PORTLAND-MILWAUKIE LIGHT RAIL PROJECT

Park Avenue design workshop #2
July 15, 2009
Rose Villa

Purpose:
Community members provide comments to several concept designs for the Park Avenue station and parking garage.

Attendees:
Staff representing Clackamas County, TriMet, PIVOT, City of Milwaukie, Metro and North Clackamas Parks. Eighty members of the Oak Grove, Jennings Lodge and Milwaukie communities.

Station location
- Prefer north of Park Ave
  - more visible
  - avoid track crossing Park Ave
  - good connection to Trolley Trail
  - prefer single platform
- Problems with north of Park Ave
  - confusion with 2 platforms
- Prefer south of Park Ave
  - make station and garage “one thing”
  - terrace walls of “pit” area, green treatment, slopes and gardens
  - could limit access to platforms with turnstiles
- Problems with south of Park Ave
  - too much concrete
  - safety and security issues
- Tail track south of Park
  - platform boarding always consistent
  - least desirable option
  - cover tail track and use space on top
  - keep open and visible for security
  - big dark hole
  - hole is a magnet for trash
  - hole could encourage people to loiter
  - risk of train overrunning and hitting barrier

Station design
- Lots of seating

Park and Ride configuration
- Drop off areas important
- Include southbound pull out close to station
- Close pick-up points for shuttle buses for Willamette View, Rose Villa residents
- Focus on Elks site
- Consideration of McLoughlin frontage
- Prefer one level below ground
- Break up the square shape
- U-shape
- Pedestrian bridge across Park Ave
- Curvilinear design to pedestrian bridge with more direction connection to station
- Cover pedestrian walkway
- Split access to garage is good
- Clearance for vehicles with racks
- Building open enough to avoid mechanical ventilation
Park and Ride design/character
- Smaller is better
- Step backs and cut outs are good in building design
- Balance of light and dark
- Building should be open, light and green
- Add light well in center of garage
- Plantings as screening
- Include planter boxes
- Trees on top of garage
- Include evergreens in design
- High maintenance cost of landscaping
- Art as screening
- Emphasize culture and history of the area
- Tinted concrete (dark green or brown)
- Stamped concrete
- Creative use of lighting to minimize spill and energy waste
- Solar/PV lighting
- Elevator on north side of ramp to replace ramp
- Police presence garage
- Retail in garage
  - not a good area for retail
  - retail would add to security of site
  - permanent small business
  - visibility of business from street

Traffic
- Problem with northbound traffic waiting to turn left into structure
- Will need more left hand turn time from northbound McLoughlin - Less southbound traffic in a.m., could use that as green time for left turn
- Right merge onto McLoughlin out of garage
- Right in, right out difficult to enforce
- Drop off area on SE corner of McLoughlin and Park
- Concern with exiting garage northbound at peak
- Traffic increases at River Rd
- Accessibility of station and/to garage important for aging population
- Concerns about pedestrian safety given high speeds going north, downhill on McLoughlin
- ¼-mile walk on east stide is dangerous because there are no sidewalks and poor site distance around curves

Pedestrian access
- Safe pedestrian crossing from garage to station
- Concerns about crossing at northeast corner of garage (west of crosswalk )
- Mid-block crosswalk close to where people exit garage
- Ensure easy access from Trolley Trail as well as street
- Do not support parking along Trolley Trail
- Open space on south side should be green
- Create protection from weather
- Coffee cart
- Bike storage

Bike access
- Lots of bike parking
- Covered bike parking
- Include bike lockers

Open space
- Plaza on north side of Park provides access to trail
- Plaza should be activated day and night to deter negative activity
- Bike shop/repair/rental for activating plaza
- Farmers market
- Include patio area
Trolley Trail
- Access to the Trolley Trail is very significant
- Use garage for Trolley Trail parking on weekends

Bus connection
- Difficult access for bus riders on/off McLoughlin
- Not good bus access to station
- Get buses in and out of site quickly
- Include a pedestrian bridge over McLoughlin to improve bus connection
- Create bus turn out lanes
- Bus transfer for southbound riders could happen in Milwaukie to reduce the bottleneck near station
- Improvements to Oatfield include a signal and widening

Ecology
- Habitat connecting east and west sides of McLoughlin
- Habitat for birds
- Integrated habitat development of the “new community”
- Emphasis on creek

Sustainability
- The greener the better
- Green design will make the site an amenity
- Permeable surfaces where possible
- Use space between tracks for stormwater
- Sustainability a gateway beginning of the new McLoughlin development
- Edible plants as screening

Safety and security
- Good lighting
- Police presence in garage
- Retail in garage would help with security concerns
- Green space could encourage unwelcome loitering
- Emergency phone or payphone - outgoing only (senior citizens don’t have cell phones)
- Evening security personnel
- Skateboarding issues in Elks lot at night

HCT to Oregon City
- Need to discuss plan for future
- Express buses preferable to light rail
- Electric buses on tracks in McLoughlin