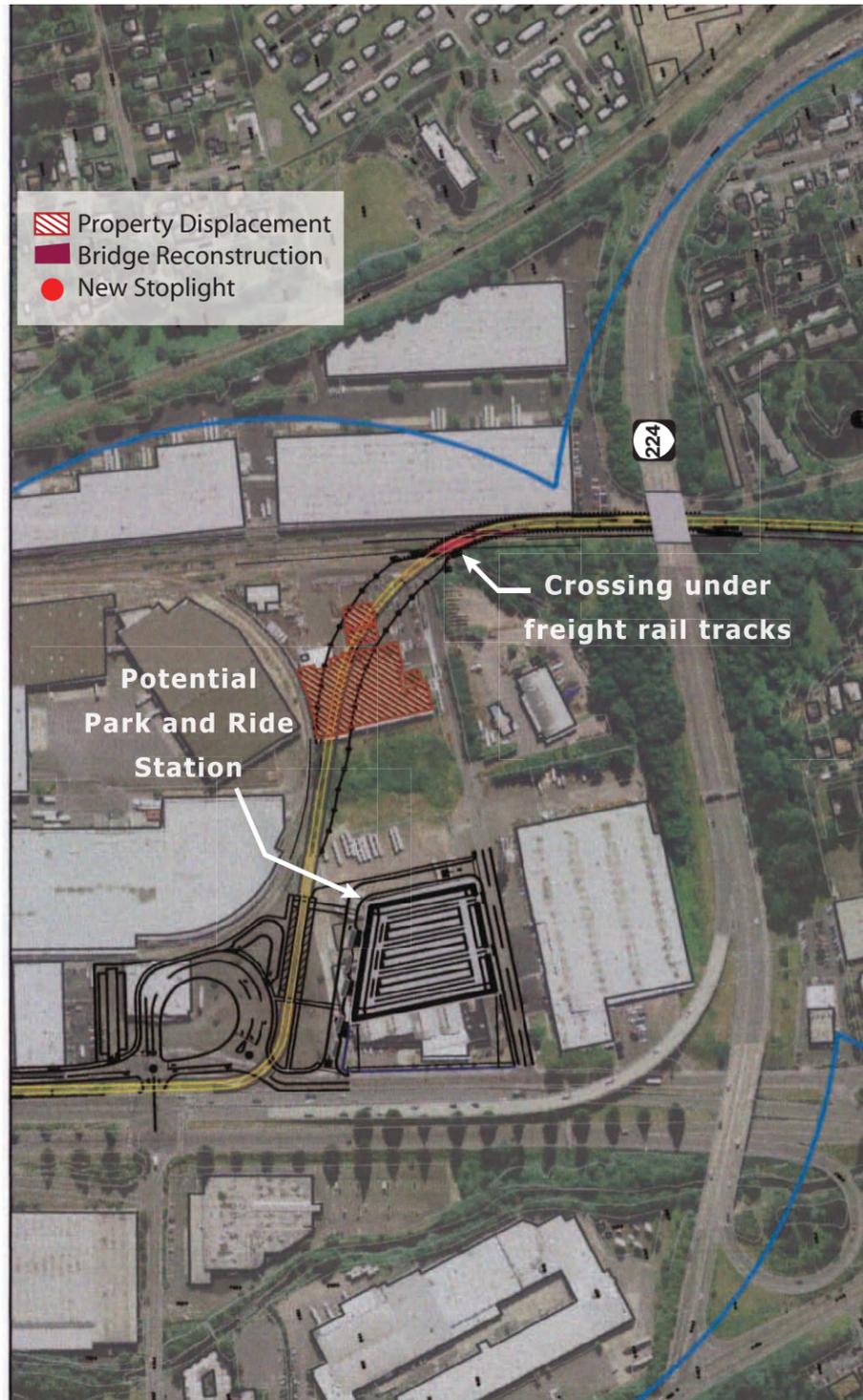


NORTH OF 224 OPTIONS - LOCALLY PREFERRED ALTERNATIVE - OVERVIEW

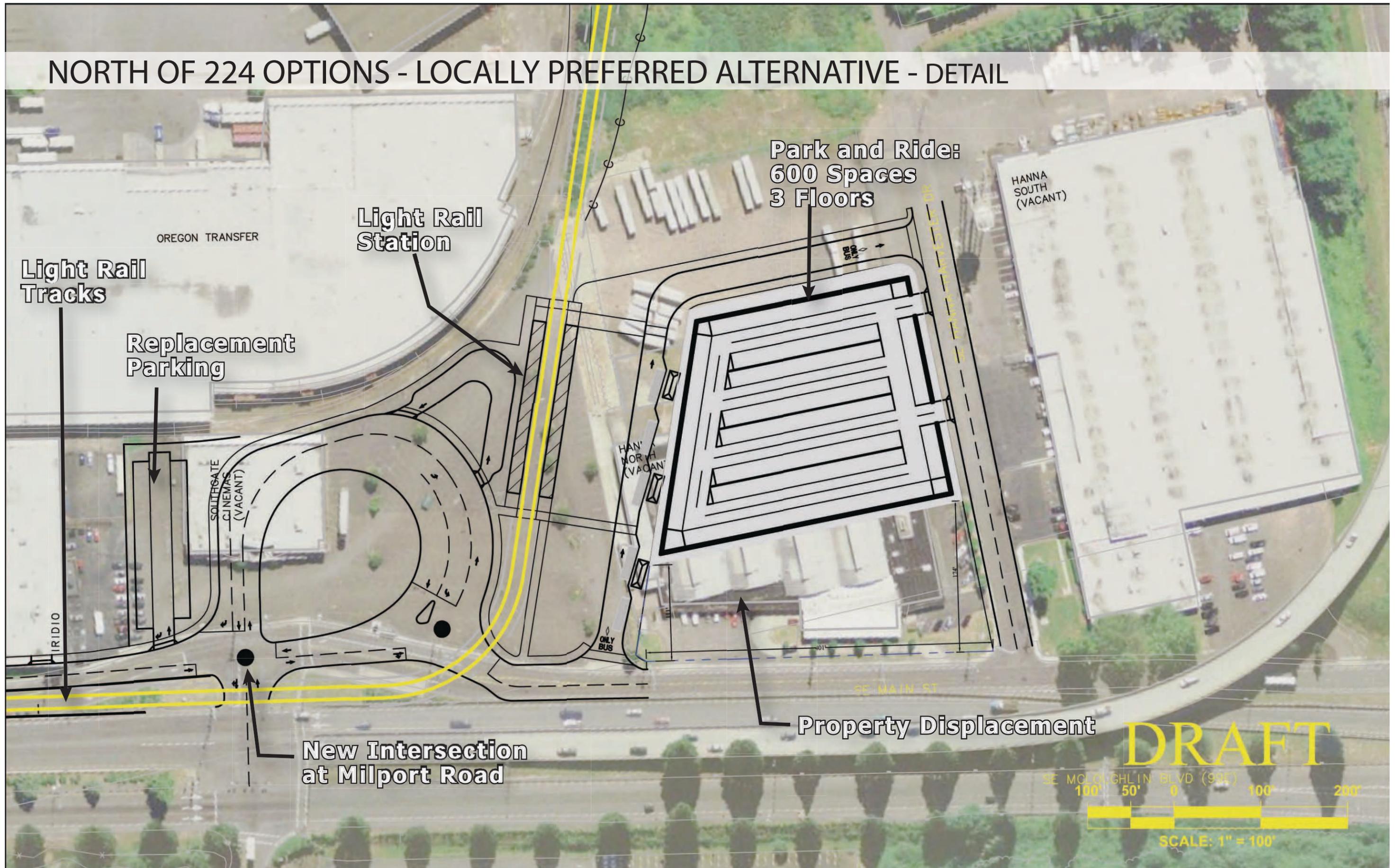


This alignment would move south along an alignment east of SE Main Street. The alignment turns east at SE Milport Road to cross over to the Tillamook Branch rail right-of-way. The SE Milport Road intersection would be reconstructed to provide additional capacity. This option involves the displacement of two properties on SE Hanna Harvester Drive and the development of a 600-space park and ride facility.

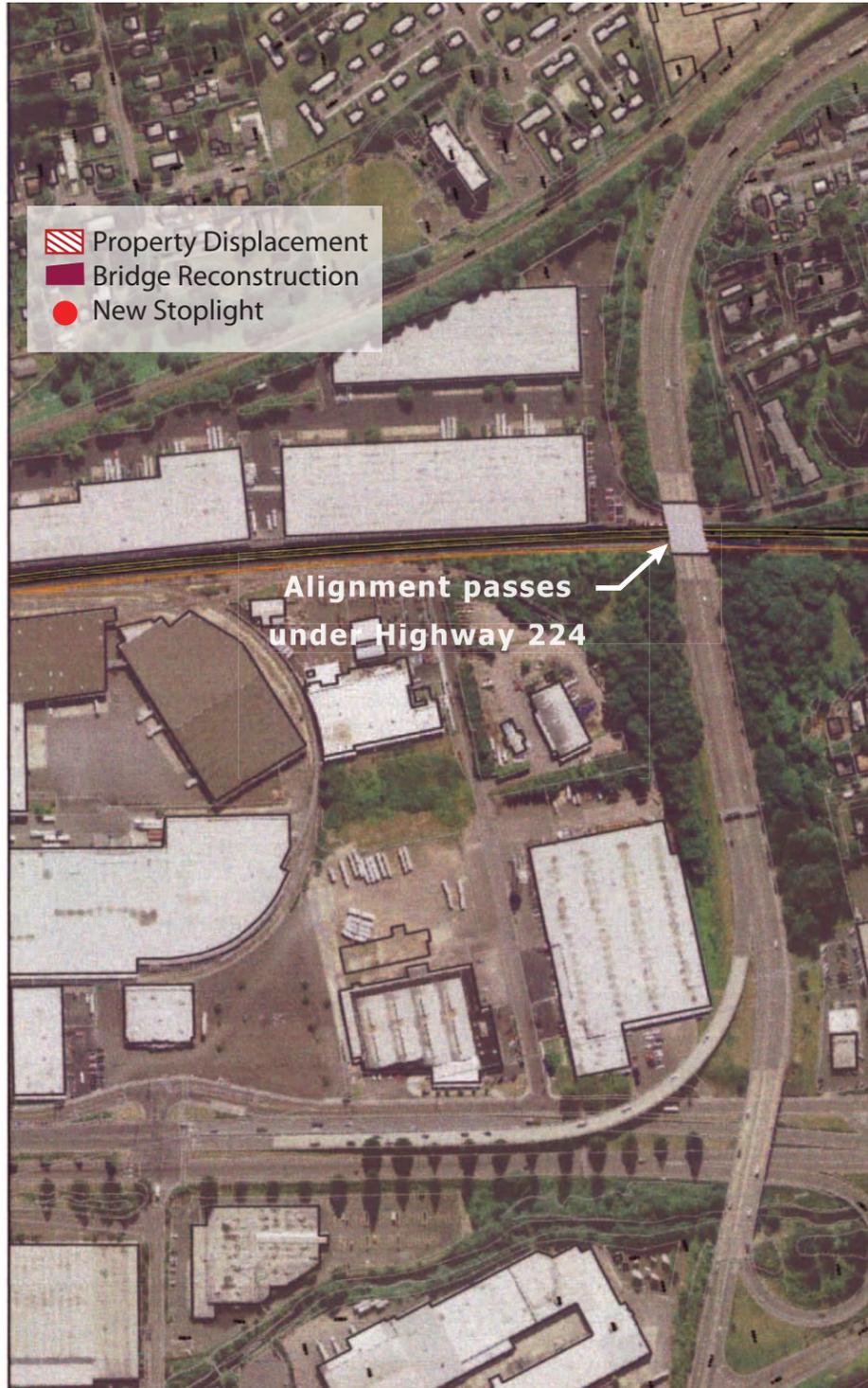
The alignment would cross over to the Tillamook Branch rail right-of-way and remain on the right-of-way through downtown Milwaukie.

Considerations	Initial Assessment
Properties displaced	2
Businesses access impacts	<ul style="list-style-type: none"> No closures Some parking removal on SE Main Street (is replaced near SE Milport Road)
Traffic impacts	<ul style="list-style-type: none"> SE Milport Road intersection reconstruction to address circulation issues Interaction of truck turning movements with light rail on SE Main Street
Cost factors	<ul style="list-style-type: none"> Significant bridge or cut and cover structure to cross under the Tillamook Branch tracks from east to west Reconstruction of SE Milport Road intersection
Station access	<ul style="list-style-type: none"> Park and ride at SE Milport Road (Southgate site)
Park and ride access	<ul style="list-style-type: none"> Access from SE McLoughlin Boulevard via SE Milport Road and SE Main Street

NORTH OF 224 OPTIONS - LOCALLY PREFERRED ALTERNATIVE - DETAIL



NORTH OF 224 OPTIONS - MILWAUKIE WORKING GROUP - OVERVIEW



This alignment would follow the Tillamook Branch right-of-way on the west side and transition onto the east side of the rail alignment south of SE Tacoma Street. It would remain within the rail right-of-way from SE Tacoma Street through downtown Milwaukie.

Considerations	Initial Assessment
Properties displaced	None
Business access impacts	None
Traffic impacts	Least of options illustrated
Additional cost factors	Significant bridge or cut and cover structure to cross the Tillamook Branch tracks from east to west
Station access	<ul style="list-style-type: none"> No station in this segment Closest station is SE Tacoma Street or south of Highway 224
Park and ride access	SE Tacoma Street or SE Lake Road; Southgate park and ride site not within alignment

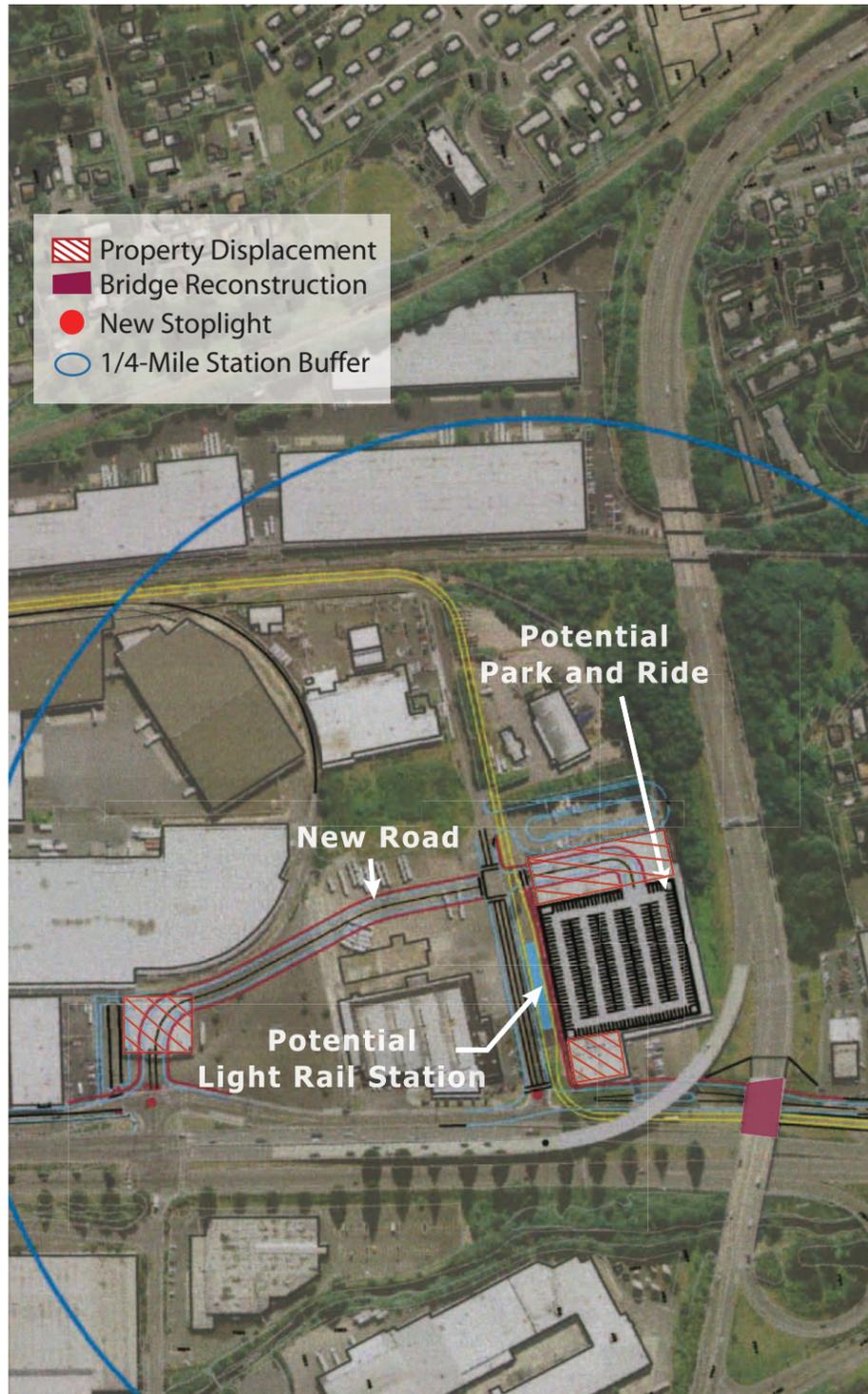
NORTH OF 224 OPTIONS - MILWAUKIE WORKING GROUP - DETAIL

Light Rail Tracks
Pass Under
Highway 224

DRAFT



NORTH OF 224 OPTIONS - TILLAMOOK BRANCH REVERSE CROSSOVER - OVERVIEW

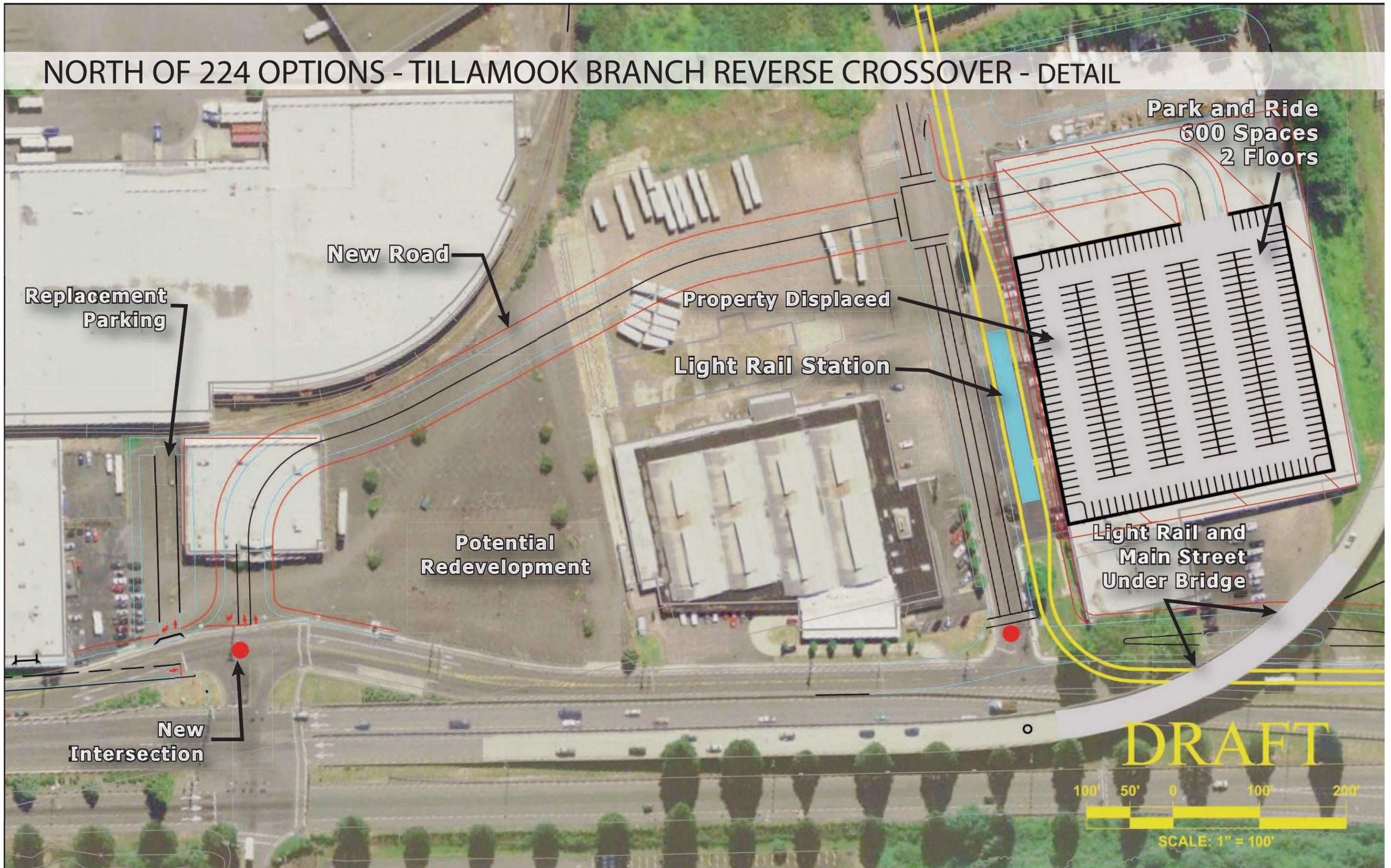


This alignment is illustrated to show how the Milwaukie Working Group alignment north of Highway 224 could potentially connect to either a downtown alignment on SE McLoughlin Boulevard or a couplet on SE McLoughlin and SE Main Street. This alignment would follow the Tillamook Branch right-of-way south from SE Tacoma Street before turning west at SE Hanna Harvester Drive. The alignment would require displacement of one property north of Highway 224. This location would be developed into a new park and ride facility. It leaves intact properties north of SE Hanna Harvester Drive. It may avoid the need for the extensive reconfiguration of SE Milport Road, leaving a portion of the site available for redevelopment. A new road would be constructed south of SE Milport Road to provide access to the new park and ride facility.

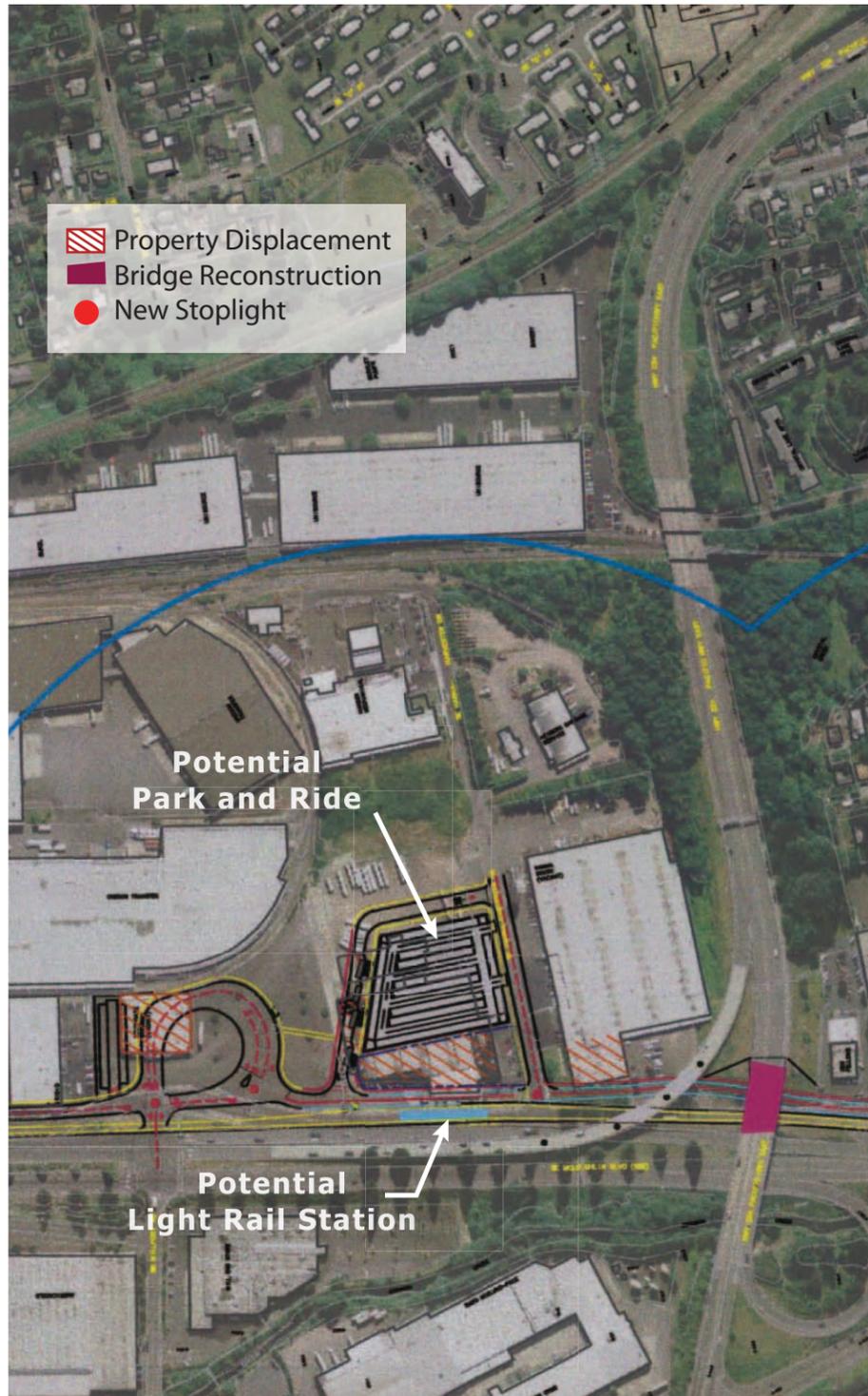
To avoid Highway 224 bridge piers and allow sufficient right-of-way, SE Main Street would need to be relocated east of its current location, as well as the east Highway 224 bridge abutment. The alignment would pass under Highway 224 between SE McLoughlin Boulevard and a reconstructed SE Main Street.

Considerations	Initial Assessment
Properties displaced	1 (assumes 1 building can be modified for Main Street relocation)
Businesses access impacts	<ul style="list-style-type: none"> • Possible vehicle access impact to one property • Possible impacts to rail spurs • No closures • Could conflict with rail spur operations to industrial businesses
Traffic impacts	<ul style="list-style-type: none"> • SE Milport Road intersection reconstruction to address circulation issues • New signal on SE Main Street to allow light rail to cross
Additional cost factors	<ul style="list-style-type: none"> • Reconstruction of SE Main Street from SE Hanna Harvester Drive to Highway 224 to shift roadway to the east • Rebuilding of bridge footings, span and abutment of Highway 224 • SE Milport Road intersection reconstruction to address circulation issues, including new street connection to park and ride • Would require either two crossings of Tillamook Branch rail right-of-way, or other approach to address interactions with rail spurs to industrial businesses
Station access	<ul style="list-style-type: none"> • Transit riders would have to cross SE Main Street to access the park and ride at SE Hanna Harvester Drive • Good access for businesses
Park and ride access	Access to park and ride from SE McLoughlin Boulevard via SE Milport Road and SE Main Street

NORTH OF 224 OPTIONS - TILLAMOOK BRANCH REVERSE CROSSOVER - DETAIL



NORTH OF 224 OPTIONS - McLOUGHLIN BOULEVARD/MAIN STREET - OVERVIEW



This alignment is illustrated to show how a Locally Preferred Alternative alignment north of Highway 224 could potentially connect to either a downtown alignment on SE McLoughlin Boulevard or a couplet on SE McLoughlin and SE Main Street. This alignment would be located east of SE McLoughlin Boulevard running south to Highway 224. To avoid Highway 224 bridge piers, SE Main Street would need to be relocated east of its current location, as well as a Highway 224 bridge abutment, in order to allow for sufficient right-of-way.

Additionally, moving SE Main Street to avoid the piers requires partial demolition of the old Hanna Harvester building. This alternative depicts a building north of SE Hanna Harvester Drive reused as a 600-space park and ride facility. The alternatives are developed with the assumption that the SE Milport Road intersection would be rebuilt to provide additional capacity.

Considerations	Initial Assessment
Properties displaced	1 (assumes 1 building can be modified for Main Street relocation)
Business access impacts	No closures but some parking removal and driveway adjustments on SE Main Street
Traffic impacts	<ul style="list-style-type: none"> SE Milport Road intersection reconstruction to address circulation issues Interaction of truck turning movements with light rail on SE Main Street
Additional cost factors	<ul style="list-style-type: none"> Reconstruction of SE Main Street to shift it to the east Rebuilding of bridge footings, span and abutment of Highway 224 Selective, partial demolition of Hanna Harvester Building
Station access	<ul style="list-style-type: none"> Transit riders would have to cross Main St. to access the park and ride at SE Milport Road Good access for businesses
Park and ride access	Access to Southgate Park and Ride from SE McLoughlin Boulevard via SE Milport Road and SE Main Street

NORTH OF 224 OPTIONS - McLOUGHLIN BOULEVARD/MAIN STREET- DETAIL

