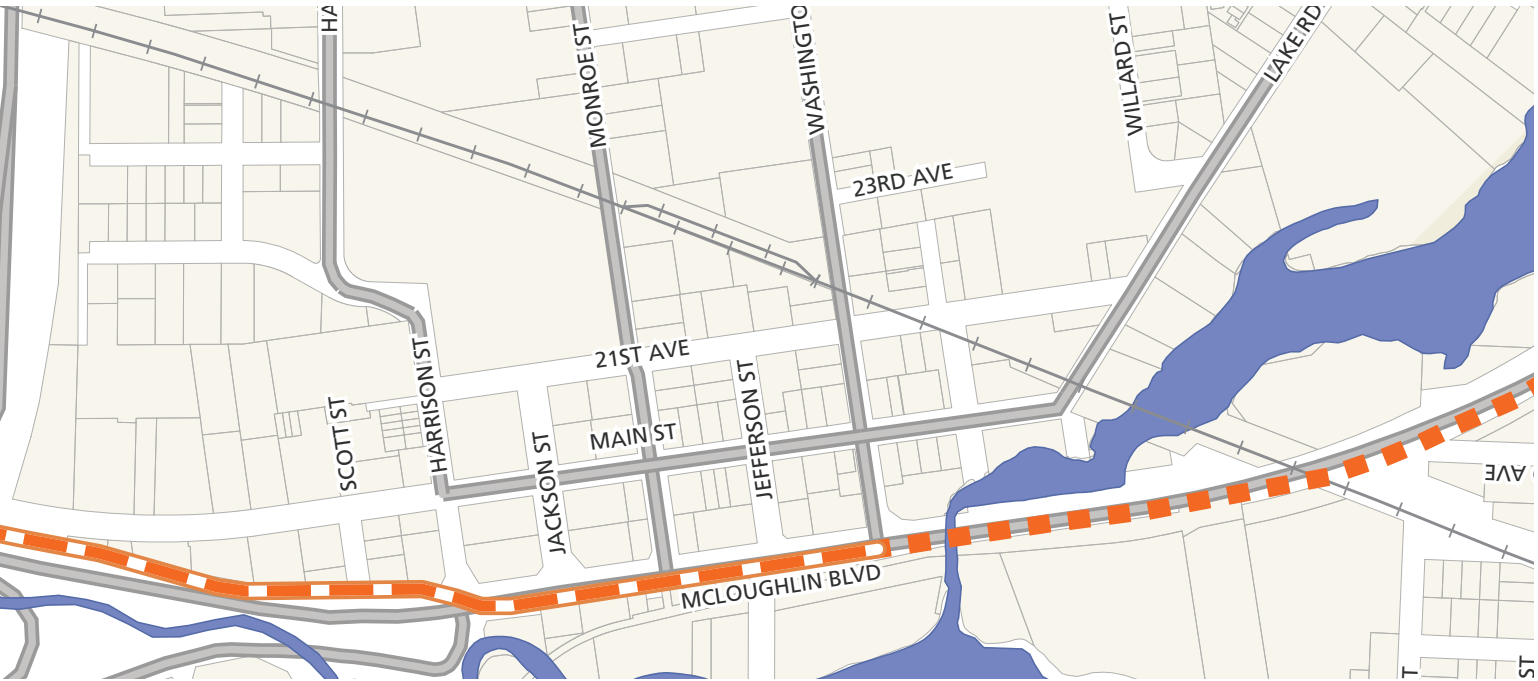


McLOUGHLIN BOULEVARD - WEST ALIGNMENT



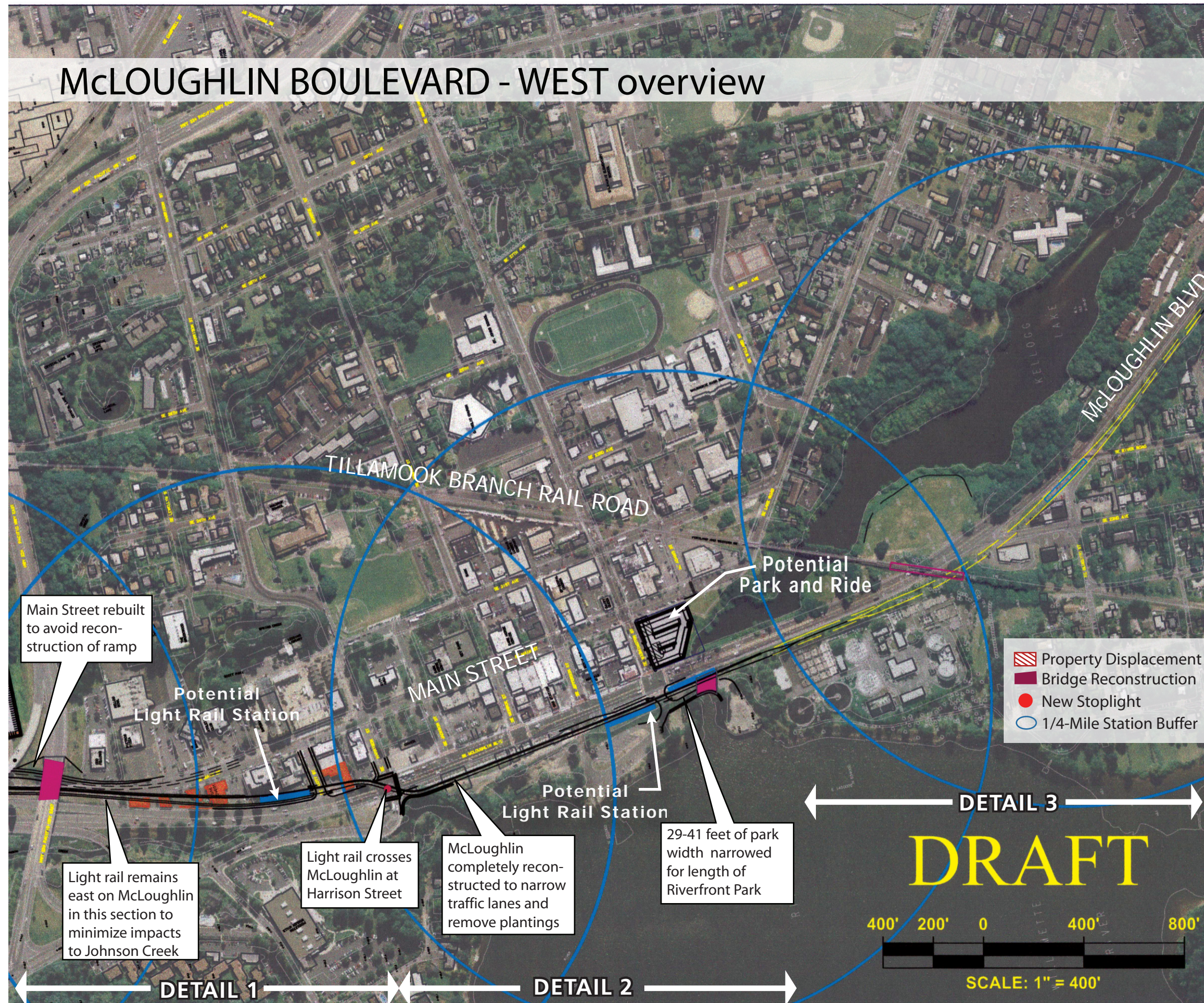
In the SE McLoughlin Boulevard West alignment, the double track would move south from SE Main Street to the east side of SE McLoughlin Boulevard just south of Highway 224. The double track would require the displacement of five properties between Highway 224 and SE Harrison Street. The alignment crosses SE McLoughlin Boulevard through a signalized intersection at SE Harrison Street. This alignment was chosen for illustration purposes because, despite its property impacts, it may have fewer traffic impacts and a more attractive station location than the center option on SE McLoughlin Boulevard.

Proposed station locations are north of SE Scott Street and at SE Washington Street. A terminal station in Milwaukie could be developed with a simple pocket track south of SE Washington Street.

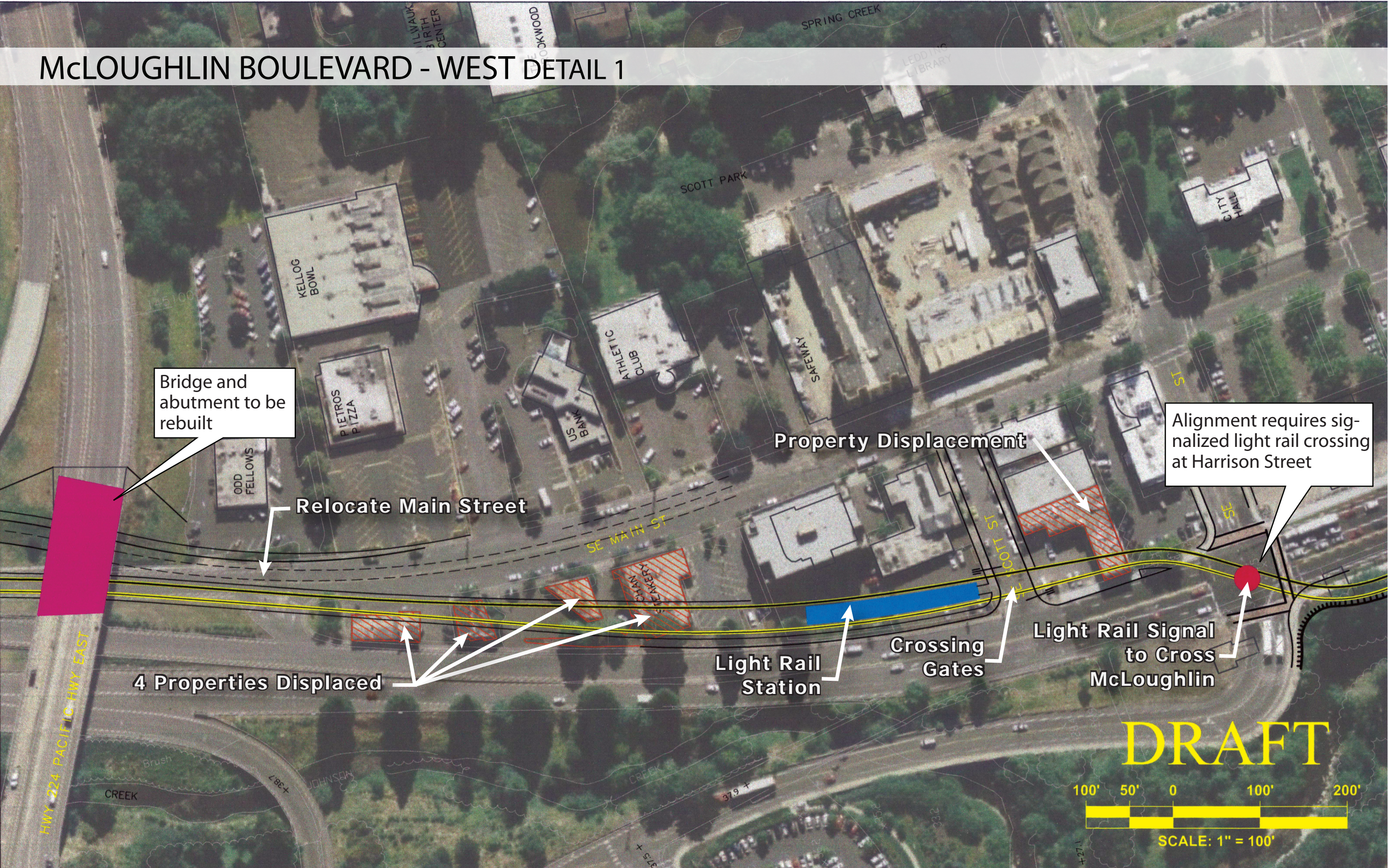
An extension to the south would continue on the west side of SE McLoughlin Boulevard. The future Trolley Trail width may need to be reduced to less than the desired 16-feet between SE Washington Street and the freight trestle. Widening Kellogg Creek overpass would be required. Light rail would cross SE River Road, SE 22nd Avenue and SE Sparrow Street intersections at-grade with gates or signals.

Considerations	Initial Assessment
Properties displaced	7
Business access impacts	None
McLoughlin traffic impacts	<ul style="list-style-type: none">New signal phase on SE Harrison Street may affect traffic at intersection may not be allowed or may require additional mitigationGated crossing at SE Scott Street.
Downtown parking impacts	Loss of some off-street parking north of SE Harrison Street
Additional cost factors	<ul style="list-style-type: none">Reconstruction of SE Main Street between SE Harrison Street and Highway 224New or modified traffic signal on SE McLoughlin Boulevard at SE Harrison StreetWidening of bridge and retaining wall in Johnson CreekReconstruction of sewer plant and park access, if not relocated by Riverfront Park projectGated crossing at Riverfront Park access and SE Scott StreetNarrows Trolley Trail between SE Washington Street and the freight trestle
Affected parkland	29-41 feet of width for the length of Riverfront Park (approximately 62,000 square feet)
Affected wetland	Retaining wall in Johnson Creek
Proximity to sensitive sites	Adjacent to Riverfront Park and Trolley Trail
Station access	<ul style="list-style-type: none">Closer to downtown (Main Street)All transit riders must cross SE McLoughlin BoulevardProximity to Willamette River reduces the number of residences within ¼ mile of stationsStation location and park access need to be coordinated with park plan
Park and ride access	Access to Lake Road park and ride is from SE McLoughlin Boulevard via SE Washington Street
Downtown traffic circulation	<ul style="list-style-type: none">SE Lake Road park and ride increases downtown trafficAccess to and from SE Main St north of Highway 224 is via SE Harrison Street which may affect traffic at these intersections. This may not be allowed or may require additional mitigation
Southern extension requirements	<ul style="list-style-type: none">Reconstruction of bridge over Kellogg CreekReconstruction of freight rail trestleReduces space available for the Trolley Trail from Riverfront Park to SE 22nd AvenueNeed to address grade crossing at SE 22nd Avenue, SE River Road and SE Sparrow Street. May require consolidation or reconstruction of SE 22nd Avenue and SE River Road into a single intersectionWidening of bridge over Kellogg CreekAdjustment of planned Trolley Trail to account for light rail alignment

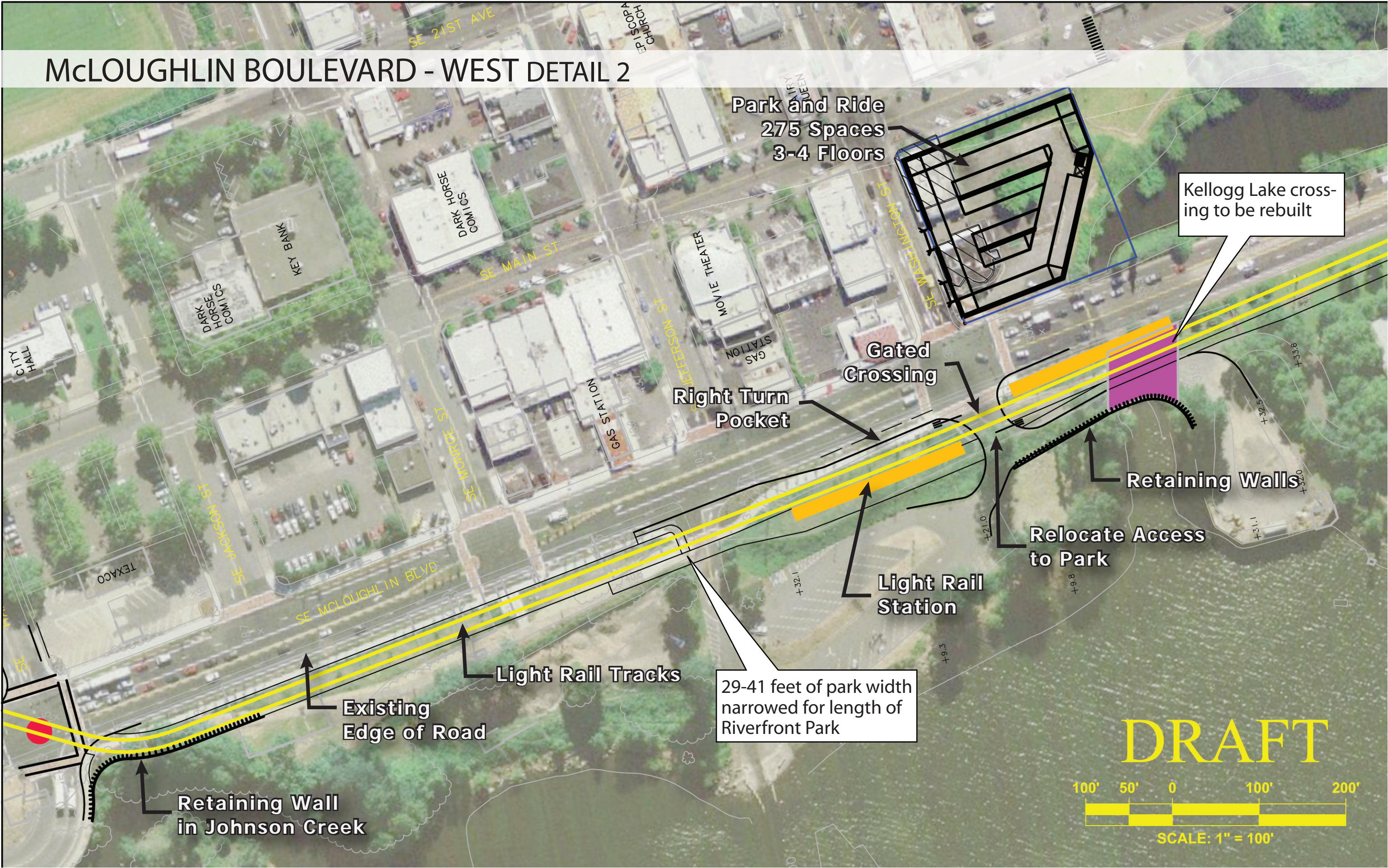
McLOUGHLIN BOULEVARD - WEST overview



McLOUGHLIN BOULEVARD - WEST DETAIL 1



McLOUGHLIN BOULEVARD - WEST DETAIL 2

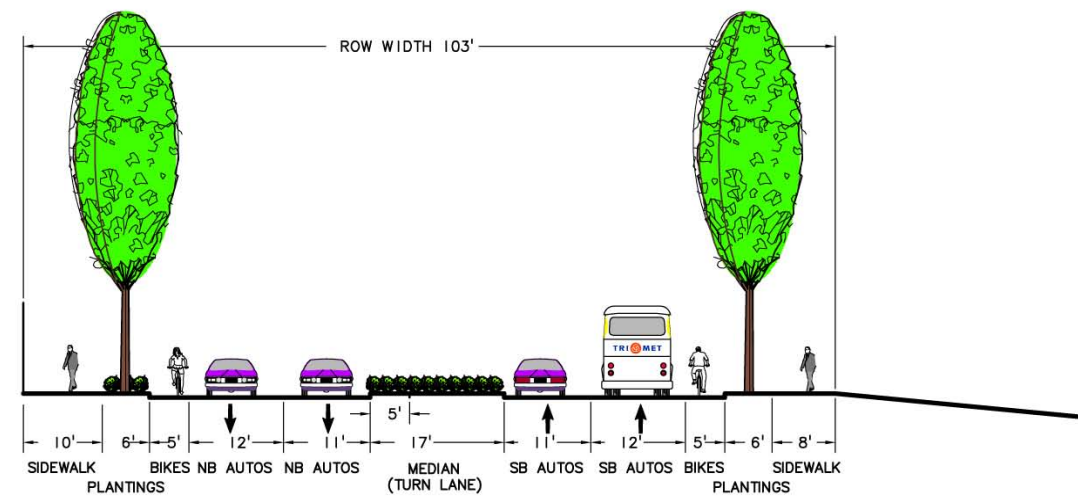


McLOUGHLIN BOULEVARD - WEST DETAIL 3

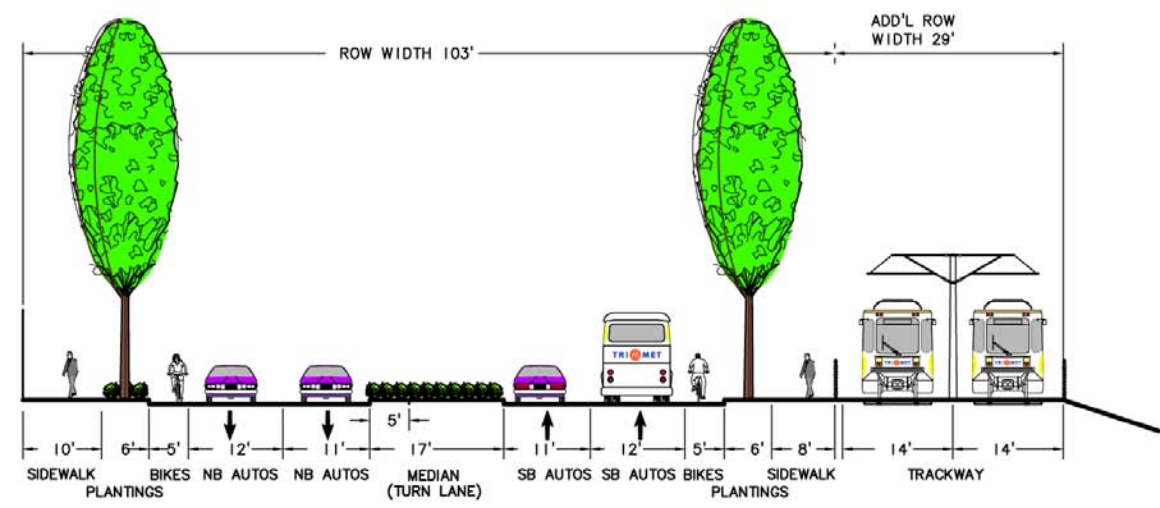


McLOUGHLIN BOULEVARD - WEST cross sections

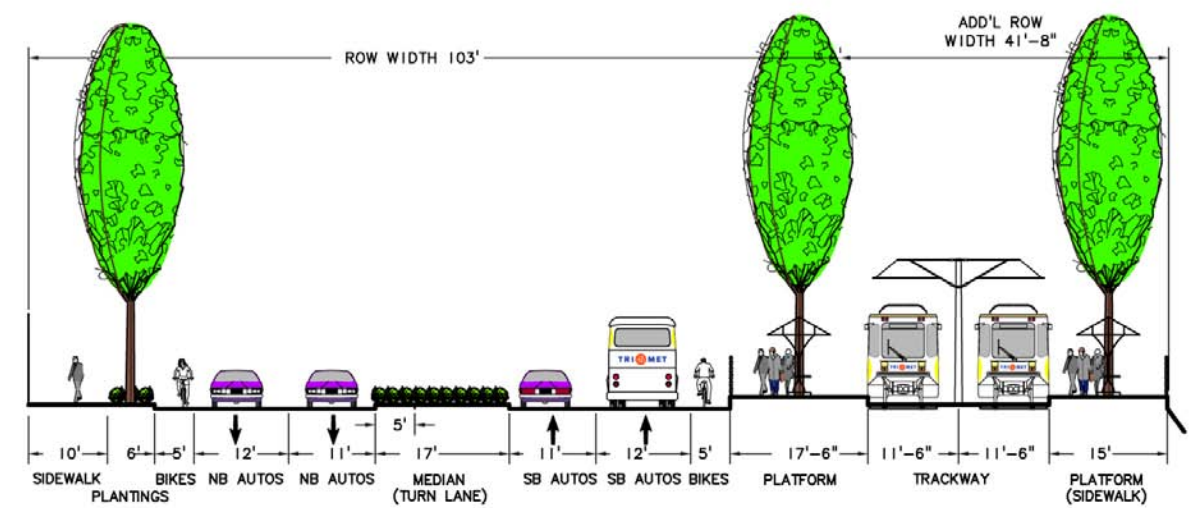
McLoughlin Boulevard - Existing



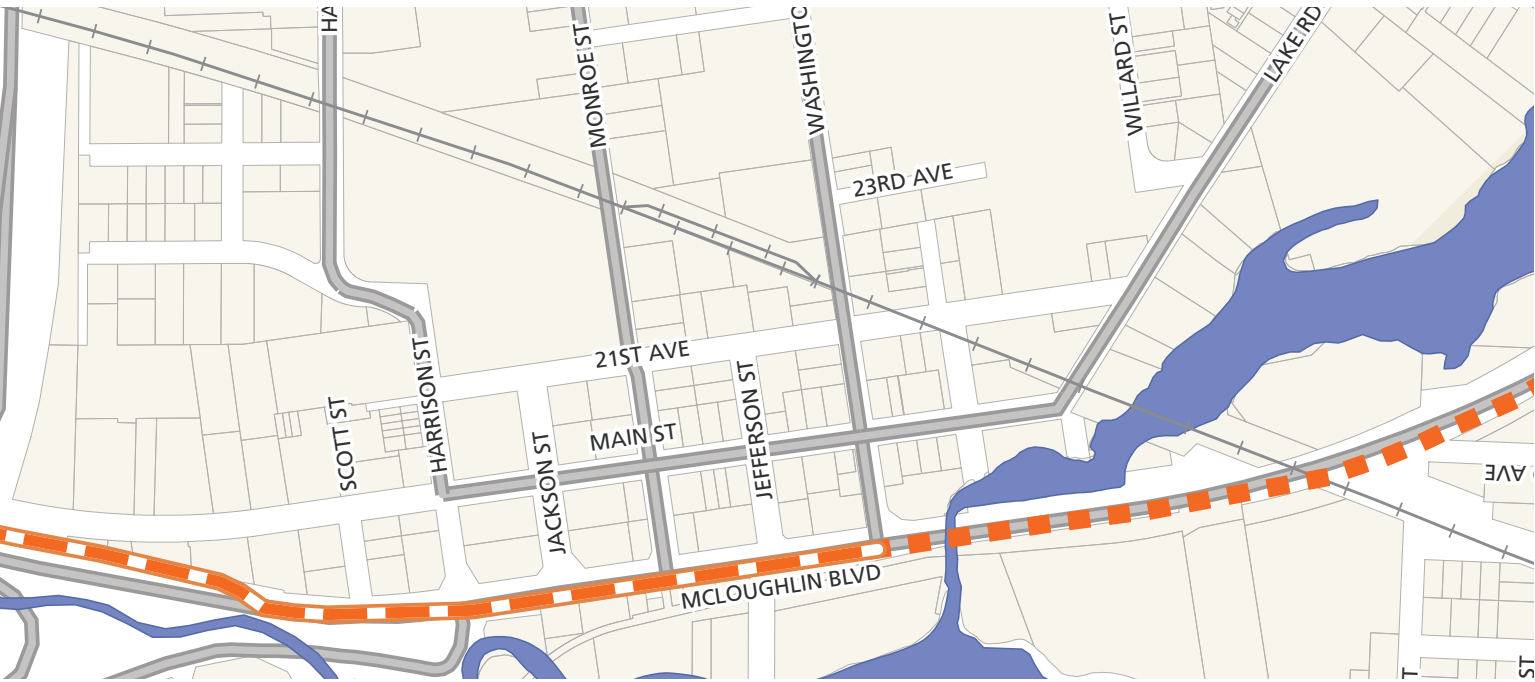
McLoughlin Boulevard - Proposed Light Rail



McLoughlin Boulevard - Proposed Light Rail with Station



McLOUGHLIN BOULEVARD - CENTER ALIGNMENT



In the SE McLoughlin Boulevard Center alignment, the double track would move south from SE Main Street to the east side of SE McLoughlin Boulevard just south of Highway 224. Double tracking would diverge from SE Main Street and cross the northbound lanes of SE McLoughlin Boulevard at-grade at a new road just north of SE Scott Street. It would then travel in the center of SE McLoughlin Boulevard. This option was chosen for presentation because, while it requires the reconstruction of SE McLoughlin Boulevard and has potentially more traffic impacts compared to other alignments, it minimizes the square footage impact to Riverfront Park.

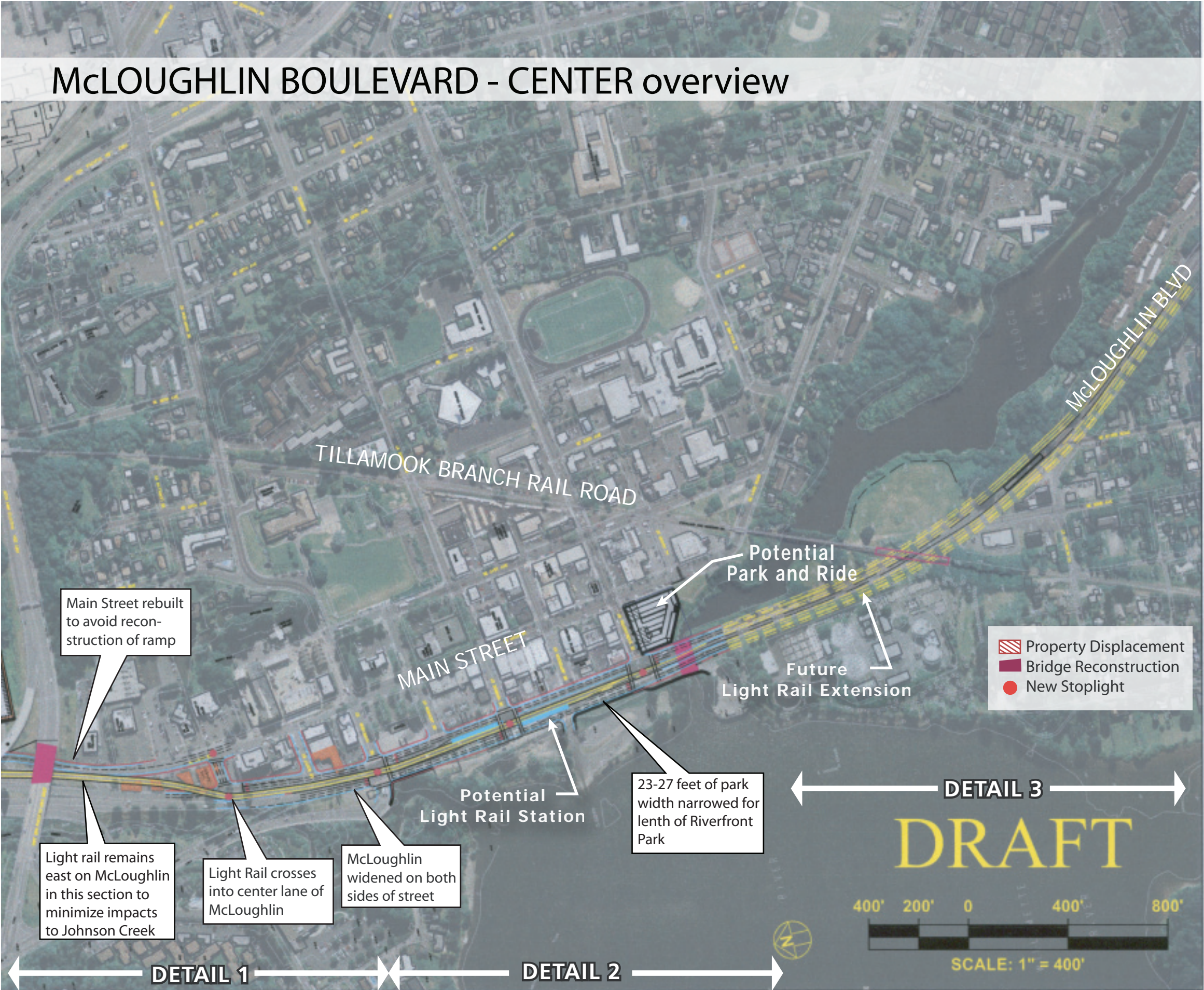
This option would require significant reconstruction and widening of SE McLoughlin Boulevard north of SE Harrison Street in order to allow safe lane tapers and, as a result, would displace five properties. New signal phases would be required at SE Harrison Street, SE Monroe Street and SE Washington Street.

In order to narrow lanes and planting strips, SE McLoughlin Boulevard would be completely reconstructed south of Highway 224. This reconstruction would minimize the impacts to Riverfront Park. A split station is proposed north and south of SE Monroe Street. However, left turn pockets throughout this section would be shortened, reducing throughput traffic capacity.

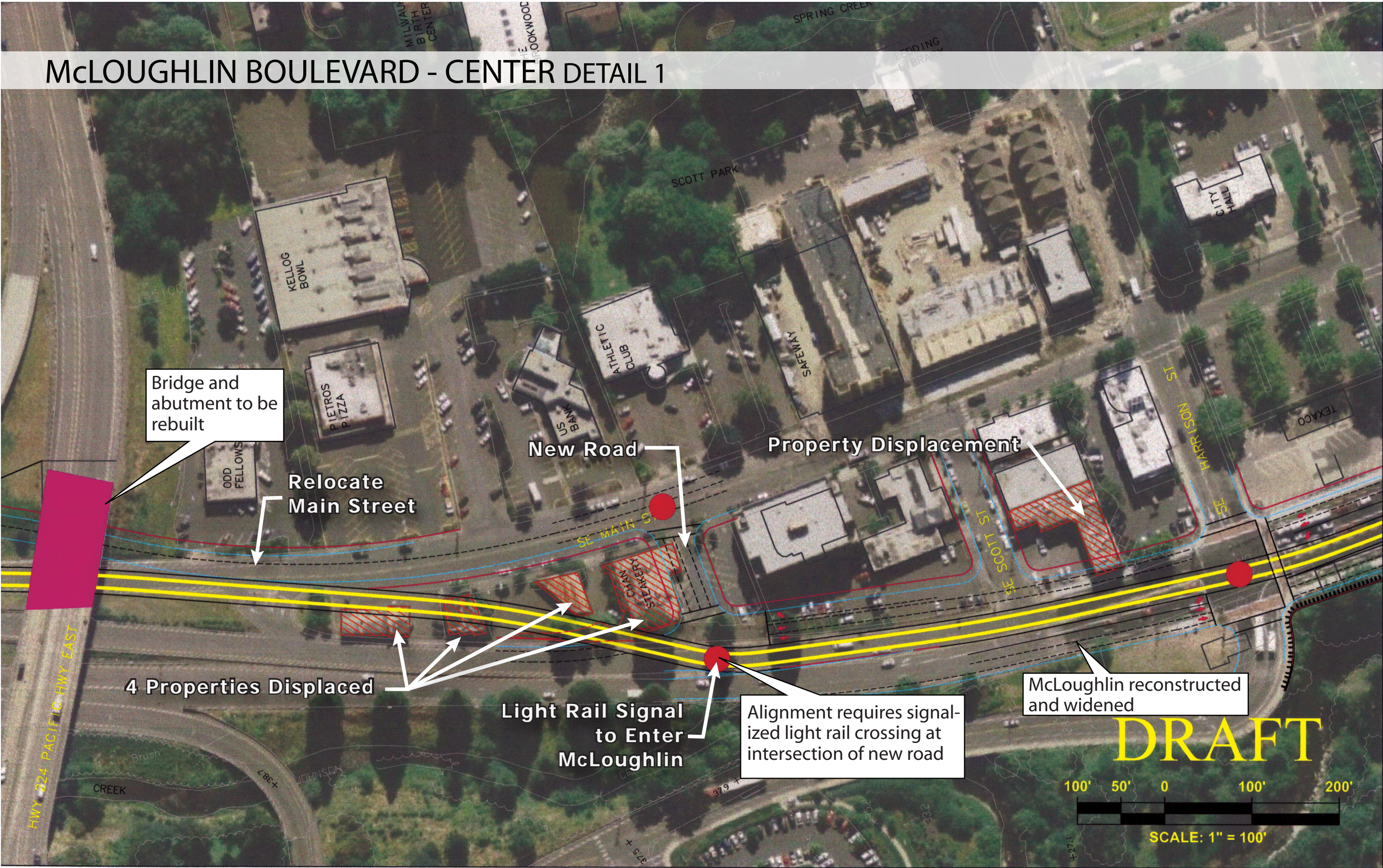
An extension to the south would require reconstruction of the bridge over and placement of a retaining wall in Kellogg Creek. Southeast McLoughlin Boulevard would be completely reconstructed; impacting trees on both sides of the street until SE Park Avenue. To mitigate these impacts, light rail would need to cross to the west side of SE McLoughlin Boulevard and utilize the Trolley Trail alignment.

Considerations	Initial Assessment
Properties displaced	7
Business access impacts	None
McLoughlin traffic impacts	<ul style="list-style-type: none">Reduced left turn pockets at SE Harrison, SE Monroe and SE Washington streets may not be allowed or may require additional mitigationAt-grade crossing of light rail across northbound lanesAdditional signal at SE Scott StreetElimination of planting strips on SE McLoughlin Boulevard
Downtown parking impacts	None
Additional cost factors	<ul style="list-style-type: none">Complete reconstruction of SE McLoughlin Boulevard from where light rail enters SE McLoughlin Boulevard through downtown. Southbound lanes of SE McLoughlin Boulevard move closer to Riverfront Park.Complete reconstruction of SE Main Street from Highway 224 approximately 500 feet southReconstruction of Highway 224 bridge spans northbound to SE McLoughlin Boulevard and Highway 224 east abutment over SE Main StreetRetaining wall in Johnson CreekAdditional signal at SE Scott StreetNew street between SE Main Street and SE McLoughlin Boulevard north of SE Scott Street.
Affected parkland	23 to 27 feet of width for the length of Riverfront Park (approximately 48,000 square feet)
Affected wetland	Retaining wall in Johnson Creek, possible partial structure over Johnson Creek
Proximity to sensitive sites	Southbound lanes of SE McLoughlin Boulevard adjacent to Riverfront Park and Trolley Trail
Station access	<ul style="list-style-type: none">Close to downtownAll transit riders must cross to the middle of SE McLoughlin BoulevardProximity to Willamette River reduces the number of residences within ¼ mile of stations
Park and ride access	Access from SE McLoughlin Boulevard via SE Washington Street
Downtown traffic circulation	<ul style="list-style-type: none">SE Lake Road park and ride increases downtown trafficAccess from SE Main Street north of Highway 224 SB is via SE Harrison Street and a new street. This may not be allowed or may require additional mitigation.
Southern extension requirements	<ul style="list-style-type: none">Reconstruction and widening of SE McLoughlin Boulevard for full length of project including the bridge over Kellogg CreekAddress impacts to intersections and station access at SE Park Avenue or cross back over to the west side of SE McLoughlin BoulevardReconstruction of freight rail trestleMust address left turns onto SE McLoughlin Boulevard at SE 22nd Avenue, SE River Road, and SE Sparrow Street. May require consolidation or reconstruction of SE 22nd Avenue and SE River Road into a single intersection

McLOUGHLIN BOULEVARD - CENTER overview



McLOUGHLIN BOULEVARD - CENTER DETAIL 1



McLOUGHLIN BOULEVARD - CENTER DETAIL 2

Park and Ride
275 spaces
3-4 floors

New Bridge

Potential Low Retaining Wall

Light Rail Terminus Tracks

Traffic Signal Tied to Light Rail

Light Rail Station

McLoughlin reconstructed and widened

Existing Edge of Road

Edge of New Road

Retaining Wall in Johnson Creek

DRAFT

100' 50' 0 100' 200'

SCALE: 1" = 100'

SE 21ST AVE
SE MAIN ST
SE MONROE ST
SE WASHINGTON ST
DARK HORSE COMICS
DARK HORSE COMICS
KEY BANK
MOVIE THEATER
GAS STATION
GAS STATION
DAIRY QUEEN
EPI SCOPA CHURCH
CITY HALL
TEXACO

+32.5
+32.0
+31.1
+9.8
+9.3
+21.0
+2.1