**About The Halsey / Weidler Project**

**Why are we doing this?**

Portland Development Commission (PDC) hired economic revitalization specialist Michelle Reeves of Civilis Consultants to work with area businesses and property owners to identify strategies to re-energize the Halsey Weidler Couplet in the Gateway area. PDC also hired landscape architects and planners, Nevue Ngan Associates, to plan and design improvements for the sidewalks and streets to help support the neighborhood revitalization with an emphasis on safety for pedestrians, bicyclists, and people using motorized transportation.

The project area includes Halsey and Weidler from west of 99th to east of 112th.

**What’s the process?**

Civilis worked with area businesses and property owners to understand their strengths and weaknesses and created a strategy to consider for area revitalization. This was accomplished in small and large group meetings, neighborhood walks, and follow up with those interested. The Halsey Weidler Group (HWG) was formed by PDC to be the stakeholders who represent the community. Nevue Ngan has met with the Group for three work sessions to craft a ‘Vision Plan’ with a ‘Phase One Plan’ derived from that. Today’s Public Open House is the unveiling of the plans for community input (that’s why we invited you here!!)

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<th>Digest what we heard.</th>
<th>Workshop 1 Present Observations Listen to group</th>
<th>Prepare concepts for meeting</th>
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Meeting Notes

Cycle Track Alternative
• A ‘Cycle Track’ alternative was reviewed by the group. The scheme’s cross section is a 6 foot wide bike lane next the right side curb (facing the direction of auto traffic flow), 3 foot buffer, 8 foot parking, and two 12.5 foot travel lanes. On-street parking is removed from the left side of the street. No one supported it (Kevin who asked for it was not present). They did not want a design that removed a lot of parking or would not allow curb extensions.

Full Vision Plan
• Don’t use pavers at curb extensions, weeds grow in the joints like at 102nd Avenue.
• Add parking space striping, (small tee marker) to better define parking spaces.
• No parking meters.
• 108th Avenue continues south of Halsey, move curb extension to the east side of intersection.
• Consider placing a tree with seating at the north side of Halsey at 111th instead of art.
• The west triangle (west of 102nd) is privately owned (to be verified). It was thought that the owner is willing to allow improvements. Consider an evergreen hedge at the bottom of the billboard to create a backdrop and screen the gas station from view of autos coming from the west. Consider drought resistant plants. Consider buying the billboard or the advertisement, might be expensive, the current message of the billboard is not complementary to the Gateway district.
• Need to do something with the concrete islands east of the eastern triangle (east of 112th).
• There was support for the full vision plan because the introduction of crossings, curb extensions, pedestrian scale lights and trees at every cross street intersection provides a nice rhythm of improvements from 102nd to 112th.

Phase 1 Plan
• Intersection improvements at 106th including a new pedestrian signal are included because it has funding from another source.
• The most important intersections to build improvements in the first phase other than 106th are 103rd, 108th and 112th.
• Many felt that improvements at each triangle should be included in the first phase as well.
• The improvements including crossings, short curb extensions, lights, trees, and maybe furnishings, should be on the ‘upstream’ side of the intersections.
• Include parking stall paint stripes in phase 1.
• Raise money from the community and businesses to purchase site furnishings (benches, trash receptacles, etc.).
• Change speed of streets to a constant 30 miles per hour from 102nd to 122nd. Confirm strategy and process with Portland Bureau of Transportation.
Identified Goals

The top two goals identified by the Halsey Weidler Group (HWG) were:

1. **SAFETY** - Work towards making the corridor safer for pedestrians, cyclists and motorized transportation. Slow traffic speeds down so people can cross Halsey and Weidler safely.

2. **IDENTITY** - Remarks from the HWG indicated that the project area needs a stronger identity and more places that draw people. Enhancing the identity would strengthen the sense of place and invite more users and business. Rekindle the historic Gateway identity, make it inviting for the community to come and spend time at public open spaces. Support sustainability and EcoDistrict goals.

Community’s Role

Help us by telling us what you think!

The Vision Plan and the Phase One Plan:

What do you think overall?
Specific areas?
Did we miss something?