

Two options currently are being studied for the east/west light rail route: McLoughlin Boulevard and 17th Street.

Both alignment options feature:

- Two-way automobile traffic with 12 foot travel lanes
- Center running tracks with two-way train travel

Other alignment characteristics include:

	17th	McLoughlin
Bike lane	None	Maintained on both sides of road
Bus stops	None	One stop in each direction
Sidewalks	12 foot sidewalks	6 foot sidewalks with 5-6 foot landscaping strips
Impacts to “National Register of Historic Places” eligible properties	0	No impact to structures; partial land acquisition at 3 properties
Full property acquisition	5 residential parcels	4 commercial buildings affecting 8 businesses
Partial property acquisitions	2 residential parcels	Acquisition of 2 to 4 feet of property along McLoughlin to maintain bike lanes, affecting 23 parcels
On-street parking	None	None
Intersections with dedicated left turn lane	3	4
Trees and landscaping	Efforts will be made to preserve street trees. Removed trees will be mitigated.	Trees on south side of street will be prioritized for preservation. Efforts will be made to preserve other street trees. Removed trees will be mitigated. 5-6 foot landscaping strips will run parallel to the sidewalks.
Train operators sight distance	Sight line compromised as train crosses 17 th onto McLoughlin, requiring additional safety measures	Unobstructed view of McLoughlin corridor along length of track
Railroad crossing gates	Crossing gates needed at intersection where train crosses from 17 th onto McLoughlin	No gates needed
Noise	Increased noise at gated crossing from bells on crossing equipment. Potential for wheel squeal at curves.	N/A
Light rail travel time	About 7 seconds longer than McLoughlin option	---
Street classification	Local access road	McLoughlin Blvd is classified as a “principal arterial” between Columbia St and C Street and a “minor arterial” between C St. and Fort Vancouver Way
Costs	Annual operating costs greater than McLoughlin option due to increased travel time and crossing gate maintenance	Capital costs greater than 17 th due to greater right of way acquisition needs