

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 turn stiles
- Problems with south of Park Ave
 - too much concrete
 - safety and security issues
- Tail track south of Park Ave
 - 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
 - o not a good area for retail
 - o retail would add to security of site
 - o permanent small business
 - o 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

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
- 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 side is dangerous because there are no sidewalks and poor site distance around curves

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
- Do not support parking along Trolley Trail
- Open space on south side should be green
- Create protection from weather
- Coffee cart
- Bike storage

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