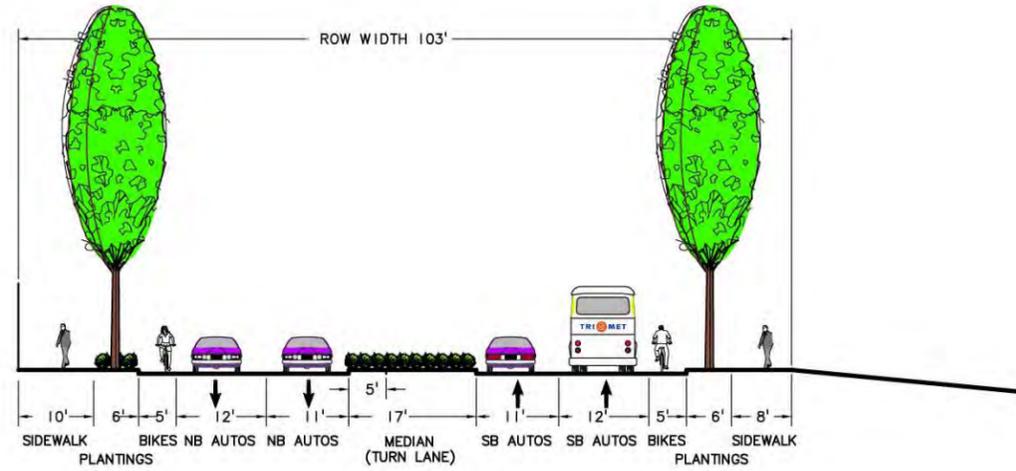


# McLOUGHLIN BOULEVARD - CENTER DETAIL 3

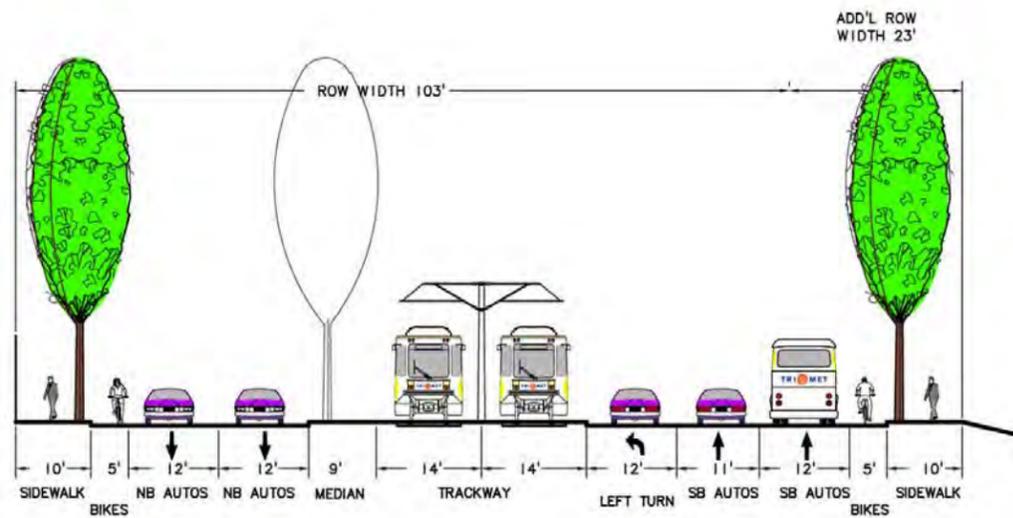


# McLOUGHLIN BOULEVARD - CENTER cross sections

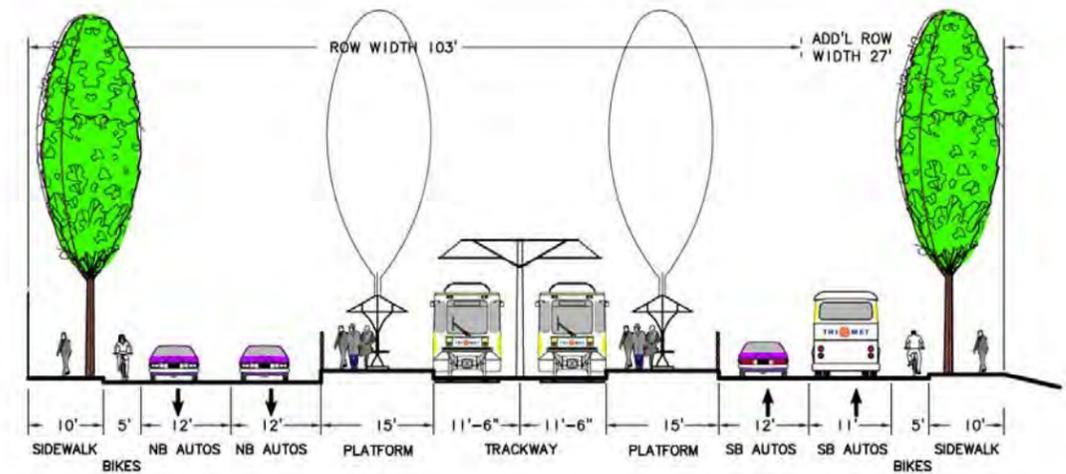
McLoughlin Boulevard - Existing



McLoughlin Boulevard - Proposed Light Rail



McLoughlin Boulevard - Proposed Light Rail with Station



# McLOUGHLIN BOULEVARD/ MAIN STREET COUPLET



The illustrated couplet option would run trains southbound on the west side of SE McLoughlin Boulevard, with northbound trains running in the center of SE Main Street. The center alignment on SE Main Street was chosen over the eastside alignment because it presents fewer impacts to business access and traffic, and requires one less parcel displacement.

Trains would cross all lanes of SE McLoughlin Boulevard at SE Harrison Street with similar considerations to a SE McLoughlin Boulevard west side alignment except less land would be required from Riverfront Park. With either couplet option, the train would turn east at SE Washington Street crossing SE McLoughlin Boulevard. It would then turn north onto SE Main Street.

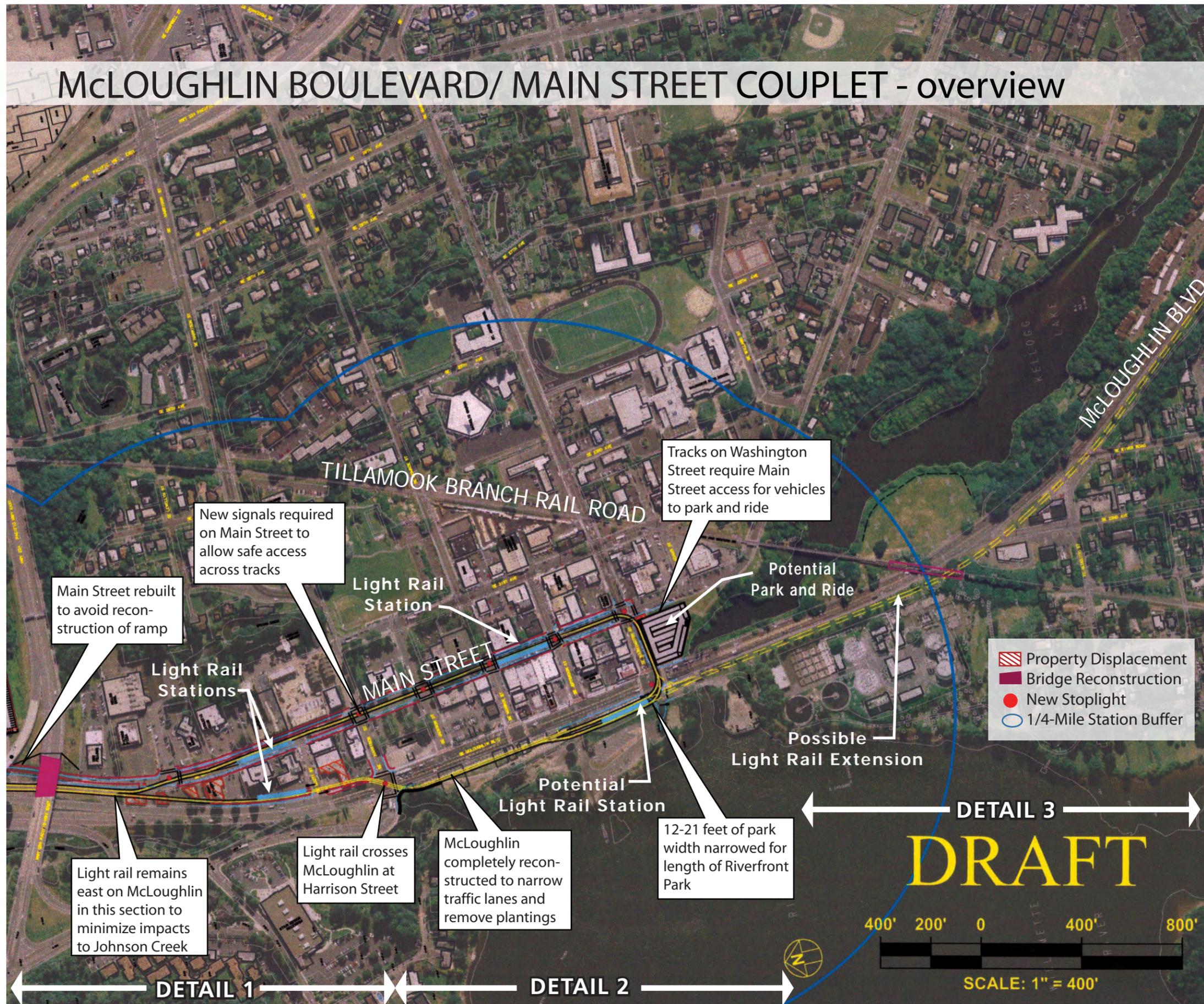
A SE Lake Road park and ride facility is assumed, but vehicle access is no longer feasible from SE Washington Street as cars would have to cross the track at the park and ride driveway. Park and ride access for the couplet option would be from SE Main Street south of SE Washington Street.

Angled parking would be converted to parallel parking throughout SE Main Street. In addition, parking would be removed from one side of the station block between SE Monroe Street and SE Jefferson Street.

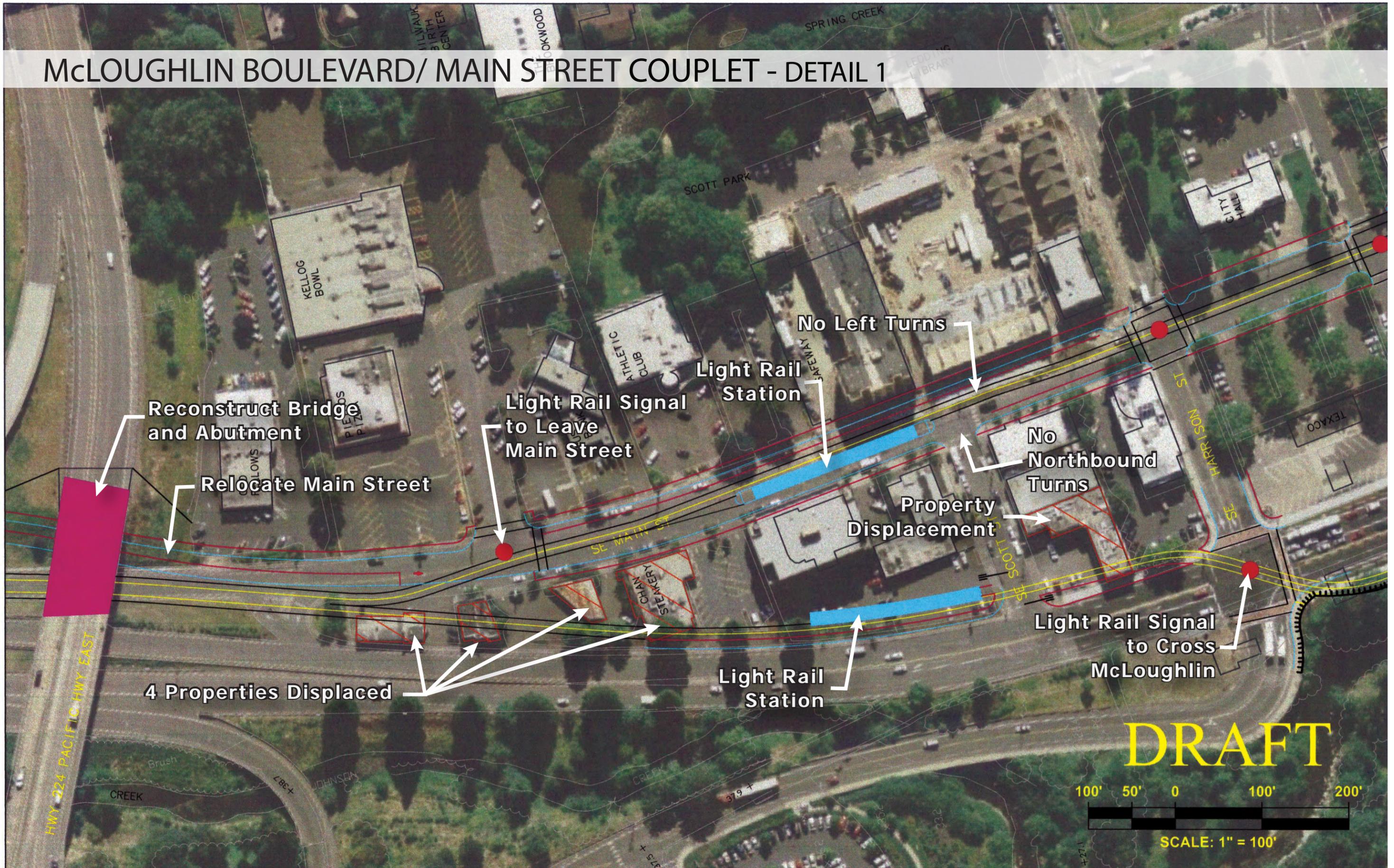
The northbound track on SE Main Street would cross back to become double track approximately halfway between SE Scott Street and Highway 224 at a signalized intersection on SE Main Street.

Considerations	Initial Assessment
Properties displaced	8
Business access impacts	<ul style="list-style-type: none"> <li>3 eliminated</li> <li>7 driveways only right in / right out on SE Main Street</li> </ul>
McLoughlin traffic impacts	<ul style="list-style-type: none"> <li>New signal phases on SE Harrison and SE Washington streets may not be allowed or may require additional mitigation</li> <li>Two at-grade crossings of light rail across all lanes may not be allowed or may require additional mitigation</li> </ul>
Downtown parking impacts	<ul style="list-style-type: none"> <li>35 spaces lost due to conversion of angled parking into parallel parking</li> <li>Loss of parking on one side of station block</li> </ul>
Additional cost factors	<ul style="list-style-type: none"> <li>Reconstruction of Highway 224 eastbound ramp over SE Main Street</li> <li>Complete reconstruction of SE Main Street to terminus</li> <li>Widening of bridge and retaining wall in Johnson Creek</li> <li>Reconstruction of sewer plant and park access, if not relocated by Riverfront Park project</li> <li>Property displacements</li> <li>6 new traffic signals on SE Main Street</li> </ul>
Affected parkland	12 to 21 feet of width for the length of Riverfront Park (approximately 36,100 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"> <li>Transit riders must cross SE McLoughlin Boulevard from a southbound station at SE Washington Street</li> <li>Station on SE Main Street provides best access to downtown</li> <li>Proximity to Willamette River reduces the number of residences within ¼ mile of stations. Less than LPA, but more than SE McLoughlin Boulevard options.</li> </ul>
Park and ride access	Access from SE McLoughlin Boulevard is from SE Main Street via SE Washington Street
Downtown traffic circulation	<ul style="list-style-type: none"> <li>All intersections on SE Main Street would be signalized</li> <li>May impact turns on and off SE Main Street</li> <li>Lake Road park and ride access is from SE Main Street which creates additional traffic downtown and may not be allowed or may require additional mitigation</li> </ul>
Southern extension requirements	<ul style="list-style-type: none"> <li>Reconstruction of bridge over Kellogg Creek</li> <li>Reduces space available for the Trolley Trail from Riverfront Park to SE 22<sup>nd</sup> Avenue</li> <li>Widening of freight rail over-crossing</li> <li>Widening of bridge over Kellogg Creek</li> <li>Expensive track work to join couplet with double track extension</li> <li>Light rail operations more complex with extension</li> <li>Light rail tracks and operations may further impact SE McLoughlin Boulevard/SE Washington Street traffic at this intersection. This may not be allowed or may require additional mitigation.</li> </ul>

# McLOUGHLIN BOULEVARD/ MAIN STREET COUPLET - overview



# McLOUGHLIN BOULEVARD/ MAIN STREET COUPLET - DETAIL 1



# McLOUGHLIN BOULEVARD/ MAIN STREET COUPLET - DETAIL 2

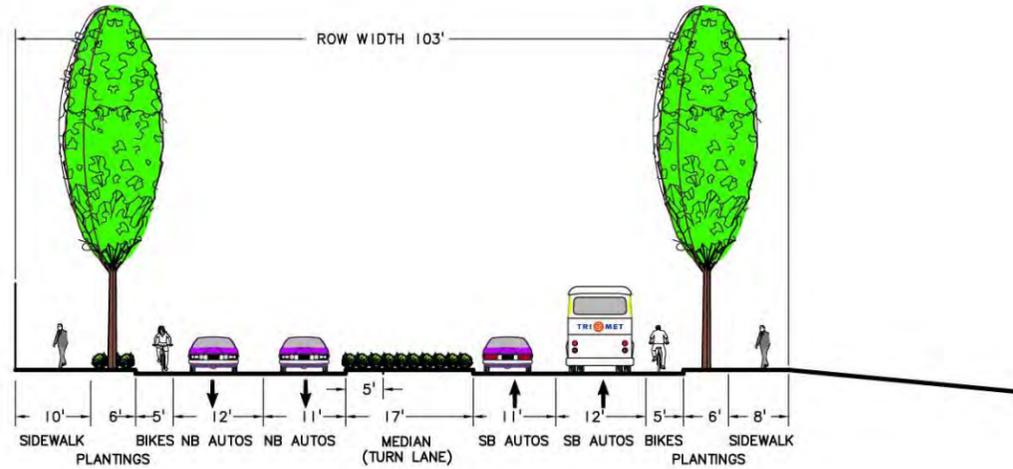


# McLOUGHLIN BOULEVARD/ MAIN STREET COUPLET - DETAIL 3

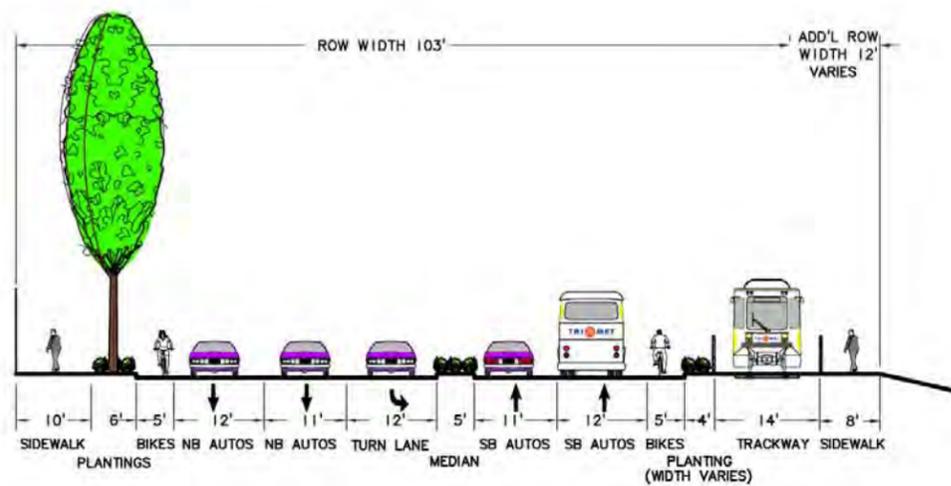


# McLOUGHLIN BOULEVARD/ MAIN STREET COUPLET- cross sections

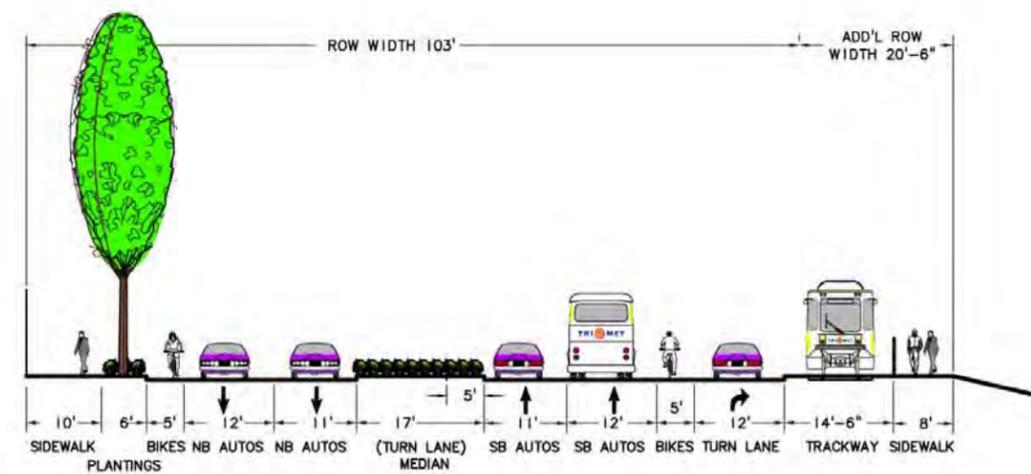
McLoughlin Boulevard - Existing



McLoughlin Boulevard/Main Street Couplet - Proposed Light Rail on West Side of McLoughlin toward North End of Segment



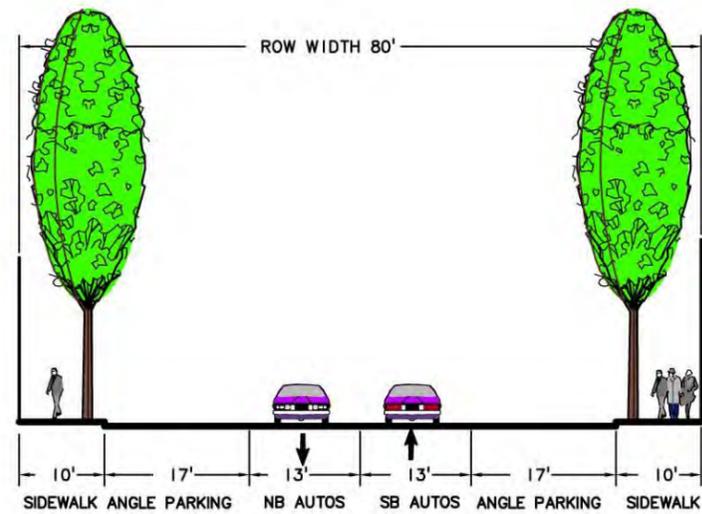
McLoughlin Boulevard/Main Street Couplet - Proposed Light Rail on West Side of McLoughlin



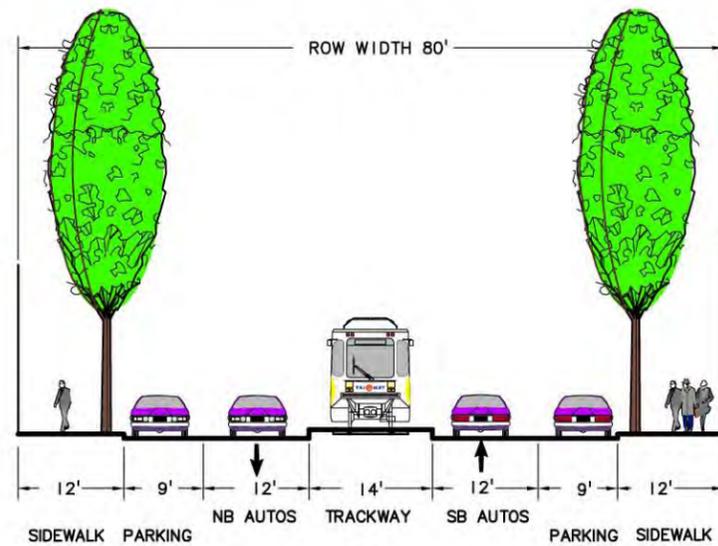


# McLOUGHLIN BOULEVARD/ MAIN STREET COUPLET - cross sections

Main Street - Existing



McLoughlin Boulevard/Main Street Couplet - Proposed Light Rail on Main Street



McLoughlin Boulevard/Main Street Couplet- Proposed Light Rail on Main Street with Station

