

ALBERTA STREETScape PROJECT

Revitalizing a Street • Rebuilding a Community • Realizing a Dream

PROJECT SUMMARY

December 2001

Project Background

In 1998 and 1999, the Alberta Street community was engaged in a planning process to identify and design improvements to Alberta Street. The goal was to make Alberta a vital street that welcomes residents, visitors and businesses. The Alberta Streetscape Plan was adopted by City Council in February 2000 with wide community support.

This document outlines the elements of the Alberta Streetscape Project. On the following pages, a map identifies where the improvements will be built, along with written descriptions, sketches and diagrams.

Planned Improvements

The project will build improvements recommended in the plan along Alberta Street between NE MLK Jr. Blvd and NE 33rd Ave including:

- Curb extensions at transit stops and key crossings
- New stormwater inlets and sumps at intersections with curb extensions
- School crossing improvements, including overhead signs and flashing beacons
- New ornamental street lighting
- Traffic signal replacement at 7th, 15th and 33rd Avenues
- Sidewalk construction at alley entrances
- New corner curb ramps
- Street trees
- Public art

The Alberta Streetscape Project Achieves Community Priorities

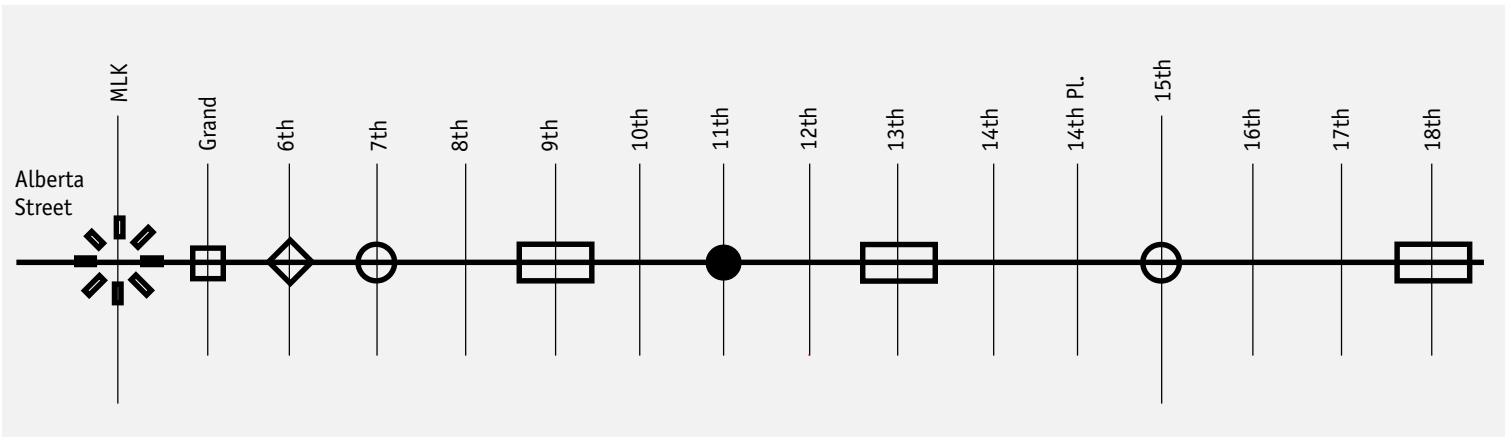
Alberta residents and business owners asked that the project make Alberta Street a better place to walk, ride a bike and use transit, while maintaining automobile access and parking.

- Traffic is slowed by curb extensions that visually narrow the street and by new trees and lights that also make the street appear narrower.
- Pedestrians have safer crossings with curb extensions located every two or three blocks to narrow the crossing distance and make pedestrians more visible.
- The street is a safer, more pleasant place to walk with the addition of new, pedestrian-scaled lights, street trees, more trash cans and other street furniture.
- Transit stops are improved and more accessible because curb extensions provide access for low-floor buses and provide room for new lights and shelters.
- Alberta Street has a unique identity and image provided by the new lighting, street trees, and street furniture that incorporates art, history and cultural elements into the streetscape.



Curb extensions will be built on Alberta Street to make more visible and accessible Tri-Met stops.

Alberta Streetscape Plan



A Guide to the Improvements

Above is a diagram of Alberta Street. Each major plan element is coded with a symbol that corresponds to locations on the map where the elements are planned for construction. Descriptions of the elements are coded with the same symbol for easy reference.

Intersection Improvements at Transit Stops

Most intersections with transit stops will have curb extensions on all four corners. Longer extensions will be built at the transit stops at the near side of these intersections. The extensions will accommodate both front and back door bus boarding and deboarding. Stairs and an accessible ramp will allow access to and from the transit stop. New ornamental lighting, transit shelters or benches, street trees and trash cans will be placed on these longer extensions. The two corners without transit stops will receive shorter curb extensions. All corners will include new ramps for accessibility.

The intersections of 9th, 13th, 18th, 21st, 24th and 27th will receive the improvements described above. Tri-Met will be consolidating existing transit stops at 20th and 22nd to one new stop at 21st.

The intersection at 30th will receive three curb extensions: a longer transit extension on the SW corner (where the bus stop will be relocated from 30th north of Alberta) and shorter extensions on the NE and SE corners. The NW corner will not receive a curb extension due to the turning requirements of the Tri-Met bus which turns right from southbound 30th onto westbound Alberta Street.

Improvements at Intersections with Traffic Signals

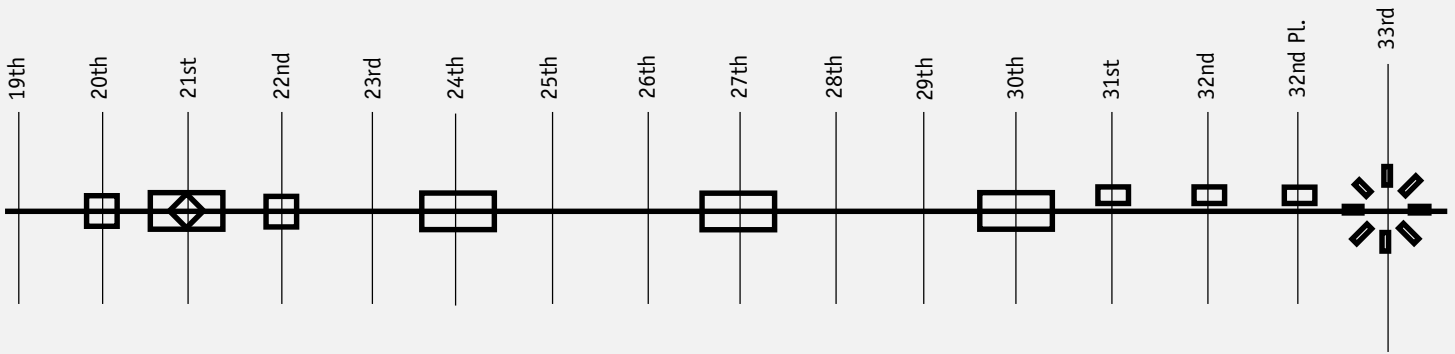
Traffic signals at 7th, 15th and 33rd will be replaced. Existing signals hang from wires and the City will replace these with mast arm poles, which enclose the wiring and are easier to maintain. These intersections will have new ornamental lighting and new corner curb ramps for accessibility. Curb extensions will not be placed at these intersections because they would block drivers from moving past cars waiting to turn left at the intersection.

Intersection Improvements at Transit Stops

New ornamental lighting, transit benches and trash cans will be placed at the intersection of NE 11th Ave. All corners will include new curb ramps for accessibility.

Entries to the Street

The plan recommends intersection improvements at MLK and 33rd to mark the street's entries. Future development and street improvements on MLK might include improvements to the Alberta Street entry. At the intersection of 33rd, the project will install new ornamental lighting and a new traffic signal.



◇ School and Pedestrian Crossings

The school crossings at 21st and 6th will have curb extensions on all four corners of the intersections. Painted crosswalks and overhead warning signs will alert drivers to the school crossing and improve the safety of children crossing the street.

□ Curb Extensions

The intersections at Grand, 20th and 22nd will receive short curb extensions on all four corners to slow traffic heading toward the crossings at 6th and 21st.

▣ Residential Curb Extensions

The wider residential streets which meet Alberta at the east end (31st, 32nd and 32nd Place) will receive curb extensions north of Alberta. The extensions should discourage traffic from entering these residential streets and slow vehicles that do turn onto them.

— Improvements between the Corners

Street trees will be planted and bike racks will be installed. Space for future for bike racks, trash cans, planters and seating will remain available on the sidewalk. New sidewalks and driveway entrances will be constructed at the alleys between 24th and 33rd.



Youth focus group, January 1999

Community Involvement

The project team worked with the community in a variety of ways to obtain input and ideas about Alberta Street's future.



Public workshop, September 1998



Project Advisory Committee Working Walk, December 1998



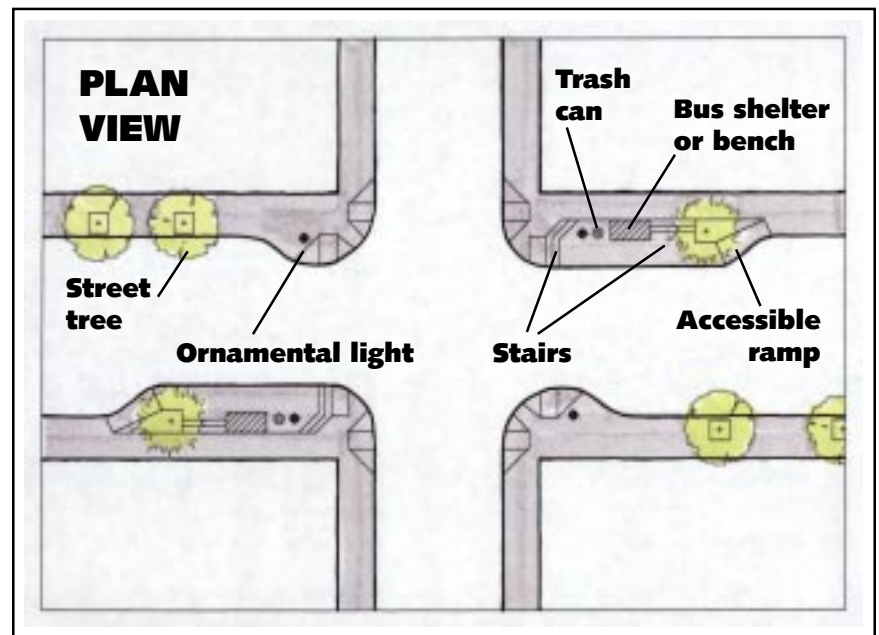
Intersection Improvements at Transit Stops

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At transit stops, long curb extensions will be built above the sidewalk level and will accommodate front and back door bus boarding and deboarding. Stairs and an accessible ramp will allow access to and from the transit stop.

Most intersections with transit stops will have curb extensions on all four corners. Longer extensions will be built above the sidewalk level at the transit stops at the near side of these intersections. The extensions will accommodate both front and back door bus boarding and deboarding. Stairs and an accessible ramp will allow access to and from the transit stop. New ornamental lighting, transit shelters or benches, street trees and trash cans will be placed on these longer extensions. The two corners without transit stops will receive shorter curb extensions. All corners will include new ramps for accessibility.



The intersections of 9th, 13th, 18th, 21st, 24th and 27th will receive the improvements described above. Tri-Met will be consolidating existing transit stops at 20th and 22nd to one new stop at 21st.

The intersection at 30th will receive three curb extensions: a longer transit extension on the SW corner (where the bus stop will be relocated from 30th north of Alberta) and shorter extensions on the NE and SE corners. The NW corner will not receive a curb extension due to the turning requirements of the Tri-Met bus which turns right from southbound 30th onto westbound Alberta Street.



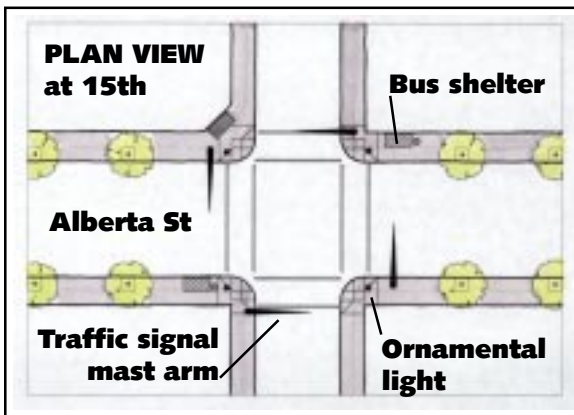
Improvements at Intersections with Traffic Signals

Traffic signals at 7th, 15th and 33rd will be replaced. Existing signals hang from wires and the City will replace these with mast arm poles, which enclose the wiring and are easier to maintain. These intersections will have new ornamental lighting and new corner curb ramps for accessibility. Curb extensions will not be placed at these intersections because they would block drivers from moving past cars waiting to turn left at the intersection.



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At signalized intersections, as shown here at 15th, existing span wire traffic signals will be replaced with new mast arm signal poles. New ornamental street lights will be installed at each corner of the intersection.



Intersection Improvements at Transit Stops

New ornamental lighting, transit benches and trash cans will be placed at the intersection of NE 11th Ave. All corners will include new curb ramps for accessibility.



Entries to the Street

The plan recommends intersection improvements at MLK and 33rd to mark the street's entries. Future development and street improvements on MLK might include improvements to the Alberta Street entry. At the intersection of 33rd, the project will install new ornamental lighting and a new traffic signal.



School and Pedestrian Crossings

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Improvements to the King School crossing, shown above, will include two flashing yellow signal beacons at the side of the road to mark the school zone between Grand and 8th. The beacons will be timed to turn on when children are arriving in the morning and leaving in the afternoon.

The school crossings at 6th and 21st will have curb extensions on all four corners of the intersections. Painted crosswalks and overhead warning signs will alert drivers to the school crossing and improve the safety of children crossing the street.

The crossing at 21st will have longer transit extensions on two of the corners. Tri-Met will be consolidating existing transit stops at 20th and 22nd to one new stop at 21st.



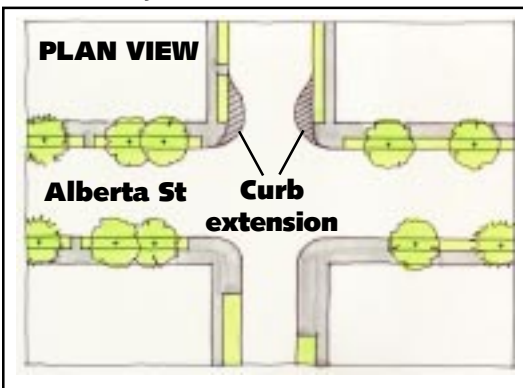
Curb Extensions

The intersections at Grand, 20th and 22nd will receive short curb extensions on all four corners to slow traffic heading toward the school crossings at 6th and 21st.



Residential Curb Extensions

The wider residential streets which meet Alberta at the east end (31st, 32nd and 32nd Place) will receive curb extensions north of Alberta. The extensions should discourage traffic from entering these residential streets and slow vehicles that do turn onto them. The extensions will include curb ramps for accessibility at the corners.



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Improvements Between the Corners

Along each block face, street trees will be planted to add greenery and summer shade to the street. Bike racks will be installed and space for future bike racks, trash cans, planters and seating will remain available on the sidewalk. Existing sidewalks between 24th and 33rd are not accessible where entrances to alleys cross Alberta. New sidewalks and driveway entrances will be constructed at the alleys to make Alberta's sidewalks accessible and maintain vehicle access to the alleys.



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A variety of trees are available for property owners to choose from for planting on Alberta.

Art on the Street



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At transit stops on Alberta Street, Tri-Met and the City will commission artists to create art on the new railings and sandblast designs into the glass of the shelters.

There is now a great creative presence on the street and Alberta Street has the potential to become a cultural treasure in the City of Portland. The Alberta Streetscape Plan's Recommendations for Public Art encourage the infusion of public art in construction on the street.

The project is providing \$20,000 for art projects in the public right-of-way that can be implemented with the streetscape project. Project staff will work with the community and local artists to select and plan the art projects.

Alberta Streetscape Project Advisory Committee

The Alberta Streetscape Project was developed with the guidance and input of community members who volunteered their time to serve on the Project Advisory Committee.

Ava Bradley-Muhammad,
Vernon Neighborhood Association

Sam Brooks, S. Brooks and Associates

James Boyd,
Portland Metropolitan Assembly of God

Catherine Brown,
Concordia Neighborhood Association

Alison Coe, Vernon School

Sean Cruz, Victory Outreach

Ron Fossum,
Concordia Neighborhood Association

Ricci Franks, Franciscan Enterprise

Cathy Lund,
Neighborhood Health Clinics

Joseph Malone, King School

Susan Millhauser, Sabin Community
Development Corporation

Jose Muñoz, Mi Ranchito

Reggie Petry, Our Dream Gallery

Elise Scolnick,
Sabin Community Development Corp.

Linda Sevier, R. D. Sevier and Son

Sumner Sharpe,
Sabin Community Development Corp.

Laura Shearmire,
King Neighborhood Association

John Slaughter,
St. Andrew Community Center

Betty Walker,
Sabin Neighborhood Association

Eric Wentland, property owner

Questions?

For more information
or to add your name to the project's mailing list,
contact Jean Senechal, Project Manager,
at 503-823-7211
or via e-mail at
jean.senechal@pdxtrans.org.

The project's web site will be launched in January 2002.
Visit it for project updates and further information at:
www.portlandtransportation.org/projects/alberta/

City of Portland
Office of Transportation
1120 SW 5th Avenue, Suite 800
Portland, Oregon 97204

Preguntas?

Para más información,
puede llamar usted a Lois Cortell
con la Portland Development Commission
al teléfono 503-823-3303.

Project Partners

The Alberta Streetscape Project is funded by agencies
committed to making Alberta
a vital neighborhood main street.

Portland Office of Transportation
Charlie Hales, Commissioner
Victor F. Rhodes, Director

Portland Development Commission
Vera Katz, Mayor
Donald Mazziotti, Executive Director

Oregon Department of Transportation
Bruce Warner, Director

Tri-Met
Fred Hansen, General Manager

