



MONTGOMERY PARK

# Montgomery Park Streetcar Extension Overview

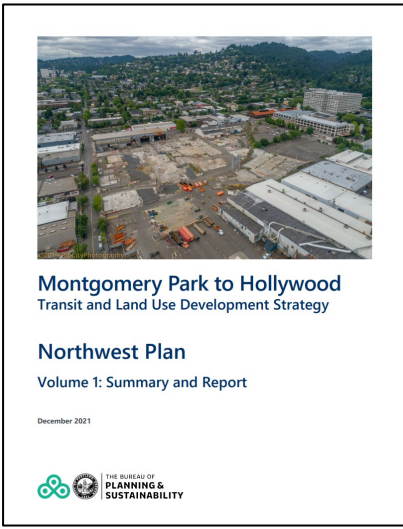
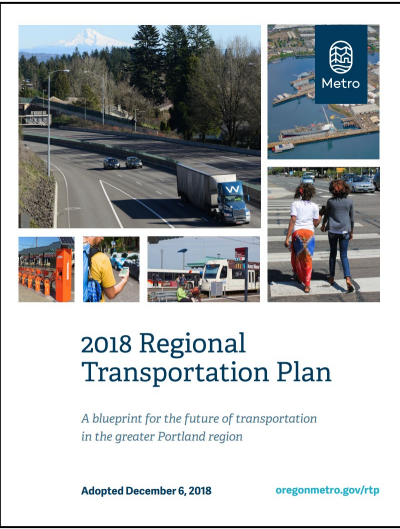
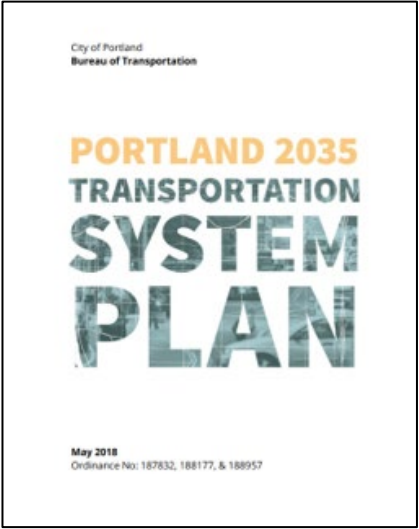
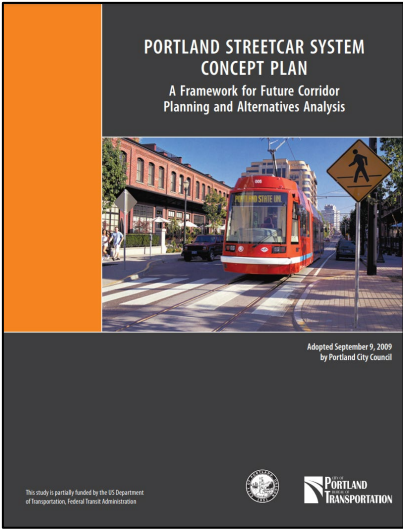
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NW Parking SAC  
June 21, 2023

# Project overview

# Project background

- This 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 Area Transportation Plan DRAFT

- Part of MP2H
- 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



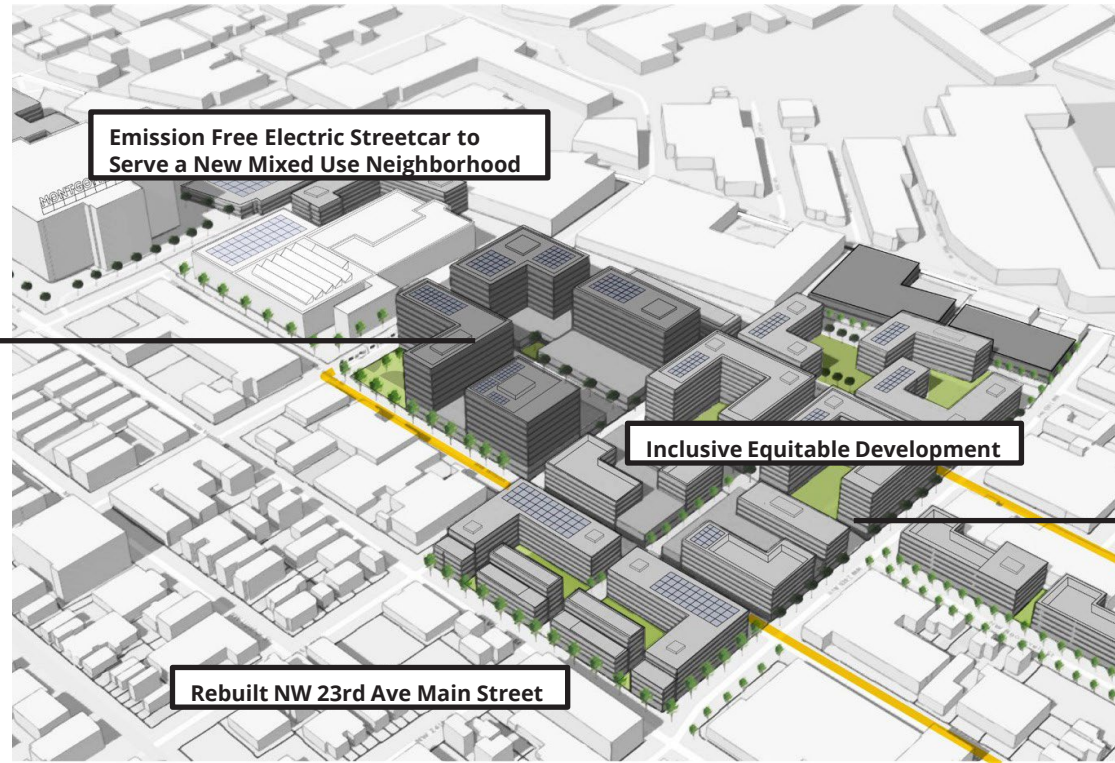
# The opportunity (MP2H)



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)



# Why now and why streetcar?

- **Streetcar helps create sustainable, dense neighborhoods**
  - Supports policy goals and community vision
- **Streetcar leverages various targeted resources for construction and operation**
  - Minimizes competition with other projects for limited funding

Since 2001, within ¼ mile of an existing streetcar line...

**50%**  
of all housing built in  
Portland

**~40%**  
of all affordable housing  
built in Portland

Today, within ¼ mile of an existing streetcar line...

**>33%**  
of all regulated  
affordable housing  
units exist

**Most**  
Riders live or work close  
to the streetcar

# Why now and why streetcar?

- **Former ESCO site is primarily vacant and awaiting redevelopment**
  - Current use would likely lead to development of low-intensity warehouse or distribution facilities
- **Combining transit and land use changes would stimulate equitable development**
  - Transform the area into mixed-use, higher-density neighborhood with substantial housing and job potential
- **A rebuild of NW 23<sup>rd</sup> Avenue is needed**
  - Potential to leverage federal funding toward its reconstruction



# The project

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





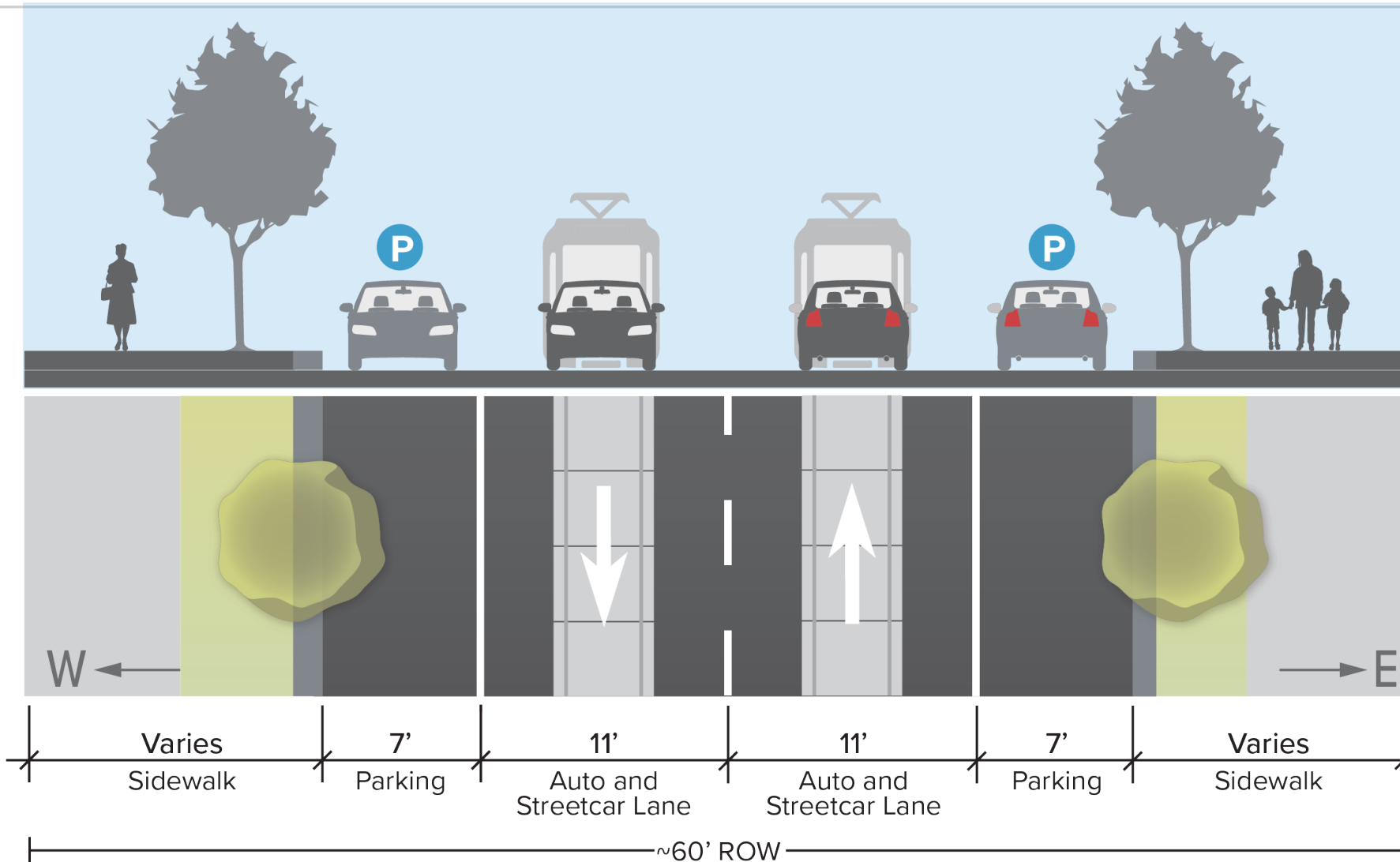
**Impacts**

# Potential impacts of streetcar extension

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- **Parking:** Parking loss along NW 23<sup>rd</sup> 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 (and not by the streetcar project).
- **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 or less frequent 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



# Impacts on NW Parking District

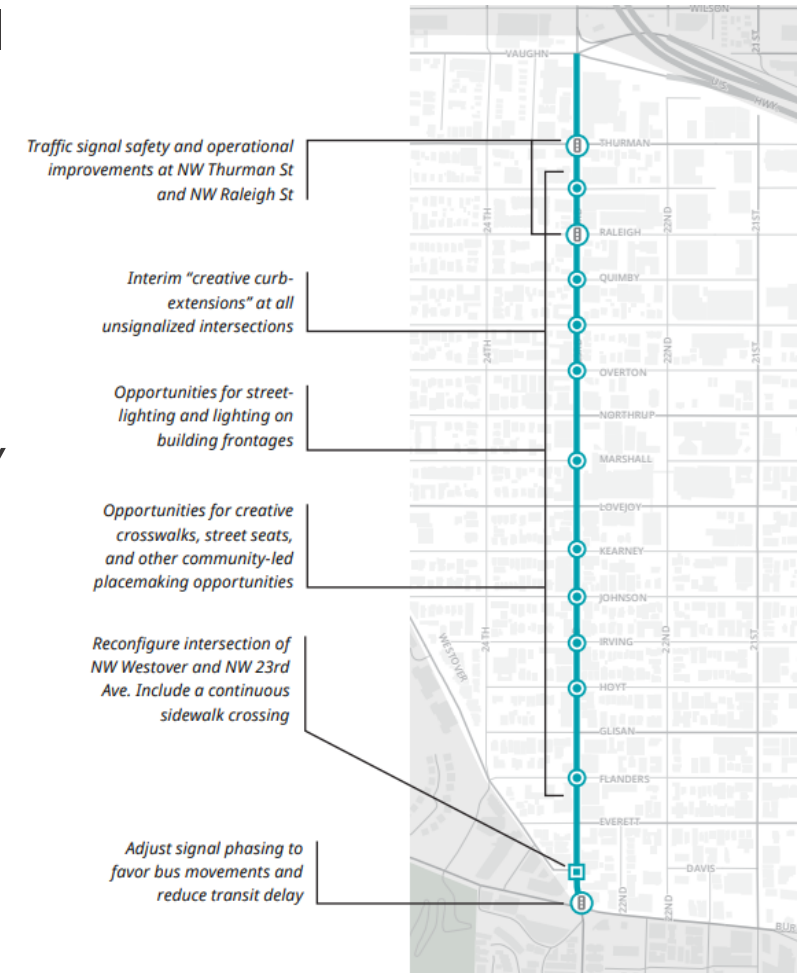
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- **Parking:** We're still finalizing design elements, but parking will be preserved on both sides of NW 23<sup>rd</sup> Avenue. Minimal parking loss may be triggered by stormwater and ADA requirements as a result of the street reconstruction. We will calculate impacts to parking as soon as possible.
- **Land use:** No land use changes are being proposed within the NW Parking District's boundaries.
- **Traffic:** We performed transportation demand modeling to estimate the number of trips produced by various land use scenarios to assess impacts and make sure the system can handle increased traffic resulting from land use changes.
  - [Montgomery Park Area Transportation Plan Draft](#)
    - Traffic analysis on page 31

# **NW 23<sup>rd</sup> Avenue Reconstruction**

# NW Parking District Revenue Set-Aside

- **We're planning to leverage additional funding for 23<sup>rd</sup> Avenue** reconstruction through the streetcar project, which will implement goals of Northwest in Motion (NWIM)
- **We know this is a top priority for the NW Parking SAC**
- **Current contributions at \$650,000 (goal of \$1M in 2 years)**
  - Estimated contributions: \$150,000 FY 23-24 and \$200,000 FY 24-25
- **Estimated timeline**
  - Construction beginning in 2026
  - Completion in 2028



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

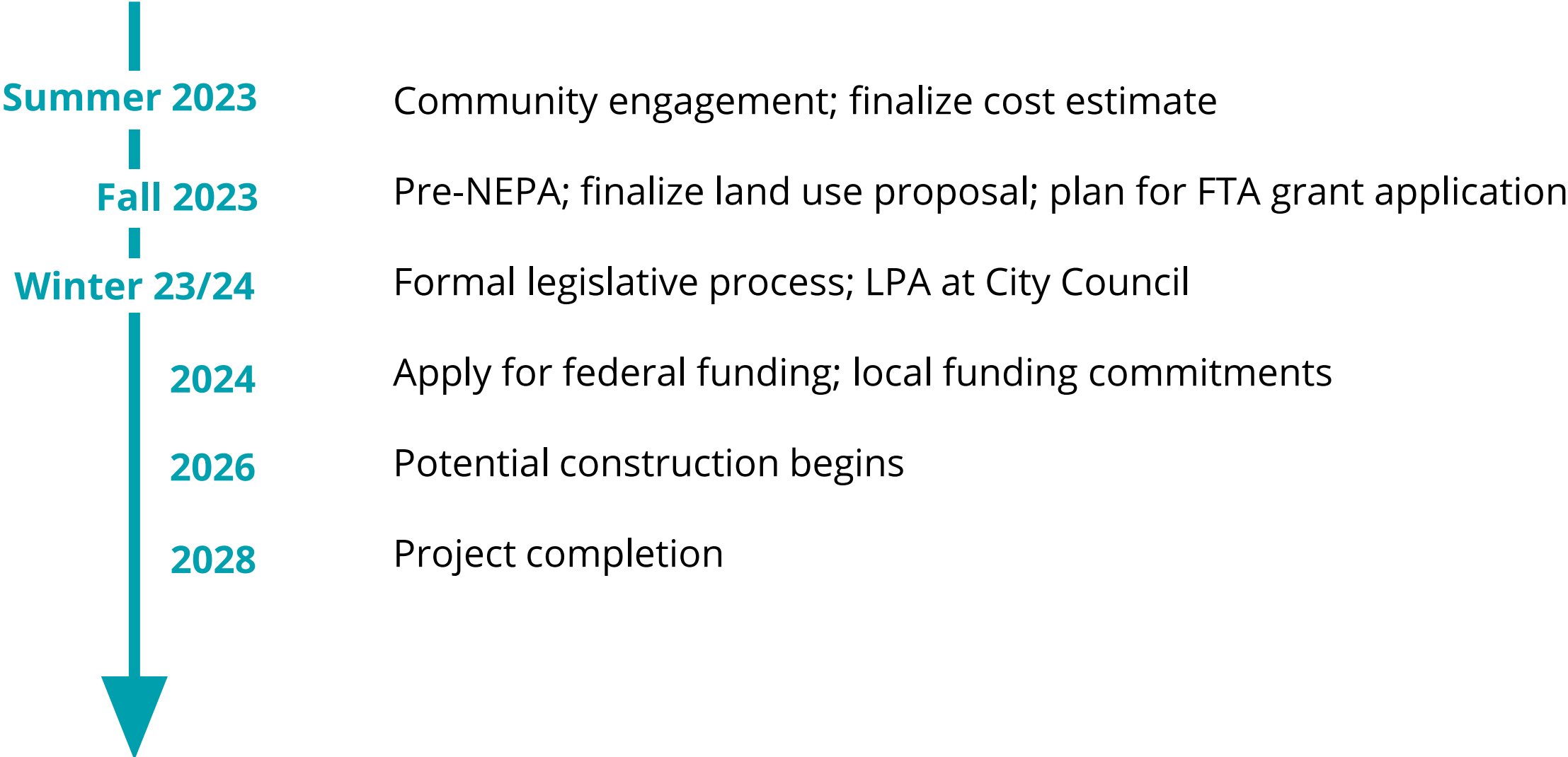
# Where we're at

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- **The alignment** of the extension **has been selected via the MP2H planning process.**
- **We're meeting with stakeholders** to share information about the project, answer questions, and get feedback.
- **We are working** to finalize engineering and 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.**

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**Let us know what you think!**  
**Participate in our online open house by July 16 at**  
[bit.ly/nwstreetcarextension](https://bit.ly/nwstreetcarextension)

**To sign up for email updates, visit**  
<https://www.portland.gov/transportation/planning/montgomery-park-streetcar>

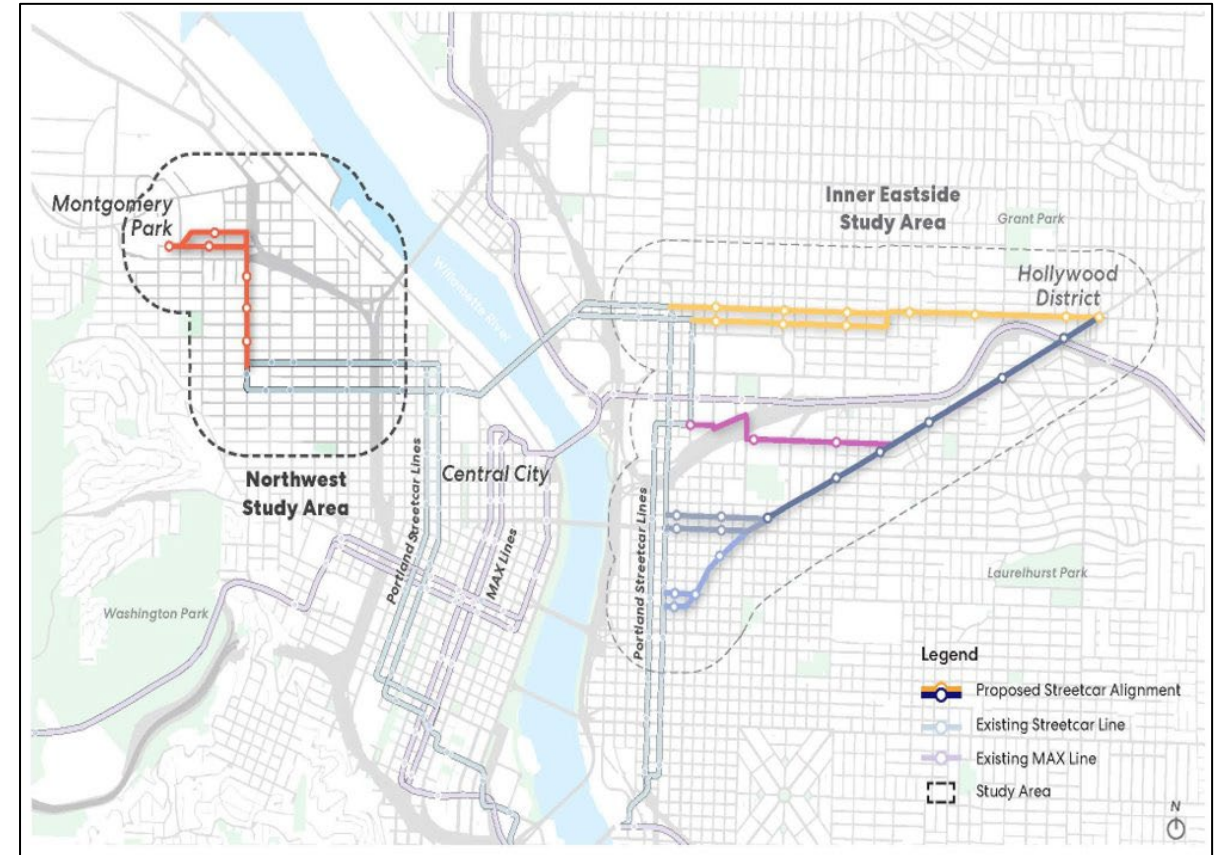
**Questions, comments, or concerns?**  
**Email [MPstreetcar@portlandoregon.gov](mailto:MPstreetcar@portlandoregon.gov)**

**Additional slides (for  
more information)**

**What we've done so far**

# 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



# What we've done so far

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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 23<sup>rd</sup> 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

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- 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 23<sup>rd</sup> 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.

## We also know that people...

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- **Are concerned about cut-through traffic** and intersection congestion.
- **Are concerned about increased costs** for commercial and residential costs, as well as potential gentrification and displacement.
- Want to see **more affordable housing, job opportunities, and community amenities.**
- Want a **broad and inclusive mix of land uses** that include the preservation of industrial uses, housing types/choices, and transportation options.
- Want a **dense, connected urban district** with accessible services and amenities.

**We are working to ensure that the proposed Streetcar extension, potential land use changes, and associated development agreement address these desires and concerns.**

# Portland Streetcar ridership

Portland Streetcar serves riders who are more diverse and transit-dependent compared to other transit riders in the Portland region.

**35%**  
of riders earn less than \$30,000 per year

**32%**  
of riders identify as a person of color or Hispanic/Latinx

**26%**  
of riders use honored citizen fare

**76%**  
of riders ride daily

People ride the Streetcar to...

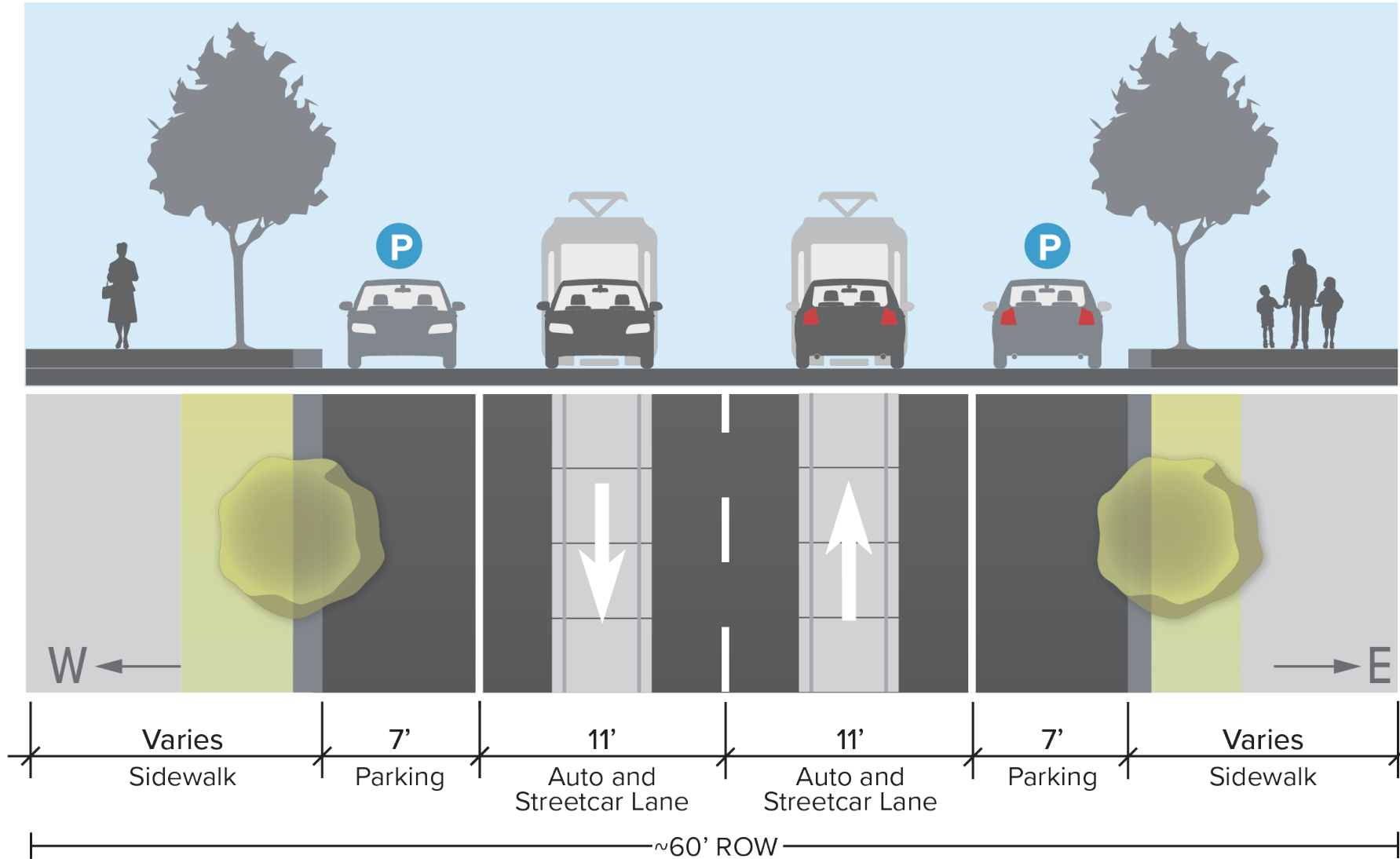
Work

School

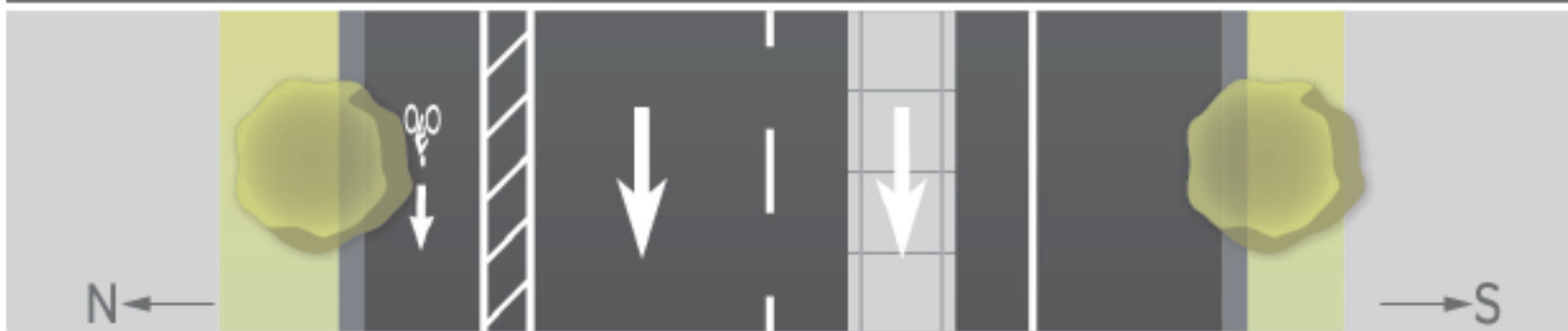
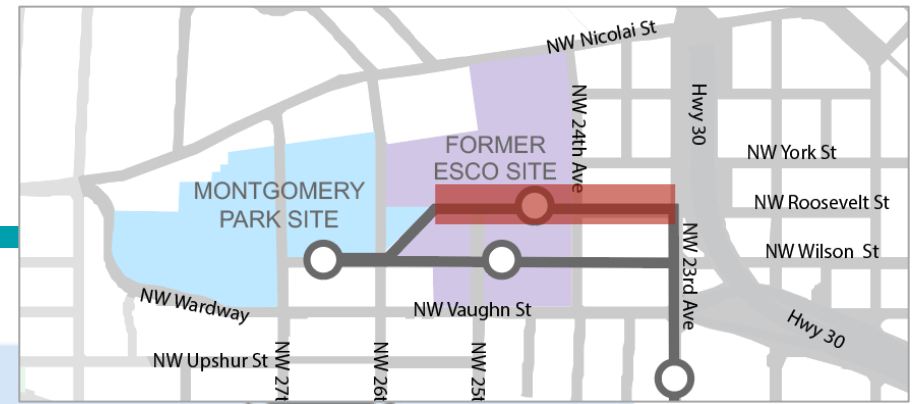
Businesses

Medical Appointments

# 23rd Ave between Lovejoy and Vaughn



# Roosevelt Street



# Wilson Street

