

# Summary of Notes from Workshop #1

## Safety

A top concern for each group.

Reduce automobile traffic speed to 25-30 mph(real speed) between NE 102nd Ave and NE 122nd Ave.

Get more neighborhood people out as pedestrians



## On-Street Parking

Minimize the loss of on-street parking

Explore the use of diagonal parking. Consider this treatment for NE Halsey St, NE Weidler St or just on the side streets between them.

Diagonal parking may allow the bike lane to be curb-tight (buffered by parking) and may help calm traffic.

Head-in diagonal parking is preferred over back-in.

## Identity

The ‘gateway’ was about loggers coming into the city

This area is a gateway to the Gorge and outdoor recreation

The Doug Fir forest attracted people who love the outdoors to move here

This area doesn’t feel like any other place in Portland

## East Triangle

Convert to park including sidewalks at the perimeter, crosswalks, seating around the Doug Fir and new plantings.

Uplight the existing tree to use it as an icon for the district.

Introduce a landmark, such as a new arch or sculptures that refer to the identity of the district.

Community garden is not supported due to untidy appearance, maintenance, and crossing dangers.

The West triangle can borrow from these ideas

## Pedestrian Movement

NE 106th Ave and NE 108th Ave carry a lot of pedestrians across NE Halsey St and NE Weidler St, including a cut-through across the future park site to move between the neighborhoods and shopping.

The park design includes paths that will formalize these pedestrian desire lines and reinforce the need for safe crossings.



## Marked Crosswalks

Every full or partial intersection should be provided with curb extensions and painted crossings.

Special, graphic markings for painted crosswalks (gateway arches, for example) could reinforce identity.

Preliminary priority at NE 104th Ave, NE 106th Ave, and NE 108th Ave.

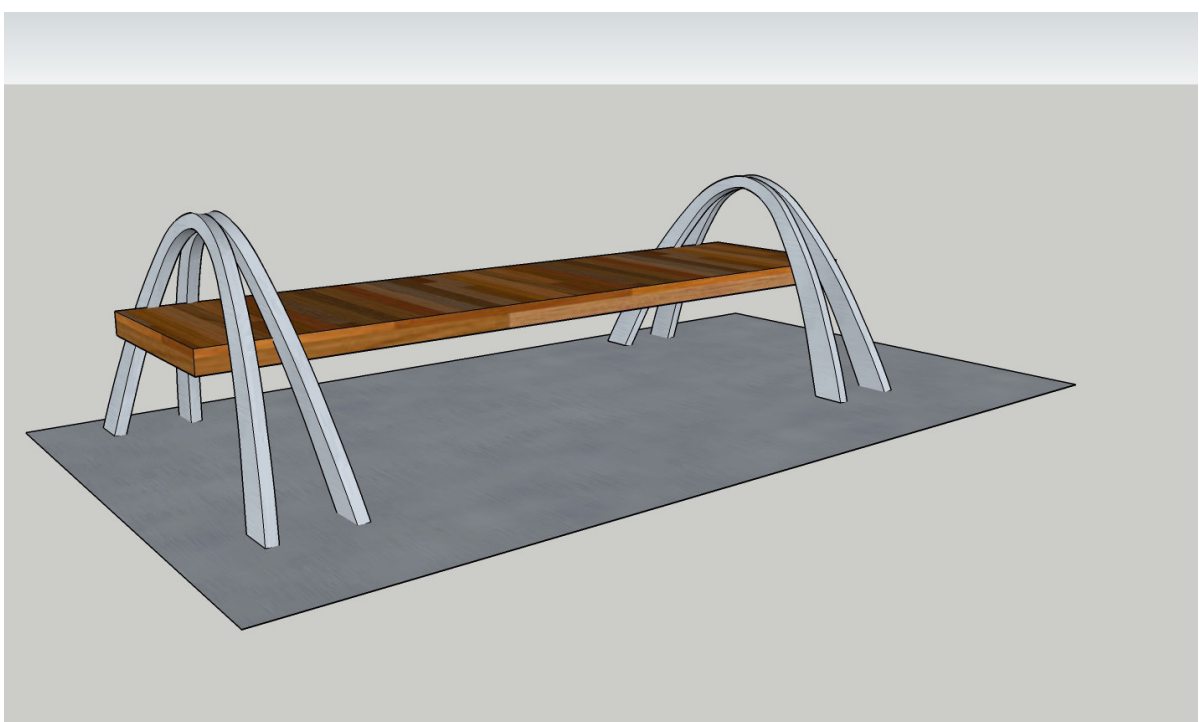


## Site Furnishings

Add benches and trash cans at bus stop locations

Trash cans will need someone to service them, possibly GABA or the Rotary Club.

Bike rack location suggestions include PACS, Outer RIm Bike Shop, King’s Omelette, and NE 103rd Ave (at the former Wunderland).



## New Traffic Signals

The East Portland in Motion Plan calls for a new signal at NE 114th Ave.

The East Portland in Motion Plan will provide pedestrian signals at NE 106th Ave at NE Halsey St and NE Weidler St.



## Stormwater Facilities

Would reinforce the goals of becoming an EcoDistrict

Would like to see a greater variety of plants, not just rushes and grasses

They tend to collect trash so maintenance should be considered before including in plan.



## Curb Extensions

In their simplest forms, curb extension extend the sidewalk into the parking lane to shorten the pedestrian crossing distance.

These can become more elaborate to wrap around the corner and shorten the crossing distance of the side street and create more sidewalk space at an intersection.

Curb extensions can also be lengthened into the parking lane to create space for vertical elements, trees, stormwater treatment facilities, lighting or furnishings.

## Street Trees

Consider impact on buildings/signs, sidewalk, and maintenance

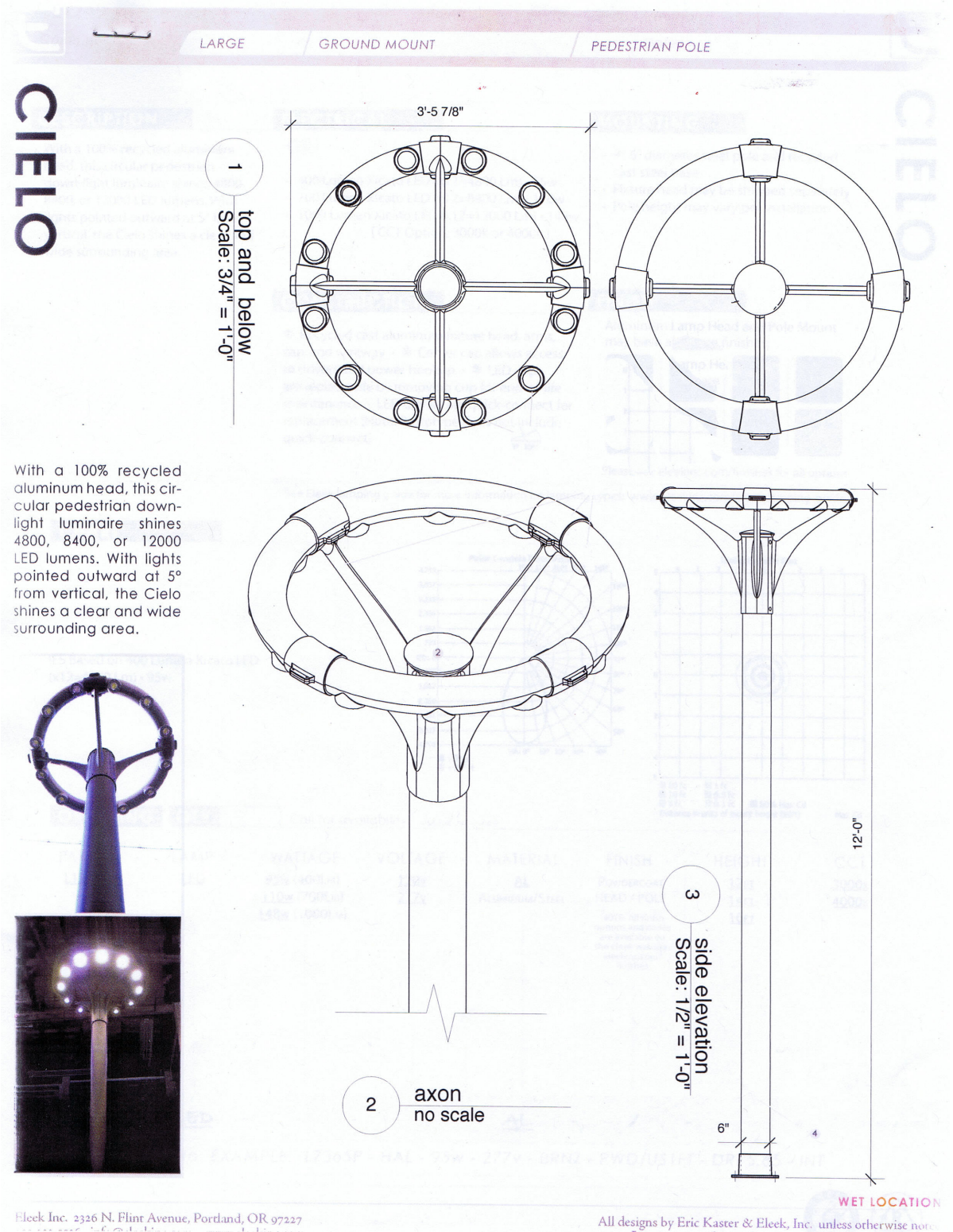
Could be placed at corners/crosswalks.

Consider tree substitutes that are vertical elements that may include plants, lights, banners, etc.



## Pedestrian-Scaled Lighting

Provide at crosswalks



## Future Park: Halsey Frontage

Study different building masses along NE Halsey St to create the best views into the future park and activate the park and the street.

