership of advocates from Andando en Bicicletas y Caminando (ABC)** to promote safer cycling for families.

### PARTNERSHIP WITH LIVING CULLY

To conduct focus groups with Cully-based organizations and residents, PBOT set up a contract to fund Living Cully Coalition staff time to coordinate outreach.

# Project Recommendations

## Upcoming Improvements CONSTRUCTION EXPECTED IN 2024

**Pavement microsurfacing** on Killingsworth Street from 53rd Avenue to Cully Boulevard.

*Further paving improvements from Cully Boulevard to Lombard Street are included in total project cost, but a separate community engagement process will be conducted to determine the street design.*

**Parking-protected bike lanes** on Killingsworth Street from 54th Avenue to Cully Boulevard.

*This design was reconsidered in direct response to community advocacy from Andando en Bicicletas y Caminando (ABC) and Community Cycling Center, and generally supported by survey respondents and focus group participants during project outreach.*

**Pedestrian signal rebuild and median islands** mid-block between 54th and 55th avenues.

*This project element was changed in response to community feedback. The project team originally proposed to remove the aging signal and replacing it with median islands. The signal will be rebuilt and median islands will still be added.*

**Pedestrian crossing improvement** with refuge islands and lighting enhancements at 64th Avenue.

*This project element was changed to serve the nearby manufactured home community and in response to a serious crash involving a pedestrian a few years ago.*

**Transit platform** with bikes up and over behind the platform at the eastbound 64th Avenue TriMet bus stop.

*This project element was added in response to community concerns about parking loss. The transit platform will help retain some parking in an area with higher-density, low-income housing. The platform will also allow the frequent Line 72 bus to stop in lane, reducing delay, and separates bikes and buses from each other, reducing conflicts.*

**Street lighting infill on north side of the street.**

*Lighting improvements are funded by Fixing Our Streets but are separate from the Repaving and Safety Project.*

## Near-term Improvements CONSTRUCTION EXPECTED BY END OF 2022

**Pedestrian crossing improvement** mid-block between Cully Boulevard and Lombard Street.

*In response to feedback from Hacienda CDC, PBOT is implementing this crossing improvement along with speed reader boards in both directions to support the new Las Adelitas development.*

### PROJECT COSTS

**\$3.4M**

PAVING AND SAFETY IMPROVEMENTS FROM 53RD AVENUE - LOMBARD STREET

**\$750K**

STREET LIGHTING ON THE NORTH SIDE OF THE STREET



# Next Steps

PBOT will be entering the design phase for the 53rd Avenue to Cully Boulevard improvements in early 2023, with construction planned for 2024. Project staff will continue to update community members on the project as design progresses and will conduct additional outreach if any scope changes are necessary.

Paving improvements from Cully Boulevard to Lombard Street are included in the total cost of the Killingsworth Repaving and Safety Project. Pavement work (4" grind and inlay) is planned for construction in 2024. To allow time for community engagement, the Killingsworth Street paving from Cully Boulevard to Lombard Street will be addressed in a separate planning effort.

In the meantime, PBOT will install a mid-block crossing between Cully Boulevard and Lombard Street and speed reader boards in both directions to support the opening of Las Adelitas, a new Hacienda CDC housing development.

**To stay informed about Killingsworth Street improvements, visit the project website and sign up for email updates.**

## FOR MORE INFORMATION

Visit the project website and sign up for email updates at: [portland.gov/Killingsworth-Repaving](https://portland.gov/Killingsworth-Repaving)

## EMAIL US

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