



Montgomery Park Streetcar Extension Overview

NWDA Planning Committee
June 1, 2023

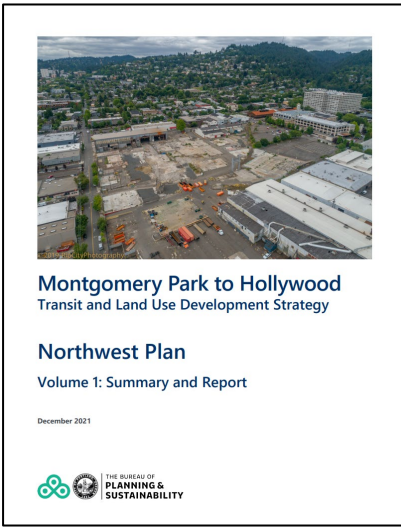
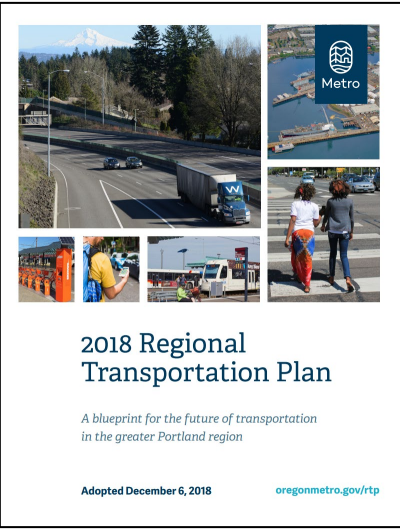
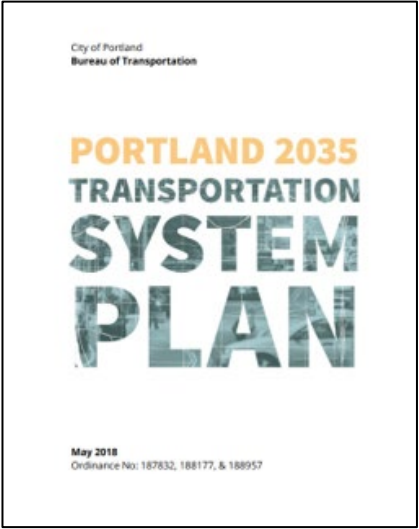
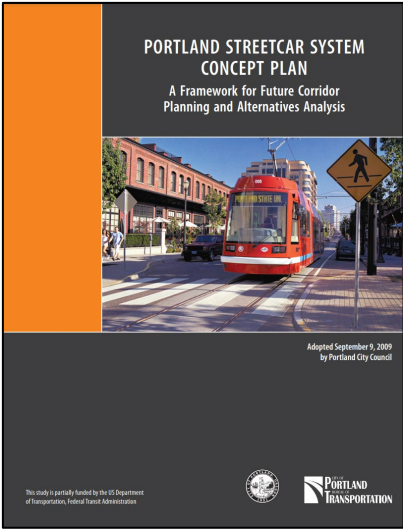
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Project overview

Project background

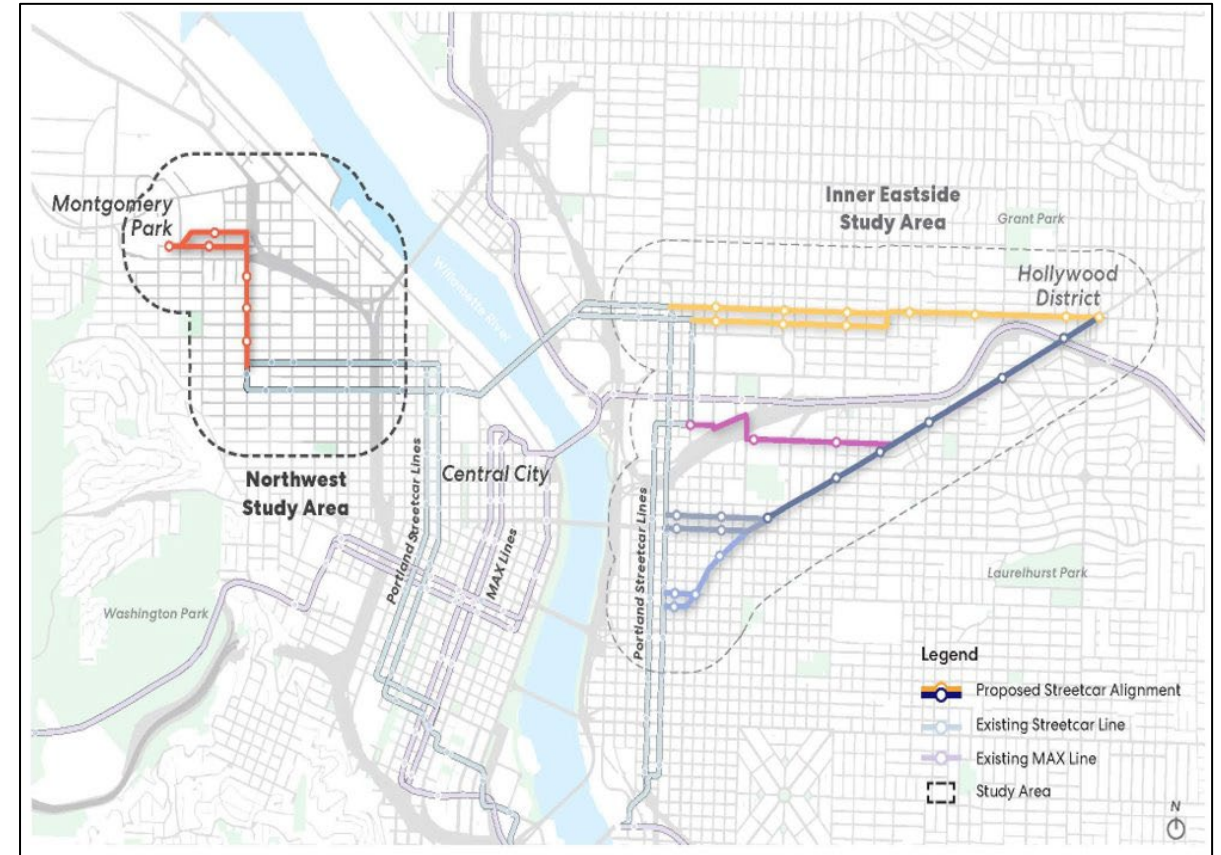
- The Montgomery Park Streetcar Extension has been in a number of planning efforts beginning in 2009:



- The extension has been informed by several years of conversations between PBOT, NW-based stakeholders, Portland Streetcar, TriMet, Metro, and City bureaus.

Montgomery Park to Hollywood (MP2H) Study

- Funded by a Federal Transit Oriented Development (TOD) Planning Grant in partnership with Metro
- Collaboration with the Bureau of Planning and Sustainability (BPS)
- Explored potential future transit between Montgomery Park and the Hollywood Town Center, as well as opportunities for housing and jobs
- Northwest – opportunity for near term transit investments and land use changes



Montgomery Park Area Transportation Plan DRAFT

- Recommendations for multimodal transportation design
- Local streets to regional connections
- New streets and street standards
- Recommended Transportation System Plan (TSP) updates, including new street classifications
- Implementation strategies



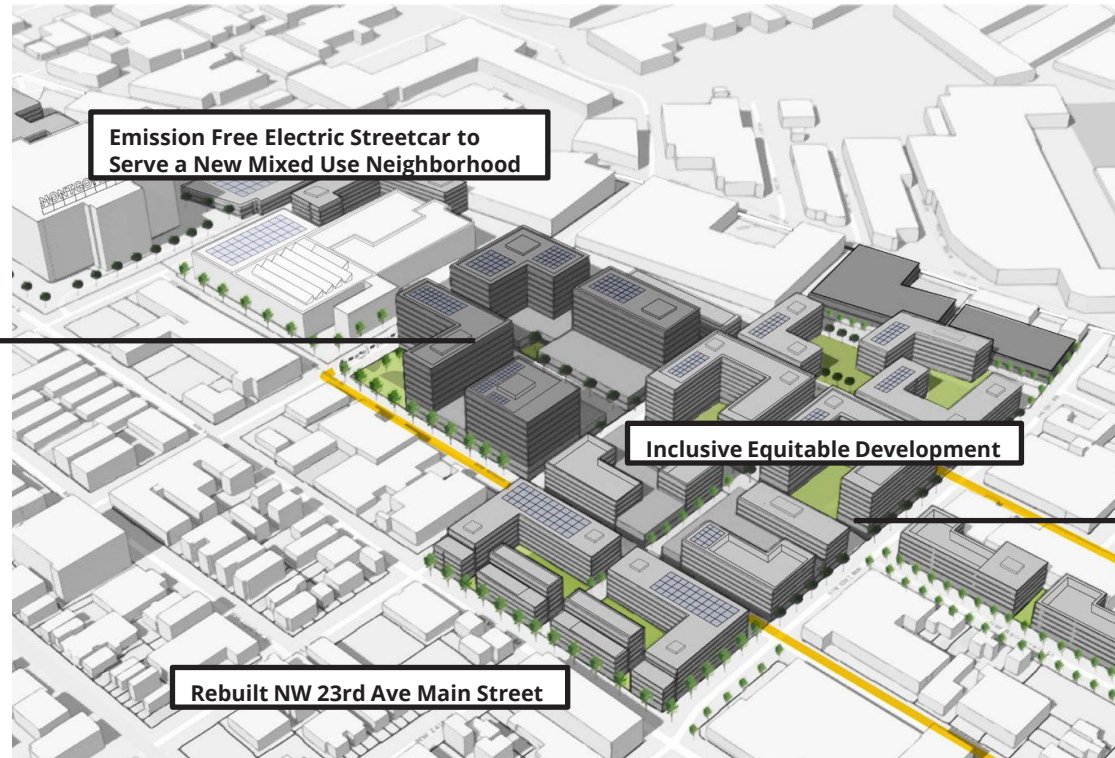
The opportunity



A new mixed-use district served by low-cost sustainable **streetcar transit** service

Retention of industrial lands east of Highway 30

Opportunity for **affordable housing** west of Highway 30



OUTCOMES:

1000 to 3000 new jobs (with middle wage job targets)

Up to 3000+ housing units (on MP & ESCO sites)

Improved multimodal access to Forest Park from the Central City and beyond (with potential new open space as part of development agreement)



The project

- **1.3-mile extension of Portland Streetcar** to Montgomery Park office building
- **A complete rebuild of NW 23rd Avenue** from NW Lovejoy to NW Vaughn
- **New multimodal local streets** (extensions of NW Roosevelt, NW Wilson, and NW 25th Ave)



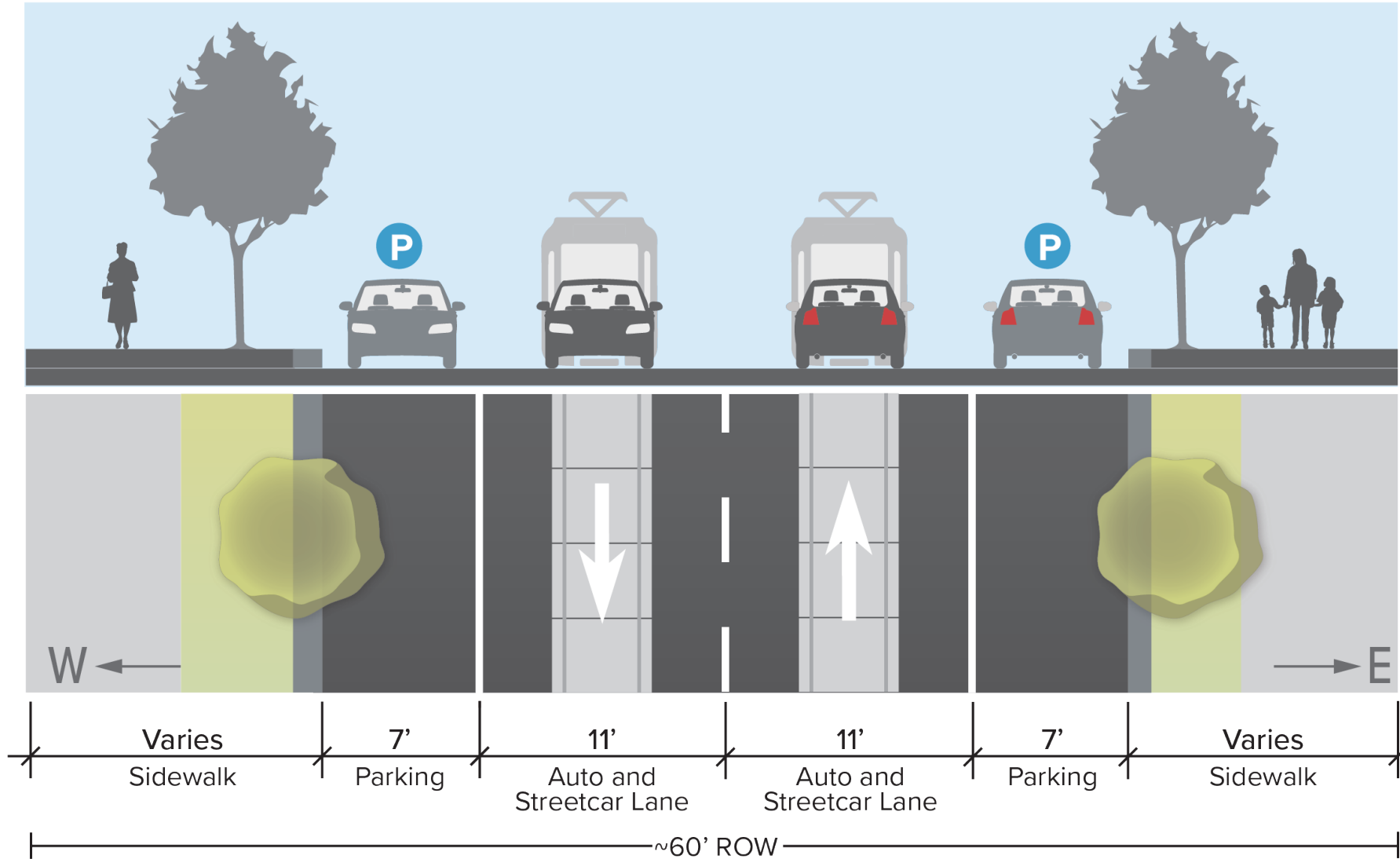
Project goals

- **Connect existing and future residents to existing destinations** on current streetcar lines and the broader regional transit system.
- **Reduce carbon emissions** by helping people meet their needs without a personal automobile.
- **Expand streetcar access** to diverse riders who rely every day on transit to get to important destinations like work, school, community events, grocery stores, and doctor appointments.
- **Provide accessible, zero-emission transportation options** to current and future residents, workers, and visitors of a new mixed-use district west of Highway 30.
- **Reduce vehicle parking needs** as development occurs in the area.
- **Rebuild NW 23rd Avenue from NW Lovejoy to NW Vaughn**, including new stormwater management and accessibility upgrades.

Potential impacts of streetcar extension

- **Parking:** Parking loss along NW 23rd will be as minimal as possible, though may be triggered at specific locations by stormwater and ADA requirements as a result of the street reconstruction.
- **Right-of-Way:** The streetcar will be able to fit within the NW 23rd Avenue ROW, with minimal impact to travel lanes.
- **Loading zones:** Due to constraints, loading zones are not currently planned on NW 23rd Avenue. None currently exist.
- **Transit travel time:** Streetcar trips will not be slower because of the extension.
- **100% off-wire streetcar extension:** This means no overhead wires or poles.
- **Impacts during construction:** We are coordinating project elements to minimize disruption as much as possible during construction, and PBOT will work to support businesses during that time.

23rd Ave between Lovejoy and Vaughn



Concurrent and crossover work

Local Improvement District (LID)

- **The extension will likely require the development of a LID** on NW 23rd Avenue and along the streetcar line.
- **Property owners participate in a LID** to help fund improvements.
- **The LID would help pay for the reconstruction of NW 23rd Avenue** and improvements related to the streetcar.
- **There will be more opportunities for stakeholders to learn more** about what's involved with a new LID and to weigh-in through that formal process and through future engagement opportunities.

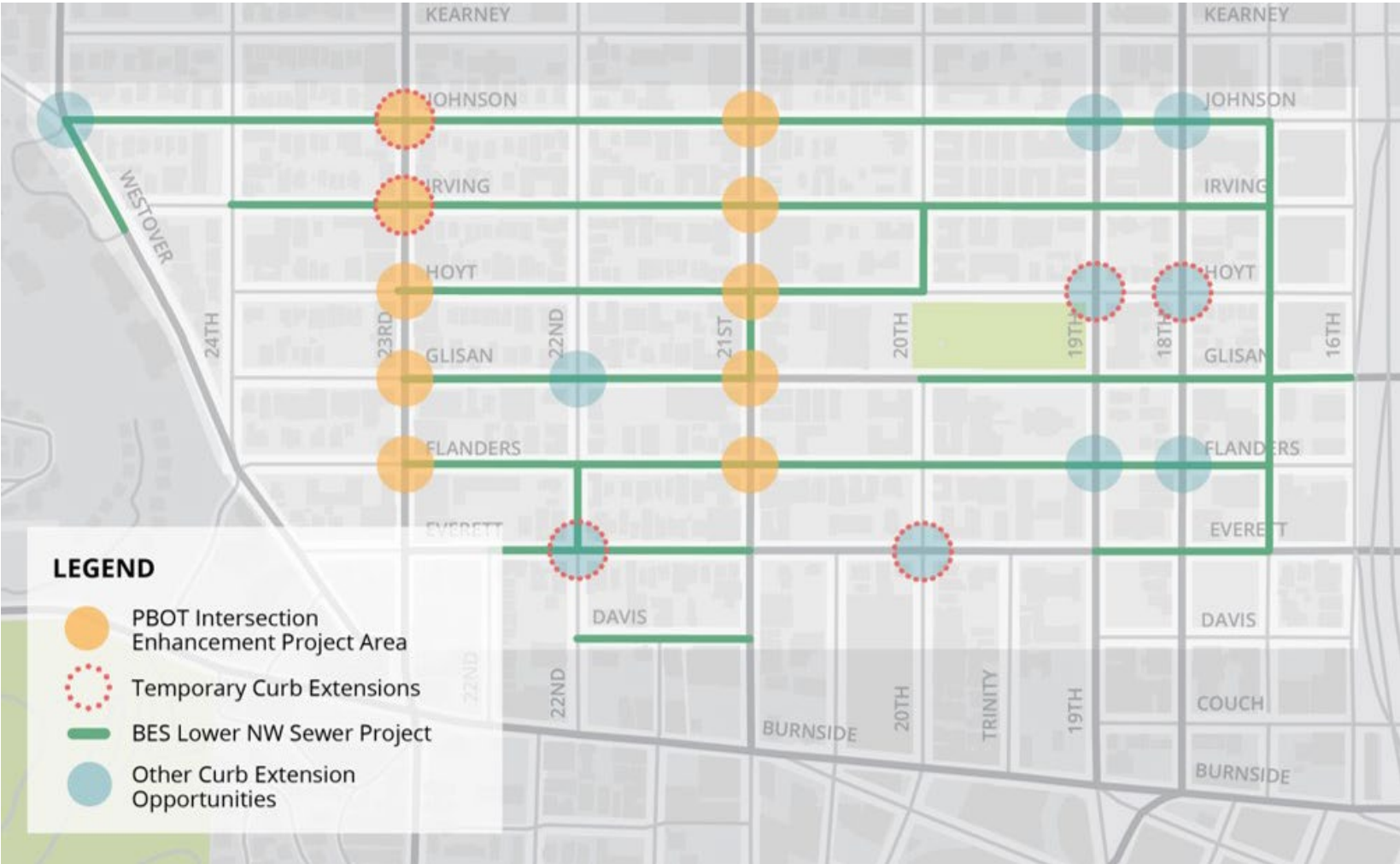
Potential land use changes

- The Bureau of Planning and Sustainability (BPS) is looking at potential changes to land uses and how to best meet community needs.
- We're thinking about how the now vacant ESCO site might develop.
- Potential changes would encourage construction of new housing, employment, and commercial uses, while protecting nearby industrial jobs.



Other work happening in the area

- Sewer work
- Intersection enhancements



Coordinating with other City departments will help save time and money while minimizing disruptions.

What we've done so far

What we've done so far

Since FTA funding for TOD Planning Grant in 2019:

- **We talked with key stakeholders in NW Portland**, gathering input and developing the preferred route.
- **We looked at current conditions for transportation and land use**, considering the potential of extended transit service and opportunities for housing and jobs
- **We developed several scenarios for a potential transit extension**, considering different modes and different routes.
- **We convened a working group of stakeholders who helped us evaluate scenarios** and decide that NW 23rd Avenue, NW Roosevelt, and NW Wilson would be the most appropriate route to best serve community needs.

Previous community engagement

- **Community Based Organization Outreach**
 - Four CBOs funded for outreach (2020-21)
- **Neighborhood/Stakeholder Groups**
 - NWDA, NIBA, NWAS, Eastside NAs
- **Public Open Houses/Feedback**
 - Fall 2019; March and July 2020; February 2022
 - NW Discussion Draft (April 2022)
- **NW Project Working Group**
 - 8 Meetings (2020-21)
- **Recent Outreach**
 - York Street Work Group
 - Property Owner Discussions



What we've heard

What we heard in past engagement

- The project **should consider various travel modes**, including bicycles and pedestrians, while respecting current mode split and preserving on street parking.
- The **NW in Motion plan calls for reconstruction of NW 23rd Avenue**, which received robust community support. Local stakeholders have been advocating for a rebuild of NW 23rd for years.
- Development should focus on **good lighting, inviting transit stops, and placemaking** through effective station integration.
- Design should **improve safety and minimize conflict between modes**.
- The streetcar extension **could decrease area traffic/relieve parking problems** and make it easier for some people to get to work.
- The project **should respect the cultural and historical significance** of this area.

Responses to NWDA Transportation Comments on Discussion Draft

- **Real Mode Splits:** Provide sufficient transportation infrastructure that, while supportive of access, diversity, and modal split goals, is based on the current reality of mode choices.
 - **Response:** *Current designs consider both long-term policy goals in VMT reduction and mode shift while supporting multimodal access and movement. Parking is maintained as much as possible, and on-street parking will be added on new streets.*
- **Streetcar Routing:** Align, if implemented, to an adopted urban design scheme, rather than it being the de facto generator of one.
 - **Response:** *The alignment supports the 2003 Northwest District Plan Urban Design Concept. NW 23rd Avenue is a main street that supports mixed use development, and current land uses will be preserved south of Vaughn. Current land use proposals consider changes focused only north of Vaughn, and urban design direction was explored in the development of the MP2H draft and is the topic of BPS's current community engagement. NW 23rd is a Major Transit Priority Street in the City's TSP.*

Responses to NWDA Transportation Comments on Discussion Draft

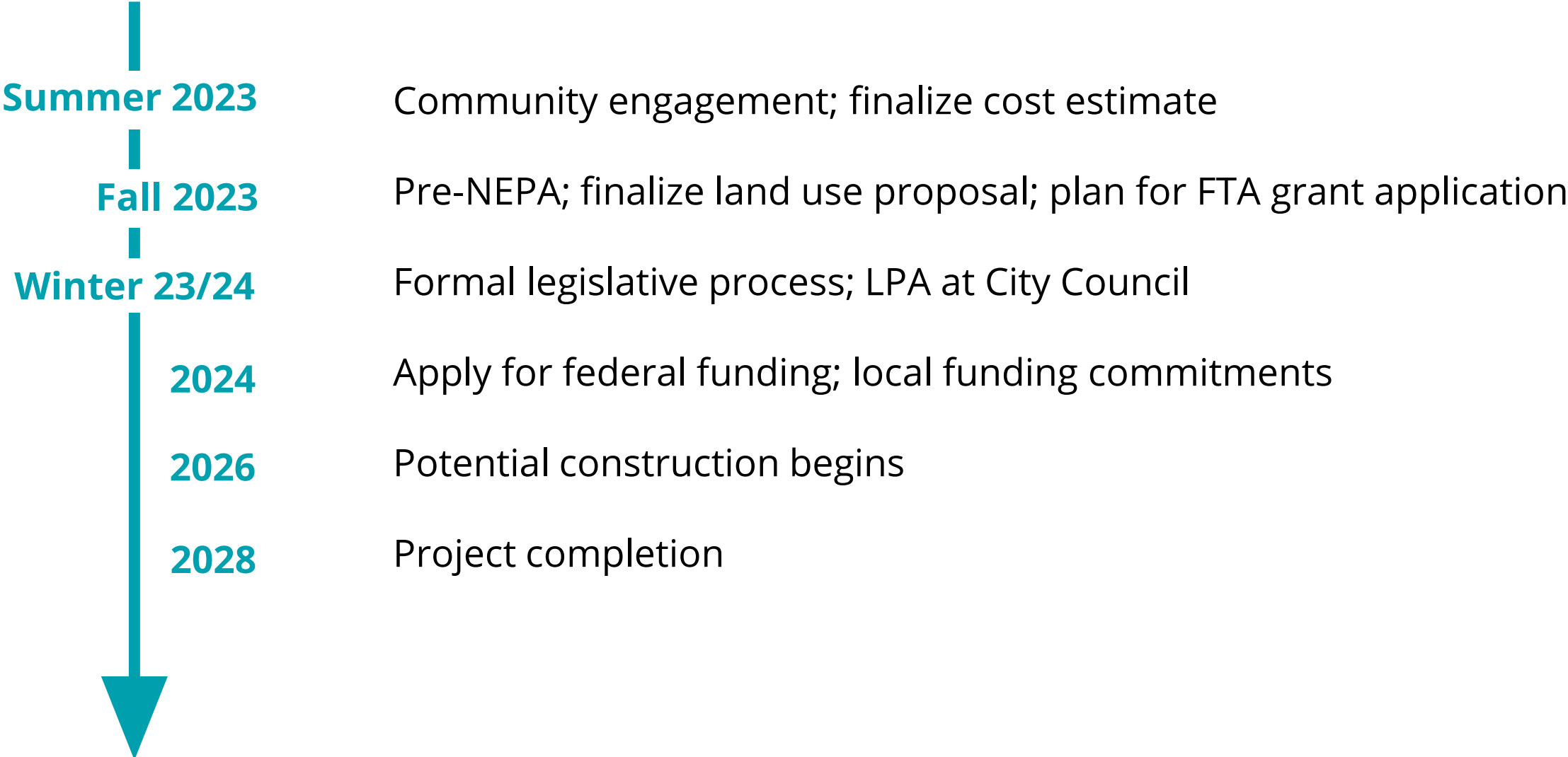
- 1. Provide new general purpose, flexible two—way streets with typical street profiles in the ESCO area; avoid unnecessary special purpose lanes and curb zone arrangements.**
 - Response: NW Roosevelt and NW Wilson would go through the ESCO area as one-way streets. The design is intended to minimize impacts of increased traffic long-term through an internal street network that can be efficient, safe, minimize conflicts as well as ensuring that the streetcar covers the loop in a fast and reliable way.*
- 2. Separate bikeways and routes from streetcar streets; they are incompatible.**
 - Response: Proposed bike facilities on streetcar streets are protected and separated from streetcar movement. These bike lanes will help complete the all-ages and abilities bike network from downtown to Montgomery Park.*
- 3. Route the streetcar in the existing Wilson Street right of way, not in the American Can Company setback, and place the stop at 27th Avenue as part of a transit hub with the adjacent bus lines.**
 - Response: These are both planned. Streetcar will be routed in the ROW on Wilson, and the north side of Wilson between NW 26th Avenue and NW 27th Avenue will include a terminus Streetcar Station, and we are coordinating with TriMet on room for buses on that side of that segment, as well.*

**Where we're at and
where we're going**

Where we're at

- **The alignment** of the extension **has been selected via the MP2H plan.**
- **We're meeting with stakeholders** to share information about the project, answer questions, and get feedback.
- **We are working** to finalize plans **to get to a Locally Preferred Alternative (LPA).**
- **We are exploring funding opportunities** to pay for the project.
- **We are coordinating with TriMet and Metro** to prepare to apply for federal funding.
- **Later this year, we plan to present the LPA for formal adoption** through Portland City Council. If adopted, we will:
 - Formally enter Project Development.
 - Develop final designs of the extension, including stop locations.
 - Have another round of community engagement.

Where we're going (estimated timeline)



We want to know what you think about where the project is headed.

June and July 2023 | Broader outreach to the neighborhood

- Online open house - *We'll have a link to share with you in the next few weeks!*
- Presentations to stakeholders
- June 20th SAC Open House

To learn more and to sign up for email updates, visit

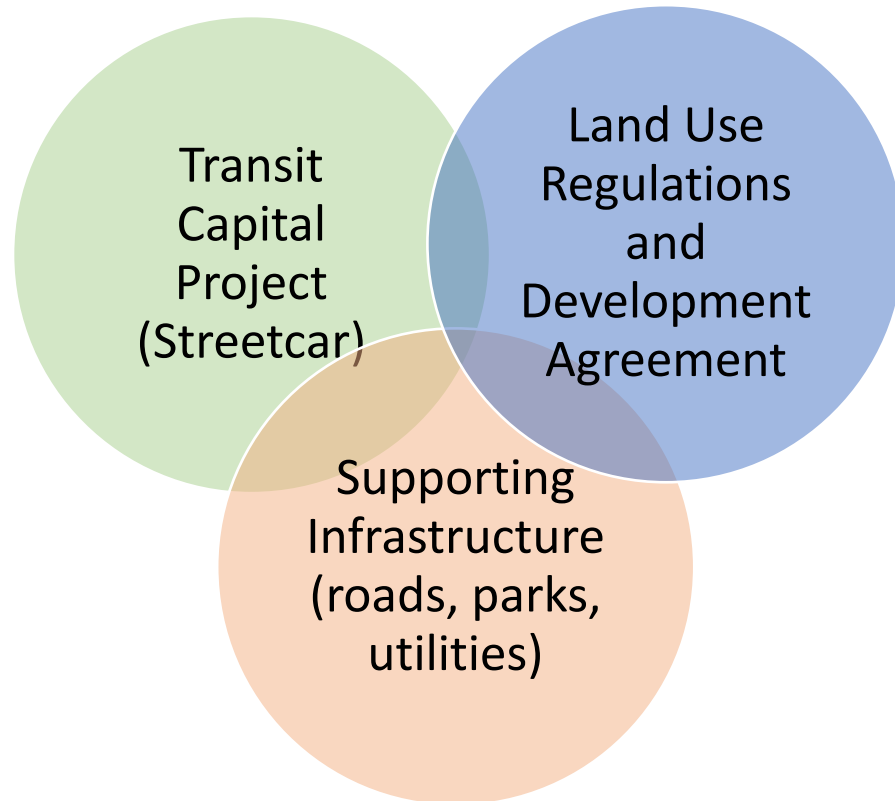
<https://www.portland.gov/transportation/planning/montgomery-park-streetcar>

Questions, comments, or concerns?

Email MPstreetcar@portlandoregon.gov

Additional slides

Interrelated Project Elements



Negotiated land use change coordinated by Prosper Portland Representing the interests of the City with BPS and others

- Property owners independently represented
- Will result in a terms sheet with public benefits clearly articulated

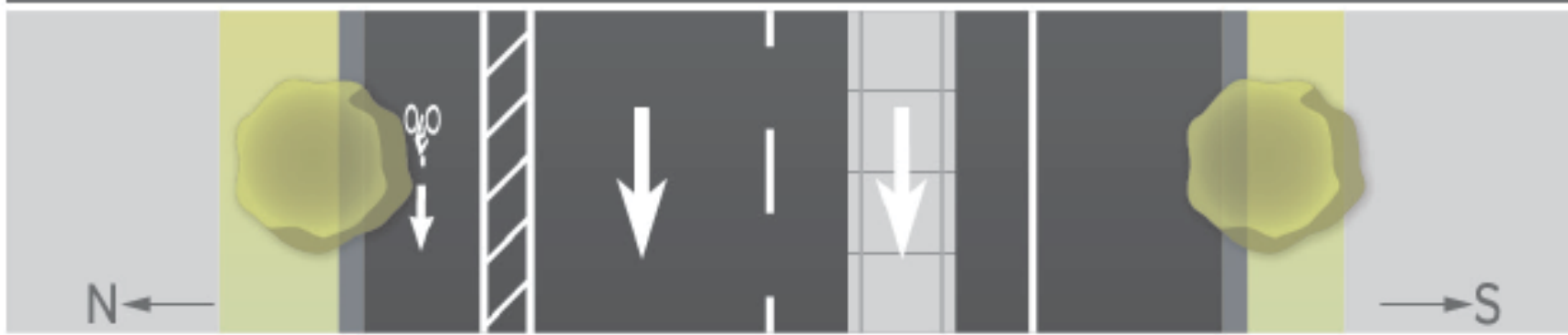
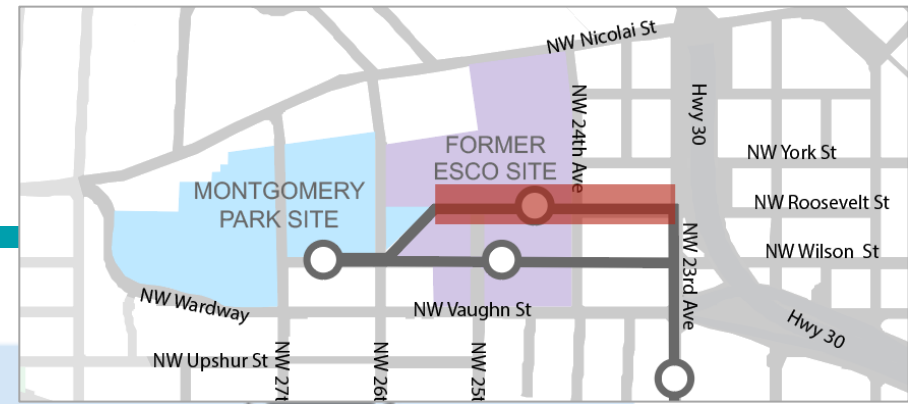
Transit Capital Project led by PBOT and PSI

- Seeking adoption of a Locally Preferred Alternative (LPA) by Council
- Seeking entry into FTA Project Development in 2024
- Coordinated public outreach beginning shortly

Supporting Infrastructure may include multiple agencies

- NW 23rd Ave Streetscape Plan
- Parks and open spaces
- Utility coordination

Roosevelt Street



Wilson Street

