



37692

Resolution

# Adopt the Locally Preferred Alternative for the Montgomery Park Transit Project

Adopted

WHEREAS, the City of Portland owns the Portland Streetcar System and contracts with Portland Streetcar, Inc. to manage and operate it; and

WHEREAS, streetcar transit has a proven record of spurring dense, equitable growth of complete neighborhoods in and near Portland’s Central City, including thousands of units of regulated affordable housing with access to critical destinations via walking, rolling, biking, and emission-free streetcar transit; and

WHEREAS, in September 2009, building upon the success of the Portland Streetcar to date, Portland City Council adopted the Portland Streetcar System Concept Plan, which identified an extension of streetcar to the Montgomery Park building in Northwest Portland as a highest-tier priority route for further study and planning; and

WHEREAS, in December 2017, Portland City Council adopted the 2035 Transportation System Plan, which included an extension of Portland Streetcar to Montgomery Park in its financially constrained major project list (60035); and

WHEREAS, in Fiscal Year 2018/2019, Portland City Council provided funding to the Bureau of Transportation and the Bureau of Planning and Sustainability to begin planning for a potential streetcar extension to Montgomery Park (FY 2018/201 Decision Package TR-5); and

WHEREAS, in December 2018, the Metro Regional Council adopted the 2018 update to the Regional Transportation Plan, including the Montgomery Park Streetcar Extension in its financially constrained project list (11319) and in its Regional Transit Strategy; and

WHEREAS, in December 2018, Metro, as the region’s Metropolitan Planning Organization, was awarded a Federal Transit Administration (FTA) grant to support Transit Oriented Development (TOD) and land use planning for Northwest Portland and Montgomery Park and requested that the City of Portland perform specific work identified in the grant proposal; and

Introduced by  
[Former Mayor Ted Wheeler](#)

City department  
[Transportation](#)

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Requested Agenda Type  
Time Certain

Date and Time Information

Requested Council Date
December 11, 2024
Requested Start Time
10:30 am
Time Requested
15 minutes (2 of 3)

WHEREAS, in June 2019, Portland City Council authorized an intergovernmental agreement with Metro for the TOD planning process for Northwest Portland; and

WHEREAS, in December 2019, the City of Portland Bureau of Transportation (PBOT) in partnership with the Bureau of Planning and Sustainability (BPS) initiated the Montgomery Park to Hollywood Transit and Land Use Development Strategy (MP2H), which in Northwest Portland focused on transit and land use scenario planning to support opportunities to create an equitable development plan for a transit-oriented district near Montgomery Park; and

WHEREAS, the MP2H planning process included robust community engagement including the formation of a Project Working Group representing a variety of local viewpoints, as well as direct-funded outreach through partnerships with Friendly House, Inc., the Northwest Industrial Business Association, and Columbia Corridor Association to inform the goals, scenario development, and potential transit alignments for MP2H and the Montgomery Park Streetcar Extension; and

WHEREAS, during the MP2H planning process, PBOT and BPS analyzed various land use development and transit alternatives for their ability to best support the implementation of City policies and dense, equitable mixed-use development including increased housing and middle-wage jobs in the Montgomery Park Area, leading to the selection of the preferred mode of streetcar and the preferred transit alignment for the extension to best serve the preferred land use development scenario; and

WHEREAS, in December 2021, PBOT and BPS published a Discussion Draft of the MP2H-Northwest Plan, including a description of the preferred transit alignment for the streetcar extension to Montgomery Park, followed by public review and input for further plan refinements; and

WHEREAS, in 2022 and 2023, PBOT and BPS conducted further community engagement and analysis to make refinements to the MP2H Plan, including focused engagement regarding the streetcar extension to Montgomery Park; and

WHEREAS, in November 2023, the Metro Council adopted the High Capacity Transit Strategy, which identified the Montgomery Park Streetcar Extension (C28) as a highest-tier priority transit corridor for its viability to advance into implementation in the next four years; and

WHEREAS, in April 2024, PBOT and BPS published a Proposed Draft of the Montgomery Park Area Plan (MPAP) for public review and comment, which updated the MP2H name to better reflect the plan's focus in the Montgomery Park Area of Northwest Portland and included minor refinements to the preferred transit alignment to reduce capital costs and improve feasibility, as well as a description of the preferred transit alignment, an overview of the assessment of alternatives conducted toward its development per Exhibit B, and proposed cross sections for the alignment per Exhibit C; and

WHEREAS, in June 2024, PBOT and BPS presented the preferred transit alignment to the Portland Planning Commission alongside the Montgomery Park Area Plan for advisement; and

WHEREAS, in July 2024, after public testimony and work sessions, Planning Commission voted to recommend adoption of the MPAP, as amended, to Portland City Council; and

WHEREAS, in October 2024, PBOT and BPS published a Recommended Draft of the MPAP for public review and comment, and PBOT published the Proposed Locally Preferred Alternative (LPA) based upon the preferred transit alignment released in April 2024.

NOW, THEREFORE, BE IT RESOLVED, that the City of Portland adopts the Locally Preferred Alternative for the Montgomery Park Transit Project, including an alignment using two-way movement on NW 23<sup>rd</sup> Avenue and a new one-way parallel couplet using NW Roosevelt Street, Northwest 26<sup>th</sup> Avenue, and NW Wilson Street, including preliminary station locations per Exhibit A; and

BE IT FURTHER RESOLVED, that PBOT will continue to work with project partners at TriMet and Metro to advance the streetcar project into Project Development, which includes engineering, design, environmental review, and the identification and securing of necessary local funding sources toward pursuance of federal transit funding for the project; and

BE IT FURTHER RESOLVED, that PBOT and Portland Streetcar, Inc. will continue to engage and communicate with impacted and interested community members and stakeholders in the project area.

BE IT FURTHER RESOLVED, that Portland City Council and PBOT thank all those who have participated toward the planning of this project, including Metro, TriMet, the Project Working Group, the Columbia Corridor Association, Friendly House, the Northwest District Association, the Northwest Industrial Business Association, the Northwest Portland Business Association, Northwest Active Streets, the York Street Working Group, and local businesses and community members.

## Exhibits and Attachments

 [Exhibit A](#) 1.6 MB

 [Exhibit B](#) 5.54 MB

 [Exhibit C](#) 1.41 MB

# Impact Statement

## Purpose of Proposed Legislation and Background Information

The Montgomery Park Transit Project is identified in the Transportation System Plan (TSP) financially constrained project list (ID 60035). Through planning efforts and community engagement beginning in 2019, the Portland Bureau of Transportation (PBOT) developed a preferred transit alternative for the project, which was published as a Recommended Locally Preferred Alternative in September 2024 for public review.

In order to qualify for funding for the project through the Federal Transit Administration's (FTA's) Capital Investment Grant (CIG) program, a Locally Preferred Alternative must be adopted through the local planning process.

This legislation will adopt the Locally Preferred Alternative for the Montgomery Park Transit Project as described and mapped in Exhibit A, which has been identified as an extension of Portland Streetcar to Montgomery Park, completing a required step toward the pursuance of a CIG grant to help fund the project.

## Financial and Budgetary Impacts

- Adopting the Locally Preferred Alternative for the Montgomery Park Transit Project does not amend the budget or change current or future revenue sources, nor will it have any immediate impact to budgetary appropriations.
- The total project cost for the extension is estimated at \$178 million, including vehicle procurement (\$120 million without vehicles) (low confidence estimate). The project's funding sources have not been secured, but are likely to include federal grants, regional flexible transportation funds, Transportation System Development Charges (SDCs), and funding reserved for Portland Streetcar.
- The Capital Investment Committee (CIC) at the Portland Bureau of Transportation (PBOT) has approved the allocation of \$12 million (of the estimated \$178 million above) in Streetcar Reserve funds toward activities related to Project Development. During the Project Development phase, the cost estimate will be refined, and funding sources will be identified and secured.
- Costs for this project will be posted to cost code T01304, which is included in PBOT's FY 24-25 budget and five-year CIP forecast.
- There is no additional funding request at this time.

## Economic and Real Estate Development Impacts

While the adoption of the Locally Preferred Alternative does not have any immediate economic or real estate development impacts, the construction of an extension of Portland Streetcar to Montgomery Park, paired with the proposed land use changes in the area that are being considered concurrently to this Resolution (as part of the Recommended Draft of the Montgomery Park Area Plan) will support the potential for hundreds of new

middle wage jobs and 2000 or more new housing units in the area over the next 20 years.

The streetcar extension and land use changes were shared with impacted community members utilizing the methods described in the Community Impacts and Community Involvement section below. Impacted community members have been part of the planning process since 2019, with several opportunities to provide input. In particular, feedback about concern of loss of industrial land and support of mixed-use development with jobs and housing development led to the refinement of the land use development scenario, the area being considered for land use changes, and the preferred alignment for the streetcar extension. The final Recommended Locally Preferred Alternative supports feasible, direct routing to the area of greatest expected change, implementing local policy while helping to preserve nearby industrial uses.

In a future phase, environmental review will consider economic, social, and environmental impacts in compliance with the National Environmental Policy Act (NEPA). Any significant negative impacts will be required to be mitigated in order for the project to qualify for federal funding through a CIG grant.

## **Community Impacts and Community Involvement**

While developing the Locally Preferred Alternative for the Montgomery Park Transit Project as part of the Montgomery Park Area Plan process, the City did extensive community outreach in Northwest Portland to help shape project outcomes, including:

- 7 meetings of a Project Working Group representing various community and business viewpoints
- 2 online Open Houses
- Outreach through 2 community-based organizations in the area
- Meetings and presentations with neighborhood groups and business associations
- Postcards sent to 7,000 area addresses, in both English and Spanish (with additional translations available upon request)
- Canvassing to businesses along the proposed alignment
- 179 respondents to an online survey
- Intercept surveys near regulated affordable housing and existing transit stations near the proposed alignment
- Tabling at events in Northwest Portland
- Phone calls, emails, and conversations with interested community members
- Feedback on Discussion Draft elements of the Montgomery Park Area Plan, and testimony on the Proposed Draft of the plan

During the environmental review phase of the project, which will occur in the next stage of Project Development after further design, community engagement, and engineering is completed, social, environmental, and economic impacts will be evaluated and mitigated as needed. Currently, known community impacts include:

- No direct displacement of homes or businesses to construct the streetcar extension
- In tandem with land use changes and adoption of Public Benefits Agreement, this project will help support the creation of a new equitable mixed-use district including affordable housing and middle wage job targets
- While accessibility and stormwater upgrades may remove parking in some areas, it is expected that there will be an overall net-gain of on-street parking in the project area
- Improvements to pedestrian and bicycle facilities will be included as part of the project
- The project will include furnishing zones in areas that support larger species of street trees

100% Renewable Goal

While it has not been assessed to what degree the construction of the extension to Montgomery Park will contribute to the City's goal of meeting 100% of community-wide energy needs with renewable energy by 2050, the Portland Streetcar runs on 100% percent renewable energy. This extension will also run on 100% renewable energy.

Additionally, it is likely that the construction of the Montgomery Park Transit Project will also support decreasing the City's total nonrenewable energy use by improving pedestrian and bicycle facilities in the project area.

Financial and Budget Analysis

This action authorizes adoption of the Montgomery Park Area Plan (MPAP). While adoption of the plan does not have currently estimable costs associated, BPS notes implementation changes in zoning code may require additional staff time in impacted bureaus, including PHB, Prosper Portland, PBOT, Parks, BES, and Water. The bureau notes that increased staff time and associated cost is expected to be minimal.

Document History

Agenda	Council action
<a href="#">November 13, 2024</a> Time Certain <div>City Council</div>	<b>Continued</b> Oral record is closed. Written record will close December 3, 2024 at 5:00 p.m. Continued to December 4, 2024 at 10:25 a.m. time certain
<a href="#">December 4, 2024</a> Time Certain <div>City Council</div>	<b>Continued</b> Continued to December 11, 2024 at 10:30 a.m. time certain

Agenda	Council action
<a href="#">December 11, 2024</a> Time Certain <div>City Council</div>	Adopted  <b>Aye (5):</b> Mingus Mapps, Carmen Rubio, Ryan, Rene Gonzalez, Ted Wheeler

# Montgomery Park Transit Project

Recommended Locally Preferred Alternative | September 2024



The recommended Locally Preferred Alternative for high capacity transit to the Montgomery Park Area is streetcar transit with stations at the locations indicated on the attached map, operating as a .65 one-way route mile extension of the existing Portland Streetcar North-South (NS) Line from its existing terminus at NW 23<sup>rd</sup> Avenue and NW Northrup Street to a new terminus at NW 26<sup>th</sup> Avenue and NW Wilson Street near the Montgomery Park building in Northwest Portland. This extension will allow the NS Line to operate between the Montgomery Park Building and the South Waterfront. The route extension will operate on NW 23<sup>rd</sup> Avenue, as well as on a new one-way parallel couplet using NW Roosevelt Street, NW 26<sup>th</sup> Avenue, and NW Wilson Street.



# Montgomery Park Transit Project

RECOMMENDED LOCALLY PREFERRED ALTERNATIVE

EXHIBIT A



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

## Elements of the Recommended Locally Preferred Alternative

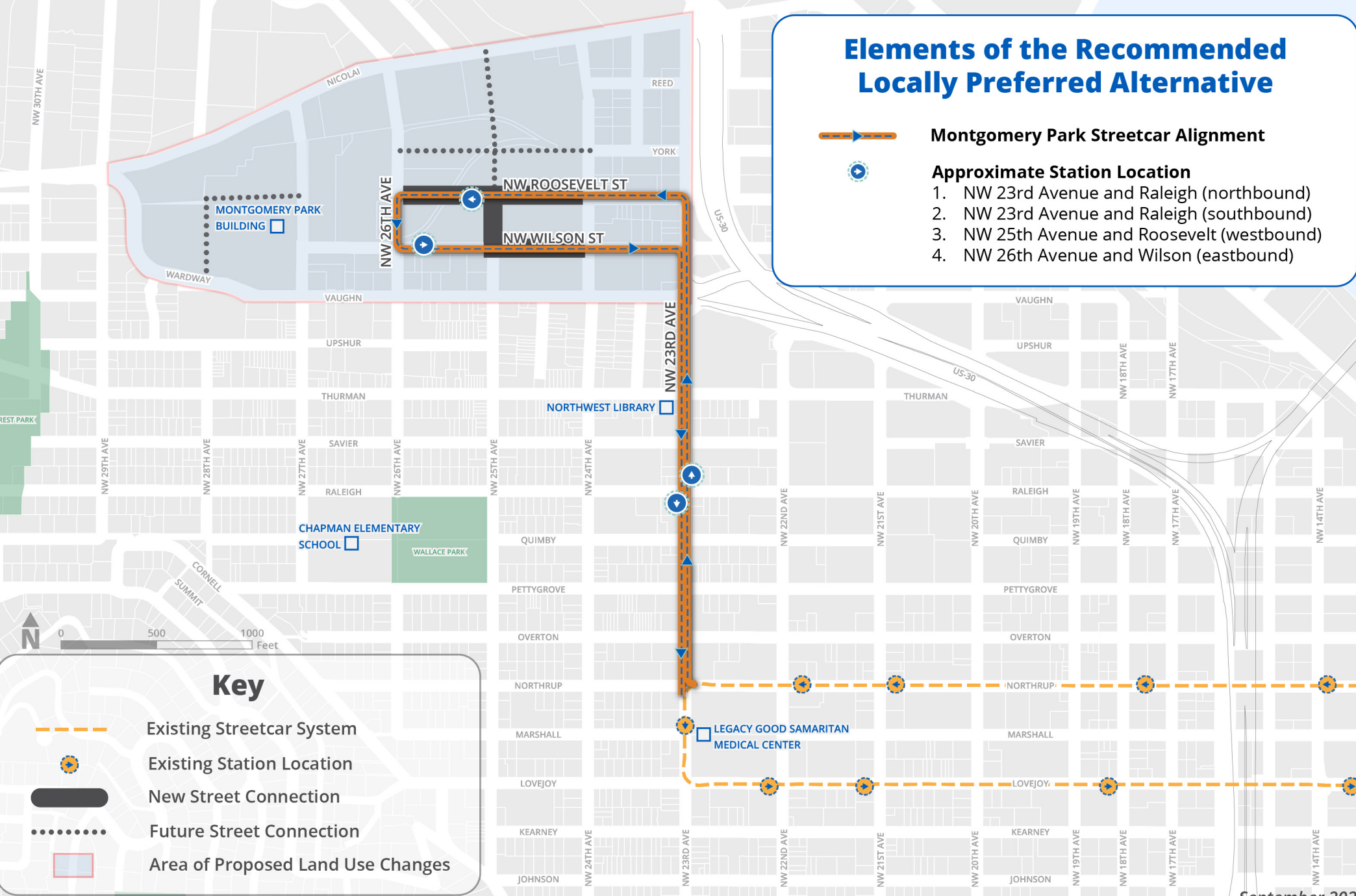


Montgomery Park Streetcar Alignment



Approximate Station Location

- 1. NW 23rd Avenue and Raleigh (northbound)
- 2. NW 23rd Avenue and Raleigh (southbound)
- 3. NW 25th Avenue and Roosevelt (westbound)
- 4. NW 26th Avenue and Wilson (eastbound)



# Portland Streetcar Montgomery Park Extension

## PREFERRED ALIGNMENT OVERVIEW

UPDATED APRIL 12, 2024

### OVERVIEW

This document describes the development and selection of the preferred alignment for the Portland Streetcar Montgomery Park Extension. It also compares the preferred alignment to alternatives considered during various stages of the Montgomery Park to Hollywood (MP2H) planning process.

For more than five years, the MP2H project team explored alignment options for the project area. They considered community input, local policy, and feasibility. [Federal Transit Administration \(FTA\) Small Starts Project Evaluation Criteria](#) were also considered.

While this document illustrates the project team's evaluation of options, it is not a formal alternatives analysis. Further evaluation will be completed as part of the anticipated environmental review process and will be conducted in accordance with federal requirements.

More information about the Portland Streetcar Montgomery Park Extension, as well as related plans and studies, are available at the project webpage: <http://portland.gov/MPStreetcar>

### PROJECT BACKGROUND

The City of Portland and Portland Streetcar, Inc. have been exploring various ways to connect the existing streetcar network to Montgomery Park for many years. Planning documents dating to the 1970s envisioned a streetcar connection to the large office building, and the 2009 [Portland Streetcar System Concept Plan](#) identified Montgomery Park as a key destination for future extension. The [2035 Portland Transportation System Plan](#) and [2035 Comprehensive Plan](#) prioritized this extension for planning and implementation. However, none of these documents identified an alignment.

In 2018, Portland City Council funded a preliminary [Northwest Public Streetcar Extension and Land Use Alternatives Analysis](#) to study an extension of streetcar to Montgomery Park. In 2019, the [Montgomery Park to Hollywood Land Use and Development Study \(MP2H\)](#) was funded through a grant from the FTA. In Northwest Portland, MP2H focused on short-term potential transit investment and land use changes in the area.

Over the next two and a half years, the Portland Bureau of Transportation (PBOT) worked with the Bureau of Planning and Sustainability (BPS) to develop the [Draft Montgomery Park Area Transportation Plan](#) and the [Northwest Plan \(MP2H-NW\) Discussion Draft](#). Through community engagement and study, various land use scenarios, transit modes, and alignments were explored for their potential to support local and regional transportation needs and to facilitate mixed-use and equitable development.



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FORMER ESCO SITE IN NORTHWEST PORTLAND

## WHY NOW?

The industrial areas of inner Northwest Portland are undergoing a major transformation. Since the 2000s, major industries have been leaving the area. This phenomena is reflected in the loss of major industrial tenants including Con-way and ESCO. This shift has created an opportunity to reimagine the role these large sites play in providing for future housing and jobs in a growing region.

Over the past decade, the land that was once used for Con-way's logistics operations has given way to a sustainable new urban area in Slabtown. The ESCO site now sits largely vacant and has the potential to become a place of living, work, and play for thousands of community members. The ESCO site, taken in context with investment potential in Montgomery Park, presents a unique opportunity for large-scale housing and employment development near Portland's Central City.

The City of Portland has the ability to leverage land use and transportation decisions to shape a vibrant new district west of Highway 30 between NW Nicolai and Vaughn streets. A key strategy to spur development is to make a high-quality, high-capacity transit investment paired with focused land use changes in this area. A framework to promote equitable development is also being proposed, in order to ensure the provision of middle-wage jobs, affordable housing, affordable commercial space, and climate-friendly features through development.

## WHY STREETCAR?

For more than 20 years, the Portland Streetcar has been one of the City's tools for equitable and sustainable development. With its proven track record of spurring the creation of dense, walkable, and rollable neighborhoods, the streetcar helps Portland achieve its climate goals and address the city's housing shortage.

The streetcar functions as a high-capacity, sustainable transit mode that helps people meet their daily needs without a personal automobile. It presents many of the same benefits of light rail at a much lower cost, so streetcar offers a more cost effective route toward transit-oriented urban living.

The Portland Streetcar also helps the City achieve its equity goals. It supports the development of centrally-located affordable housing while improving access to critical destinations for its diverse riders. It also provides opportunity for economic development and job creation in areas with permanent access to affordable, climate-friendly transit.

**SINCE 2001 IN PORTLAND,**  
40 PERCENT OF ALL NEW REGULATED  
AFFORDABLE HOUSING AND 50 PERCENT  
OF ALL NEW HOUSING HAS BEEN BUILT  
WITHIN ONE QUARTER MILE OF A  
STREETCAR LINE.



## PORTLAND STREETCAR RIDERS ARE MORE DIVERSE AND TRANSIT-DEPENDENT THAN PORTLANDERS AS A WHOLE...

- 35% EARN LESS THAN \$30,000 PER YEAR
- 32% IDENTIFY AS PEOPLE OF COLOR AND/OR HISPANIC/LATINÉ
- 26% USE TRIMET'S HONORED CITIZEN FARE
- 76% RIDE DAILY



## PORTLAND STREETCAR IN THE PEARL DISTRICT



MONTGOMERY PARK STREETCAR EXTENSION PREFERRED ALIGNMENT OVERVIEW | 3



CONSIDERING TRANSIT ALTERNATIVES

Different transit modes suit different land uses and intensities of development. Lower capacity transit types like traditional buses or microshuttles are better suited to low-density uses like single-dwelling residential or industrial. Higher capacity transit types including streetcar and enhanced buses are more appropriate for higher-density mixed land uses.

With this in mind, the MP2H project team evaluated the four most feasible transit alternatives to develop a more comprehensive understanding of the costs, benefits, and suitability of each mode to serve various land use scenarios and growth potential being explored for the area. The study assessed standard bus, enhanced bus like the TriMet Frequent Express (FX), streetcar, and microshuttle service.

Criteria in the study were both qualitative and quantitative. They included land use suitability, support of development, improved access, costs, potential ridership, improved connectivity, construction and funding feasibility, pollution impacts, and equity impacts.

When a preferred land use scenario was developed and selected for MP2H with high-density mixed land uses in part of the study area, the project team considered the results of the transit alternatives assessment along with additional deliberation about funding and project feasibility.

Streetcar was chosen as the preferred transit alternative because of its suitability to support the most dense development potential for the area. Streetcar offers the highest capacity of any of the alternatives and draws high ridership, with a proven background of spurring dense development including affordable housing. It also has the ability to leverage various funding sources toward its construction, and streetcar has the potential to generate additional community benefits through binding agreements with property owners near Montgomery Park.



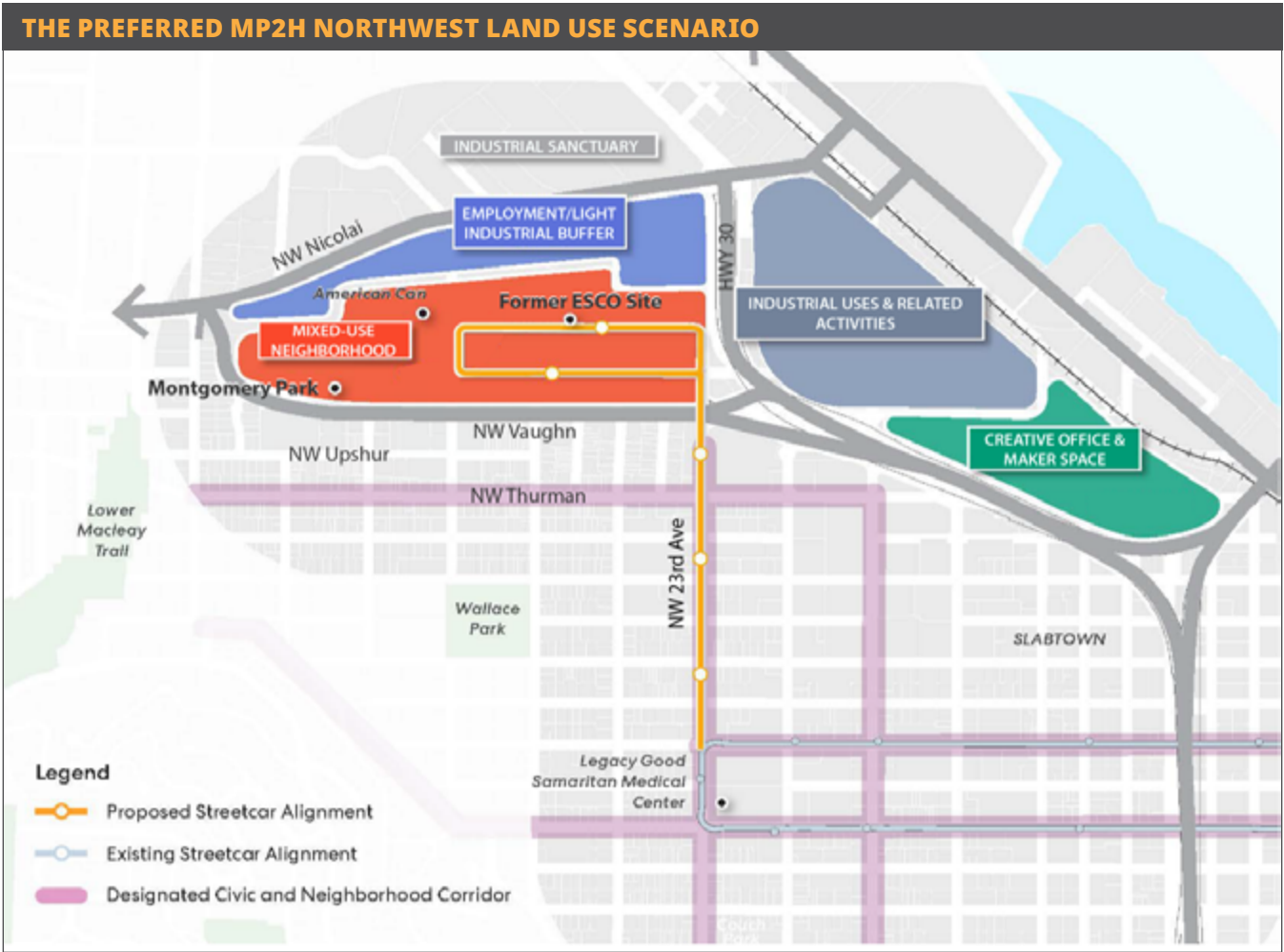
DEVELOPING THE PREFERRED ALIGNMENT

The preferred alignment was developed through research, community engagement, and analysis during the MP2H process. The project team analyzed various land use scenarios to understand which changes would have best potential to facilitate the development of an equitable mixed-use neighborhood, including affordable housing and jobs.

When it became clear that the most expected growth in the area would be concentrated on and around the former ESCO site, a new land use scenario was developed to focus changes in the area of greatest impact. This scenario responds to community support for balance between more housing and retaining industrial character and jobs. It retains industrial uses east of Highway 30, maintaining a significant amount of existing prime industrial land.

Further analysis of potential streetcar alignments revealed that a route on NW 23rd Avenue, connecting from the existing streetcar line at NW Northrup Street, would be most feasible and cost effective. It would strategically serve the area of greatest expected change while directing the streetcar down NW 23rd Avenue, a street designated as both a Neighborhood Main Street and a Major Transit Priority Street in the City's Transportation System Plan.

The project team then considered three different routes where the streetcar would connect from NW 23rd Avenue to Montgomery Park. The preferred alignment was selected from these three alternatives. In this document, those options are the Preferred Alignment, Alignment D, and Alignment E.







PEOPLE WAITING FOR STREETCAR ALONG NW 23RD AVENUE

THE PREFERRED ALIGNMENT

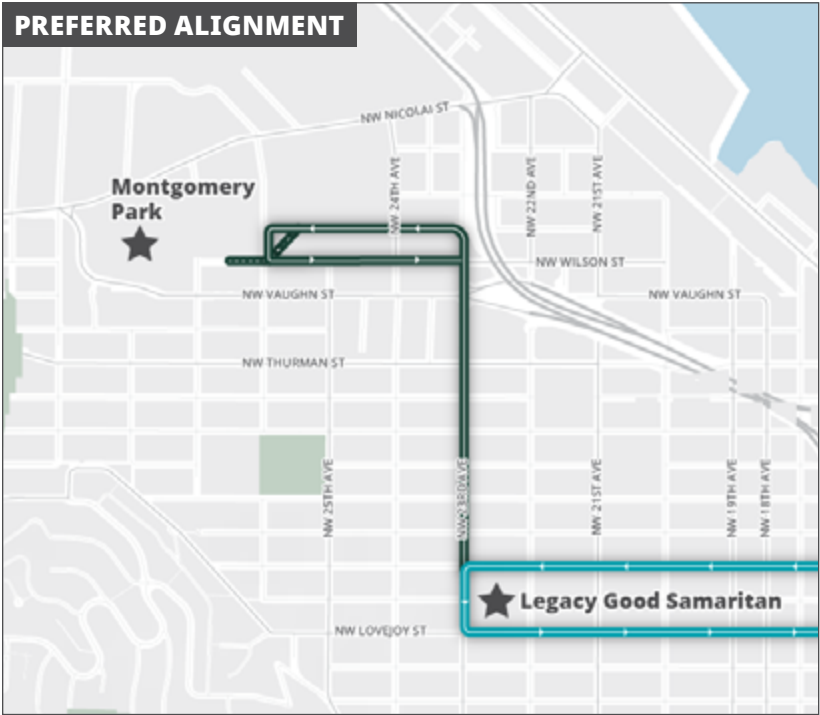
The preferred alignment is a short, direct route to Montgomery Park through an extension of the existing Portland Streetcar North-South (NS) Line along NW 23rd Avenue to a new one-way couplet along NW Roosevelt and NW Wilson streets. This alignment would efficiently serve expected development around Montgomery Park as well as one of Northwest Portland’s most vibrant Main Streets, NW 23rd Avenue.

NW 23rd Avenue was chosen as the preferred route for the streetcar extension for several reasons. Current and future demand along the bustling corridor would be supported by mass transit. The street is designated in City policy to prioritize frequent transit and high-volume pedestrian movement, and its designation as a Neighborhood Main Street means it should effectively serve the surrounding neighborhood while its design emphasizes multimodal access and movement.

Additionally, NW 23rd Avenue is in disrepair and is in desperate need of reconstruction. Community members have called for improvements on this street for years. Combining the two projects would provide

the opportunity to address NW 23rd Avenue’s current deficiencies between NW Lovejoy and NW Vaughn streets, including accessibility, utilities, and stormwater management. Folding the two otherwise separate major construction efforts into one would reduce construction impacts in the area and use public funds more efficiently.

The preferred alignment was refined from previous alternatives using NW 23rd Avenue. Those alternatives include Alignments C, D, and E in this report. When compared with those alignments, the Preferred Alignment is the most feasible for a number of reasons, including being free of fatal flaws in traffic analysis, supporting traffic demands now and in the future, being cost competitive due to its length, and supporting phased development in the area of proposed land use changes along and near the new proposed couplet.



ALIGNMENT DESCRIPTION:

The preferred alignment is an extension of the NS Line, connecting to Montgomery Park using **NW 23rd Avenue** and tying into a one-block parallel one-way couplet on **NW Roosevelt and NW Wilson streets**.

This alignment would include the construction of new complete streets to connect both NW Roosevelt and NW Wilson streets through the former ESCO site.

The extension’s terminus is proposed to be located near NW 26th Avenue and NW Wilson Street and include a new transit hub.

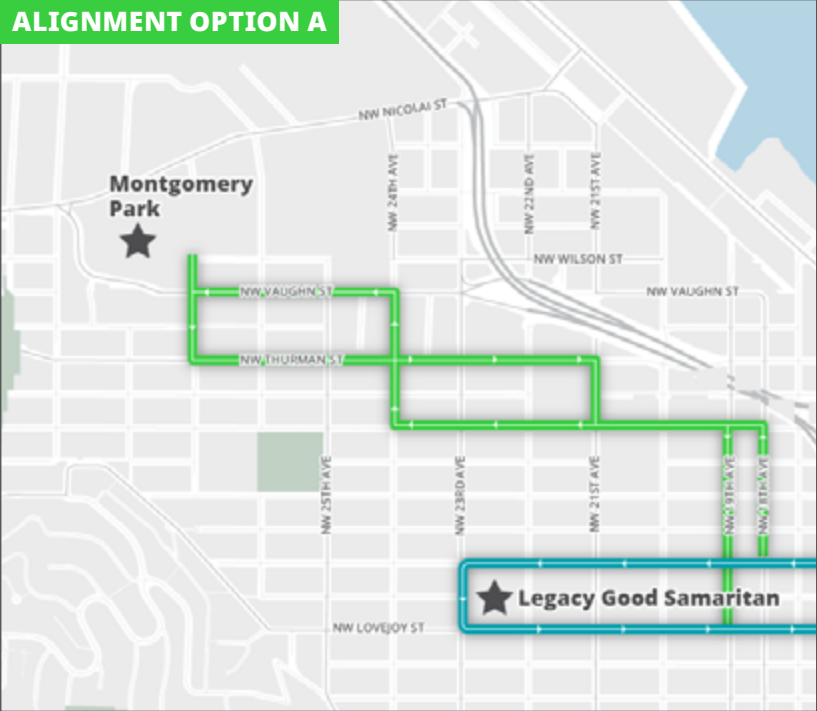
1.3 miles of new track and two new streetcars would be required.

CRITERION	SCORE	CONSIDERATION FOR PREFERRED ALTERNATIVE
CAPITAL COST AND FEASIBILITY	●	Length makes this alignment cost competitive, with one-block couplet supporting internal circulation and phased land development
OPERATING COST	●	Minimal increases in operating cost compared to other alternatives, due to direct route and length of alignment
RIDERSHIP POTENTIAL	●	Would serve the area of most development potential directly, while serving the vibrant Main Street of NW 23rd Avenue
COMPATIBILITY WITH EXISTING TRANSIT	●	Utilizes streets prioritized for transit while tying efficiently into existing streetcar system; would share stations with buses
TRAFFIC AND OPERATIONS	◐	Transportation modeling analyses indicate that impacts are minimal overall, and any issues can be mitigated effectively
MOBILITY IMPROVEMENTS	◐	Would include multimodal improvements on new streets with connections to broader network, while creating a couplet through area with existing limited access; one-block couplet easily accessible
CONSISTENCY WITH ADOPTED PLANS AND POLICY	●	Supports preservation of prime industrial land east of Highway 30 and utilizes a Main Street prioritized for transit operations and access
NEW HOUSING OPPORTUNITY	●	Creates a direct route to/through area of highest development potential while preserving development options north of NW Roosevelt Street
NEW JOBS OPPORTUNITY	●	Creates a direct route to/through area of highest development potential while preserving development options north of NW Roosevelt Street
FUNDING POTENTIAL	●	Requires lower capital costs and limited <a href="#">LID</a> participation compared to alternatives; federal funding can help pay for NW 23rd Avenue





ALIGNMENT OPTION A



ALIGNMENT A DESCRIPTION:

New line connecting to Montgomery Park via a combination of **NW Raleigh, Thurman, and Vaughn Streets** as well as **NW 18th, 19th, 21st, and 24th avenues**.

The alignment’s terminus would be a station on NW 27th Avenue between NW Wilson and NW Vaughn streets.

This route would be slow and circuitous to its final destination on narrow streets using tight turns and requiring significant right-of-way acquisition.

2.7 miles of new track construction and six new streetcars would be required.

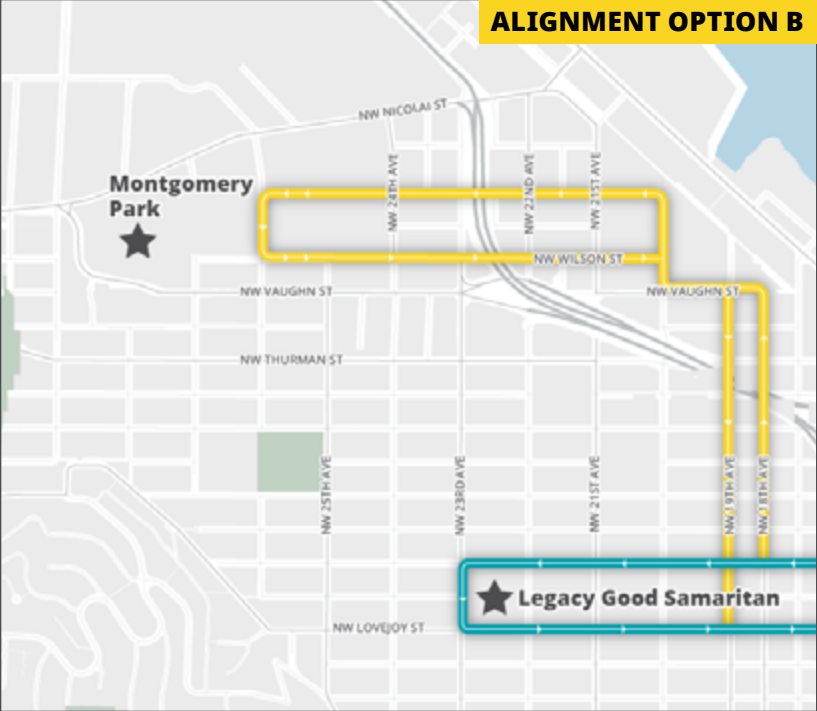
ALIGNMENT B DESCRIPTION:

New line heading north along **NW 18th and 19th avenues**, connecting to Montgomery Park via **NW York and Wilson streets**.

This alignment was used for much of MP2H’s earlier analysis process, prior to the development of a land use scenario intended to preserve prime industrial land east of Highway 30.

3.5 miles of new track construction and six new streetcars would be required.

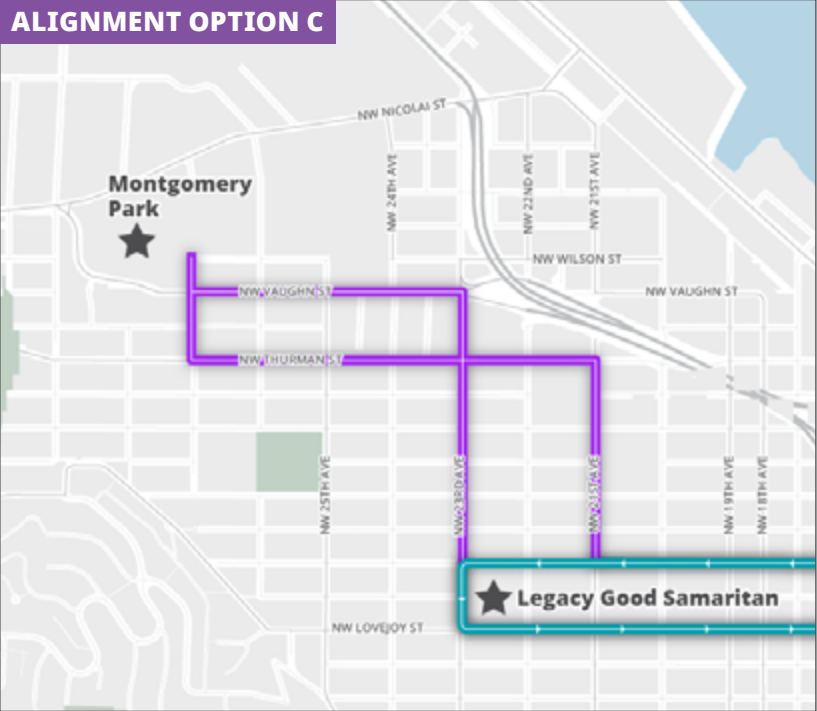
ALIGNMENT OPTION B



CRITERION	SCORE	CONSIDERATION FOR ALIGNMENT OPTION A
CAPITAL COST AND FEASIBILITY		Length, alignment, and right-of-way acquisition requirements would make this alignment expensive and challenging to construct
OPERATING COST		New line would require six new streetcars, and length would require more operators and significant maintenance costs
RIDERSHIP POTENTIAL		Alignment serves existing and new housing and retail in Slabtown and more intense uses planned on Montgomery Park and ESCO site
COMPATIBILITY WITH EXISTING TRANSIT		Much of the alignment is within a quarter mile of existing streetcar service
TRAFFIC AND OPERATIONS		Alignment uses narrow streets with tight turns and would likely require significant parking removal and potential ROW acquisition near corners
MOBILITY IMPROVEMENTS		Slow, circuitous route to final destination with limited space between curbs for streetcar movement or other multimodal improvements
CONSISTENCY WITH ADOPTED PLANS AND POLICY		Compatible with Streetcar Concept Plan, Conway Master Plan, and Northwest District Plan, but utilizes streets with limited transit priority
NEW HOUSING OPPORTUNITY		Portions of the alignment run through historic areas with low planned densities for future housing
NEW JOBS OPPORTUNITY		Most of the alignment runs through areas with low planned densities for future jobs
FUNDING POTENTIAL		Scale of extension would require significant LID participation, including areas of limited growth potential

CRITERION	SCORE	CONSIDERATION FOR ALIGNMENT OPTION B
CAPITAL COST AND FEASIBILITY		Length of extension would make this alignment the most expensive, and much of the extension would traverse prime preserved industrial land
OPERATING COST		New line would require six new streetcars, and length would require more operators and significant maintenance costs
RIDERSHIP POTENTIAL		Alignment serves existing and new housing as well as areas of growth potential, with limited opportunity in industrial area
COMPATIBILITY WITH EXISTING TRANSIT		Would add transit service to underserved areas and use streets prioritized for transit
TRAFFIC AND OPERATIONS		Alignment utilizes overpasses on Highway 30 and avoids high-traffic streets
MOBILITY IMPROVEMENTS		Relatively direct route to final destination and expands transit benefits; conflicts with freight district with wayfinding challenges
CONSISTENCY WITH ADOPTED PLANS AND POLICY		Alignment traverses through low-density industrial land which could eventually pressure land use changes in industrial preserve; potential conflicts with large section of freight district
NEW HOUSING OPPORTUNITY		Potential for housing along some of the alignment, with limited opportunity east/northeast of Highway 30 without land use changes
NEW JOBS OPPORTUNITY		Significant potential for jobs along some of the alignment, but supportive land use changes would result in loss of industrial jobs
FUNDING POTENTIAL		The length and location of this extension would make this alignment the most expensive, with LID support challenging in industrial preserve

ALIGNMENT OPTION C



ALIGNMENT C DESCRIPTION:

Extension of existing NS Line, connecting to Montgomery Park via **NW 21st and 23rd avenues**, as well as **NW Thurman and Vaughn streets**.

This alignment would face significant challenges due to required turning movements and ROW width in some areas and would require closure of stops near the hospital.

2 miles of new track construction and two new streetcars would be required.

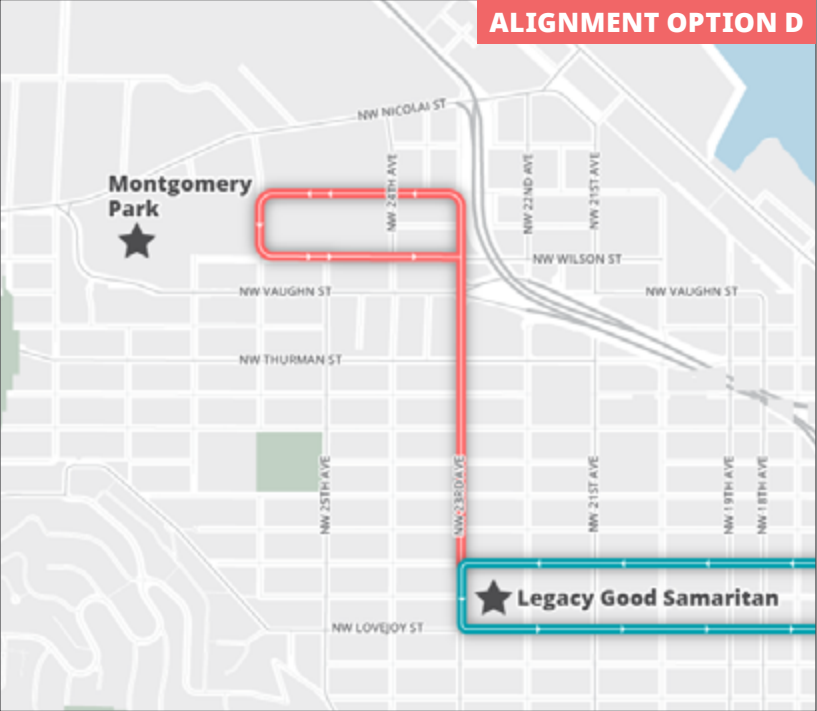
ALIGNMENT D DESCRIPTION:

Extension of existing NS Line, connecting to Montgomery Park along **NW 23rd Avenue** and tying into a two-block parallel one-way couplet along **NW York and Wilson streets**.

While this alignment would provide many of the same benefits of the preferred alignment, the couplet width would limit large-scale development flexibility and would be more challenging for wayfinding and transit access.

1.7 miles of new track construction and two new streetcars would be required.

ALIGNMENT OPTION D



CRITERION	SCORE	CONSIDERATION FOR ALIGNMENT OPTION C
CAPITAL COST AND FEASIBILITY		Challenges on NW Thurman Street and at key intersections on NW Vaughn Street make this route challenging to construct
OPERATING COST		Length of alignment versus other alternatives puts this operating cost in the mid-range compared to others
RIDERSHIP POTENTIAL		Would serve two Main Streets and could capture ridership of recently developed neighborhoods with high density
COMPATIBILITY WITH EXISTING TRANSIT		Much of alignment would use streets prioritized for transit, with impacts to existing NS line users near hospital
TRAFFIC AND OPERATIONS		A challenging turning movement from NW Vaughn Street to NW 23rd Avenue would likely cause significant issues, as would conflicts between Streetcar and higher-volume auto traffic
MOBILITY IMPROVEMENTS		Requires closure of stops near hospital; couplet width and directionality challenging for access; tight right-of-way on NW 27th Avenue
CONSISTENCY WITH ADOPTED PLANS AND POLICY		Supports preservation of industrial land and utilizes streets prioritized for transit operations, except NW 27th Avenue
NEW HOUSING OPPORTUNITY		Limited value capture opportunity due to service through areas with limited development potential
NEW JOBS OPPORTUNITY		Limited value capture opportunity due to service through areas with limited development potential
FUNDING POTENTIAL		Alignment would require larger area of LID participation than preferred alignment and large-share participants may have limited access

CRITERION	SCORE	CONSIDERATION FOR ALIGNMENT OPTION D
CAPITAL COST AND FEASIBILITY		Direct route and length make it cost-competitive, but two-block couplet would likely serve area large enough to take many years to fully develop
OPERATING COST		Minimal increases in operating cost compared to other alternatives, due to direct route and length of alignment; not the best
RIDERSHIP POTENTIAL		Would serve the area of most development potential directly, while serving one of Northwest Portland’s most vibrant Main Streets
COMPATIBILITY WITH EXISTING TRANSIT		Utilizes new streets and streets prioritized for transit
TRAFFIC AND OPERATIONS		Careful planning required at NW Vaughn Street and NW 23rd Avenue and a tight turn from NW Northrup Street onto NW 23rd Avenue
MOBILITY IMPROVEMENTS		Would include multimodal improvements on new streets with easy long-term connections, but access and wayfinding would be more challenging
CONSISTENCY WITH ADOPTED PLANS AND POLICY		Supports preservation of industrial land east of Highway 30 and utilizes a Main Street prioritized for transit operations and access
NEW HOUSING OPPORTUNITY		Creates a direct route to/through area of highest development potential, but limits development flexibility north of NW Roosevelt Street
NEW JOBS OPPORTUNITY		Creates a direct route to/through area of highest development potential, but limits development flexibility north of NW Roosevelt Street
FUNDING POTENTIAL		Requires limited LID participation, but couplet size creates development challenges for large-share participants





**ALIGNMENT E DESCRIPTION:**

Extension of existing NS Line, connecting to Montgomery Park via **NW 23rd Avenue** and two-way movement on **NW Wilson Street**.

This alignment has critical flaws in its design, both in required right-of-way acquisition for two-way turning movement at NW 23rd Avenue and NW Wilson Street as well as unacceptable traffic queues backing up onto Highway 30.

1.2 miles of new track construction and two new streetcars would be required.

CRITERION	SCORE	CONSIDERATION FOR ALIGNMENT OPTION E
CAPITAL COST AND FEASIBILITY		Shortest alignment makes this option cost-competitive, but critical design flaws and right-of-way acquisition impacts limit feasibility
OPERATING COST		Shortest track length makes this alignment’s operating cost low
RIDERSHIP POTENTIAL		Would serve the area of most development potential directly, while serving one of Northwest Portland’s most vibrant Main Streets
COMPATIBILITY WITH EXISTING TRANSIT		Utilizes new and reconstructed streets and streets prioritized for transit
TRAFFIC AND OPERATIONS		Traffic backups are a critical flaw, with auto traffic backing up onto Highway 30
MOBILITY IMPROVEMENTS		While this alignment provides opportunity for Main Street design on NW Wilson Street, right-of-way limitations would impact potential for dedicated bike lanes and cause unacceptable impacts to auto traffic
CONSISTENCY WITH ADOPTED PLANS AND POLICY		Supports preservation of industrial land and utilizes a Main Street prioritized for transit operations and access
NEW HOUSING OPPORTUNITY		Creates a direct route to/through area of highest development potential
NEW JOBS OPPORTUNITY		Creates a direct route to/through area of highest development potential
FUNDING POTENTIAL		Least amount of new streets and alignment lower capital costs and minimize area of LID participation

COMPARISON OF ALTERNATIVES

ALIGNMENT OPTION	CAPITAL COST AND FEASIBILITY	OPERATING COST	RIDERSHIP POTENTIAL	COMPATIBILITY WITH EXISTING TRANSIT	TRAFFIC AND OPERATIONS	MOBILITY IMPROVEMENTS	CONSISTENCY WITH ADOPTED PLANS AND POLICY	NEW HOUSING OPPORTUNITY	NEW JOBS OPPORTUNITY	FUNDING POTENTIAL	TOTAL SCORE*
<b>PREFERRED ALIGNMENT:</b> Extension via NW 23rd Avenue with NW Roosevelt Street and NW Wilson Street couplet											38
<b>OPTION A:</b> New line via NW Raleigh, NW Thurman, and NW Vaughn streets											15
<b>OPTION B:</b> New line via NW 18th and NW 19th avenues as well as NW York and NW Wilson streets											20
<b>OPTION C:</b> Extension via NW 21st and NW 23rd avenues, and NW Thurman and NW Vaughn streets											23
<b>OPTION D:</b> Extension via NW 23rd Avenue with NW York Street and NW Wilson Street couplet											32
<b>OPTION E:</b> Extension via NW 23rd Avenue with two-way on NW Wilson Street											30



\*This score is based upon project team interpretation of both qualitative and quantitative “criteria” as listed. For each criterion considered, a score of 0-4 was assigned based upon the scale to the left (where “BEST” = 4 and “WORST” = 0).





## EXHIBIT B

### WHAT'S NEXT?

In August 2023, The Portland Bureau of Transportation (PBOT) worked with the Bureau of Planning and Sustainability (BPS) to finalize the FTA grant that funded the Montgomery Park to Hollywood (MP2H) Study.

The project team is also working to integrate community feedback and additional refinements into current drafts of the Montgomery Park Area Transportation Plan and the MP2H Northwest Plan. City staff will propose final proposed draft versions of these plans for consideration and adoption in 2024.

PBOT staff recently completed Summer-Fall 2023 community engagement. The project team is also working on preliminary engineering and cost estimation for the proposed alignment. As a funding strategy is explored for the proposed streetcar extension, a Locally Preferred Alternative (LPA) is expected to be presented to City Council in 2024. The project team may seek federal funding in 2024, as well.

The extension of the streetcar to Montgomery Park and reconstruction of NW 23rd Avenue between NW Lovejoy and NW Vaughn streets could be under construction by 2026, including new stormwater and accessibility upgrades. The project may be completed and in service by 2028.

**LEARN MORE AND SIGN UP FOR EMAIL UPDATES AT THE PROJECT WEBPAGE:**

<http://portland.gov/MPstreetcar>

**QUESTIONS OR COMMENTS?  
EMAIL THE PROJECT TEAM AT:**

[MPStreetcar@portlandoregon.gov](mailto:MPStreetcar@portlandoregon.gov)



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

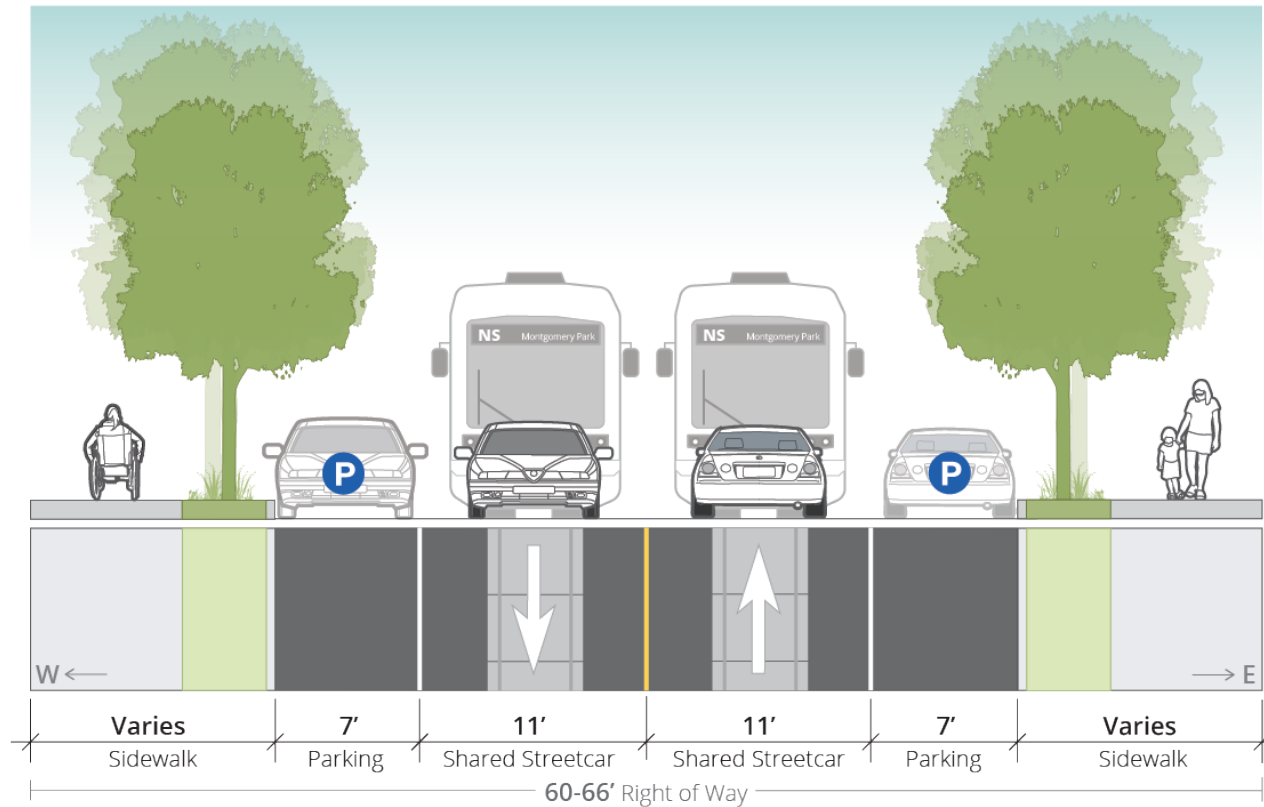
  
THE BUREAU OF **PLANNING**  
& **SUSTAINABILITY**

# Montgomery Park Transit Project

RECOMMENDED CROSS SECTIONS | September 2024

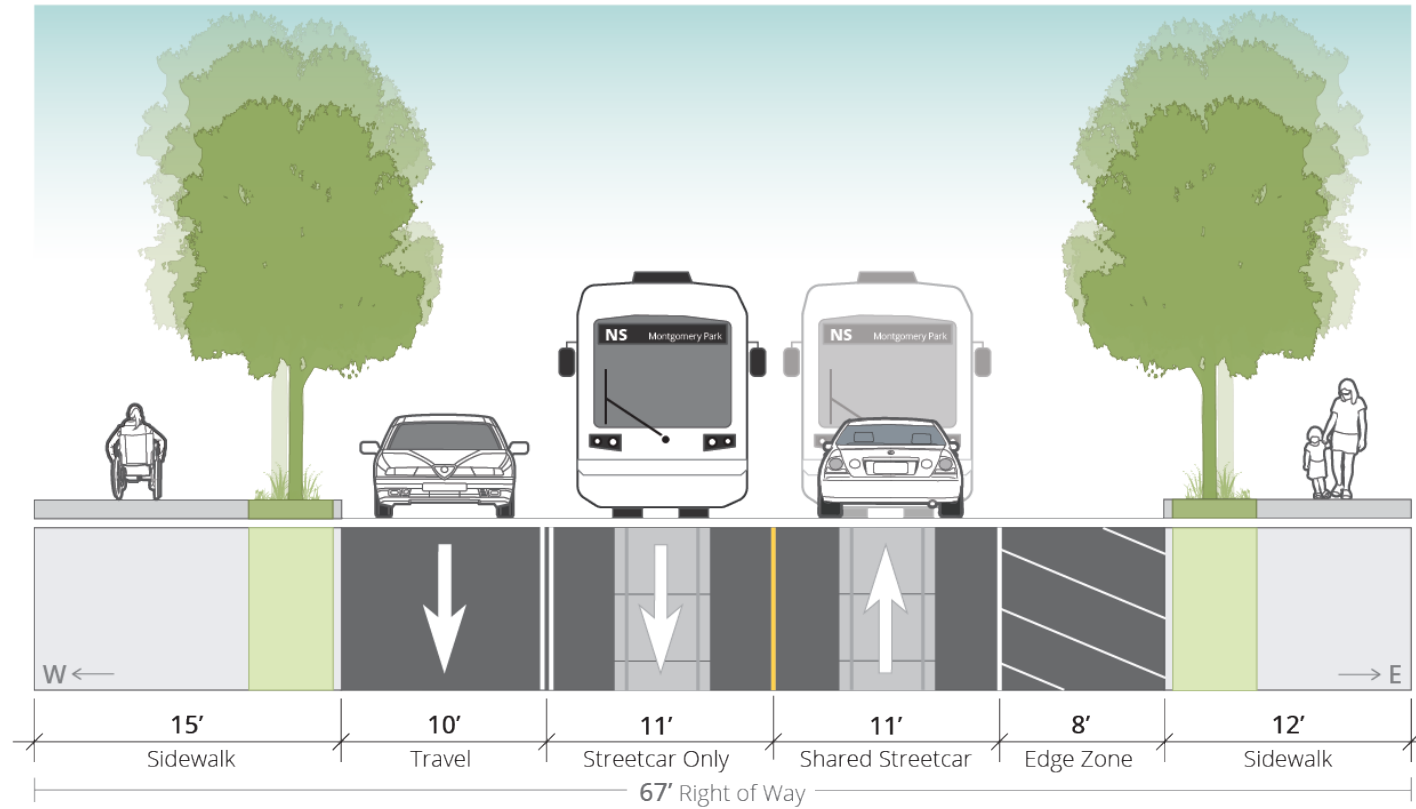


## NW 23<sup>rd</sup> Avenue Typical Cross Section | NW Vaughn St to NW Northrup St



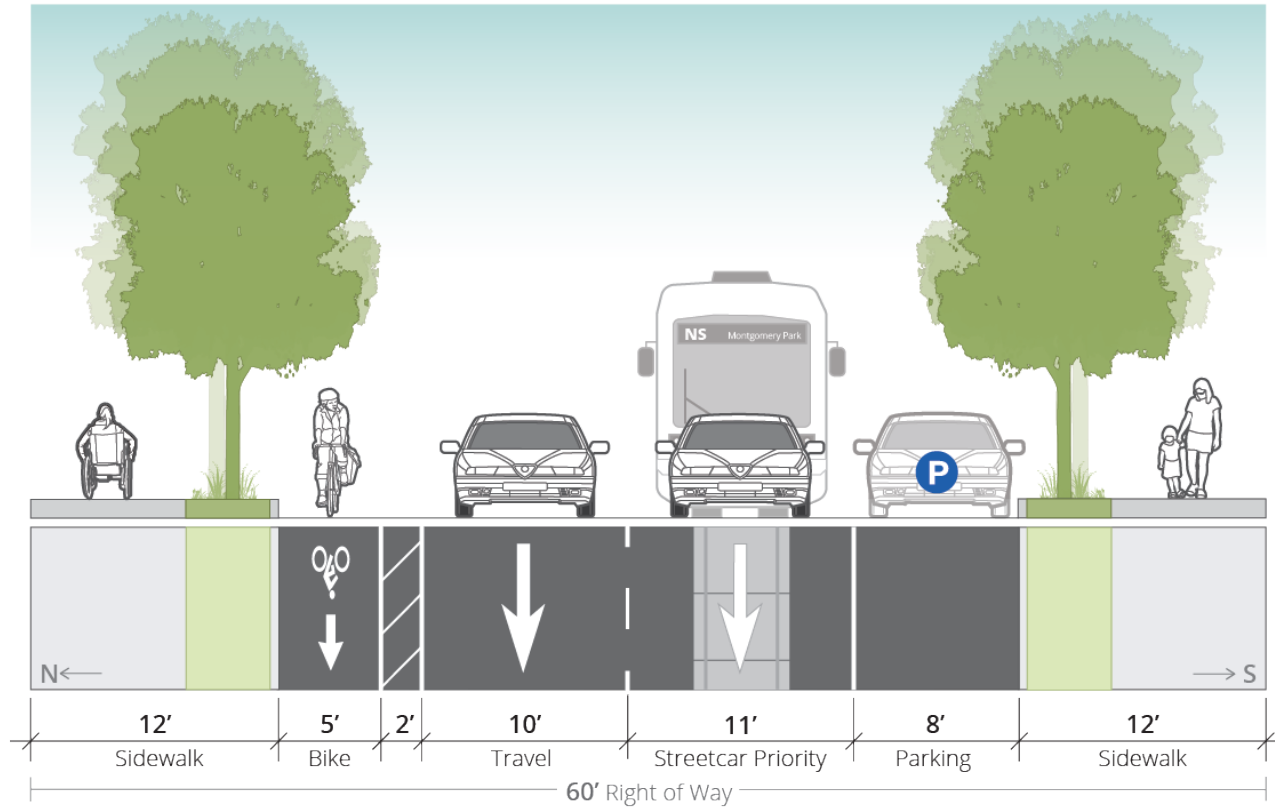
## EXHIBIT C

### NW 23<sup>rd</sup> Avenue | NW Wilson St to NW Vaughn St



## EXHIBIT C

**NW Roosevelt St** | NW 23<sup>rd</sup> Ave to NW 26<sup>th</sup> Ave



## EXHIBIT C

**NW Wilson St** | NW 23<sup>rd</sup> Ave to NW 26<sup>th</sup> Ave

