



Portland - Milwaukie Light Rail Project Station Planning Workshops

The Portland - Milwaukie Light Rail Project Team hosted two public workshops in March 2008 to obtain public input on potential light rail stations in the Oak Grove and Milwaukie communities. The workshop at Rose Villa Manor community center on March 12 focused on the Bluebird and Park stations. The workshop at Milwaukie High School on March 19 focused on the Milwaukie/Southgate, Harrison, Monroe, Washington, Lake and Bluebird stations. About 230 people attended both meetings.

The purposes of both of the workshops were to:

- Identify the station locations being considered in the Supplemental Draft Environmental Impact Statement (SDEIS) for the Oak Grove and Milwaukie areas.
- Review best practices for station development.
- Identify opportunities and constraints for the suggested locations.

Each meeting began with a presentation about the conditions, opportunities, and challenges around the proposed stations. Time was then allocated to group table work. In Oak Grove, participants shared their perceptions about opportunities and challenges of the station locations and the project as a whole. Participants then reconvened as one group to share those thoughts through a community dialog. In Milwaukie the table work focused on prioritizing the station locations.

This meeting summary is organized by workshop location, with key points summarized from the meeting notes, maps, and flip chart notes. A complete list of comments from each meeting is attached.

Oak Grove Workshop

The Oak Grove meeting drew approximately 130 people, mostly from the immediate surrounding area. The mix of participants included those who are curious, interested in, or in support of light rail transit (LRT) and those who are against bringing LRT into the community. Consequently, the comments from the meeting reflect this schism. The following themes were reflected in the comments about both stations.

Bluebird Station Opportunities

- Trail connections and bicycle parking opportunities
- Re-development potential for the surrounding community

Bluebird Station Concerns

- Questions about access to the location for vehicles and pedestrians (safety)
- Concerns about crime and safety at an elevated station

- Concerns that the physical site is too small for a station
- Questions about the need for a station at this location (not enough users)
- Concerns about the visual impacts of the above-grade light rail crossing over McLoughlin
- Concerns about the traffic impacts of the at-grade light rail crossing at McLoughlin
- Concerns about impacts to the Trolley Trail and surrounding neighborhood
- Concerns about impacts to Kellogg Lake watershed

Other Concerns/Comments

- Concerns about transit-induced crime in neighborhood areas away from the stations
- Questions about the need for LRT in the community
- Concerns about LRT-induced intrusions into established neighborhoods

Park Station Opportunities

- Mixed-use development opportunities associated with the Park & Ride
- Gets traffic out of downtown Milwaukie
- Connects area residents and retirees to LRT
- Improves or increases re-development potential for the surrounding community

Park Station Concerns

- Concerns about crime and safety associated with the station and Park & Ride
- Concerns about impacts to the Trolley Trail, surrounding neighborhood, and mature trees
- Concerns about how the Park & Ride structure will fit within an established neighborhood
- Concerns about traffic intrusions into the neighborhood
- Concerns about air quality degradation

Other Concerns/Comments

- Questions about the terminus at Park vs. north of Milwaukie or further south into Clackamas County
- Concerns about transit-induced crime in neighborhood areas away from the stations
- Questions about the need for LRT in the community
- Concerns about LRT-induced intrusions into established neighborhoods

Milwaukie Workshop

The Milwaukie meeting drew approximately 100 people. Again, the mix of participants included those who are curious, interested in, or in support of light rail transit (LRT) and those who are against bringing LRT into the community. Consequently, the comments from the meeting reflect this schism. Workshop participants at this meeting added their comments to aerial maps as they discussed the Milwaukie station locations. Afterward, participants prioritized their LRT station choices using colored dots.

Milwaukie/Southgate

Many people agreed that this is a logical location for a LRT station with a Park & Ride facility. Comments in favor noted that the previous Southgate park and ride was successful and the parking structure would be a better fit in the industrial area than downtown. There were a few concerns about how this would impact the industrial businesses in the area. This station location garnered the highest number of dots in the prioritization exercise.

Harrison

The Harrison LRT station location was not very popular with meeting participants. Many viewed this location as being too close to schools (particularly Waldorf) and there were concerns about the crossing arms blocking traffic as well as safety concerns for schoolchildren. The Harrison station option received very few dots in the prioritization exercise.

Monroe

The Monroe LRT station location received comments similar to Harrison and was also not very popular. It too received very few dots in the prioritization exercise.

Washington

The Washington LRT station location was popular with meeting participants. Many saw this as a convenient, central location that would serve the downtown business area, schools, and churches while also offering redevelopment opportunity for the lumber yard. Many people seemed to prefer the idea of a single downtown station and this seemed to offer the best fit. There were a few concerns about impact to street traffic from the crossing arms. This station location garnered the second highest number of dots in the prioritization exercise.

Lake

Comments about the Lake LRT station location were mixed. On the plus side, many saw opportunities in convenient access from McLoughlin, a good location for special events, access for Milwaukie High School, and opportunities to access the Kellogg treatment facility when that area redevelops. Concerns included questions about limited visibility and security, proximity to the river, and the availability of parking. Some people also felt that this station would be too close to the Washington station, if there were one.

Bluebird

Comments about the Bluebird LRT station location were also mixed. There were concerns about bike and pedestrian safety and access, but also a recognition that this site presented redevelopment potential and an opportunity for the connection to the Trolley Trail. Many people disliked the elevated McLoughlin overcrossing.

Other Concerns/Comments

- Crime and safety concerns
- Questions about the need for LRT in the community
- Concerns about LRT-induced intrusions into established neighborhoods

Appendix: List of Comments Received

Oak Grove Station Planning Workshop March 12, 2008

Worksheet Summary:

Park Ave. Station Area

Ideas/Questions...

- Traffic signal at Park and River Rd.
- Most folks are totally opposed to light rail coming anywhere near Oak Grove-remember 2003, can't wait until April.
- Elevated crossing from P&R to stop
- Light at Oatfield/Park necessary
- Taper right turn lane into and out of Park and Ride?
- Why is there no plan to travel down 224 to Clackamas Town Center to service the growth areas heading east from Town Center and south toward Oregon City onto Molalla? If light rail goes from Clackamas Town Center on 205 to Oregon City, a commuter would have to ride all the way to Gateway and transfer to go to downtown Portland. They won't do it, they will continue to drive.
- Why cant the terminus be at the Milwaukie north industrial area and then out 224?
- Extend light rail further into Oregon City via McLoughlin
- This was (light rail) voted down twice by the citizens and four times in congress. What are you doing here? This is another waste of taxpayer's hard earned money!
- Expand hole through 224 (21st or 22nd underpass.
- Use trolley system (LRT doesn't need to be 50 ft wide)
- Ideally, Park Ave. station would have some mixed use capability (coffee shop attached, etc.) to help "jumpstart" businesses in that area. As is, this is an uncomfortable block to sit and wait for a train. Add to that the suburban dweller's mindset: drive to train to work and don't linger as one might downtown.
- Bus & Light rail needed?
- End of the line is?
- No parking at BB, close together, why both? Rationale?
- So the tallest structure on 99 is a 4-6 story parking garage? Height restrictions?
- Please no elevated rail, this is a residential area.
- Parking garage at Park? 3 stories?
- What happened to the sewer project? Under the TT??
- This will dump tons of people into the area which is already seriously degraded.
- With the overhead wires, the visual blight will be considerable, along with the increase in carbon emissions from Park and Ride.
- Concern with Elk RV parking access due to the stop from the alt route in from SE Park Rd

Station Area Opportunities...

- Trail parking at Park station restrooms and other trail amenities.
- Redevelopment opportunities in under used areas
- Tillamook branch, least into neighborhoods.
- Park Ave and surrounding area is a longtime failure. Light rail would vitalize a current dead zone. Extra plus=very little displacement of current landowners.

- Utilize Elk's parking for day time.
- Gets traffic away from downtown Milwaukie.
- Connect area retirement communities to light rail.
- Park Ave. only
- Make the station and parking lot well lit, but limit light pollution.
- Develop trail south of Park and Ride, dark Trolley Trail? Problem
- Park like feel, not parking lot look.
- Security concerns
- Art work, maybe voted on by those who will see it day to day?
- Park and Ride would help ridership from area, vs. Bluebird with no parking.
- Residents at Rose Villa and Willamette View Manor would have access to public transportation when they no longer drive
- Traffic on Milwaukie downtown (and into Portland) would be less if people south of Milwaukie could access Max before getting through Milwaukie.

Issues/Concerns/Comments...

- Don't like Park station location; impact to area seems greater than potential benefit.
- Removal of present business, old growth trees, attracting car thieves, crime and traffic!
- Have bicyclists pay for the Trolley Trail
- Traffic increase on Oatfield and River, intersection back up
- Keeping Park and Ride safe from predators
- Traffic at Park and Oatfield-where does ridership come from (south)? I.e. Oregon City.
- Concord is a better terminus
- Intent to collect money from riders?
- Safety and crime in surrounding area.
- If your long term plan is to continue down McLoughlin to Oregon City, I will fight it vehemently.
- Safety concerns in having Park and Ride across the street from station. Prefer close like Gateway.
- Go for it!
- Single sidewalks on Park.
- Park has limited neighborhood access
- Linear barrier with track.
- Would violate our community's standard of living.
- Don't take another ten years to get it done
- Why not use bio-diesel electric? LRT is subject to blackouts
- Gated parking structure.
- A Park and Ride at Park Ave. will have a large negative impact on our neighborhood. Specifically, my property and those of my neighbors will most likely drop in value as we are very close to the proposed site. Please do not place a station at Park Ave.
- Do not come to Park Ave, this will ruin the Trolley Trail
- Safety/security
- Something to divide the station from the residential area
- Visual concerns from 26th neighborhood looking down on parking structure.
- Have parking structure access on Evergreen rather than Park Ave. gets traffic off a residential street. and on an industrial.
- Design LRT & Trolley Trail so both work!
- Work with Metro Parks, NCPRD and Friends of Trolley Trail
- Have light rail on the west side of ROW and trail between LRT and Hwy 99E
- Trolley Trail and mature trees existing needs to be protected
- Security for Oak Grove

Bluebird Station Area

Ideas/Questions...

- Keep light rail in Milwaukie-our area does not want or need the development, crime, added traffic, displacement of trees, homes and existing businesses.
- Have a police/Sheriff's office at Park Ave station (small with facilities for officers to use such as computer, etc.) Please provide appropriate mitigation for the trails-art, landscaping, lighting, restrooms, bike parking, and water fountains.
- Pedestrian access to eastside
- Extend light rail further along McLoughlin.
- Improved pedestrian access
- Traffic/topography tough
- Sidewalks on main street form 10min walk.
- Don't stop traffic on 99E, use trolley overpass.
- Oak Grove is going to need help with first steps in revitalizing this area.
- How do you go about purchasing properties in island station for commercial development? How do you determine appropriate development and getting neighborhood feedback?
- Will Metro use eminent domain to take park land? If so, how much land? What will the impact of daily trains have on habitat and wildlife for that corridor?
- Could we "give" you that park land in exchange for you to remove the dam and restore the watershed from the river up to the eastern end of the lake?
- A trolley car line through Milwaukie is a smaller footprint and would probably be accepted also by Oak Grove residents.
- Have light rail go down Hwy 224 or I-205 to Oregon City and a trolley down McLoughlin.
- Portland-Milwaukie light rail needs to contribute money to replace road crossings (cost, about, \$10 million).
- Need more refined design and physical improvement ideas on both sides of Kellogg Creek @ 200 set back from high water mark and set back to top of slope outside 500' floodplain.
- I would suggest you use the Tillamook rail road and locate the station in Lake Oswego, they would love it and you wouldn't have to build a bridge.
- We in Oak Grove voted this down years ago, what part of no don't you understand?

Station Area Opportunities...

- Bicycle parking to access Trolley Trail.
- Trail accommodation at station locations
- Intersections to access stations, particularly at Bluebird where River, 22nd and Bluebird intersect, confusing/dangerous currently.
- Improvements to surrounding area in terms of landscaping lighting intersection improvement.
- Redevelopment of commercial area.
- Seems like downtown Milwaukie station would be a better alternative to Bluebird. Park, with a Park and Ride would be even better.
- This might be better for Milwaukie itself, in terms of proximity
- Combine 99E and sewer plan driveway crossing Kellogg floodplain with rail road and light rail crossing.

Issues/Concerns/Comments...

- I am against light rail coming through Milwaukie. It would be very bad for the schools in town and any business that do not want it.

- Light rail does not improve the community; crime is also much worry for safety.
- This will screw up traffic-it isn't broken, why fix it?
- Pedestrian/bike safety crossing
- Kellogg Creek Estuary: We need to evaluate what "sense of arrival" we want to create (a sense of space). Beginning at River Rd./Hwy 99E on the south and about Washington St on the north, this including Frontage Rd to sewer plant, Hwy 99E, HR crossing (and its trestles and creosote) and CRT and Trolley Trail. The estuary needs CPR (dam removal and lake removal) recovery of habitat, id 500 year floodplain and then 200 feet beyond the historic estuarine setting. This is the "setting" and should contain only one transportation crossing (auto/bus/pedestrian/bike/rail road and light rail). Hwy 99E from River Road to Washington should be only 2 lanes wide to slow traffic (like going through "gate"). Not sure about Bluebird station-too close to estuary, need the habitat.
- Slow line down, not enough ridership served, too expensive.
- 1400 weekday riders, Trolley Trail challenge, traffic movement to incorporate pedestrian traffic, will continue to grow especially from the east.
- Funding
- Will the station be used?
- Lack of parking
- Use gated station for security.
- As a resident of Island Station (19th and Bluebird) I am opposed to the idea of a station in our neighborhood for safety reasons, especially if this is going to be above grade. We are primarily single family residential and we are in walking distance of downtown Milwaukie (where stations should be).
- Issues 2 separate lines in our tiny neighborhood.
- Above grade simulation looks like a highway dropped into our neighborhood.
- If they would stop at the old south gate theater area, I think that would be ok.
- Need elevated rail-not surface.
- Safety: pedestrians and bikes on Trolley Trail
- Keep auto/bus traffic from stopping one more time after leaving Milwaukie.
- Bluebird area does not support a Park and Ride.
- Design LRT and Trolley Trail so they support each other.
- Safety in neighborhood and impact throughout Oak Grove
- How many people will be killed by the train?
- Small area of benefit from proximity to station area.
- Entry to McLoughlin from River Road is already a hazardous intersection. A station would not help but probably would cause more problems.
- Foot traffic is a bit dicey in this area
- Kellogg Estuary Habitat not identified.
- Trolley Trail design needs planning
- Lack of 500 year flood delineation

Flip Chart Summary

Participants' comments written on sticky notes were grouped by theme throughout the exercise.

Bluebird

- Why is Bluebird necessary?
- How would Bluebird affect work being done on McLoughlin now?
- Station would slow line for riders at Park.
- Restaurants
- Crossing McLoughlin

- Downtown station better alternative
- How to get to the station

Intersection and Traffic concerns

- Good site distance – the whole intersection needs to be improved. How does the trail get through?
- Confusing, dangerous intersection
- An elevated station will keep traffic moving south after the “slow down” through Milwaukie.

Design Ideas

- Lighting
- Tight right of way south of Bluebird
- Sidewalk connectivity, creation
- Lighting
- Bathrooms

Parking?

- Is there enough potential for riders at Bluebird if no parking is allowed?
- Bluebird area does not support a Park & Ride.
- Parking in neighborhood

Ridership

- Bluebird does not support much ridership; no Park and Ride, no commercial
- Ridership too low to justify cost

Safety and Security

- Elevated grade will enhance safety of pedestrian or bike traffic along Trolley Trail
- Station safety if it is elevated
- Unsafe traffic speeds at River Road
- Fix Oatfield “S” curves that have repeated accidents
- Improve crossing access for safety.
- Sheriff’s office or annex at Park.

Bike/Pedestrian

- Issue crossing McLoughlin
- Bike and Ped access
- BBQ – How do peds access from the eastside?

Trolley

- Affect on Trolley Trail
- Both mitigate changes for Trolley Trail with positive trail amenities. Bike parking, restrooms, water fountains and then amenities that can be shared, art work, history of trail.

Park Avenue

- Ideal conditions present.
- “Pay before you enter facility.”
- Needed for plan to work
- One track from Milwaukie to Park

- Of the two Park is the most important station

No Station on Park Avenue:

- Park Avenue is a rotten site. Move to Courtney.
- Light Rail does not improve local communities. Takes 50' right of way for Trolley Trail and light rail; I do not want light rail to Park.
- No station at Park

Trolley Trail

- Close to Trolley Trail
- Clarify alignment of Trolley Trail with respect to the orientation of the transit oriented development – access and viability.

Park and Ride

- Sidewalks on main streets; 10-minute walk from Park and Ride
- Look at how other cities deal with crime for options. (Park and Ride)
- Parking structure access on Park Ave will be a challenge
- Increase of cars that are forced to come into this neighborhood to take advantage of Park and Ride structure.

Could reduce traffic to the north

- Park and Ride can reduce bottleneck at Milwaukie Center
- Keep traffic out of Milwaukie by building Park and Ride
- South traffic will avoid downtown Milwaukie

Close to dense housing

- Close to two large retirement centers
- Can serve many apartments on River Road

Access to station

- Close to McLoughlin (easy to find)
- Shuttle to Rose Villa and Willamette View
- Park and Ride for easy transit
- Better pedestrian access; safety on McLoughlin

Redevelopment opportunities

- Redevelopment/upgrade Opportunities
- Good economic development opportunity
- Redevelopment opportunities in currently underused areas

Impact on Existing Roads/Neighborhoods

- Impact on River Road traffic, especially southbound from Park
- Will stations bring clutter to neighborhood? Overhead wires, noise, more people?
- What is the impact of LRT on River Road? Especially southbound from Park

Decision already made

- To get government and Metro to listen to people before making the plans
- Opposes project and thinks decision has been made

Property acquisition and business displacement

- Concern about lost business
- How much land on the sides of the 99E corridor will be destroyed by this?

Ped Environment

- Put sidewalk on Oatfield and Park
- Buildings need to be ped friendly
- Simple sidewalk on Park
- Topography at Park limits utility, consider Courtney
- Crossing from parking lot to station, existing crosswalk or new pedestrian walkway
- Put actual sidewalks on Oatfield and Park to allow nearby residents to safely walk to Max
- There is no crosswalk on Oatfield between Oak Grove Blvd. and Lake Road. Residents need a way to safely cross to the west side to get to the Park and Ride.
- Bad – Bike and ped mobility up Park is too steep
- Single sidewalk on Park limits sidewalks in whole area
- 300 foot block length maximum for walk ability and achieve pedestrian scale

Safety and Security

- Concern about crime
- Will police cost more with these stations?
- County security force – Is it adequate? What is the cost?
- Crime at the Park and Ride; look at a two mile radius
- Safety – keeping the Park and Ride lot safe from registered sex predators
- No sidewalk and limited if no lighting on Oatfield and Park east of McLoughlin
- Safety of Trolley Trail south of the parking structure – no lights, uneven path and secluded
- Why only TriMet Police? Why not all police departments, Multnomah County, Portland police, Washington County?
- Concern about safety crossing of light rail over streets and trolley and other traffic; possibly overpasses, especially for walkers.

Congestion

- Traffic issue with Park and Ride – right in, right out
- Heavier traffic on River Road and Oatfield
- The station will make Oatfield even more congested than now
- South on Oatfield if you quadruple traffic due to...
- Nightmare traffic situation at 5 pm on McLoughlin
- Oatfield back to Aldercrest, cars will back up on Aldercrest and it is an undeveloped road
- Traffic increases on Oatfield and River Road, intersection back ups on McLoughlin and Park
- Traffic light needed on River Road and Park?
- Stop light at Park
- More traffic problems
- Signalization every 1/8 mile or 1000 feet; new intersection? (Dove to south of Silver Springs)
- Oatfield Road with the terrible “S” curves already is heavy with traffic. Will this increase traffic?
- Tapered right lanes and out of the Park and Ride lot.
- Put a stop light on Oatfield and Park to increase safety with heavier traffic.
- A traffic light is necessary at Park and Oatfield.

- Will this relieve congestion?
- Light rail will create barrier along McLoughlin
- Needs auto access

Bus Service

- Existing bus routes should continue
- Existing bus facility should be better utilized now – also these should be coordinated with any light rail stations
- Add bus stop at Park for Express 99 bus.
- Existing bus routes to continue and add stop for Express 99

Station Amenities

- Sidewalks on Park and 32nd; on Evergreen between River Road and Oatfield; on Silver Springs between River Road and Oatfield; on Concord between River Road and Oatfield
- More amenities for people who have hearing concerns, ADA, sight, elderly
- High quality sidewalk on Trolley Trail to Oak Grove Blvd
- Parking access on Evergreen

Park and Ride

- How many stories will the Park and Ride be?
- Park and Ride; Goal should be 5 acres for parking spaces for 1000 parking spaces (= five stories, some of which could be subterranean).
- Place mixed use on all sides of parking structure to shield structure from view.

Economic Benefits and Concerns

- If this goes through, will this make money for the community within the next five or ten years?
- TriMet should connect employment areas with labor force areas.
- Do you have money to build the rail?
- Needs to connect to job sites
- Portland is no longer population center or a job center.

Design Questions and Ideas

- Terminal line at Southgate with a large Park and Ride.
- Have LRT on the west side and mall between LRT and Hwy 99E
- Keep option above McLoughlin (not at grade)
- Design LRT and Trolley Trail to work together.
- Expand hole through 224 (21st or 22nd Ave overpass). Use trolley system. (LRT system doesn't need to be 50 feet wide.)
- Move station south about 1000 feet to accomplish: better sun, more level terrain, public
- Accessibility (HC) and for a better opportunity to enhance existing commercial areas.

Fuel Choices

- Why not biodiesel or electric? LRT is subject to blackouts, which could lead to crime.
- Consider fuel cells or advanced lithium ions on light rail to reduce visual impact.
- Bio-diesel electric

Crime and Safety

- Pedestrian bridge between Park and Ride and station.
- What police force would be allocated for the Park and Ride?

- What crime data is Metro using? Same as Sheriff's
- Crime!
- Why weren't there more public patrols or oversight prior to some of the recent....

Redevelopment

- I want redevelopment of area surrounding Park and Ride to assure this helps property values instead of diminishing those that live in surrounding neighborhood.

Milwaukie Light Rail-General

- At your next presentation, please bring a laser pointer so to better identify the areas that you are pointing out for further discussion.
- Do not take another ten years to get it done.
- Tillamook Branch: least impact on neighborhoods.
- 40 dwelling units per acre density.
- Extensive mixed use to maximize public investment
- Prefer LRT to bus service
- www.ortem.org

Portland to Milwaukie Light Rail SFEIS

Downtown Station Planning Meeting

3-19-08

Comments from the Maps

Milwaukie

- Park and Ride is better here than Lake
- No station
- Functions well
- Station would support industrial workers connection with buses.
- Southgate Park and Ride was successful, low crime
- Prefer Park and Ride here
- Good place for P&R
- Logical place
- Stop LRT at Southgate
- Prefer Southgate stop
- Good station
- Truck access concern
- Parking loss in businesses
- Prefer Tillamook Branch alignment
- Interest in 25 foot offset from rail line with cyclone fence
- Concerns about tucking LRT behind the activity

Harrison

- Good for density east of station
- Bad idea – too much going on at that location school
- No station
- No good
- Not acceptable! Safety, traffic, too far downtown , property impacts, environmental concern
- Traffic issues
- Too close to school
- Pedestrian area isn't safe – traffic, busses "blind spots"
- No, too close to schools
- Traffic concerns with gates
- No stop here
- Too close to Waldorf
- Want to take Max to Waldorf; like having Waldorf in Milwaukie; I 25 years, what if Waldorf redevelops? McMenamins? Also other St. John's school?

Monroe

- Makes more sense; gives even balance
- No station
- Brings too much traffic
- Too close to Waldorf
- Re: Monroe v. Washington: Only one of the stations should be chosen
- Concern about density and lack of local control re: downtown stations: Harrison, Monroe and Washington
- Close to High School

- No, too close to school
- Playground at Monroe Station is too close
- Traffic concern
- Don't like station – too close to school
- Train could attract kids and be dangerous
- No stop here
- Impacted properties need info about moving part of building
- Lumber yard wants to sell – could be a T.O.D. under current zoning
- Central to downtown

Washington

- Makes more sense; closer to proposed Park and Ride versus Monroe
- Parking lot between Monroe and Washington limits impacts
- Makes most sense if not Lake
- No station
- Bike, ped path from Washington to Harrison
- High School; good school access
- Should be the only downtown station
- Less impact from 224
- Move bus functions to Washington Station
- Most central location, serves most people
- Best development potential
- Take train to church, St. John's Episcopal
- Traffic, Park and Ride issues
- Washington closer to businesses
- Would feel safer, especially at varying times of day
- Opportunity at lumber yard for residential and retail
- Don't like "huge" structure, traffic flow to Park and Ride
- Yes
- Preferred station
- Eco friendly/ green
- Closest to Main Street businesses
- Farthest from schools
- No stop here
- Traffic concern

Lake

- Good if terminal site
- Feeds special events and Washington and McLoughlin
- No station
- Limited visibility and security
- Like access off highway, vacant lots, least impact, Lake Road is a major arterial
- Like Lake if it's not a terminus
- Good place for a station
- Older students at nearby school
- Additional property could be served if Kellogg is redeveloped
- Great location for accessing park or activities in the park
- Park and Ride too close to river
- Maybe not enough parking even with structure
- Consider parking in neighborhood
- Too close to Washington
- No Park and Ride here

- Prefer Lake Rd. station, farther from elementary schools
- Good place for plaza
- Opportunity for station related development
- I like Park for capturing Clackamas County commuters, so don't go through Milwaukie
- Lake Road would capture this neighborhood before getting on McLoughlin

Bluebird

- Makes sense with north, middle and Bluebird
- No station
- Need station and Bluebird and Park
- Access to station important to Island Station Community
- Crossing McLoughlin can be dangerous
- Properties are ready for redevelopment
- Want a ped bridge along elevated alignment
- Would provide a connection to end of Trolley Trail (Katie M. was a part of this conversation)
- Kellogg Creek restoration project should coordinate to provide greenway crossing
- Yes
- Park and Ride
- No stop here, too close to Trolley Trail

Other

- No light rail in downtown Milwaukie – Keep it away from our schools, we already voted it down! Put the station at Southgate
- If you don't extend to Park, stop at Southgate
- Horns an issue with crossings – end point of quiet zone.
- Hideous sight of over-crossing
- Watching harder in southern area
- How long for train to travel downtown?
- Where do Park and Ride drivers come from?
- Time between stations and speed?
- Safety very important; Stations closer to businesses near Washington
- Maximize activity and eyes around station
- Park and Ride north and south of town at Kellogg Sewage Treatment Plant and at Washington
- Would still prefer another alignment
- No Park and Ride at Park Ave
- Need more funding for local police with LRT
- If we have to have LRT in Milwaukie, have stations and Southgate and :Lake Road
- Light rail will reduce demand on roads
- Maintain park space at river
- Like idea of small boat launch and large grassy park
- Design of Cash Spot/ Lake park and ride = floodplain restricts development to facing Washington
- Rather not have it go through Milwaukie at all

Dot Exercise

SUMMARY TOTAL (10 TABLES)	
Station	# of Dots
Milwaukie/Southgate	93
Harrison	15
Monroe	15
Washington	41
Lake	19
Bluebird	40

TABLE 1	
Station	# of Dots
Milwaukie/Southgate	15
Harrison	0
Monroe	0
Washington	9
Lake	0
Bluebird	1

TABLE 2	
Station	# of Dots
Milwaukie/Southgate	4
Harrison	8
Monroe	4
Washington	0
Lake	8
Bluebird	5

TABLE 3	
Station	# of Dots
Milwaukie/Southgate	16
Harrison	0
Monroe	2
Washington	2
Lake	0
Bluebird	2

TABLE 4	
Station	# of Dots
Milwaukie/Southgate	15
Harrison	0
Monroe	0
Washington	11
Lake	0
Bluebird	2

TABLE 5	
Station	# of Dots
Milwaukie/Southgate	0
Harrison	1
Monroe	0
Washington	1
Lake	0
Bluebird	1

TABLE 6	
Station	# of Dots
Milwaukie/Southgate	5
Harrison	0
Monroe	3
Washington	8
Lake	1
Bluebird	4

TABLE 7	
Station	# of Dots
Milwaukie/Southgate	21
Harrison	0
Monroe	2
Washington	2
Lake	0
Bluebird	0

TABLE 8	
Station	# of Dots
Milwaukie/Southgate	11
Harrison	0
Monroe	0
Washington	8
Lake	0
Bluebird	6

TABLE 9	
Station	# of Dots
Milwaukie/Southgate	6
Harrison	5
Monroe	0
Washington	0
Lake	4
Bluebird	19

TABLE 10	
Station	# of Dots
Milwaukie/Southgate	0
Harrison	1
Monroe	4
Washington	0
Lake	6
Bluebird	0