

Appendix D

Visual Simulation Locations



**Portland-Milwaukie
Light Rail Project**

Portland-Milwaukie Light Rail Project

Visual Simulation Locations

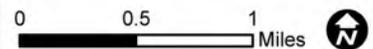
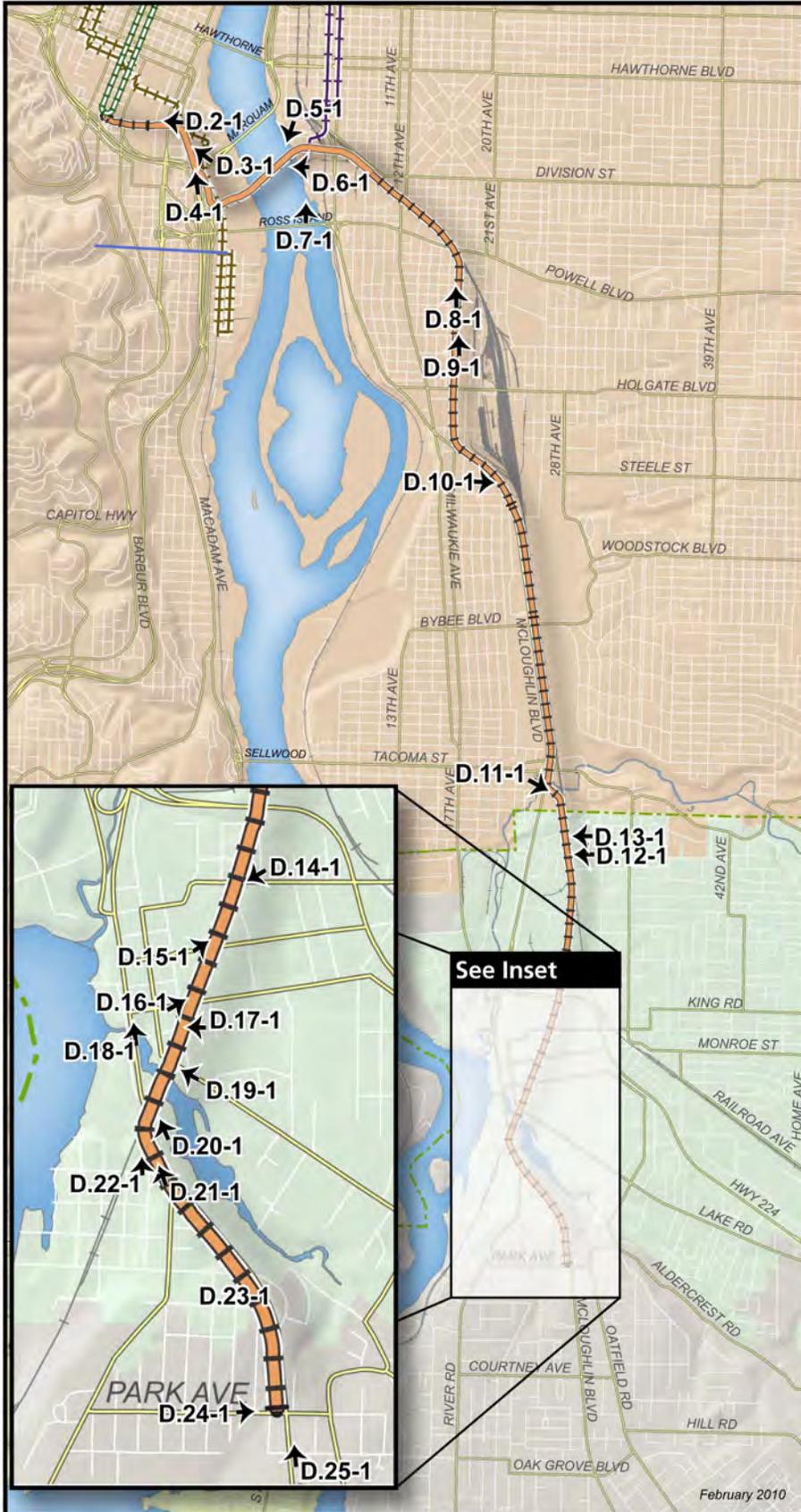
Figure D.1-1

 Light Rail alternative

 Simulation location and direction

Figure Location

- D.2-1 Lincoln Street
- D.3-1 Moody Avenue
- D.4-1 Harbor Drive
- D.5-1 Willamette River/OMSI
- D.6-1 Caruthers Street/
Greenway Trail
- D.7-1 Willamette River/
Ross Island Bridge
- D.8-1 Rhine Street
- D.9-1 Center Street
- D.10-1 Harold Street
- D.11-1 Tacoma Street overpass
- D.12-1 Roswell Street
- D.13-1 Rockvorst Street
- D.14-1 Harrison Street
- D.15-1 Monroe Street
- D.16-1 Washington Street
- D.17-1 21st/Adams Street
- D.18-1 McLoughlin/Lake Road
- D.19-1 Lake Road
- D.20-1 Robert Kronberg Park
- D.21-1 McLoughlin Blvd.
- D.22-1 22nd/Bluebird St.
- D.23-1 Trolley Trail
- D.24-1 McLoughlin/Park Avenue
- D.25-1 McLoughlin Blvd.



Visual Simulations

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Figure D.2-1
View from SW Lincoln Street - Existing Condition
Looking west

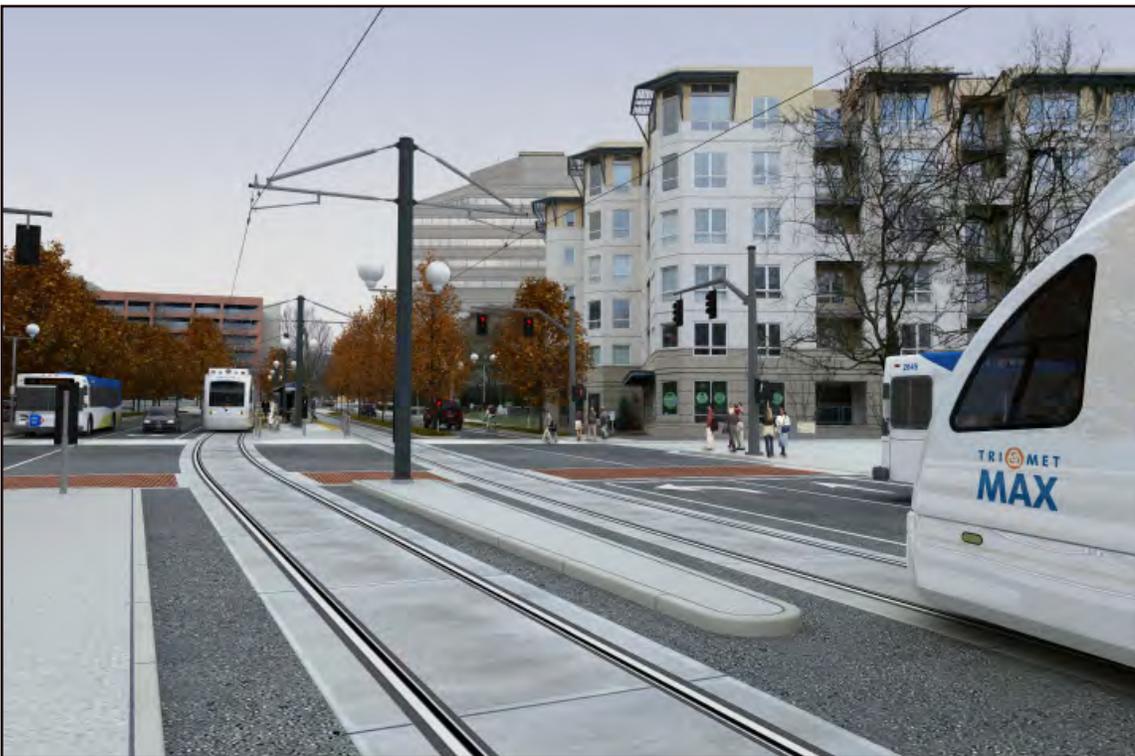


Figure D.2-1a
View from SW Lincoln Street - Portland-Milwaukie Light Rail Project
Looking west

Visual Simulations

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Figure D.3-1
View from SW Moody Avenue - Existing Condition
Looking west

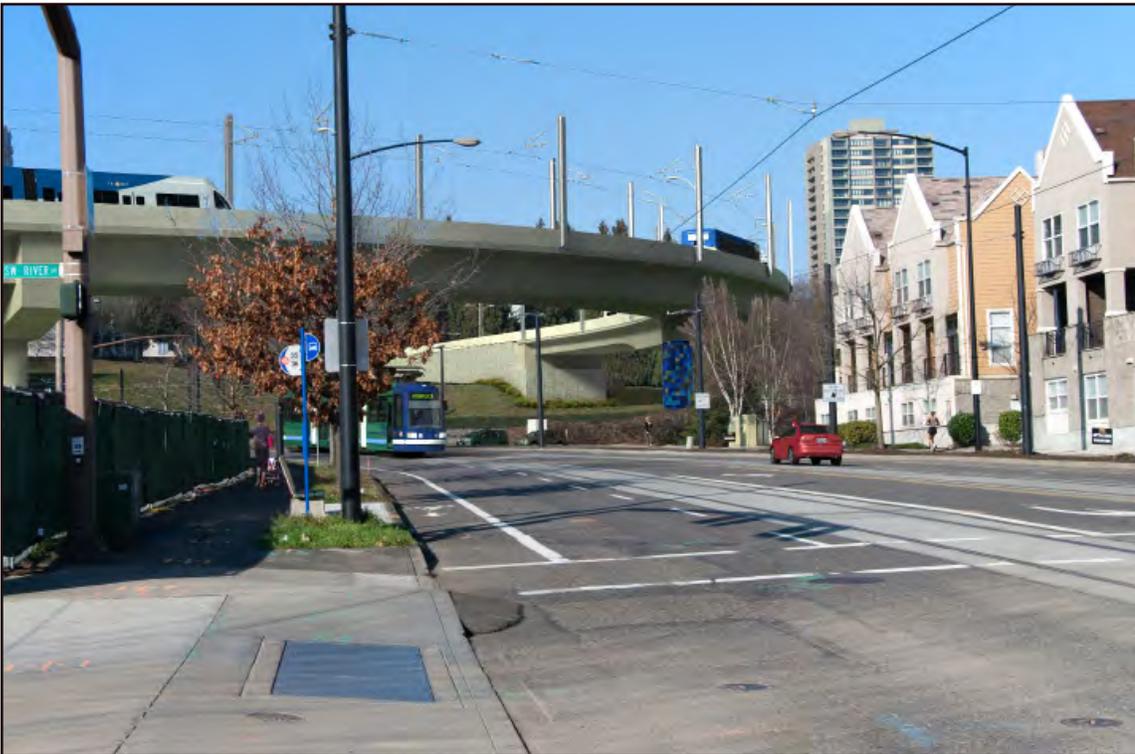


Figure D.3-1a
View from SW Moody Avenue - Portland-Milwaukie Light Rail Project
Looking west

Visual Simulations

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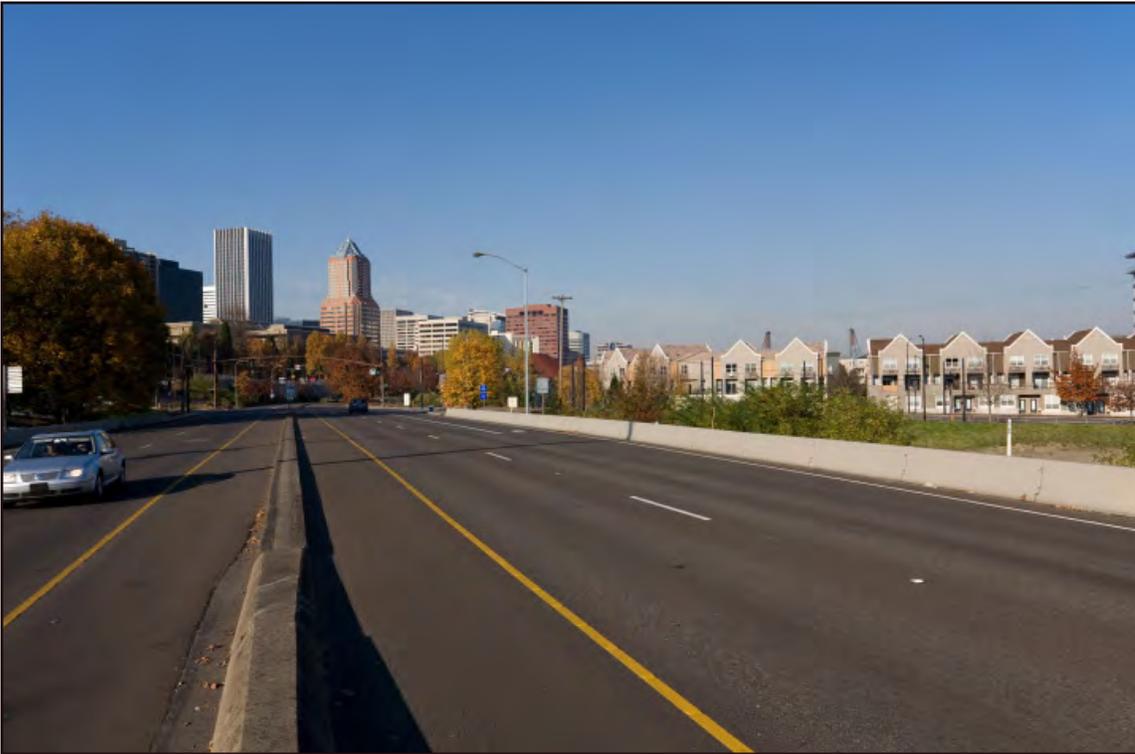


Figure D.4-1
View from SW Harbor Drive - Existing Condition
Looking north



Figure D.4-1a
View from SW Harbor Drive - Portland-Milwaukie Light Rail Project
Looking north

Visual Simulations

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Figure D.5-1
View from OMSI Submarine - Existing Condition
Looking southwest



Figure D.5-1a
View from OMSI Submarine - Portland-Milwaukie Light Rail Project
Looking southwest

Visual Simulations

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Figure D.6-1
View from SE Caruthers Street and Greenway Trail - Existing Condition
Looking west



Figure D.6-1a
View from SE Caruthers Street and Greenway Trail - Portland-Milwaukie Light Rail Project
Looking west

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Figure D.7-1
View from Ross Island Bridge - Existing Condition
Looking north



Figure D.7-1a
View from Ross Island Bridge - Portland-Milwaukie Light Rail Project
Looking north

Visual Simulations

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Figure D.8-1
View from SE Rhine Street and SE 17th Avenue - Existing Condition
Looking north



Figure D.8-1a
View from SE Rhine Street and SE 17th Avenue - Portland-Milwaukie Light Rail Project
Looking north

Visual Simulations

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Figure D.9-1
View from SE Center Street and SE 17th Avenue - Existing Condition
Looking north

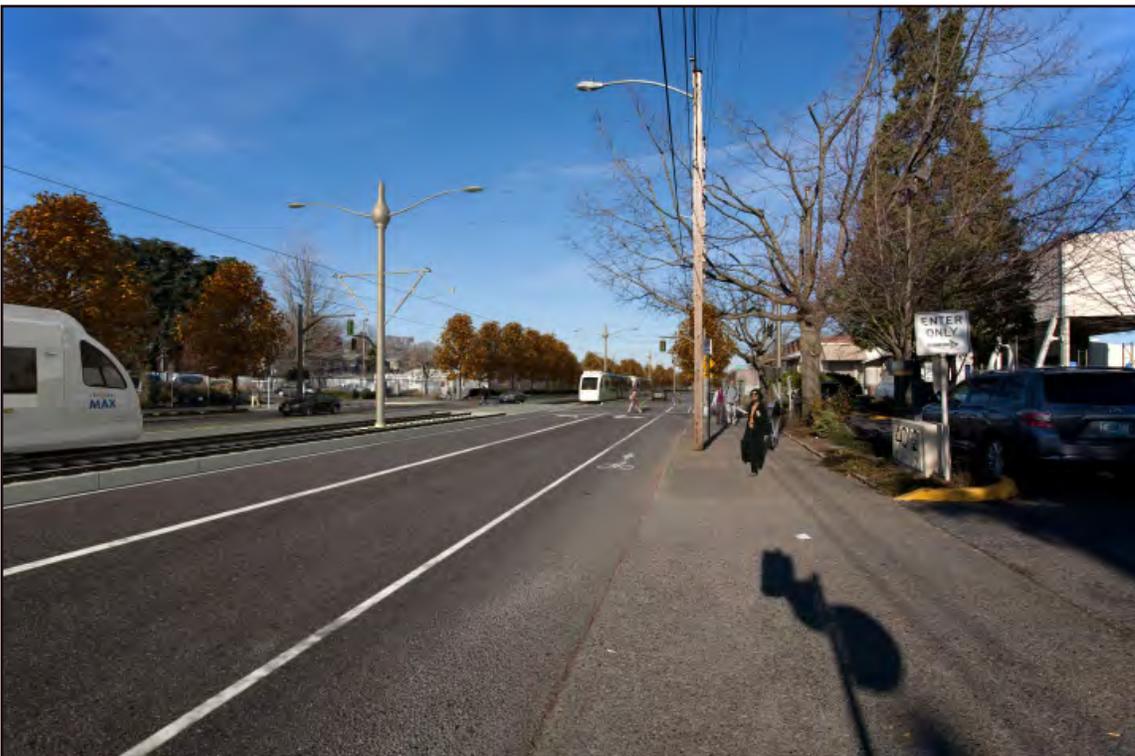


Figure D.9-1a
View from SE Center Street and SE 17th Avenue - Portland-Milwaukie Light Rail Project
Looking north

Visual Simulations

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Figure D.10-1
View from SE Harold Street - Existing Condition
Looking east



Figure D.10-1a
View from SE Harold Street - Portland-Milwaukie Light Rail Project
Looking east

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Figure D.11-1
View from Tacoma Street overpass - Existing Condition
Looking southeast



This image depicts the multi-story Tacoma Park-and-Ride assumed for the LPA to Park Avenue. The LPA Phasing Option would initially construct a smaller facility with surface parking. See Appendix H for design drawings.

Figure D.11-1a
View from Tacoma Street overpass - Portland-Milwaukie Light Rail Project
Looking southeast

Visual Simulations

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Figure D.12-1
View from SE Roswell Street and SE 28th Avenue - Existing Condition
Looking west



Figure D.12-1a
View from SE Roswell Street and SE 28th Avenue - Portland-Milwaukie Light Rail Project
Looking west

Visual Simulations

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Figure D.13-1
View from SE Rockvorst Street and SE Roswell Street - Existing Condition
Looking west



Figure D.13-1a
View from SE Rockvorst Street and SE Roswell Street - Portland-Milwaukie Light Rail Project
Looking west

Visual Simulations

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Figure D.14-1
View from SE Harrison Street - Existing Condition
Looking southwest



Figure D.14-1a
View from SE Harrison Street - Portland-Milwaukie Light Rail Project
Looking southwest

Visual Simulations

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Figure D.15-1
View from SE Monroe Street - Existing Condition
Looking northeast



Figure D.15-1a
View from SE Monroe Street - Portland-Milwaukie Light Rail Project
Looking northeast

Visual Simulations

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Figure D.16-1
View from SE Washington Street - Existing Condition
Looking northeast



Figure D.16-1a
View from SE Washington Street - Portland-Milwaukie Light Rail Project
Looking northeast

Visual Simulations

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Figure D.17-1
View from SE 21st Avenue and SE Adams Street - Existing Condition
Looking west



This image depicts the Lake Road/Milwaukie Station: with side and center platforms, as associated with the LPA to Park Avenue. With the LPA Phasing Option this station would be built with a center platform only, but would allow construction of a side platform in the future. See Appendix H for design drawings.

Figure D.17-1a
View from SE 21st Avenue and SE Adams Street - Portland-Milwaukie Light Rail Project
Looking west

Visual Simulations

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Figure D.18-1
View from SE McLoughlin Boulevard - Existing Condition
Looking north



Figure D.18-1a
View from SE McLoughlin Boulevard - Minimum Operable Segment
Looking north

Visual Simulations

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Figure D.19-1
View from SE Lake Road - Existing Condition
Looking northwest



This image depicts a station with side and center platforms, as associated with the LPA to Park Avenue. With the LPA Phasing Option this station would be built with a center platform only, but would still allow construction of a side platform in the future. See also Appendix H for design drawings.

Figure D.19-1a
View from SE Lake Road - Portland-Milwaukie Light Rail Project
Looking northwest

Visual Simulations

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Figure D.20-1
View from Robert Kronberg Park - Existing Condition
Looking northwest



Figure D.20-1a
View from Robert Kronberg Park - Portland-Milwaukie Light Rail Project
Looking northwest

Visual Simulations

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Figure D.21-1
View from SE McLoughlin Boulevard - Existing Condition
Looking northwest



Figure D.21-1a
View from SE McLoughlin Boulevard - Portland-Milwaukie Light Rail Project
Looking northwest

Visual Simulations

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Figure D.22-1
View from SE 22nd Avenue and SE Bluebird Street - Existing Condition
Looking north



Figure D.22-1a
View from SE 22nd Avenue and SE Bluebird Street - Portland-Milwaukie Light Rail Project
Looking north

Visual Simulations

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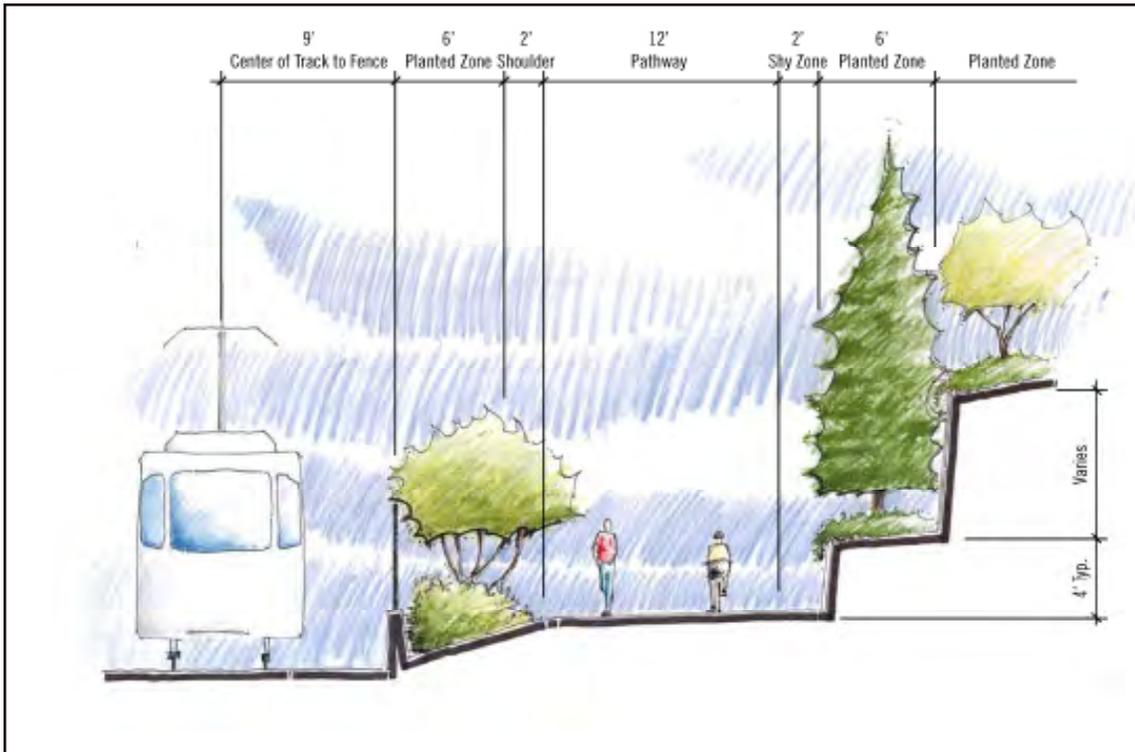


Figure D.23-1
Illustration of Trolley Trail - Portland-Milwaukie Light Rail Project

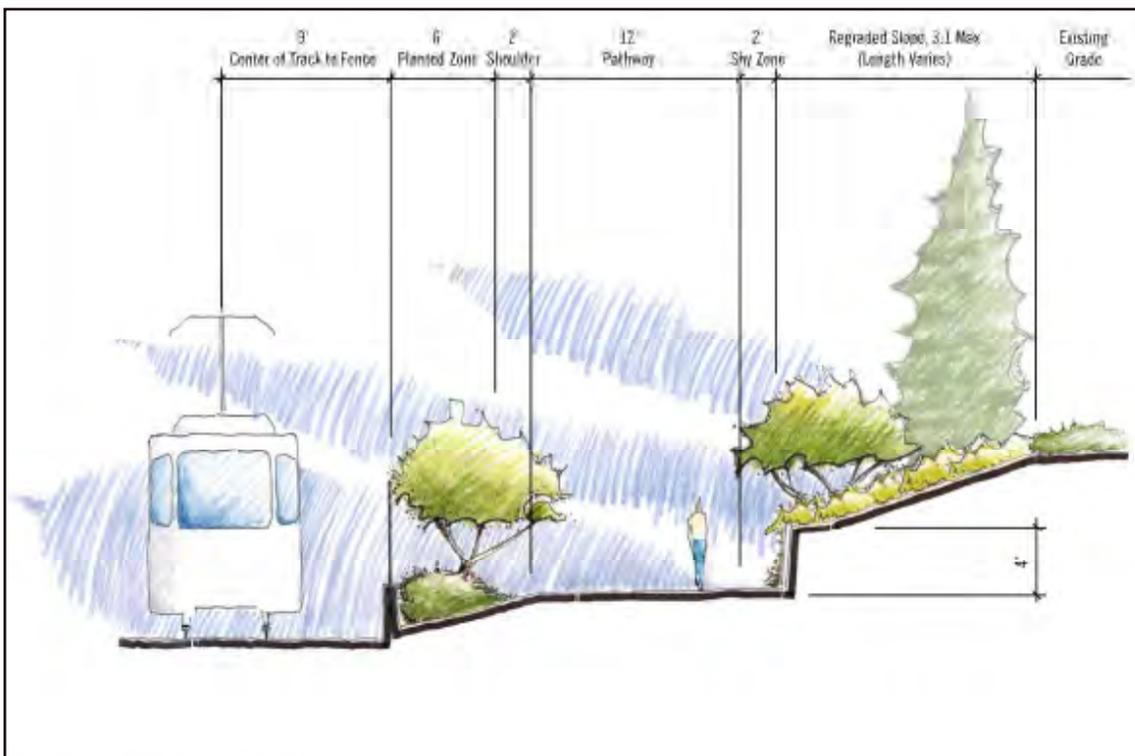


Figure D.23-2
Illustration of Trolley Trail - Portland-Milwaukie Light Rail Project

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Figure D.24-1
View from SE Park Avenue - Existing Condition
Looking east



This image depicts the multi-story Park Avenue Park-and-Ride assumed for the LPA to Park Avenue. The LPA Phasing Option would initially construct a smaller facility with fewer floors. See also Appendix H for design drawings.

Figure D.24-1a
View from SE Park Avenue - Portland-Milwaukie Light Rail Project
Looking east

Visual Simulations

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Figure D.25-1
View from SE McLoughlin Boulevard - Existing Condition
Looking north



This image depicts the multi-story Park Avenue Park-and-Ride assumed for the LPA to Park Avenue. The LPA Phasing Option would initially construct a smaller facility with fewer floors. See Appendix H for design drawings.

Figure D.25-1a
View from SE McLoughlin Boulevard - Park Avenue Park-and-Ride
Looking north