

# WELCOME! WE'RE GLAD YOU'RE HERE

## **MONTGOMERY PARK** *to* **HOLLYWOOD** TRANSIT & LAND USE STUDY

### **Virtual OPEN HOUSE #1**

**March 2<sup>nd</sup> 2020 | 5:00 - 7:30pm**  
**Metro, 600 NE Grand Ave**

#### **KEY OUTCOMES:**

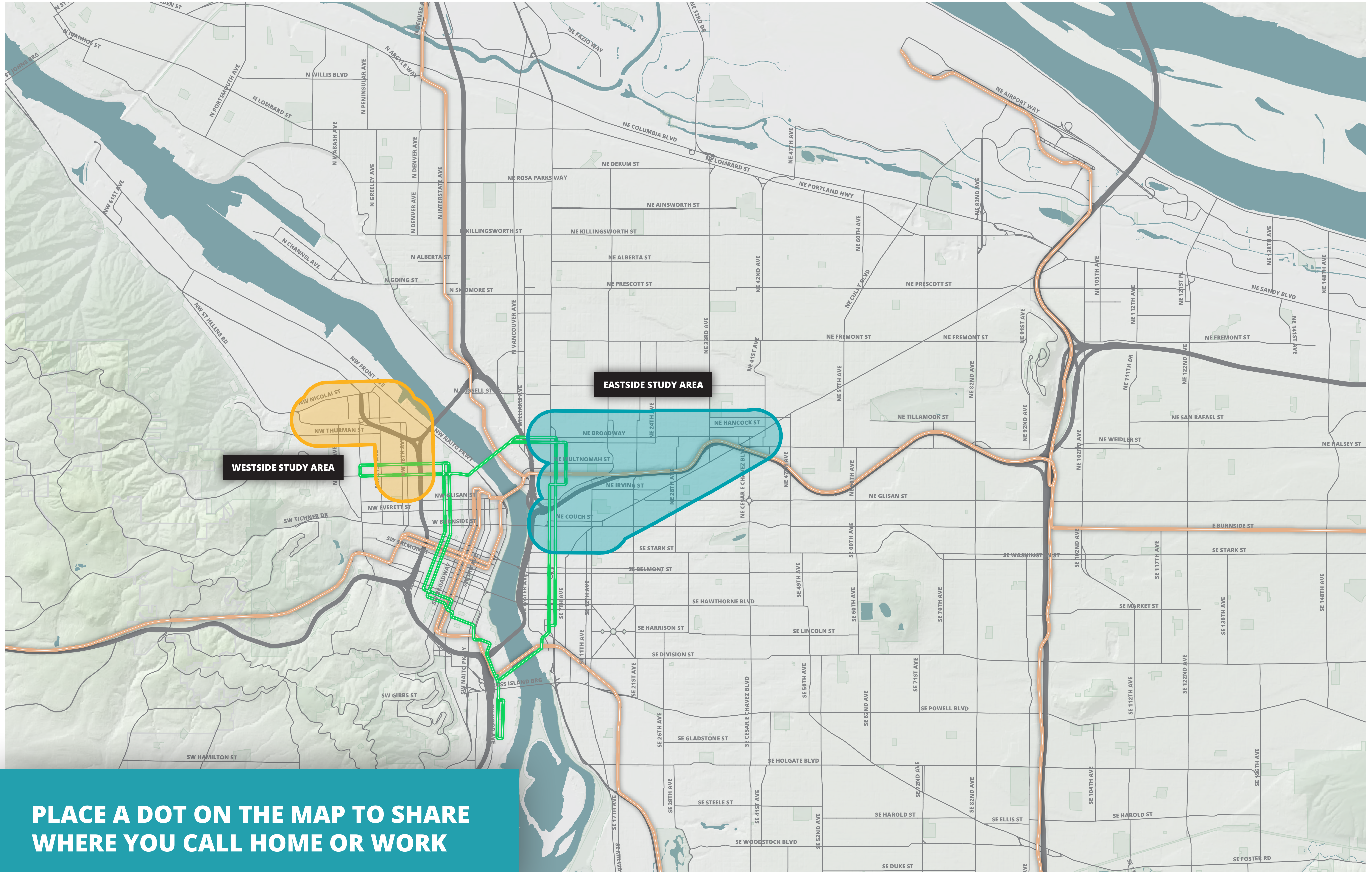
- Introduce this study to a larger audience & build public awareness and interest
- Receive feedback to refine project goals and outcomes
- Engage with stakeholders to understand community priorities for each study area
- Identify key opportunities and considerations for future development and investments in transit

#### **ABOUT THIS PROJECT:**

The Montgomery Park to Hollywood Transit and Land Use Development Strategy will assess opportunities, costs, feasibility, and interest in high-quality transit investments and transit-supportive land use changes in NW and inner NE Portland.

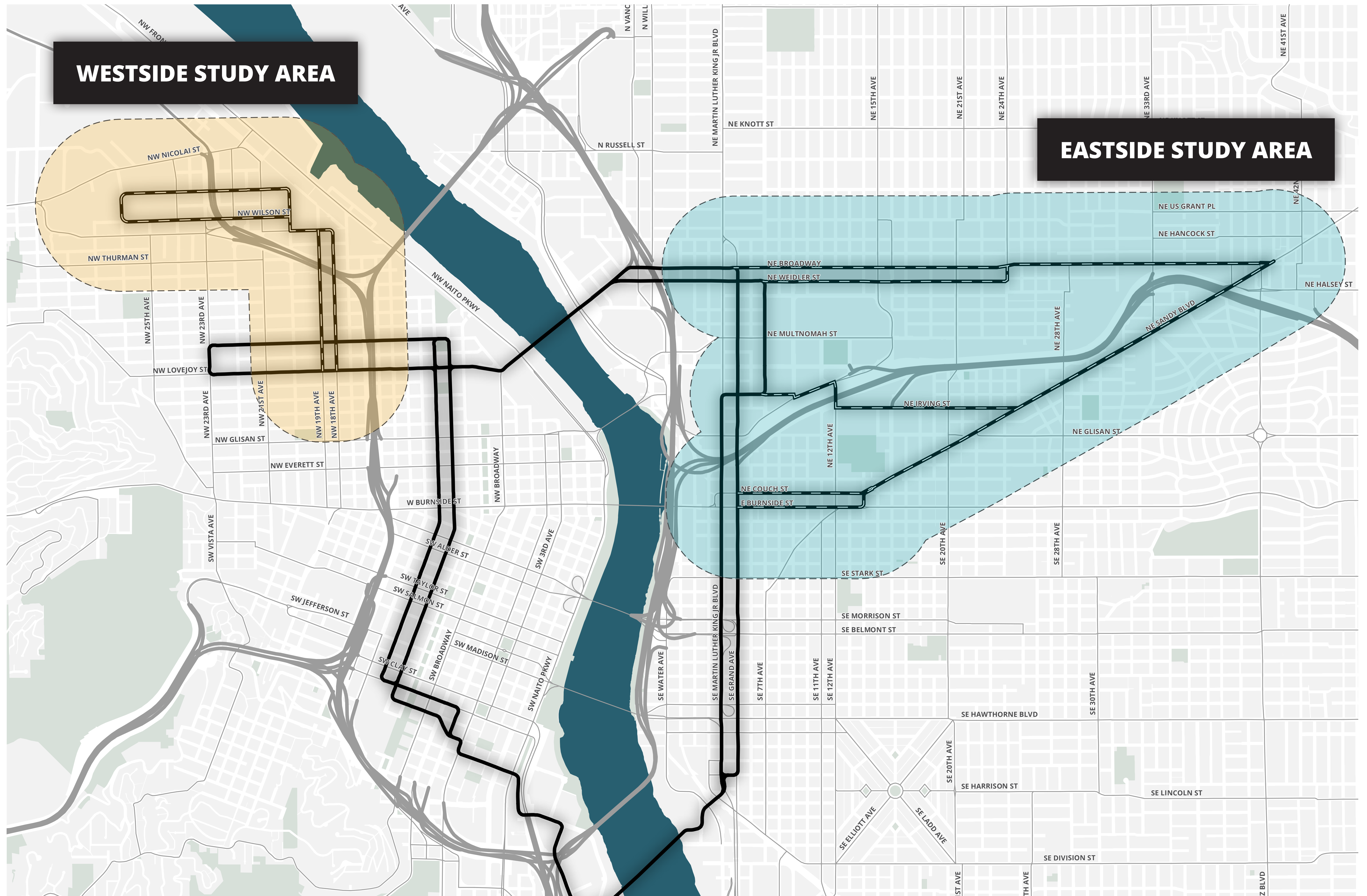
*The information in these slides was available at the Open House on March 2, 2020. Please review the material and share your feedback by clicking the link to the open house questionnaire on the final slide. Or go directly to: [www.surveymonkey.com/r/MP2H-OH1](http://www.surveymonkey.com/r/MP2H-OH1).*

# WHERE ARE YOU COMING FROM TONIGHT?



**PLACE A DOT ON THE MAP TO SHARE  
WHERE YOU CALL HOME OR WORK**

# STUDY GOALS & OBJECTIVES



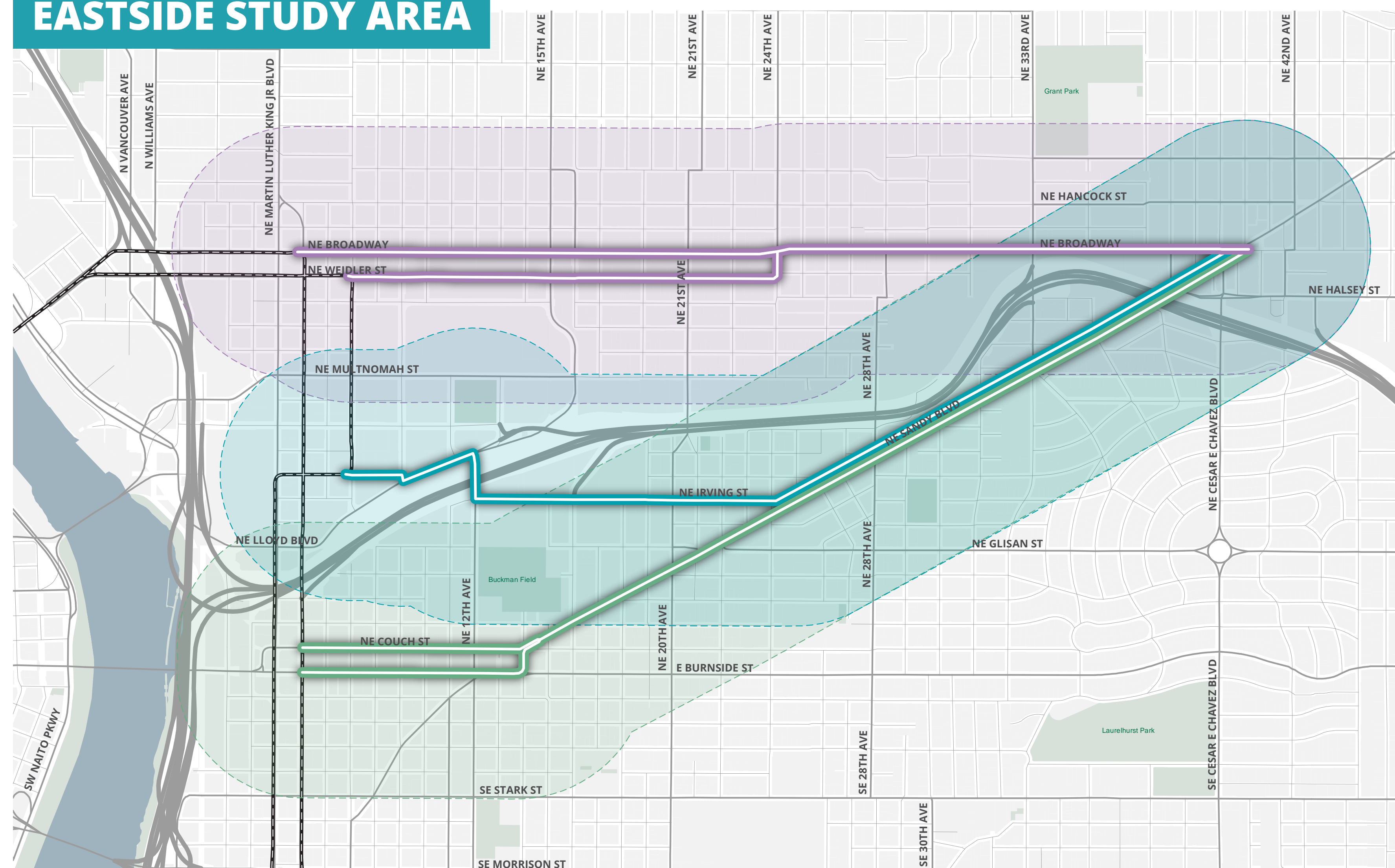
## STUDY GOALS

- **Support Portland's 2035 Comprehensive Plan and Climate Action Plan** goals for improving economic prosperity, human & economic health, equity & resilience, and for reducing carbon emissions.
- **Focus growth in centers & corridors** with high levels of services and amenities.
- **Increase opportunities for employment & housing**, particularly middle-wage jobs and affordable housing.
- **Improve access to affordable housing, middle-wage jobs, nature & recreation** through high-quality, reliable, and frequent transit service and other multi-modal options.
- **Ensure that under-served and under-represented communities** and those potentially most impacted from land use and transportation proposals have an **opportunity to meaningfully participate in the planning process, and benefit from project outcomes.**
- **Advance equitable, sustainable outcomes by developing community benefits strategies** to accompany land use decisions and transportation investments.

**WE WANT YOUR FEEDBACK ON THESE DRAFT PROJECT GOALS**

# ONE PROJECT. TWO STUDY AREAS

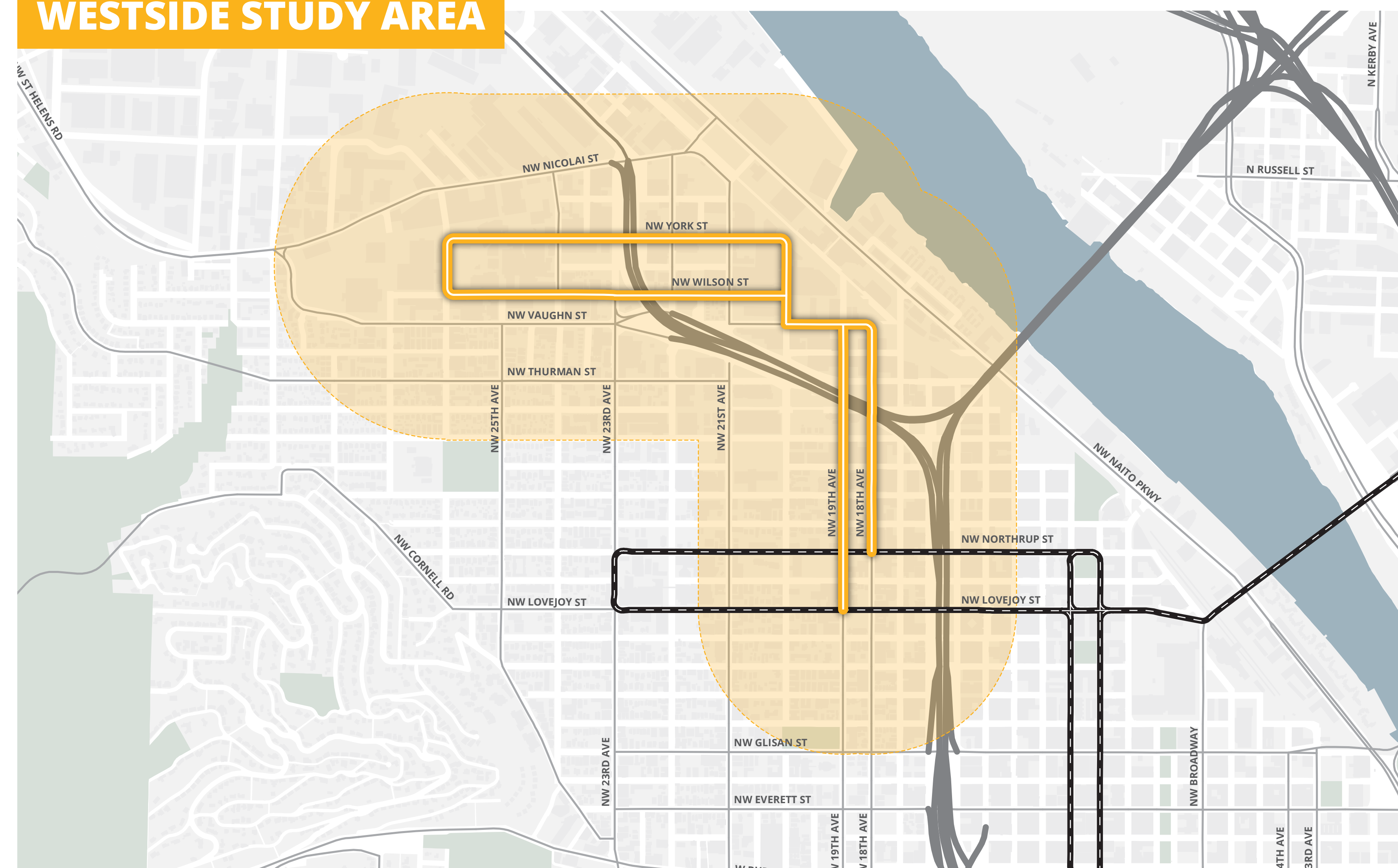
## EASTSIDE STUDY AREA



### EASTSIDE STUDY AREA OBJECTIVES:

- Engage community members in high-level evaluation of options.
- Evaluate land use potential on alternative alignments.
- Consider transportation changes to optimize land use scenarios.
- Evaluate public/private support among alternatives.
- Consider community benefits approaches for future refinement .
- Develop land use concept recommendations for future refinement.
- Hold public hearings with decision-makers to acknowledge future directions.

## WESTSIDE STUDY AREA



### WESTSIDE STUDY AREA OBJECTIVES:

- Engage community and stakeholders in development of specific proposals.
- Consider opportunities for transformative place-making in study area.
- Identify specific land use approaches - uses, zoning, design, etc.
- Identify transportation improvements to support land use direction.
- Develop specific land use and transportation implementation proposals.
- Develop specific community benefits approach to offset burdens.
- Hold public hearings with decision-makers to adopt changes and initiate implementation.

# PLANNING BACKGROUND

**2001** - Portland Streetcar opens serving Downtown and Northwest Portland

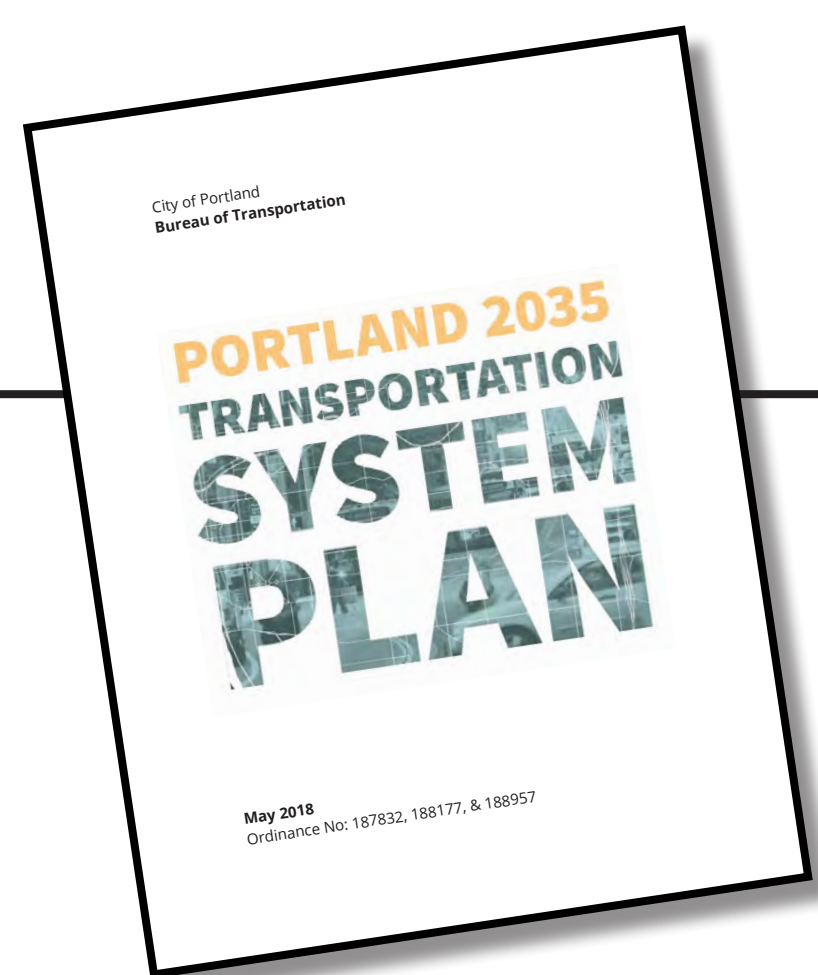


**2009** - **Streetcar System Plan** identifies several potential corridors; including to Hollywood Town Center and Montgomery Park

**2016 - 2035 Comprehensive Plan** adoption with land use changes in Northwest and Northeast Portland.



**2016** - Alignment evaluation and ridership modeling for six potential corridors including NE Sandy, NE Broadway, and an alignment connecting to Montgomery Park.



**2016** - **City of Portland Transportation System Plan** adoption with future streetcar extensions to Montgomery Park and Hollywood Town Center.

**2018** - City Council funds preliminary work in Northwest to study streetcar extension and land use implications.

**2019** - Federal Transit Administration (FTA) grant to study land use and transit in Northwest and Northeast Study Areas.

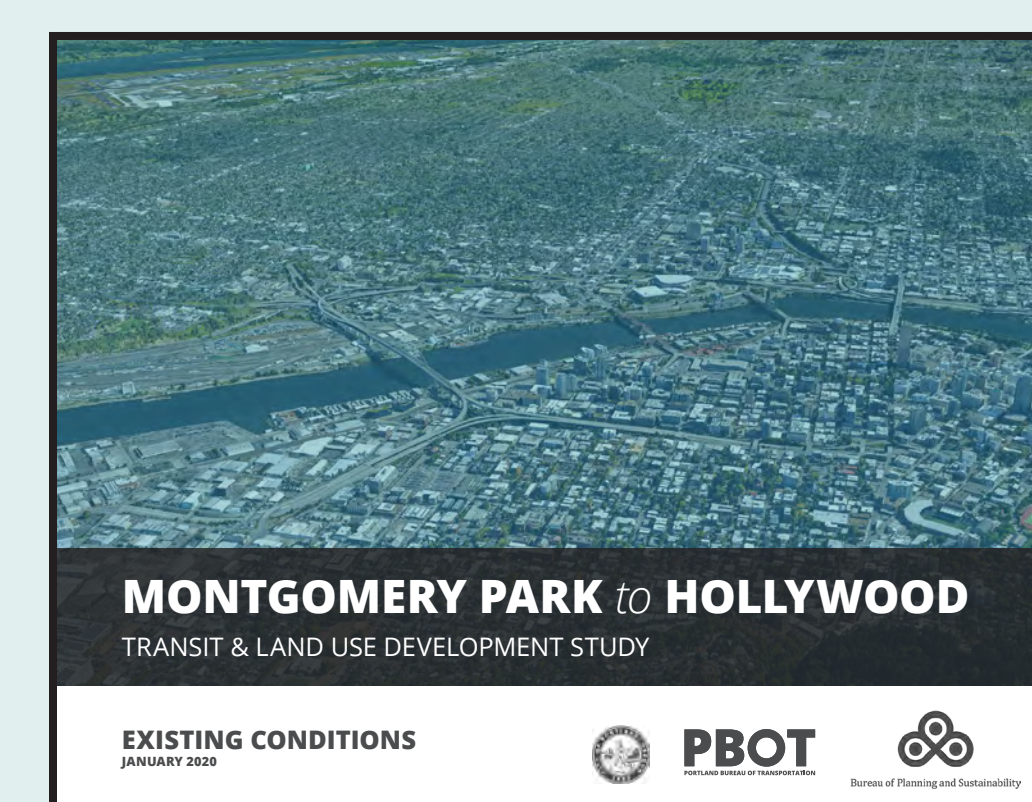
## MP2H STUDY: RECENTLY COMPLETED WORK



*Northwest Portland Streetcar Extension and Land Use Alternatives Analysis (Fall '19)*

### PORTLAND CITY COUNCIL DIRECTIVE

- 2019 Preliminary Northwest Study (completed)



*MP2H Land Use and Transportation Existing Conditions (Jan '20)*

### FTA GRANT WORK

- Land Use & Transportation Existing Conditions Report (completed)
- Public Involvement Plan (completed)
- Transit Alternatives Study (recently started)
- 15+ Public Meetings
- Presentation to Portland Sustainability Commission
- Online and In-Person Open House

# KEY QUESTIONS & OUTCOMES FOR EACH STUDY AREA

**While both study areas are included in this project, each is at a different stage in the planning process.** Both the eastside and westside study areas have **unique questions** to consider and intended study outcomes.

**ON THE WESTSIDE**, this study will assess land use and transportation issues that could result in land use changes alongside a preferred transit investment connecting to Montgomery Park.

#### **WESTSIDE STUDY OUTCOMES:**

- Land Use & Transportation Scenarios & Impacts
- Decision on Preferred Land Use Concept including potential Comprehensive Plan & Zoning Changes
- Decision on Preferred Transportation Circulation Concept including potential new streets and TSP Amendments
- Possible development agreement with community benefits



**ON THE EASTSIDE**, this study will assess the feasibility, opportunities, constraints, and support for a transit investment connecting to the Hollywood Town Center.

#### **EASTSIDE STUDY OUTCOMES**

- Alignment feasibility; opportunities + constraints of each
- Identify opportunity sites for future development
- Identify possible future land use and transportation changes
- Asses public/stakeholder support for alignments
- Identify most promising alignment for future study

# WHY STUDY STREETCAR?

**A potential streetcar extension is one of multiple transit options currently being explored to better connect areas of future growth in Central Portland.**



**Streetcar extensions have been studied and recommended in numerous plans.**

These include the Transportation System Plan, Regional Transportation Plan, and 2035 Comprehensive Plan.



**Streetcar is a highly effective, sustainable transportation mode.**

Streetcar ridership is as high as the busiest bus lines in the City. Since adding cars in the fall of 2019, streetcar ridership increased 24% in the first two months.

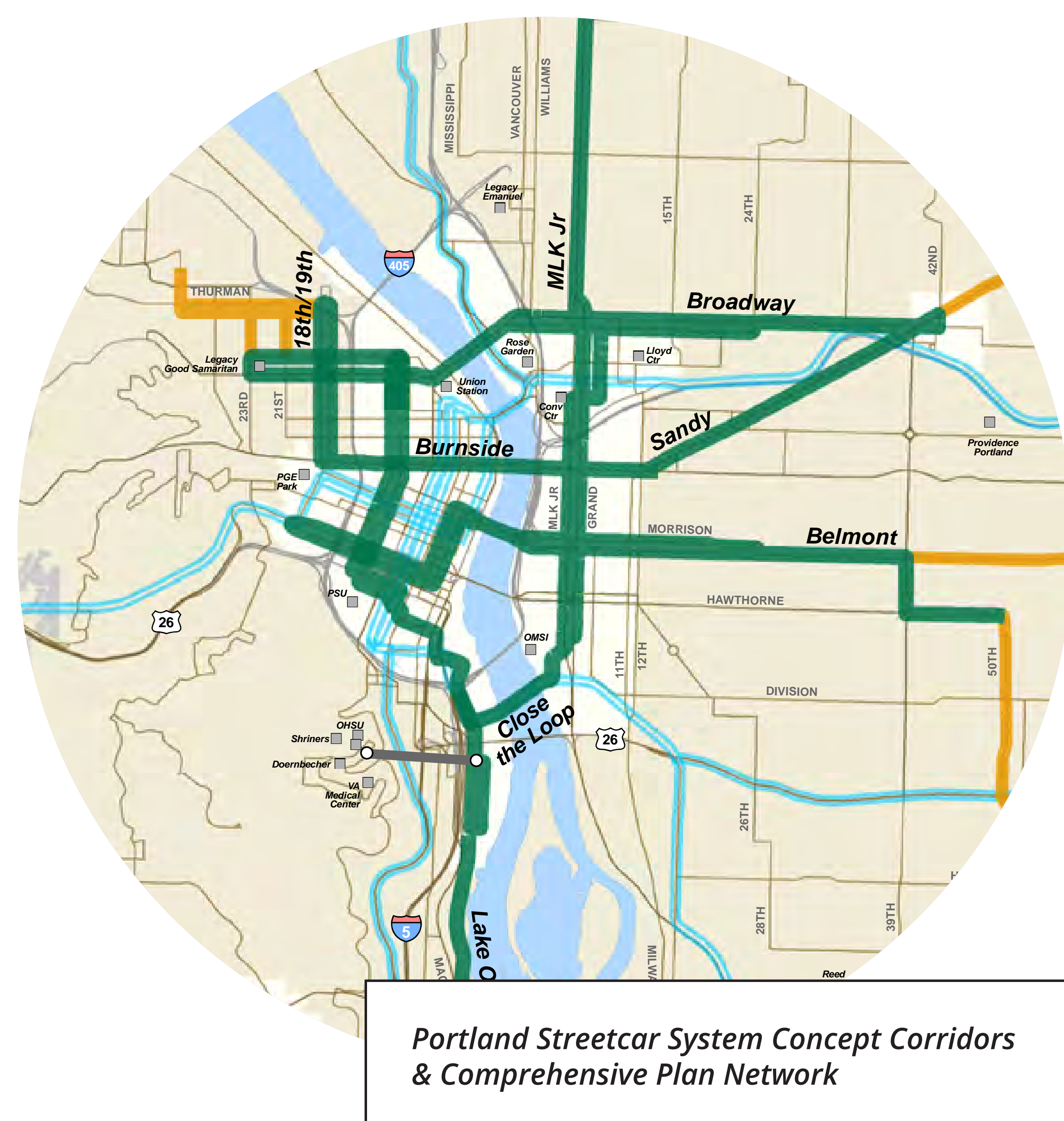


**Streetcar is an equitable transportation mode, serving a more diverse and transit-dependent ridership than other modes in the region.**



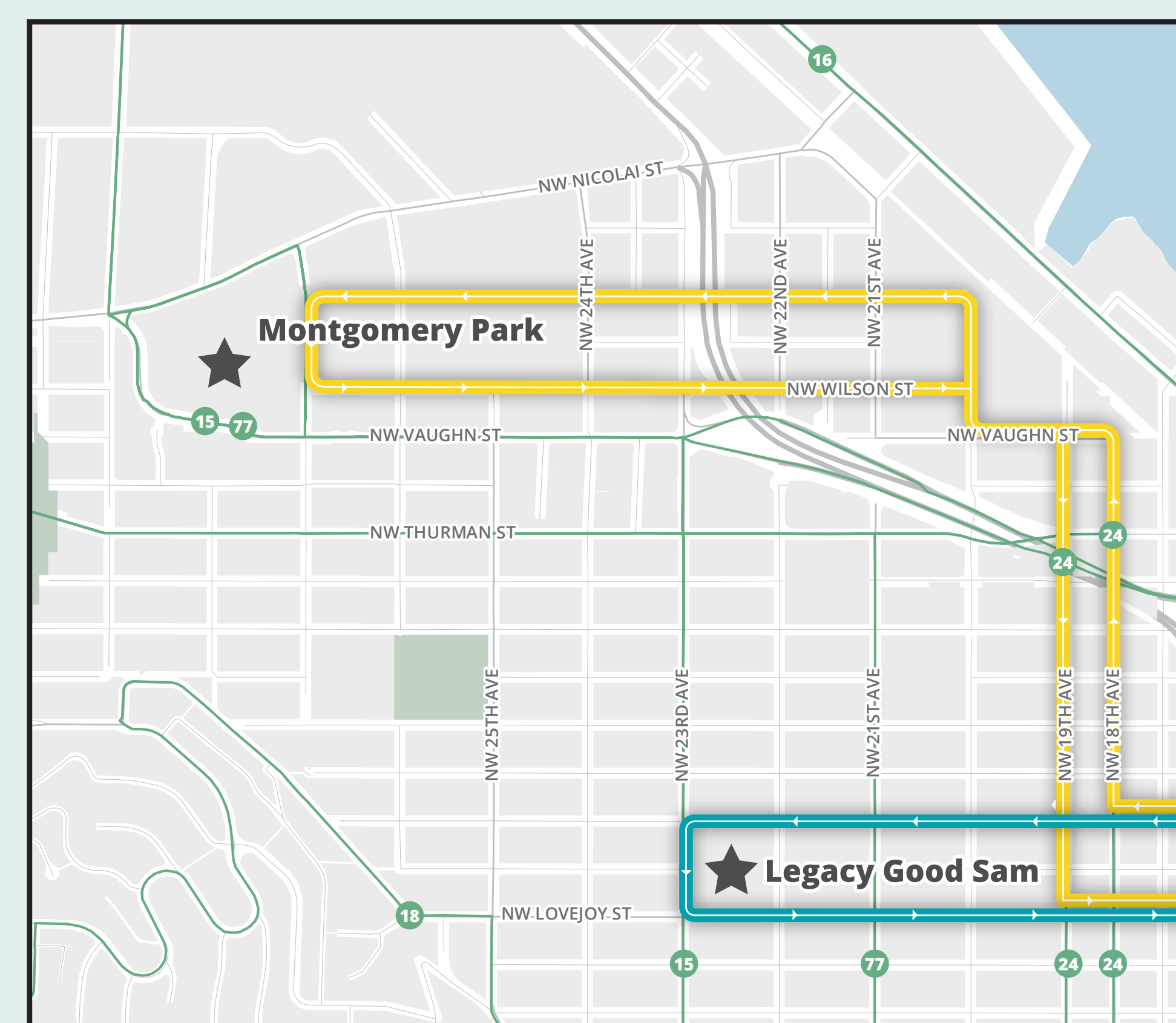
**Streetcar investments have been coupled with development agreements for mixed income housing and other community benefits.** Nearly 40% of Portland's affordable housing portfolio is within a quarter-mile of the streetcar network.

**Take a FAQ to learn more about the relationship between streetcar, development, and the policies that guide our work.**



Portland Streetcar System Concept Corridors & Comprehensive Plan Network

## NORTHWEST ALIGNMENT: GETTING TO MONTGOMERY PARK



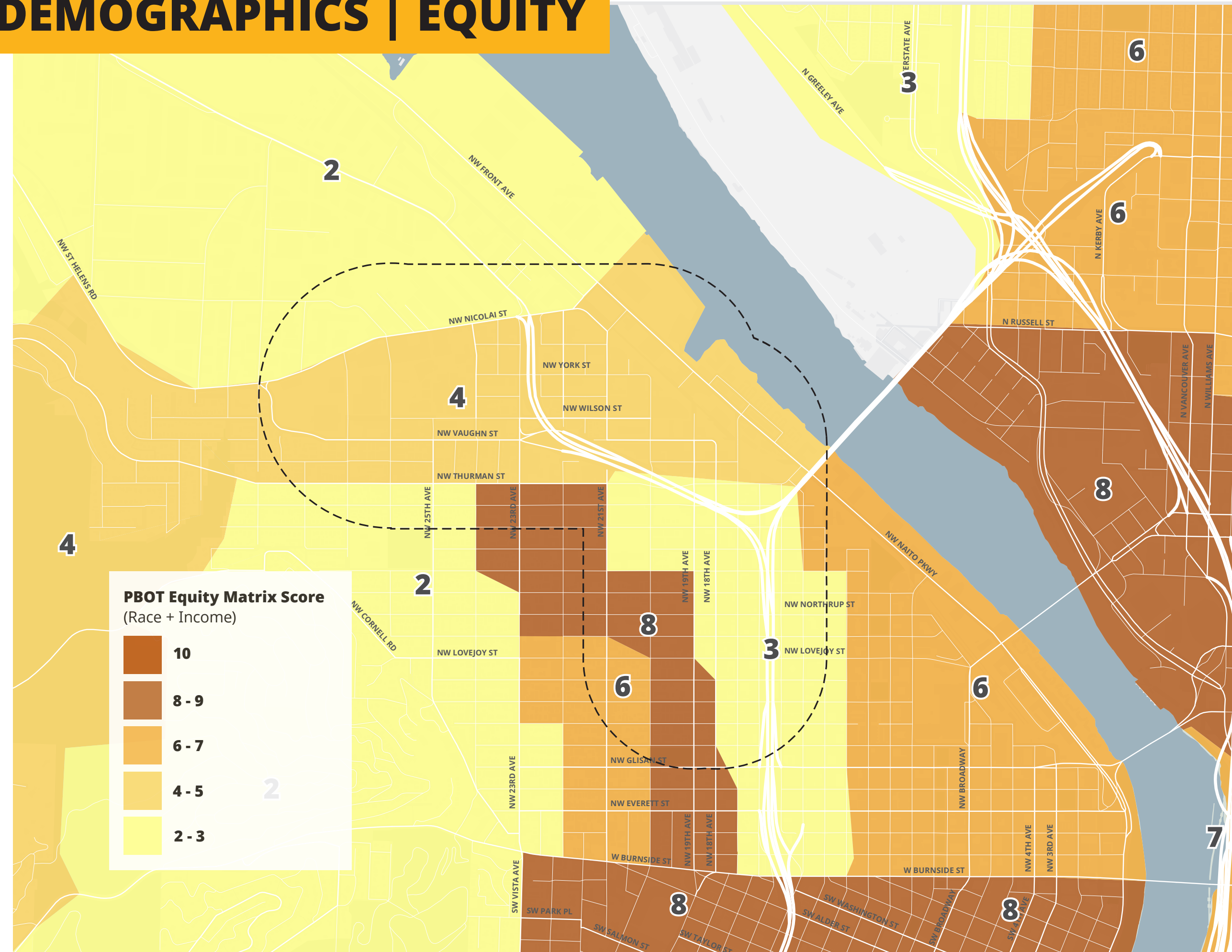
Multiple plans and studies have focused on bringing the Portland Streetcar to Montgomery Park. Within these documents, different alignment options have been identified - each with their own relative pros and cons.

The above alignment via NW 18th and 19th Ave and NW Wilson and York St is being used for analysis as part of this study.

# WESTSIDE STUDY AREA

## EXISTING CONDITIONS AT A GLANCE | PEOPLE & PLACE

### DEMOGRAPHICS | EQUITY

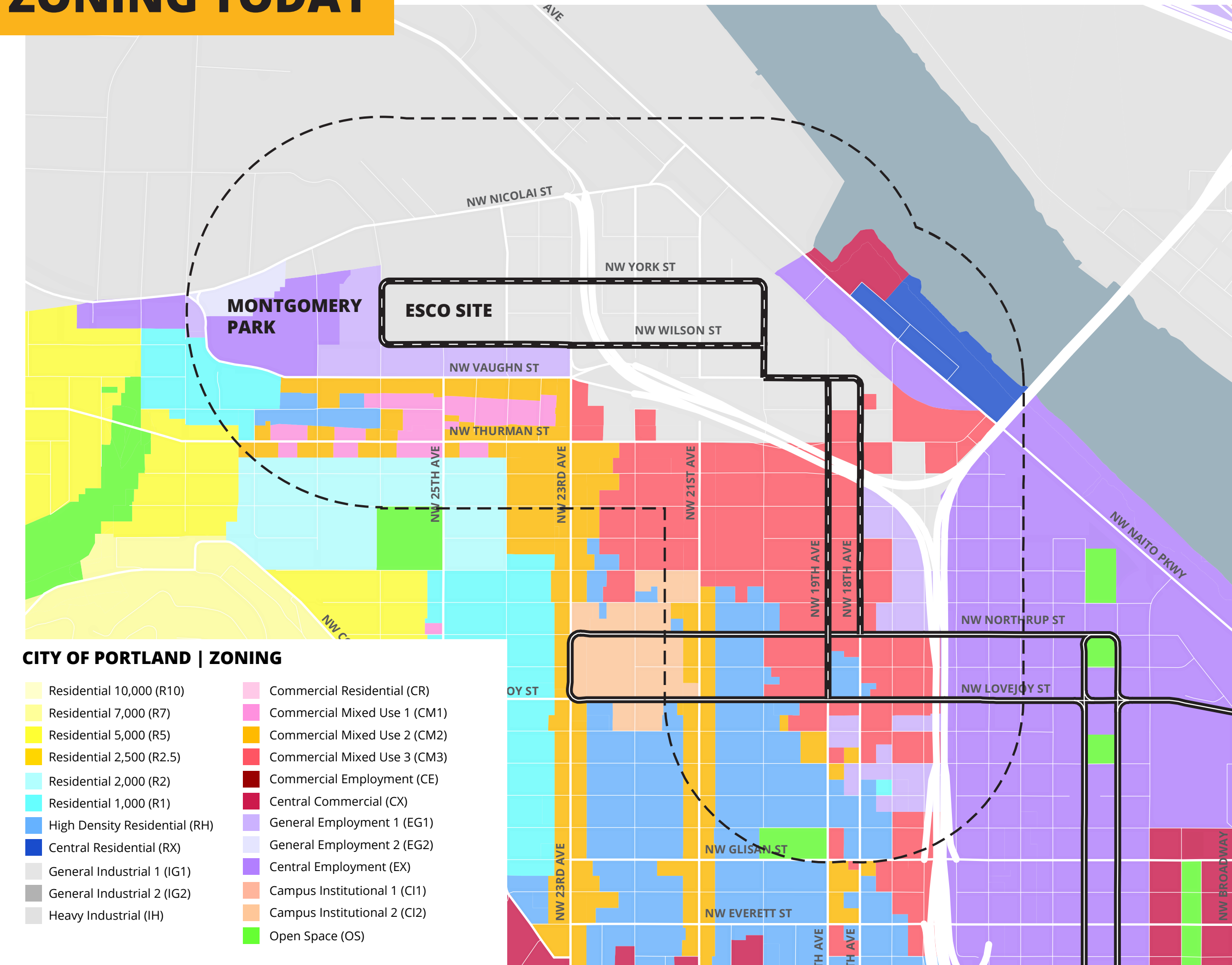


To help inform PBOT's racial equity and transportation justice work, the **EQUITY MATRIX** (left) uses census data to help better understand where the relative share of people of color and low-income households are higher.

Each census tract is given a ranking from 1 to 5 for two equity-priorities. These include the % of people of color and the median household income relative to the City as a whole.

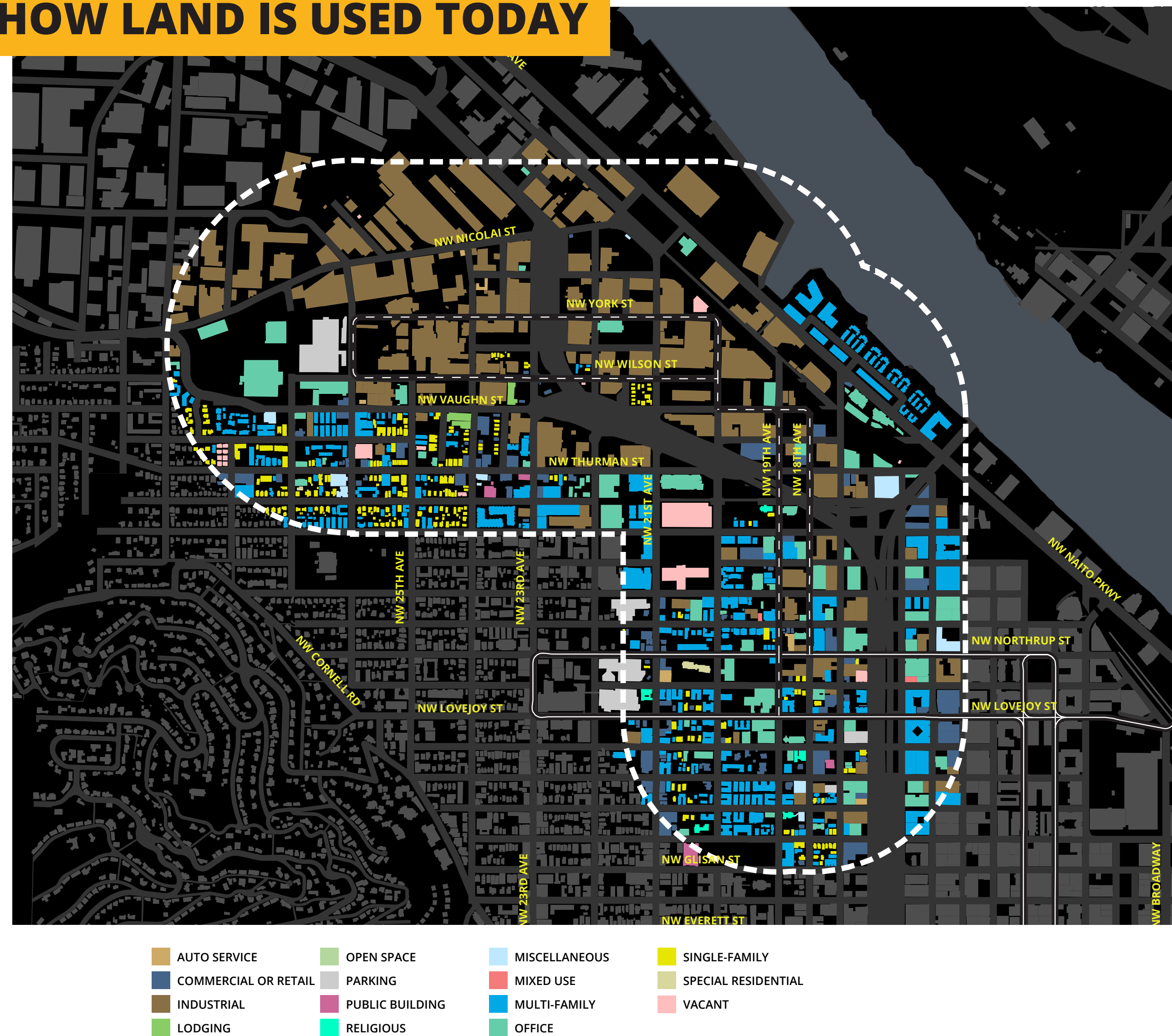
Darker areas with higher numbers are parts of the city with a higher share of equity-focus residents.

### ZONING TODAY



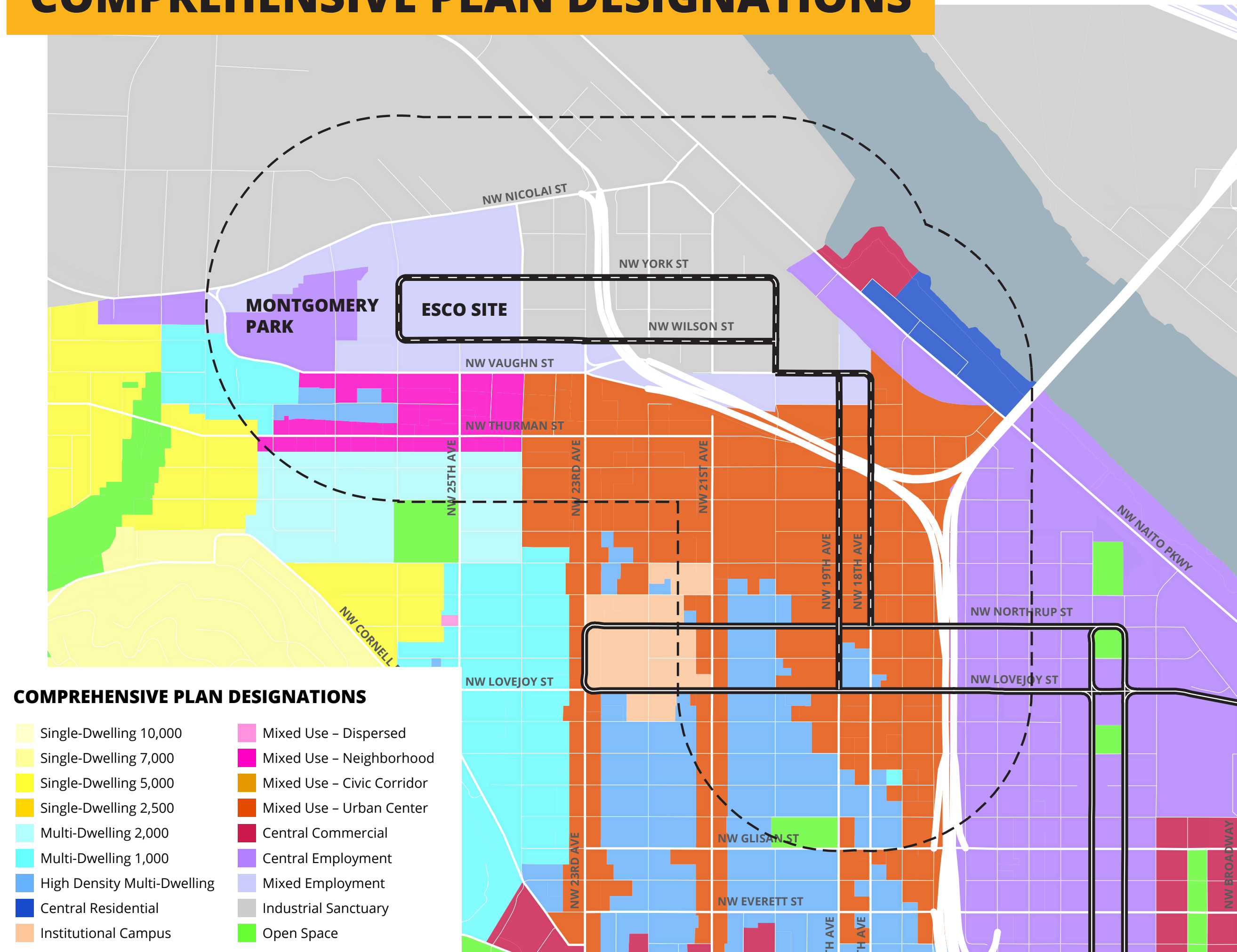
The map to the left shows the current zoning designations in the greater Westside Study Area. Note the current zoning designation for much of the former ESCO site is Heavy Industrial (IH).

### HOW LAND IS USED TODAY



The map to the left shows the current land uses by parcel within Westside Study Area in Northwest Portland.

### COMPREHENSIVE PLAN DESIGNATIONS



Comprehensive planning helps the City of Portland prepare for and manage expected population and employment growth, as well as provide guidance for land use and public facility investment decisions. The map to the left shows the adopted 2035 Comp Plan designations in the greater Westside study area.

Note: The 2035 Comp Plan identified the areas between NW Vaughn and NW Nicolai west of NE 24th Ave as Mixed Employment - which allows a greater diversity of employment uses than have historically occupied this site.



# WESTSIDE STUDY AREA

## EXISTING CONDITIONS AT A GLANCE | TRANSPORTATION

### HOW PEOPLE GET AROUND TODAY



**WALK TO WORK - MODE SHARE**

< 5%	5-10%	10-25%	> 25%
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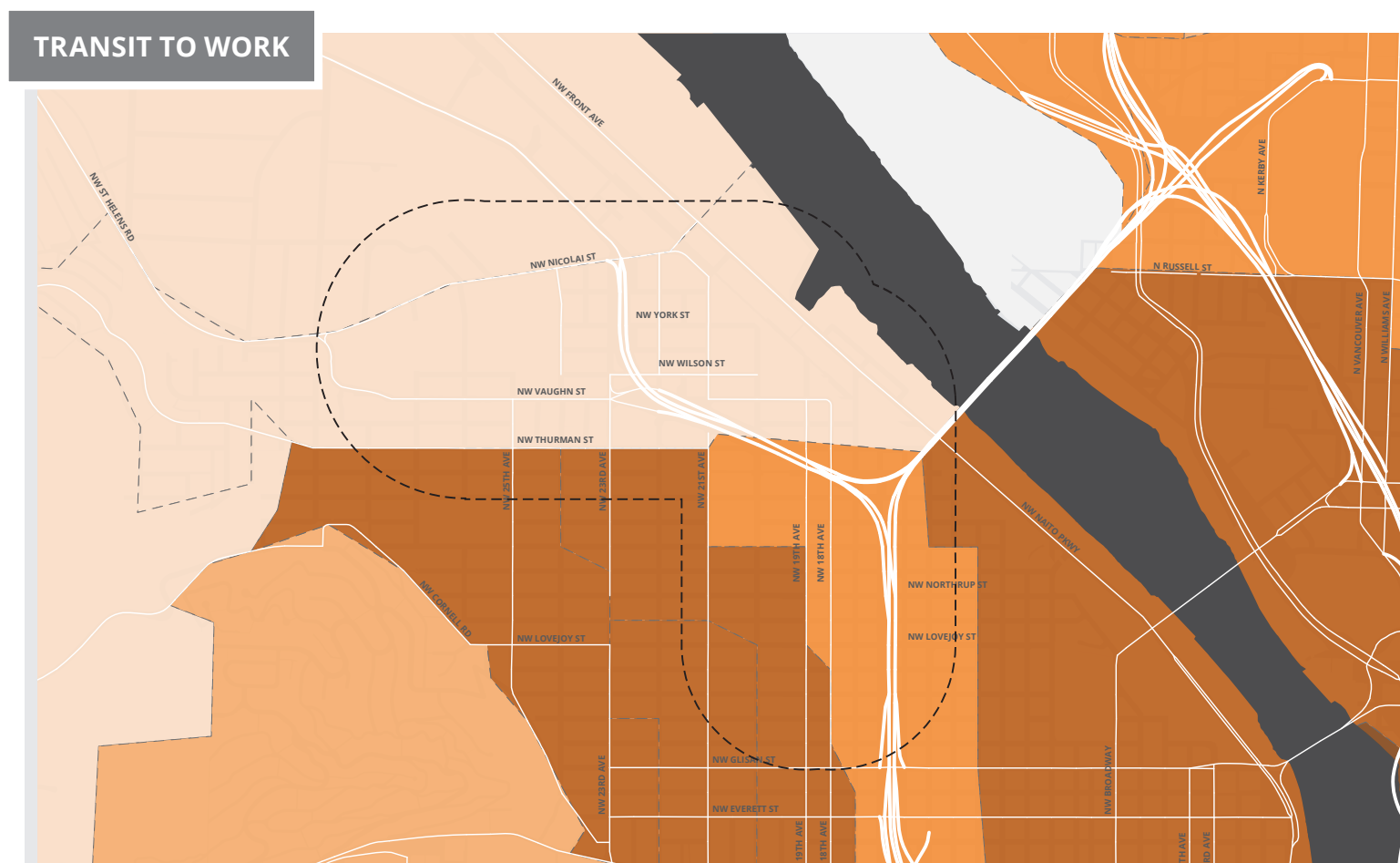
Northwest has one of the highest shares of people walking in the City of Portland.



**BIKE TO WORK - MODE SHARE**

< 5%	5-10%	10-15%	15-20%	> 20%
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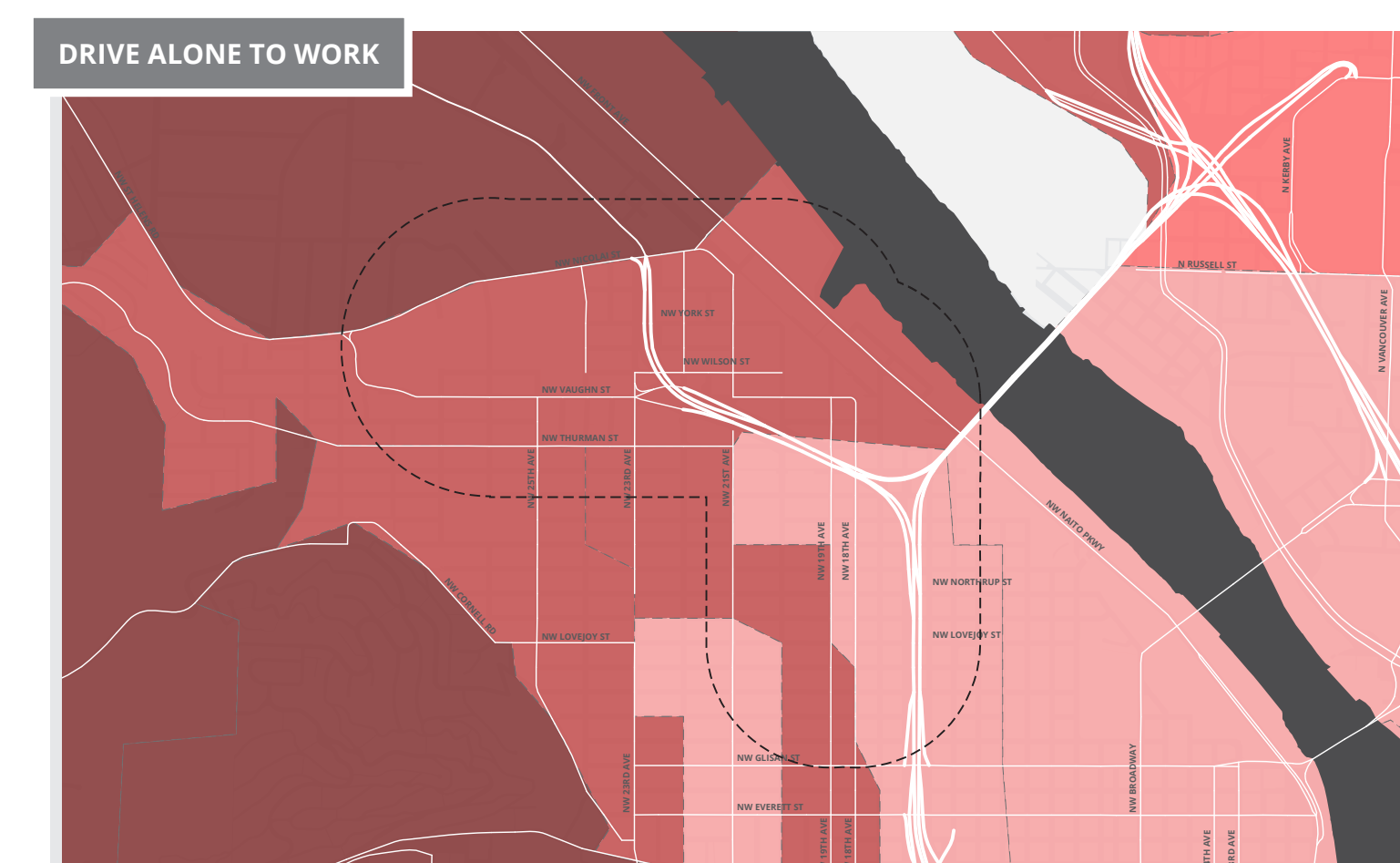
The share of people biking is lower in Northwest as compared to other close in neighborhoods.



**TRANSIT TO WORK - MODE SHARE**

< 5%	5-10%	10-15%	15-25%	> 25%
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Transit ridership is high in Northwest in areas with investments in high-quality transit.



**DRIVE ALONE TO WORK - MODE SHARE**

< 30%	30-40%	40-50%	40-50%	> 60%
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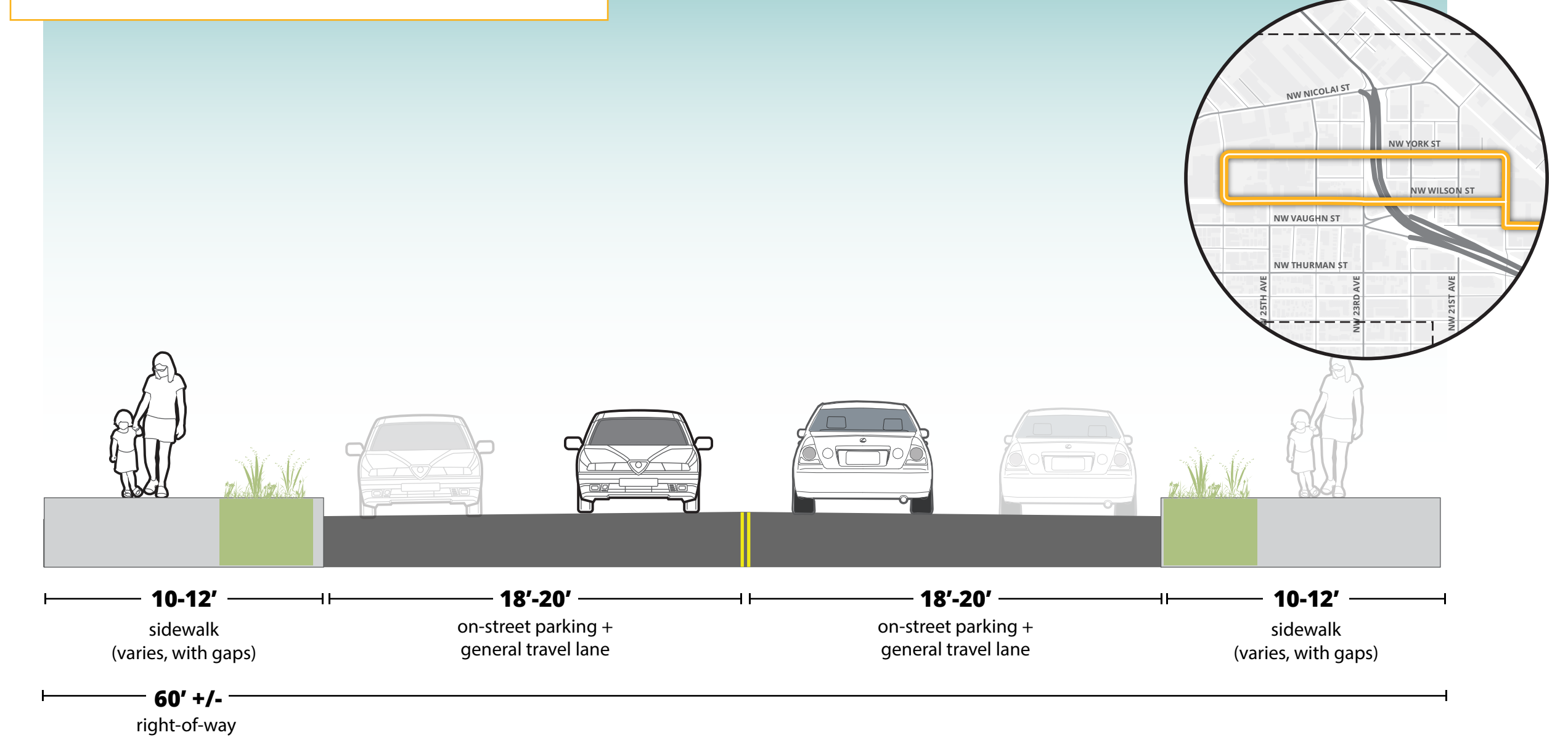
Car-less households and the share of people driving in Northwest is lower than the city average, due to the diversity of transportation options in proximity to jobs and other important destinations.

### HOW THE STREET IS DESIGNED TODAY

NW WILSON AT NW 24TH AVE



EXISTING TYPICAL CROSS SECTION

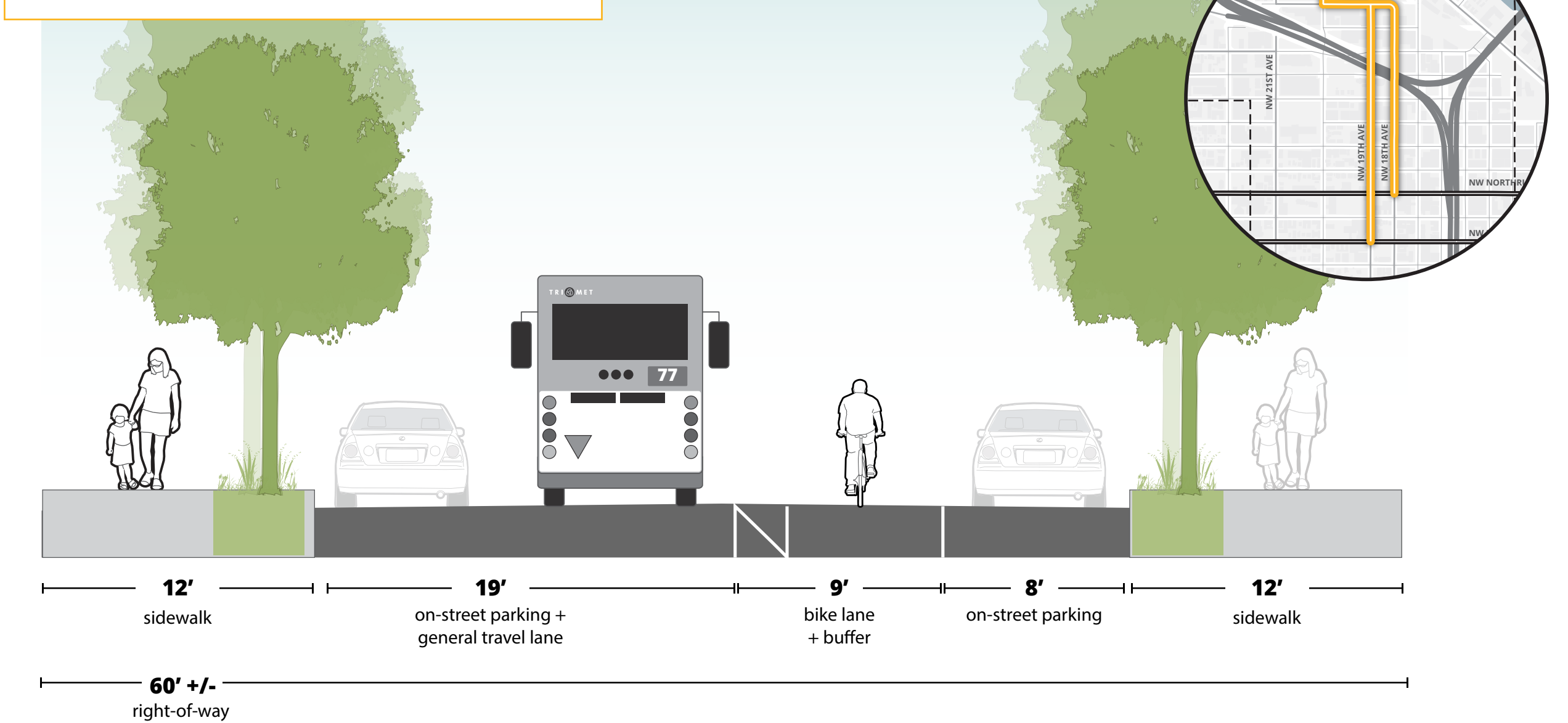


Today, NW Wilson and York lack basic transportation infrastructure such as sidewalks and crossings. The pavement quality is very degraded.

NW 18TH AVE AT NW YORK ST



EXISTING TYPICAL CROSS SECTION

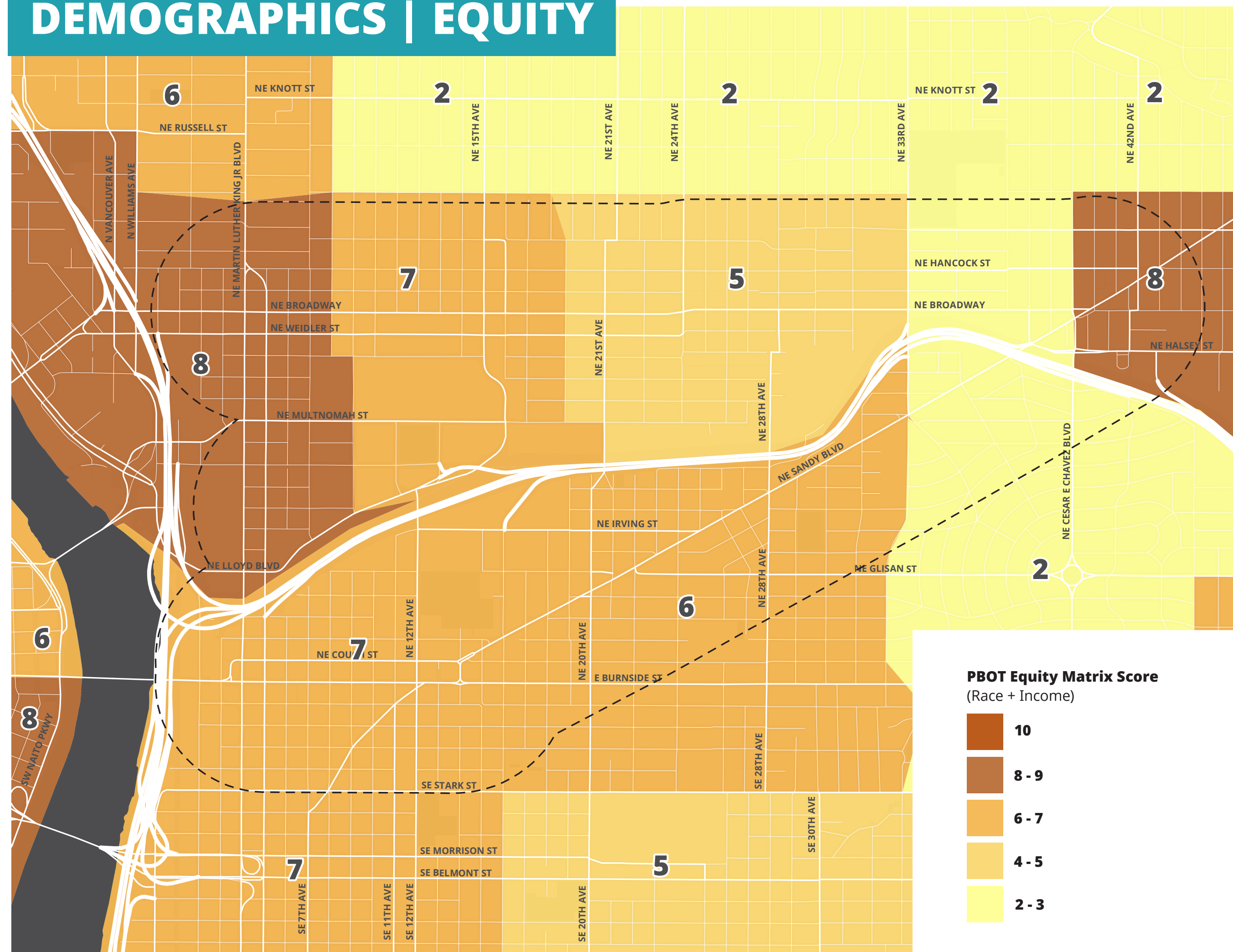


Today, NW 18th and 19th Ave have a wide, buffered bike lanes and one general purpose travel lane. As of last year, TriMet began running the Line 24 bus along this corridor.

# EASTSIDE STUDY AREA

## EXISTING CONDITIONS AT A GLANCE | PEOPLE & PLACE

### DEMOGRAPHICS | EQUITY

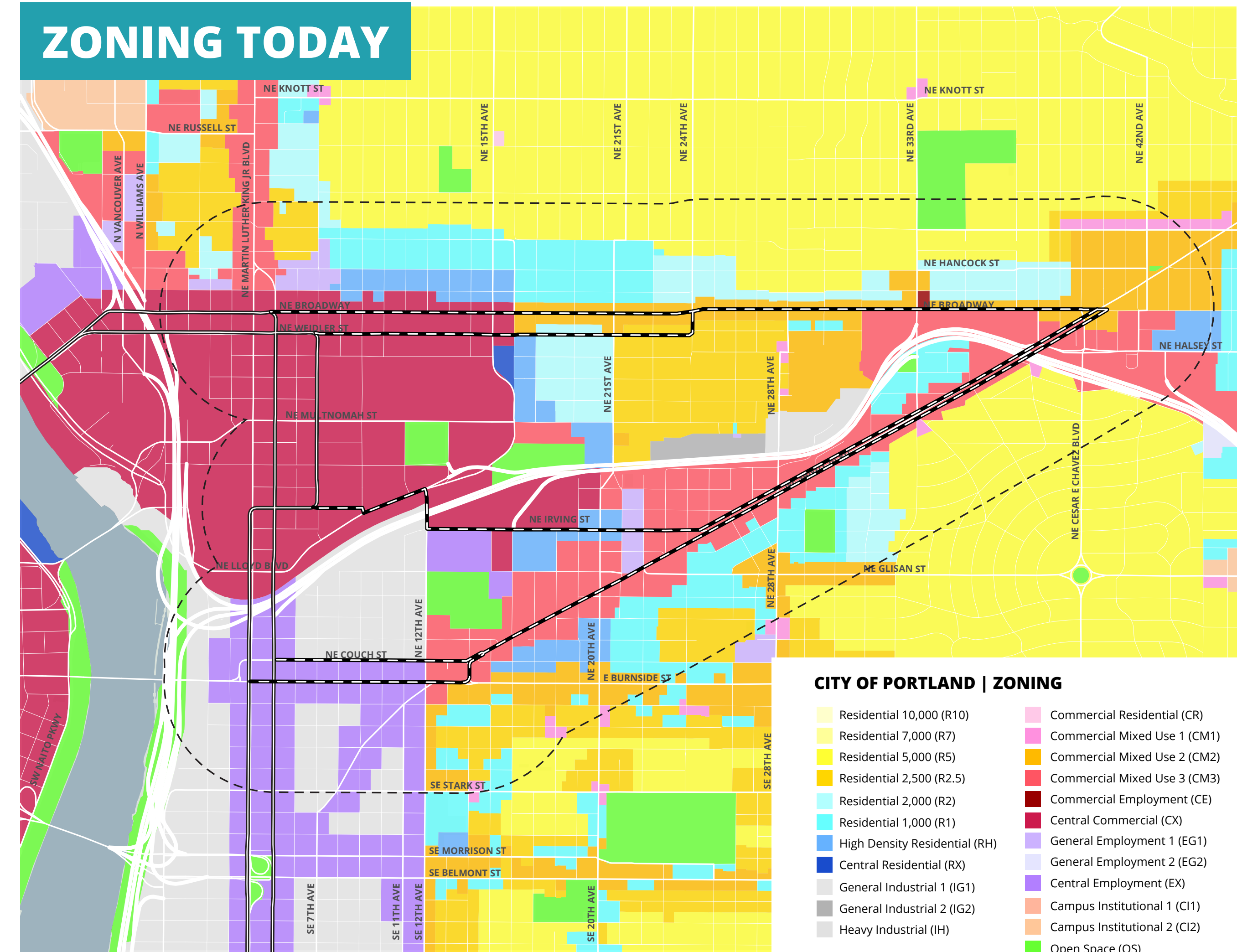


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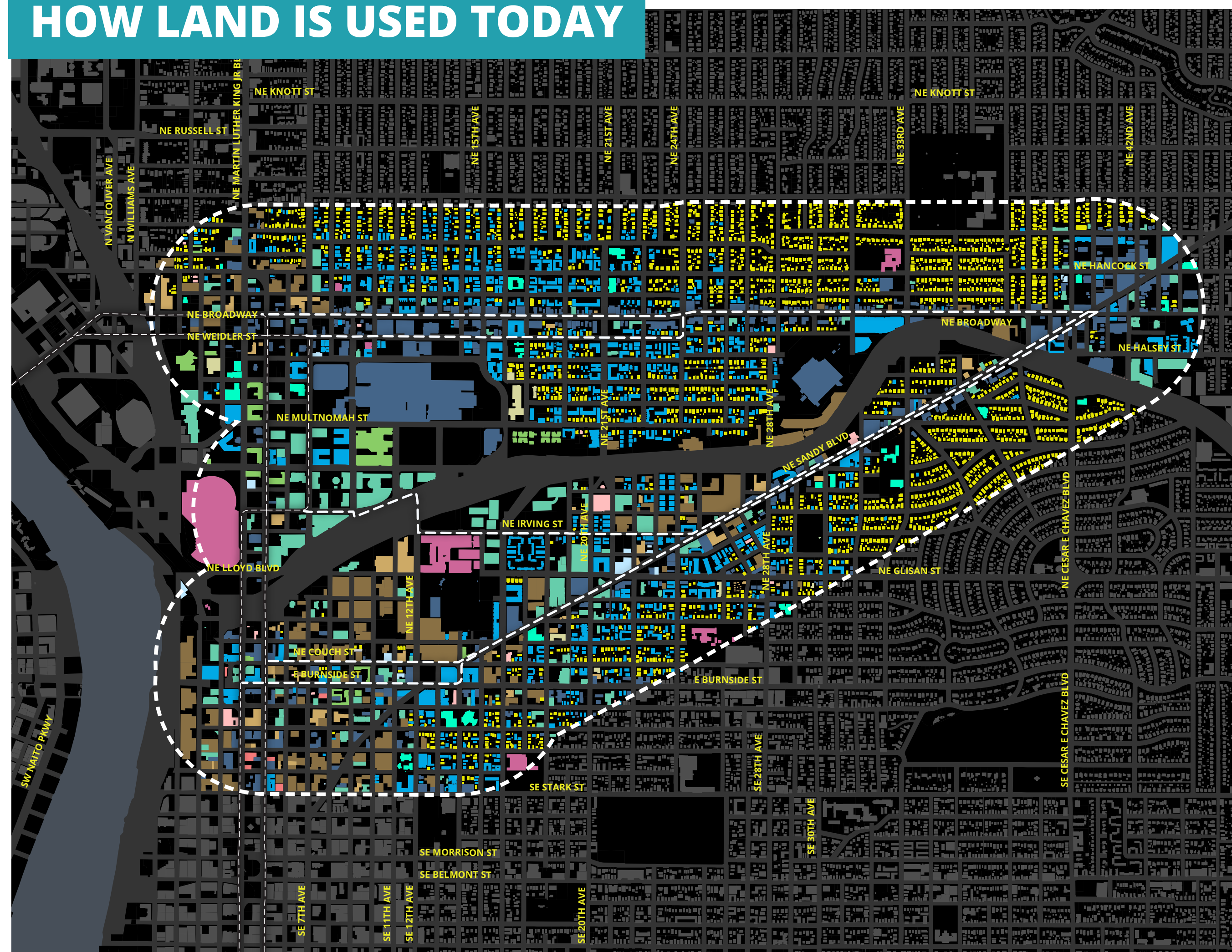
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### ZONING TODAY



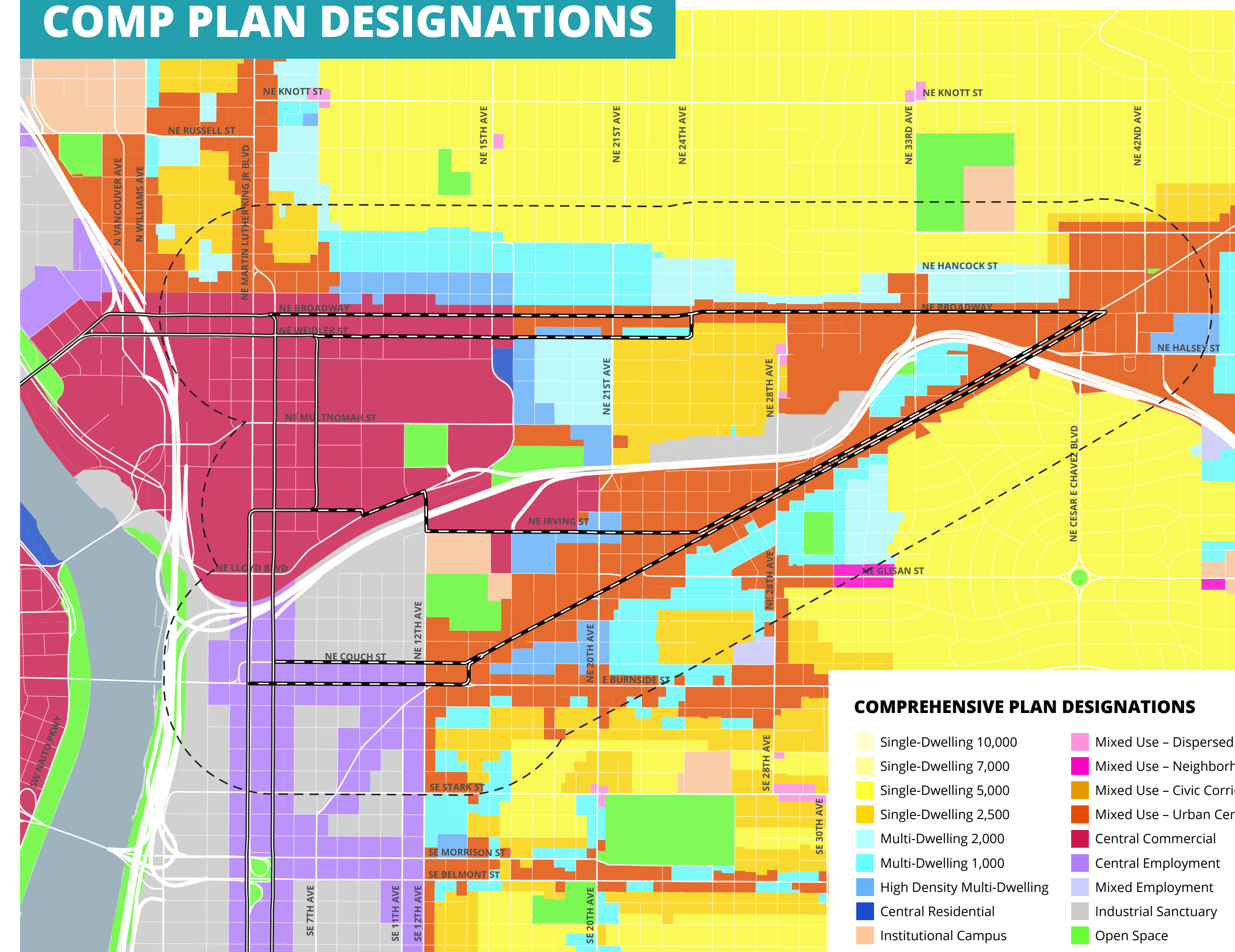
The map to the left shows the current zoning designations in the greater Eastside Study Area. The current mixed-use zoning along each of the corridors is generally supportive of future housing and commercial development.

### HOW LAND IS USED TODAY



The map to the left shows the current land uses by parcel within Eastside Study Area in Northeast Portland.

### COMP PLAN DESIGNATIONS

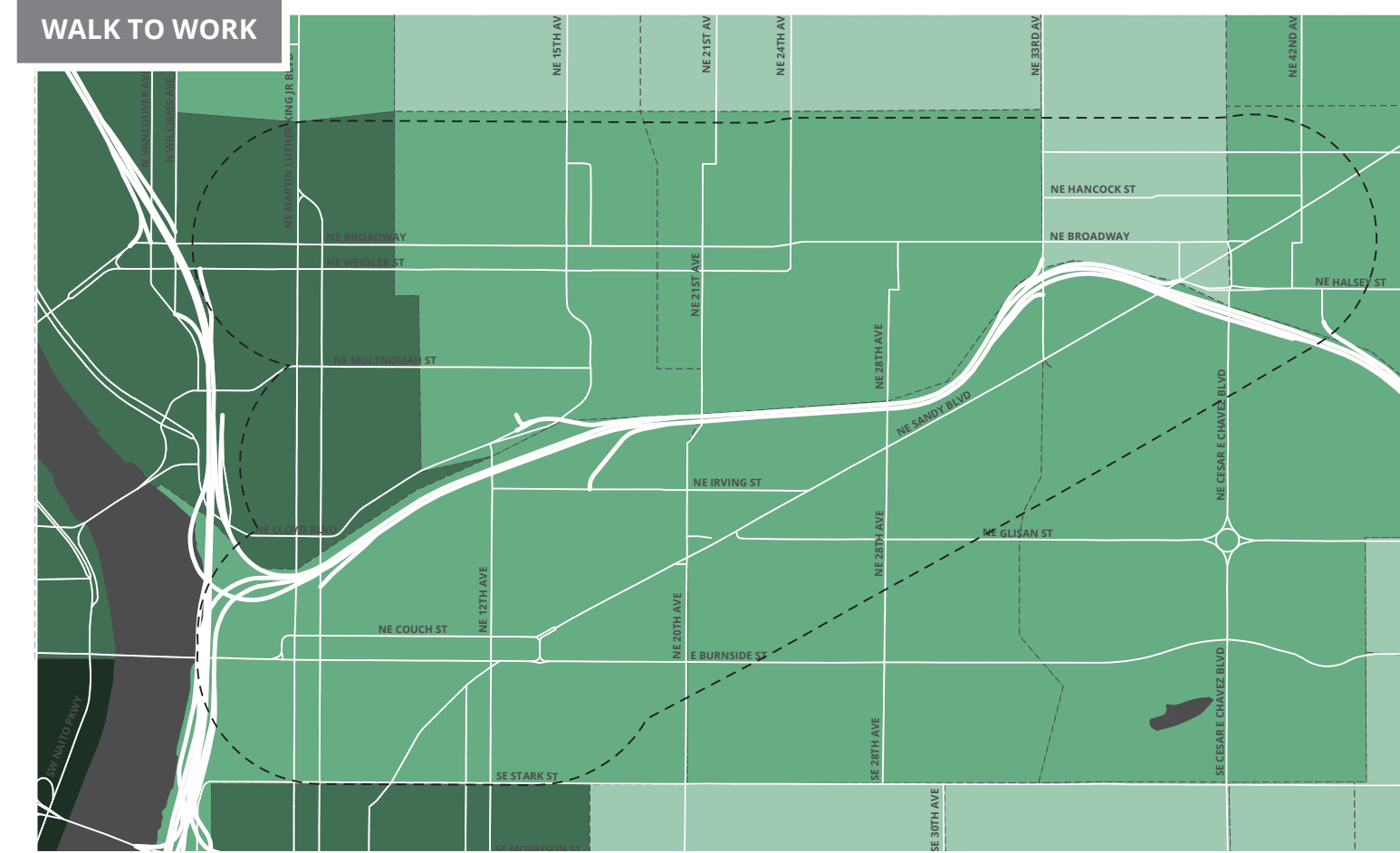


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# EASTSIDE STUDY AREA

## EXISTING CONDITIONS AT A GLANCE | TRANSPORTATION

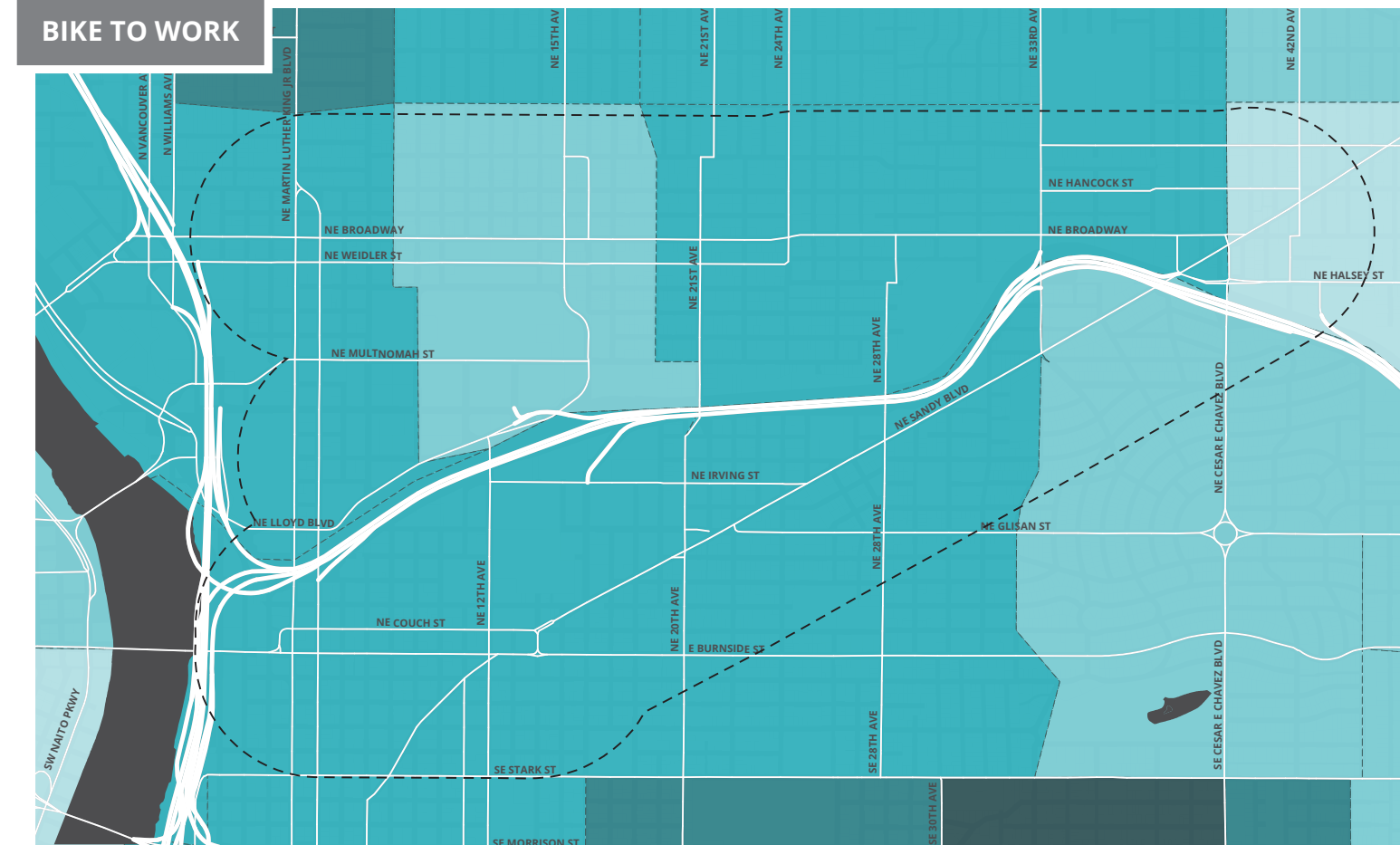
### HOW PEOPLE GET AROUND TODAY



**WALK TO WORK - MODE SHARE**

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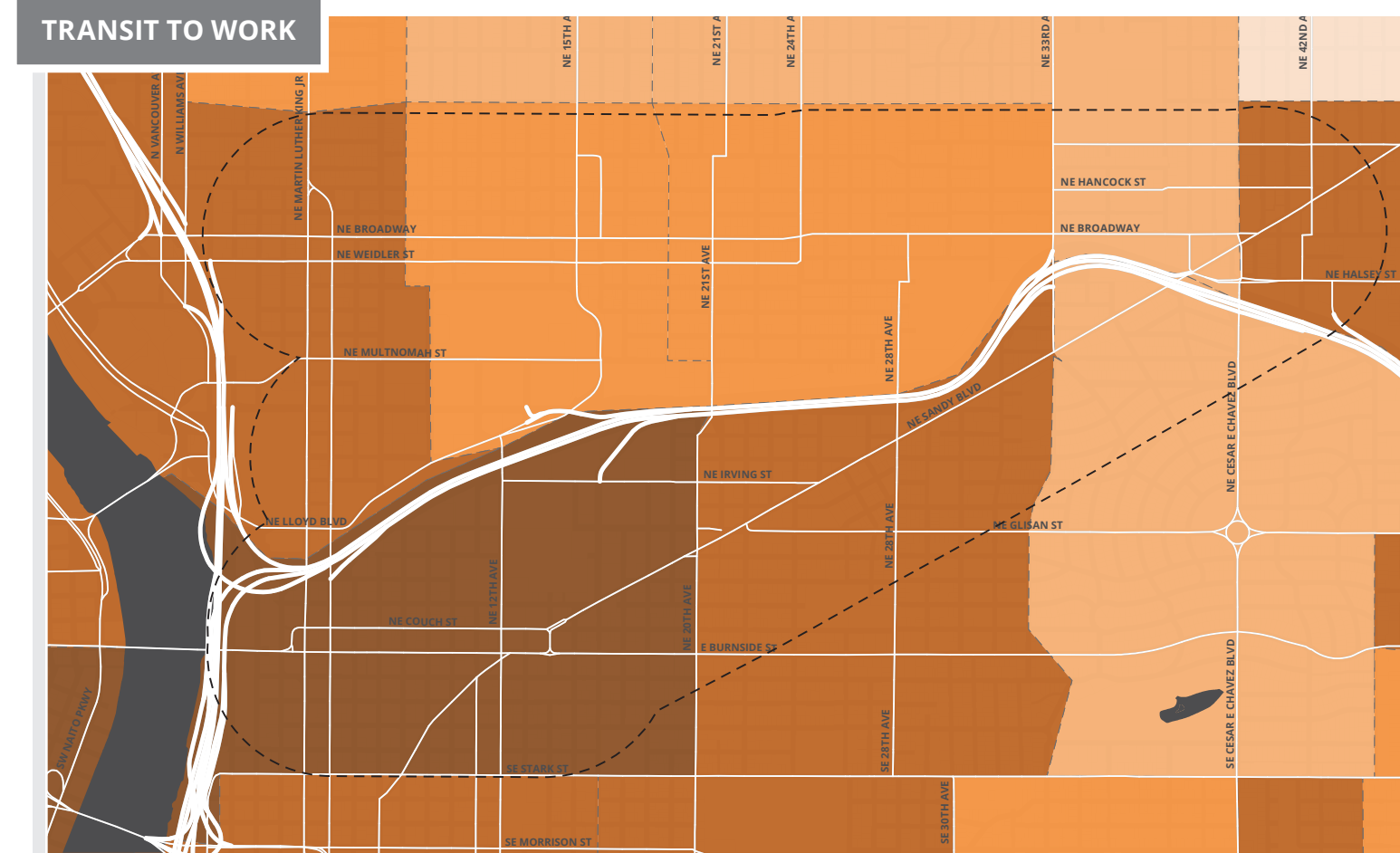
The highest walk mode share is in the inner NE neighborhoods, where between 10 and 25% of people walk to work. This compares to the city-wide share of 5.7%. The rest of the study area largely falls into a walk share of between 5 and 10%, with a smaller share north of Broadway between NE 33rd and NE 39th.



**BIKE TO WORK - MODE SHARE**

< 5% 5-10% 10-15% 15-20% > 20%

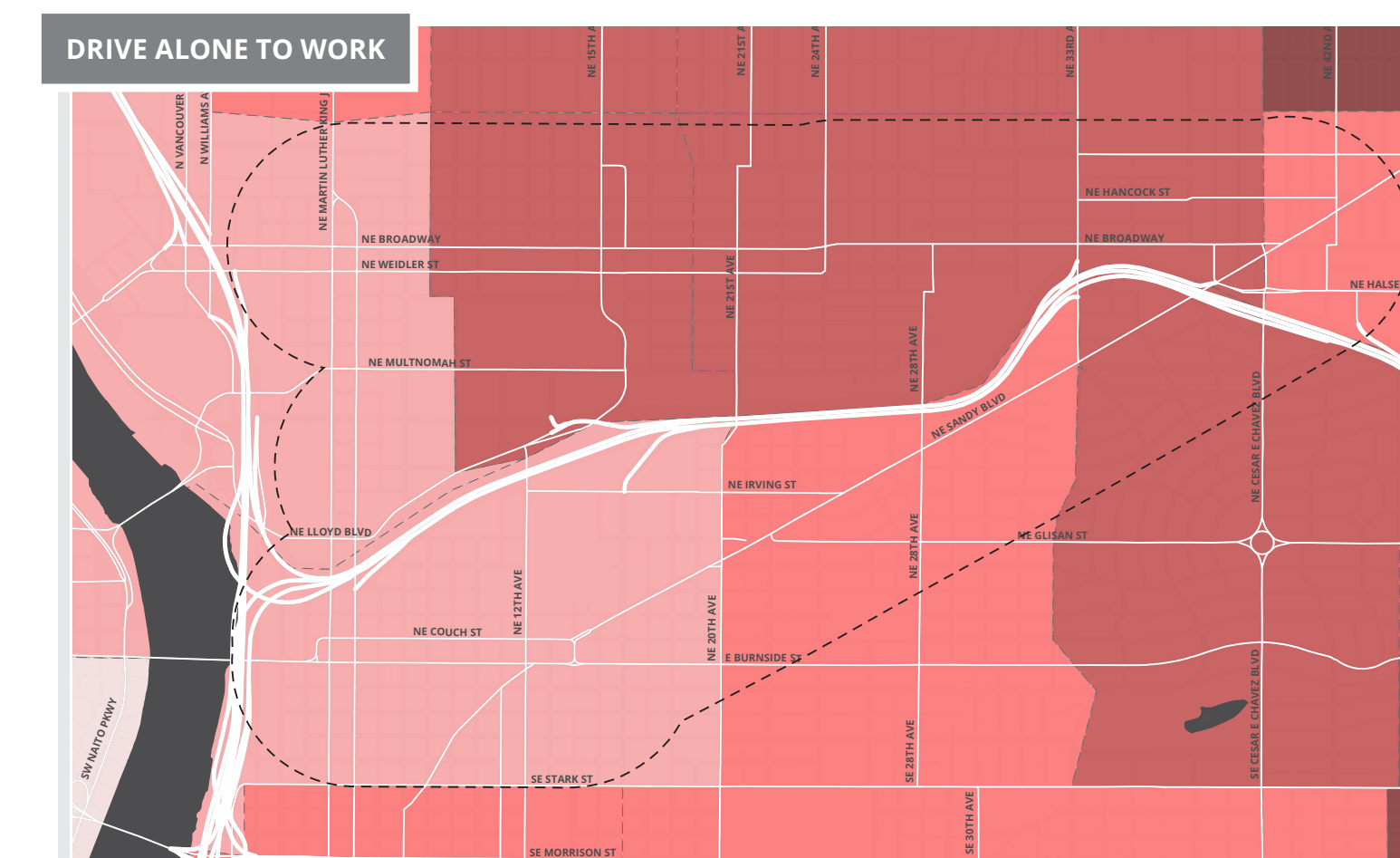
More Portlanders bike to work from their homes in the NE study area than the Citywide average. Much of the study area has a share of 10 - 15%, with some areas falling in the 5 - 10% mode share.



**TRANSIT TO WORK - MODE SHARE**

< 5% 5-10% 10-15% 15-25% > 25%

Transit mode share is highest in the study area south of I-84 and west of NE 20th. West of Cesar Chavez Blvd (39th Ave), study area residents have higher transit mode share than the city as a whole (12%).

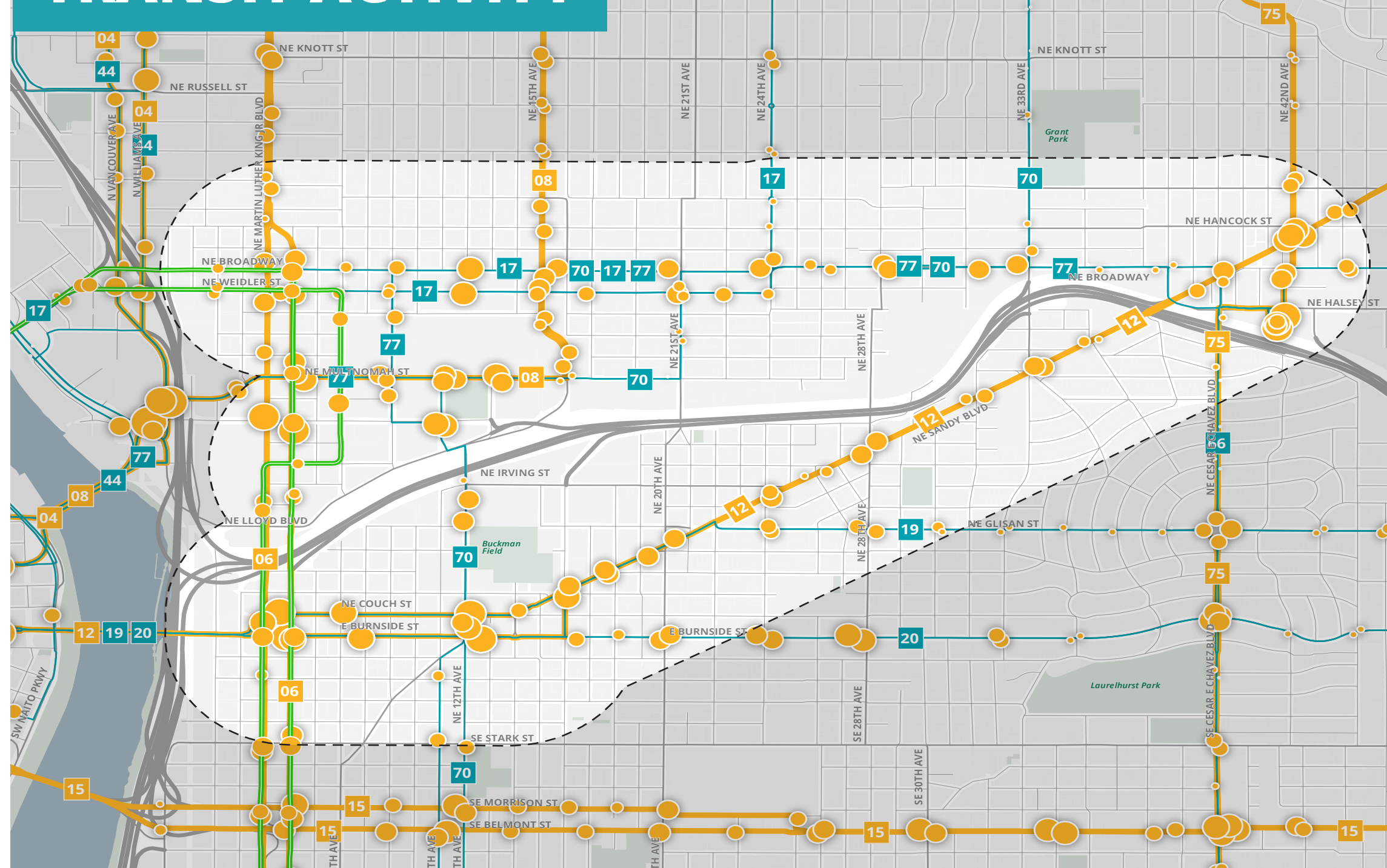


**DRIVE ALONE TO WORK - MODE SHARE**

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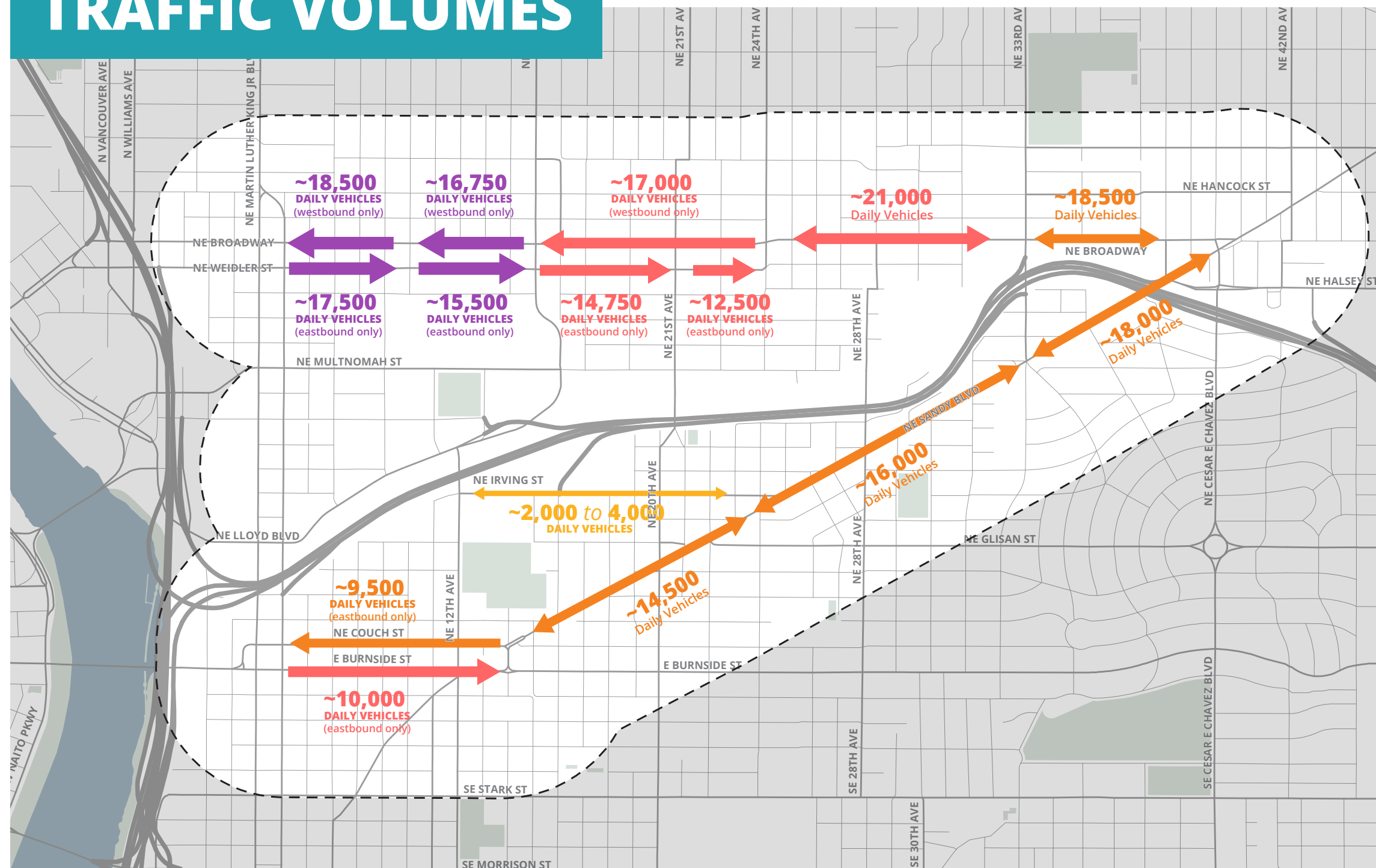
People living in the NE study area have a lower drive alone mode share. Among the three study areas, the NE Sandy and NE Irving study areas have a lower percentage of SOV commuters than NE Broadway, but all three are below the citywide average.

### TRANSIT ACTIVITY



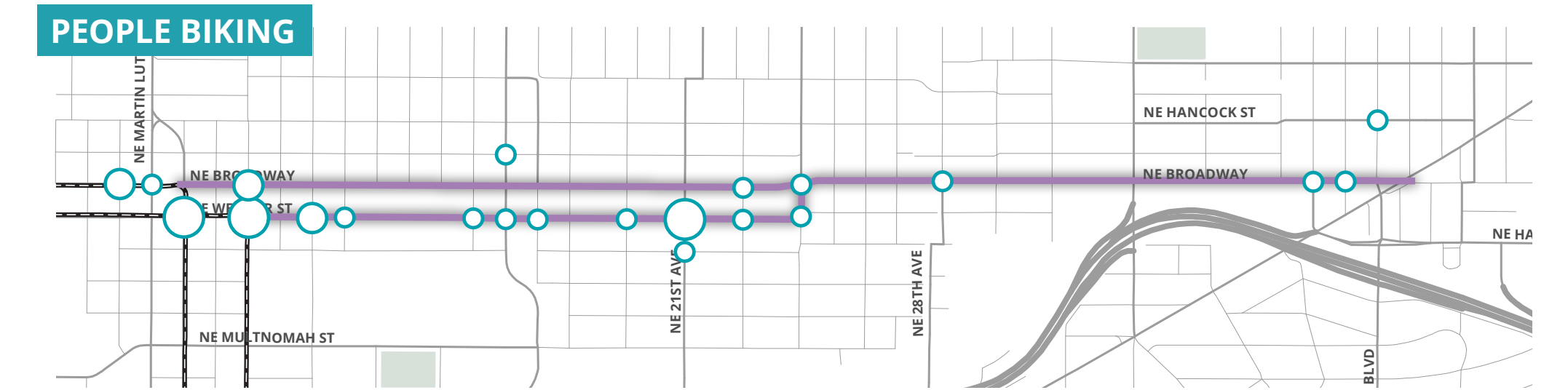
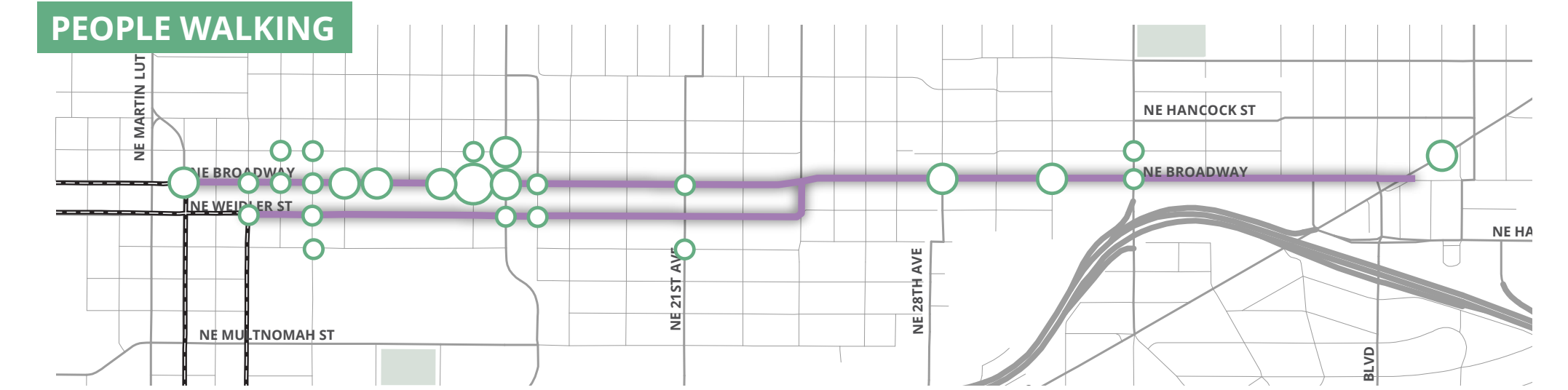
TRANSIT STATION	TOTAL DAILY BOARDINGS	TRANSIT SERVICES
E Burnside & NE Grand	2,031	Line 12, Line 19, Line 20
Hollywood Transit Center	2,029	Line 75, Line 76, Line 77, Line 66
E Burnside & SE Sandy	1,632	Line 12, Line 19, Line 20
NE Couch & 12th	1,584	Line 12, Line 19, Line 20
NE Couch & Grand	1,347	Line 12, Line 19, Line 20

### TRAFFIC VOLUMES



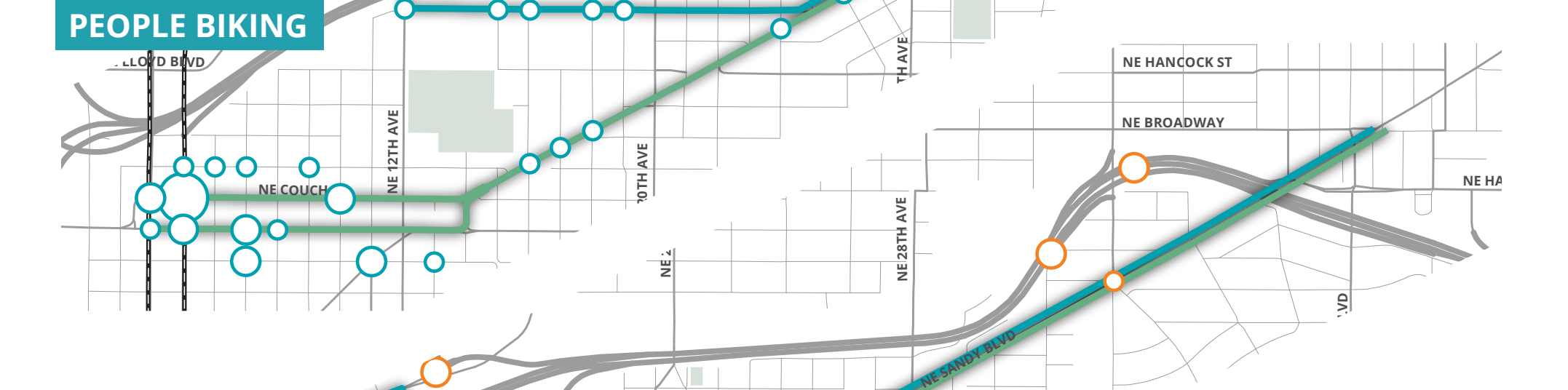
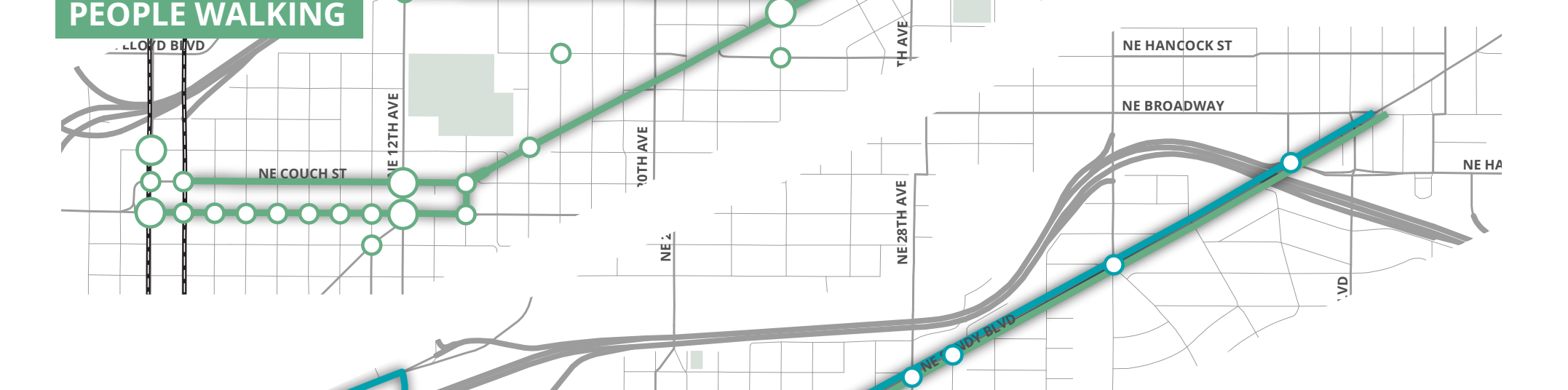
	BROADWAY & WEIDLER	IRVING & SANDY	SANDY & BURNSIDE
Segment with the lowest volume of daily vehicles	NE Weidler, NE 21st to NE 24th: ~12,500 daily vehicles	NE Irving, NE 12th to NE 23rd: ~2,000 to 4,000 daily vehicles	NE Couch, NE Grand to NE Sandy: ~9,500 daily vehicles
Segment with the highest volume of daily vehicles	NE Broadway, NE 24th to NE 33rd: ~21,000 daily vehicles	NE Sandy, NE 33rd to NE Cesar E Chavez Blvd: ~18,000 daily vehicles	NE Sandy, NE 33rd to NE Cesar E Chavez Blvd: ~18,000 daily vehicles

### SAFETY | VISION ZERO



**VISION ZERO CRASHES (2013-2017)**

6-7 4-5 2-3 1



**VISION ZERO CRASHES (2013-2017)**

6-7 4-5 2-3 1

# TIMELINE & NEXT STEPS

## ON DECK

### 1

#### HAPPENING NOW:

- Westside Transit Alternatives Study
- Westside Project Working Group Formation
- Project Technical Advisory Group Formation

### 2

#### NOW - SPRING:

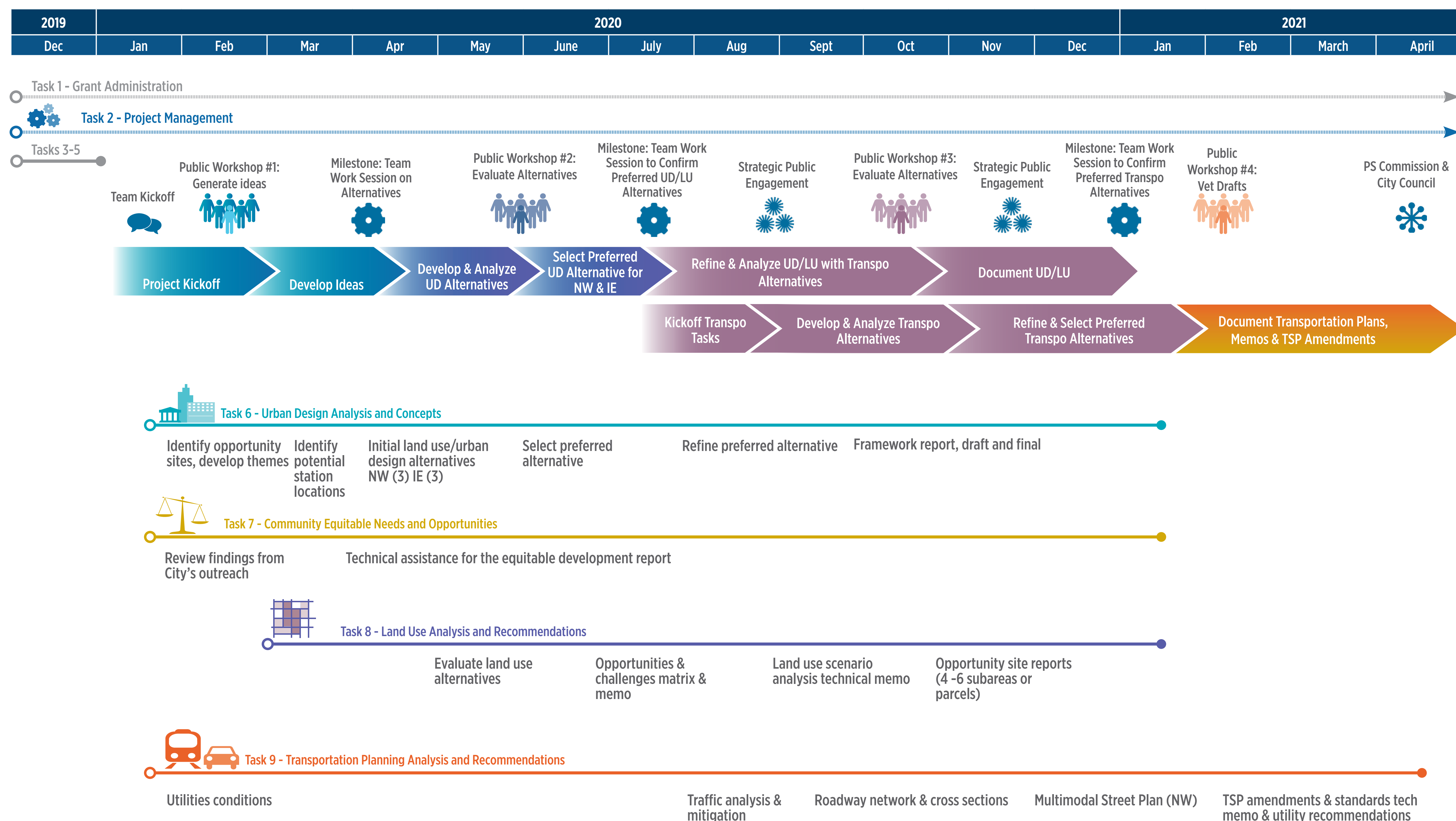
- Project Team will work with community based organizations to explore and define desired community benefits.
- Consultant Team will develop Urban Design and Land Use alternatives for evaluation

### 3

#### LATE SPRING / EARLY SUMMER 2020:

- Urban Design Alternatives Public Open House Workshop

## OVERALL PROJECT TIMELINE



**Make sure to sign up to join our mailing list. This is one of the best ways to stay informed future engagement opportunities related to this study.**

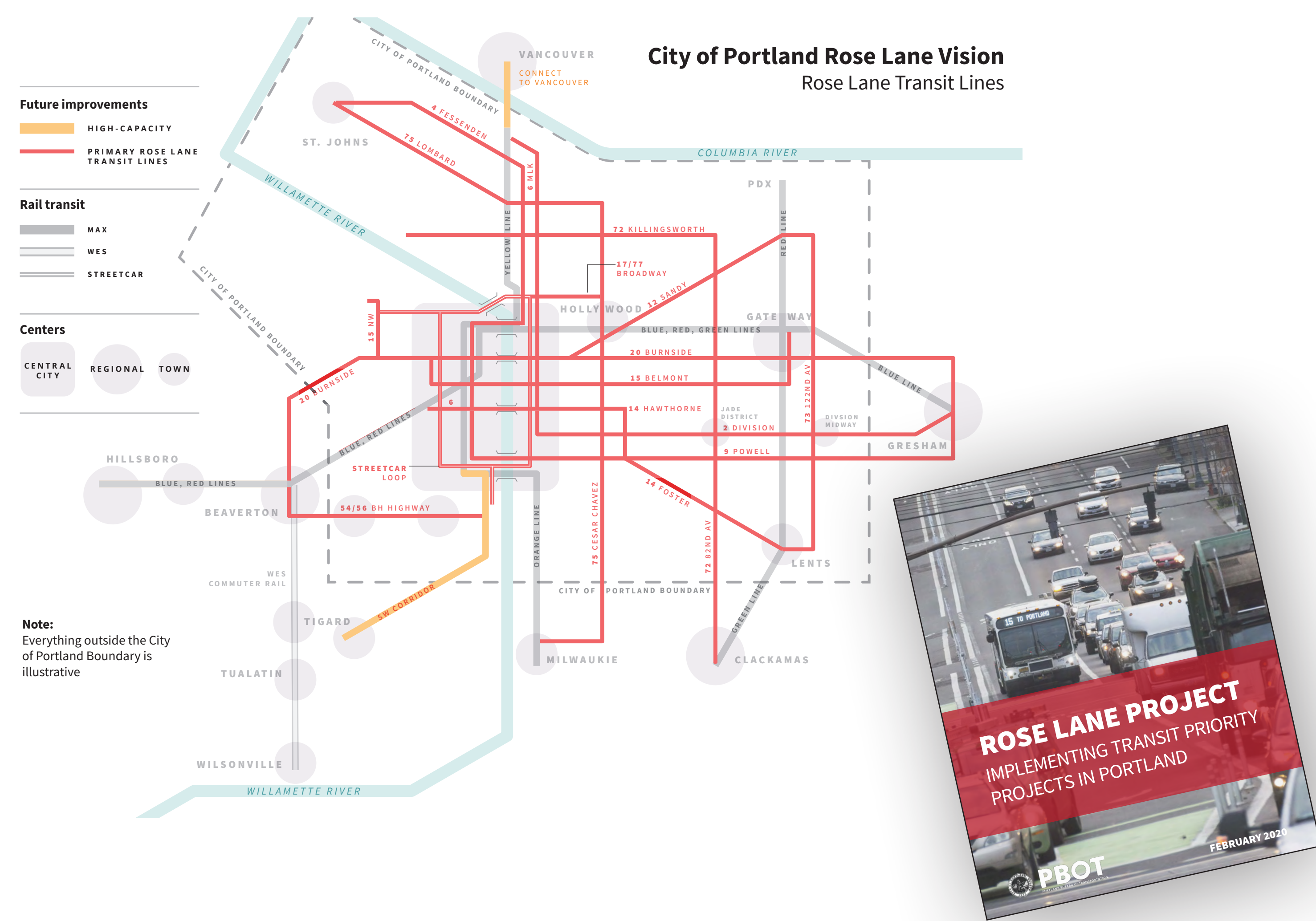
# ONGOING PLANNING EFFORTS

## ROSE LANES PROJECT

The Rose Lane Project is a city-wide initiative exploring how to get buses and streetcars out of traffic, helping more Portlanders get where they need to go. We will do this by making transit more reliable, quicker, and more attractive.

The Rose Lane Project will accelerate implementation of the City's Enhanced Transit Corridors (ETC) Plan, adopted in June 2018. This project refines the transit priority "vision" for Portland and identifies a series of quick-build pilot projects for deployment in 2020 and 2021. The Rose Lane Vision encompasses a network of transit routes with transit priority improvements in locations with high transit delay, increasing transit speed and reliability.

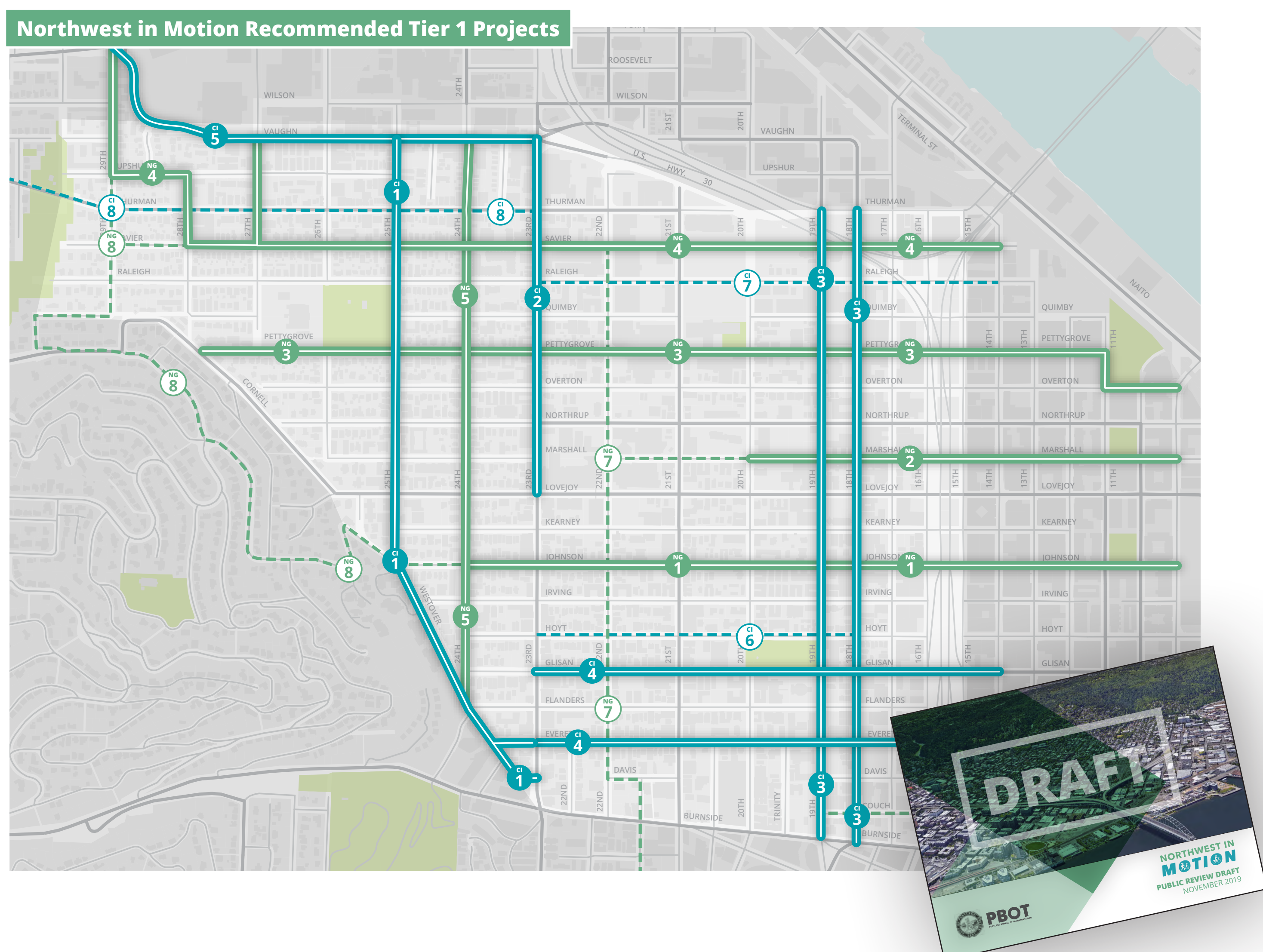
Within the MP2H Study Area there are multiple priority corridors identified for Rose Lane Treatments. These include: the entire Portland Streetcar network, NE Broadway, NE Sandy Blvd, E Burnside and NE Couch St.



## CENTRAL CITY IN MOTION

The Central City in Motion (CCIM) Plan identifies, prioritizes, and implements transportation improvements across the City's core. Eighteen projects have been developed to reshape Portland's streets into more safe, efficient, and flexible corridors.

CCIM projects within the MP2H study area include a roadway reconfiguration on NE Broadway/Weidler, improving a parking protected bike on NE Multnomah Street, coordinated multimodal improvements on Burnside and MLK/Grand/6th/7th. The MP2H plan should consider these planned projects when considering streetscapes and right-of-way configuration on these corridors.



## NORTHWEST IN MOTION

Northwest in Motion (NWIM) is a plan to make Portland's Northwest District safer and more convenient for walking, biking, and riding public transit. People living in the NWIM project area travel by walking, biking, and transit at far higher shares on average than other Portlanders. The five-year implementation plan identifies and prioritizes projects that can be built in the next five to ten years.

The MP2H study area in northwest Portland overlaps with the northern and eastern extents of the NWIM project area. Projects in overlap areas should be coordinated with MP2H to ensure that the goals for both Plans are met through multimodal design. In particular, both plans are proposing corridor improvements on NW 18th and 19th avenues.

# SHARE YOUR INPUT

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Want to share your thoughts?

Complete the Montgomery Park to Hollywood Study Open House questionnaire. This is the same information and questions that were presented at the Open House on March 2, 2020.

Click or enter this link:

[www.surveymonkey.com/r/MP2H-OH1](http://www.surveymonkey.com/r/MP2H-OH1)

Thanks for your feedback!