



Montgomery Park Area Transportation Plan

DRAFT

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PBOT
PORTLAND BUREAU OF TRANSPORTATION

Acknowledgments

Portland City Council

Ted Wheeler, Mayor

Jo Ann Hardesty, Commissioner-in-Charge

Carmen Rubio

Mingus Mapps

Dan Ryan

Project Team

Portland Bureau of Transportation

Mauricio Leclerc, Supervising Planner, Area and Project Planning

Julia Reed, Project Manager

Zef Wagner, Technical Lead

Mike Serritella, Planning Team

Anthony Buczek, Transportation Engineering

Jennifer Tower, Transportation Engineering

Ningsheng Zhou, Modeling

Portland Bureau of Planning Services:

Barry Manning, Project Manager

Eric Engstrom, Principal planner

Nicholas Starin, Planning Team

Metro:

Brian Harper, Grant Administration

Portland Streetcar Inc.

Dan Bower, Portland Streetcar, Executive Director

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Introduction to the Study Area

Study Area

What is the Montgomery Park Area Transportation Plan?

The Montgomery Park (MP) Area Transportation Plan presents recommendations to make it easy for people to take transit, walk, bike, and roll to, from, and within the Montgomery Park Area. This plan identifies transportation priorities to facilitate the safe, equitable, and convenient movement of people within the growing Montgomery Park Area. The MP Area Transportation Plan considers movement of people within the area, to adjacent natural areas and industrial areas, Northwest Portland, and within the broader region.

This study is part of the larger Montgomery Park to Hollywood (MP2H) project, funded by a grant from the Federal Transit Administration to identify affordable housing, economic development, and community benefit opportunities along a proposed streetcar extension to Montgomery Park.

Where is the study area?

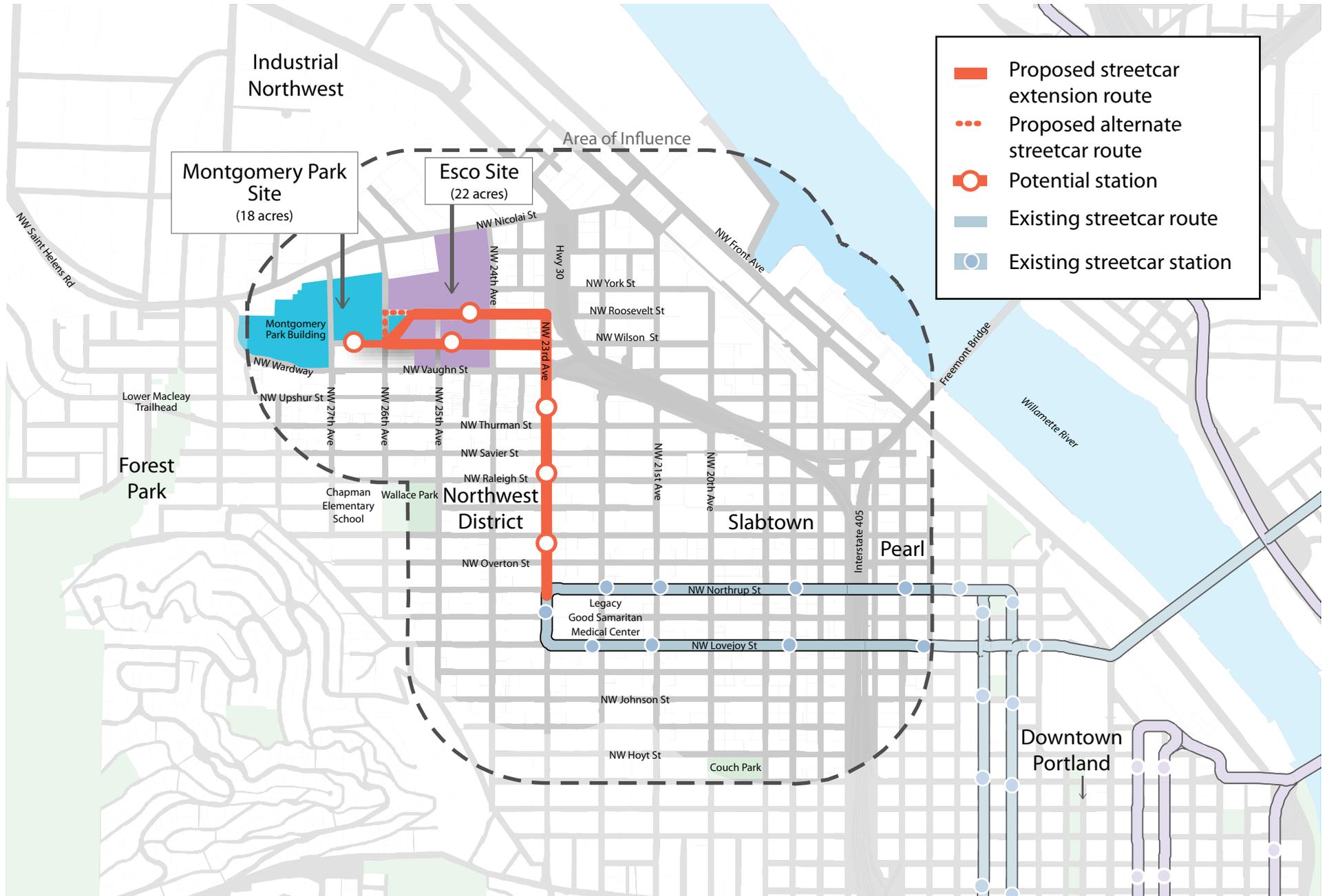
The study area is at the intersection of industry, urban Portland, and nature. Bordered by NW Nicolai Street to the north, NW 23rd Avenue to the east, and NW Vaughn Street/NW Wardway to the south and west, the District is adjacent to Forest Park, the City's 4,000 acre urban forest. Today, the area is best known for the iconic Montgomery Park office building, the city's second largest office buildings and a dominant feature of the Portland skyline. It is also the location of the ESCO Site, a 22-acre former steel foundry, and dozens of industrial and commercial businesses.

Areas adjacent to the study area, south of NW Vaughn Street, are home to a broad mix of land uses including some of the city's first single-family homes, apartments, row-houses, duplexes, and both newer and older commercial buildings and retail services. Areas north of NW Nicolai Street are largely industrial uses plus businesses ranging from manufacturing, light industrial, office, warehousing and storage. East of NW 23rd Avenue toward the Willamette River land uses are mostly

industrial, home to many small businesses. Forest Park and the trail head to the Lower Macleay Trail, one of the city's most popular hiking trails, lies to the west of the study area.



Montgomery Park Study Area



Why is an Area Transportation Plan Needed?

The MP Area Transportation Plan arrives at a critical point in the District's history. Three significant changes are driving transition of the land uses and transportation needs of the Montgomery Park District:

- 1 Significant private development is anticipated in the area. On the Montgomery Park building site alone private development is expected to include approximately 870 housing units and 1.9 million gross square feet of renovated and new commercial, retail, and residential space
- 2 The 22-acre ESCO steel foundry site, located in the heart of the District, has recently been decommissioned and is expected to redevelop
- 3 The opportunity to deliver on a concept identified in the 2009 *Portland Streetcar System Concept Plan*: extending streetcar transit to Montgomery Park

Over the next 20 years, the NW study area may grow by up to 14,000 new households, and up to 1,500 new jobs. The focus area near Montgomery Park could accommodate over 2,000 of these new households and hundreds of jobs. The existing transportation network in the area would not be able to support the trips generated by this future growth if workers, residents, and visitors travel by driving alone.

The MP Area Transportation Plan sets a vision to accommodate the growth in future trips within, to, and through the Montgomery Park District with a range of multi-modal connections. This plan identifies transportation projects and policy recommendations to support comfortable and convenient transportation choices for all people no matter their ability. Recommendations seek to improve safety and accessibility throughout the District for all travel modes. This plan supports the City of Portland's mobility goals and the goals of the *Northwest District Plan* (2003) by investing in walking, bicycling, transit, goods delivery, and connections to shared mobility services.

The MP District Transportation Plan builds upon and extends the recommendations of the recently adopted *Northwest In Motion Plan* (2020). The *Northwest in Motion Plan's* northern boundary, NW Vaughn Street, is the shared southern boundary of the MP District Transportation Plan.

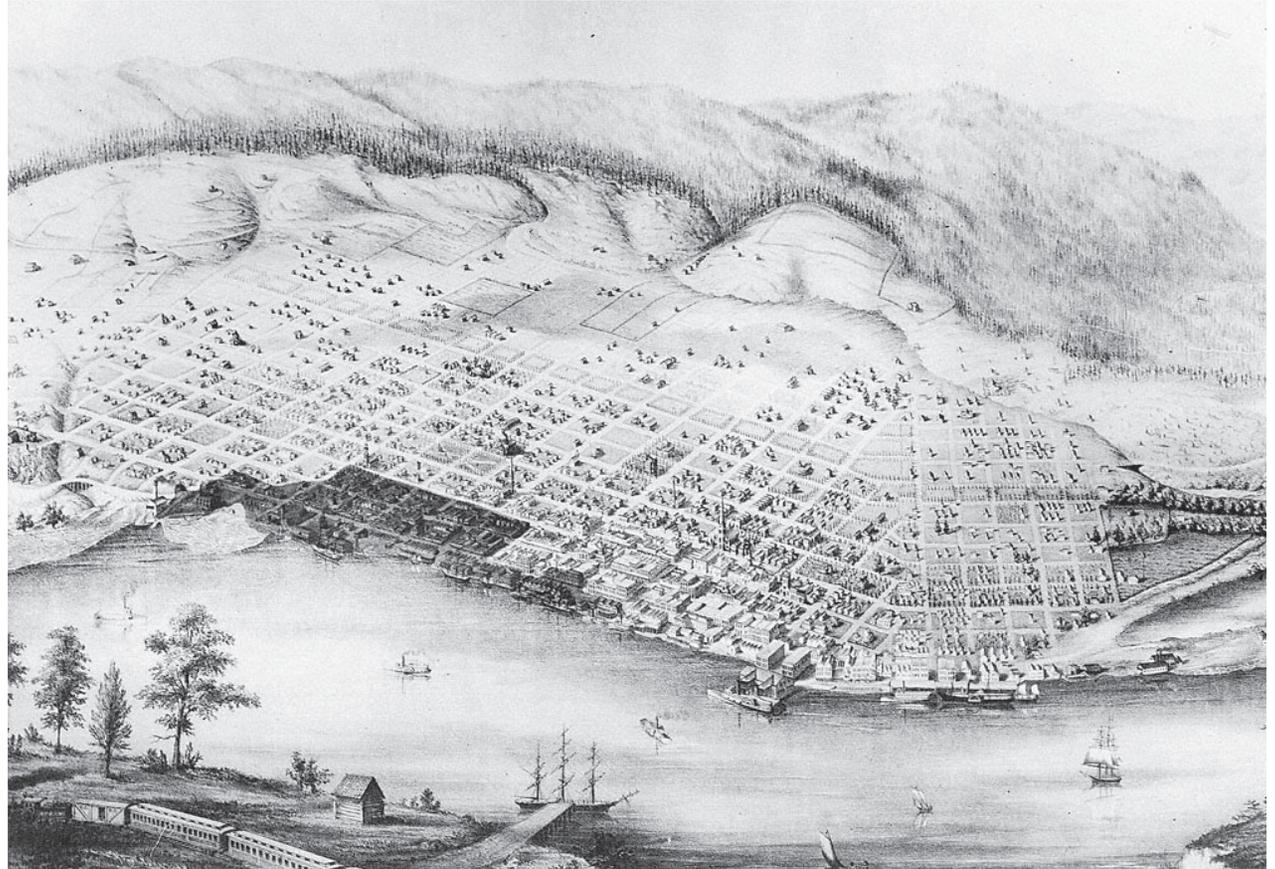
A 2019 Federal Transportation Administration grant funded this plan to study the proposed streetcar extension to Montgomery Park. This plan's companion document, the 2021 *Montgomery Park to Hollywood Urban Design Concept for the Northwest Study Area Land Use Plan*, addresses urban design, land use, and housing in the area.



What is the History of the Area?

Land Acknowledgment

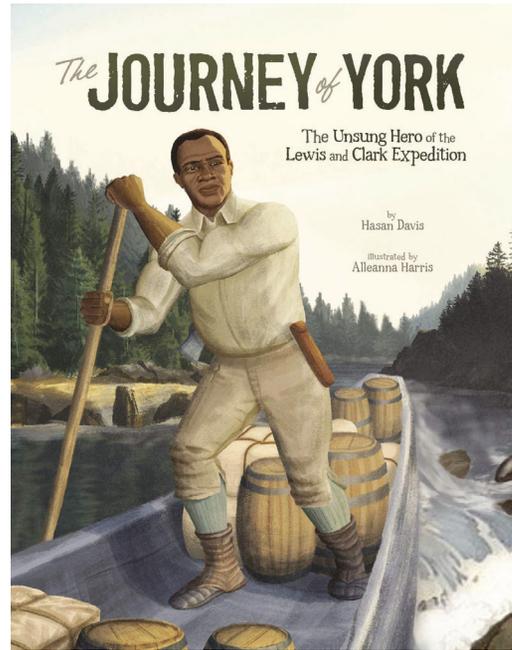
The Portland Metro area rests on traditional village sites of the Multnomah, Wasco, Cowlitz, Kathlamet, Clackamas, Bands of Chinook, Tualatin, Kalapuya, Molalla, and many other tribes who made their homes along the Columbia River creating both permanent communities and seasonal encampments. There are many other tribes and Nations who traditionally lived, hunted and fished in what is now the City of Portland that are not collectively remembered.



York, Enslaved Man with NW Portland Street Named after him was Critical to Success of Lewis and Clark Expedition

In 1803, President Thomas Jefferson commissioned the Lewis and Clark Expedition to explore the western portion of the country, terminating in Astoria, Oregon. One of the most interesting and lesser known stories about the members of the expedition is that of York, the enslaved personal servant of William Clark. York participated fully in the Lewis and Clark Expedition and contributed in significant ways to its success. York appears in both Clark and Lewis's journals and is noted for going above-and-beyond in demonstrating skill, care, and compassion. Among his contributions, York risked his life to save Clark, Sacajawea, and her son when they were caught in a flash flood. At the conclusion of the journey in 1806, York requested his freedom from William Clark and was denied. He was finally freed sometime after 1815.

The land use and transportation changes of the Montgomery Park Area present an opportunity to increase awareness of York, for whom NW York Street is named, and to recognize his contributions and the contributions of other Black Americans in the history of this region.



Cover of the 2019 book, *The Journey of York: Unsung Hero of the Lewis and Clark Expedition*, by Hasan Davis



York, portrayed in the 1912 painting by E.S. Paxson, "Lewis and Clark at Three Forks," which hangs in the Montana state capitol

Source: Millner, Darrell M. (Fall 2003). "York of the Corps of Discovery: Interpretations of York's Character and His Role in the Lewis and Clark Expedition". *Oregon Historical Quarterly*. 104 (3): 302-333.

What is the History of the Area?

Home to one of Portland's First Professional Baseball Stadiums

In 1901 construction was completed on one of the City of Portland's first baseball parks, located on the north side of Vaughn Street between NW 24th Avenue and NW 25th Avenue. Over the decades, it was renovated and expanded. At its largest, the ballpark seated 12,000 fans.

In 1955, the Portland Beavers season was the last team to play at Vaughn Street Park. The following year, the team moved south to Multnomah Stadium (later called Civic Stadium, PGE Park, Jeld-Wen Field, and Providence Park). The ballpark was demolished in 1956 and the site was converted to industrial uses, including the ESCO steel foundry until recently.



Site of the 1905 World's Fair: Lewis and Clark Centennial Exposition

The study area was the site of the 1905 world's fair, also known as the Lewis and Clark Centennial Expedition. The site was selected, in part, for its access - two local trolley lines ran within one block of the fair entrance and it was located adjacent to the recently constructed Vaughn Street Park baseball stadium, also used during the fair. The fairgrounds were accessible via the river, where steamers provided visitors with rides.

Very little of the Lewis and Clark Centennial Exposition remains today. Most of the structures were designed to be temporary and were torn down in 1906.



What is the Character of the Montgomery Park Area Today?

What is the character of the Area today?

The Montgomery Park Area today is a transitional space between the residential neighborhoods and commercial spines of Northwest Portland south of NW Vaughn Street and industrial areas to the north. NW Vaughn Street is the boundary between the Guild's Lake Industrial District and NW Portland's mixed-use and residential neighborhood to the south. Major character-defining features of the area include the view of the Montgomery Park office building, industrial small businesses, and the decommissioned rail tracks surfacing throughout streets in the area.





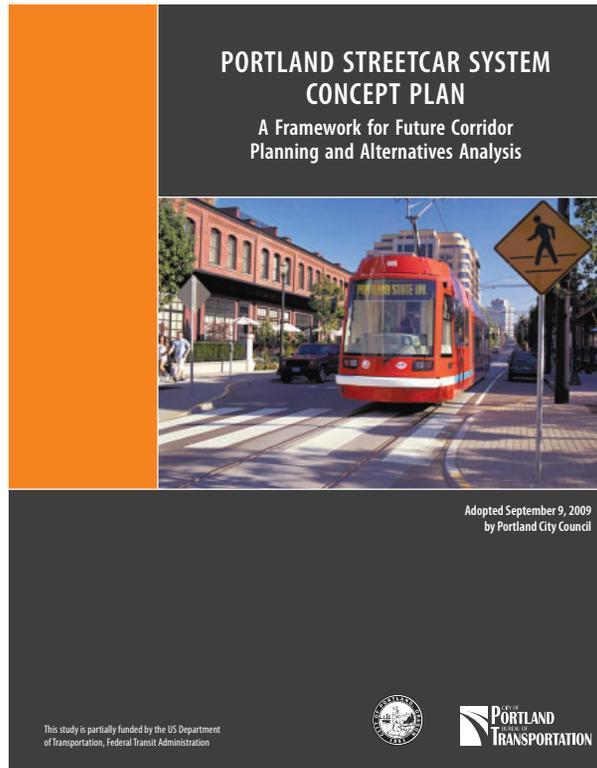
Future of the Montgomery Park Area

How Has Past Plans Informed this Study?

Streetcar System Concept Plan

How does this plan inform the MP District Transportation Plan?

The *Portland Streetcar System Concept Plan* (2009) identifies potential corridors for the future streetcar system and opportunities to expand streetcar service to better serve Portland's neighborhoods. The *Portland Streetcar System Concept Plan* analyzed corridors to determine the most promising alignments for streetcar extensions based upon development potential, operational feasibility, transit connectivity, and public input. The *Portland Streetcar System Concept Plan* identified extending streetcar service to serve Montgomery Park as a priority. The City of Portland's *2035 Comprehensive Plan* identifies extensions to Portland Streetcar's system as supportive of the City's sustainable growth objectives because streetcar transit advances accessibility, climate action, and overall livability goals.



Guild's Lake Industrial Sanctuary Plan

How does this plan inform the MP District Transportation Plan?

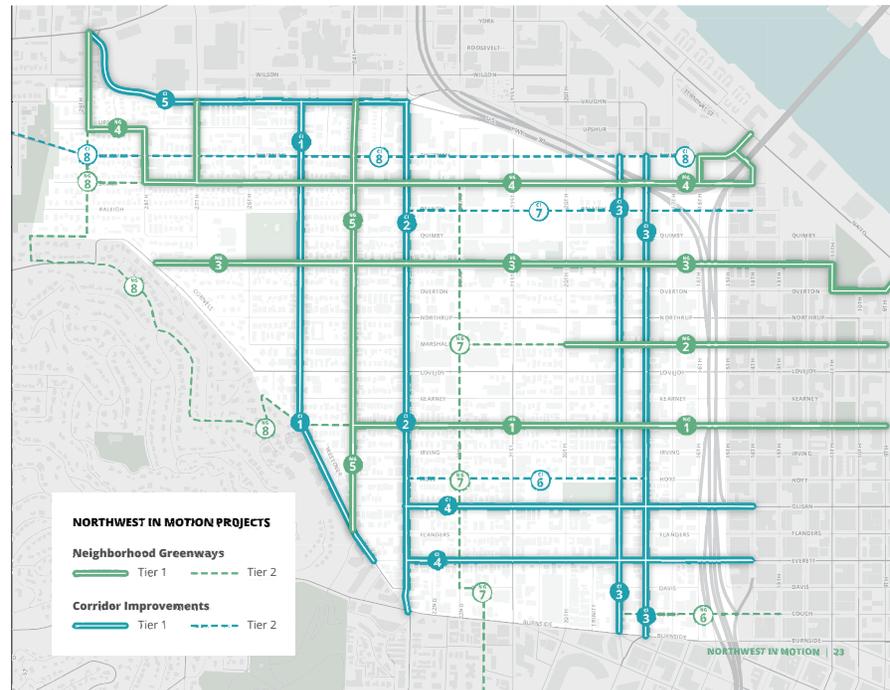
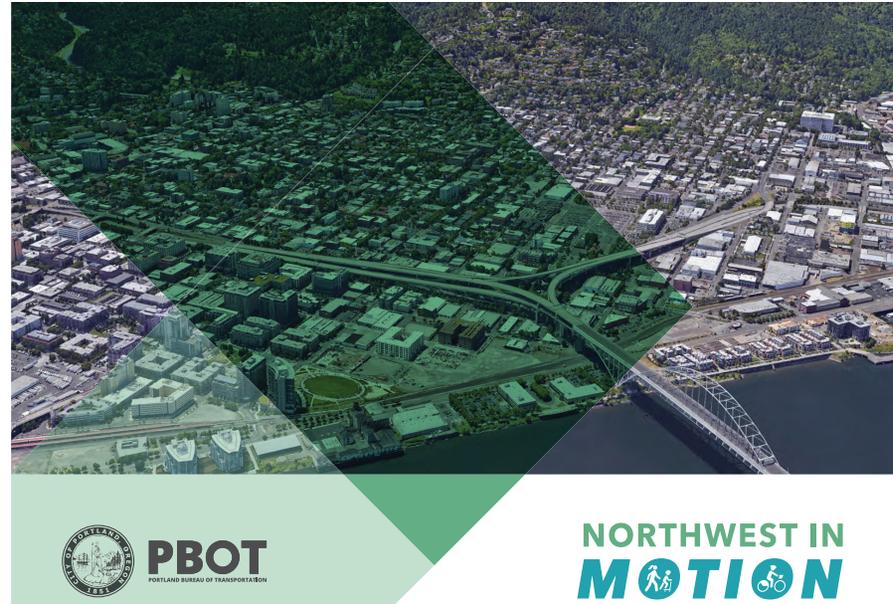
The *Guild's Lake Industrial Sanctuary (GLIS) Plan* was adopted by City Council in 2001. The GLIS district extends from NW Wilson Street north the Willamette River and west to Forest Park. The GLIS Plan area overlaps with portions of the MP District Transportation Plan study area and provides a policy framework to preserve industrial land in NW Portland.

Northwest In Motion

How does this plan inform the MP District Transportation Plan?

Northwest in Motion (2020) is a plan to make Portland's Northwest District safer and more convenient for people walking, biking, and riding public transit. The plan prioritizes near-term projects, to be built in the next five to ten years. The plan's study area abuts the MP District Transportation Plan study area at NW Vaughn Street. Three specific recommendations are carried forward from *Northwest in Motion* to the MP District Transportation Plan:

1. NW 24th Avenue Neighborhood Greenway: Retrofit, improve, and extend the existing neighborhood greenway from NW Vaughn Street to the NW Flanders Neighborhood Greenway.
2. NW 25th Avenue Corridor Improvement: Calm traffic along NW 25th Avenue by adding traffic-slowing devices and enhanced pedestrian/bicycle crossings.
3. NW Vaughn Street Corridor Improvements: Improve safety along NW Vaughn Street and NW Wardway by adding improved crossings and bikeway enhancements.



Montgomery Park Master Plan

How does this plan inform the MP District Transportation Plan?

The *Montgomery Park Master Plan* (2020) is a private development plan for the Montgomery Park and American Can sites led by the property owner, Unico Properties. With a mix of reuse of existing buildings and construction of new buildings, the *Montgomery Park Master Plan* includes nearly two million gross square feet of renovated and new commercial, retail, and residential space and approximately 870 new housing units. The Master Plan emphasizes connections for people walking, bicycling, and riding transit. The MP District Transportation Plan shares the emphasis on connecting people to destinations through active transportation and transit.

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Montgomery Park Area Vision

A Vision for a New Neighborhood

With this plan, the area west of Highway 30 — which includes the historic Montgomery Park office building and site, the historic American Can Company building, the former ESCO steel site, and several other individual properties in the nearby area — would transition from an industrial and office-employment center into a vital new mixed use district. Anchored by the 200,000 square foot Montgomery Park office complex, the district would continue

to have a major employment emphasis, but would be augmented by additional employment uses (office and institutional), commercial services such as retail and restaurants, and the opportunity for over 3,000 new housing units in residential and mixed-use buildings. The transition of the area will be supported by investments in new transportation and transit facilities, including extension of the Portland Streetcar to Montgomery Park. A variety of tools would be used to ensure there is a significant number of affordable housing units, and opportunity for living wage jobs.



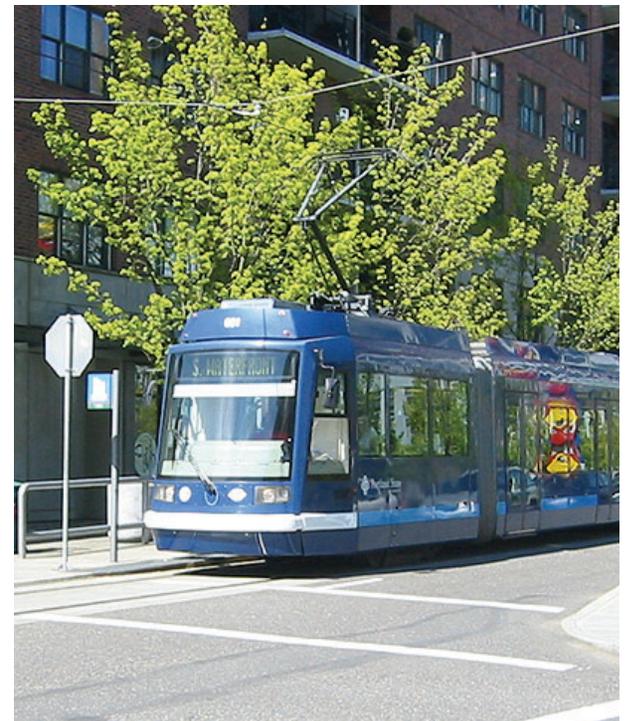


How Will People Move in The Emerging Area?

- » **The streetcar extension into the Montgomery Park District will connect the district to other parts of Northwest Portland via a convenient, frequent, high-quality transit service.**
The streetcar extension along NW 23rd Avenue and through the District to Montgomery Park also serves as a critical mitigation measure for the future trips generated by residential and employment growth in the District.
- » **Improved crossings of NW Vaughn Street will improve connections between current bus service and the future streetcar stations.**
Wide sidewalks and new pedestrian connections identified in the MP District Transportation Plan will make walking and rolling between transit and District destinations comfortable and convenient.
- » **Multiple transportation choices located near the streetcar terminus at Montgomery Park will centralize connections.** At Montgomery Park, people can access Portland Streetcar, TriMet buses, shared mobility services, wayfinding, travel information, and other transportation options and incentives provided by District employers and property managers.

Placeholder

Mobility Options in the Future Montgomery Park District



Walking and Rolling Connections

Today, Montgomery Park District's street network is disconnected, and some streets lack sidewalks. This makes it difficult for people walking or rolling with mobility devices to comfortably travel through the District. The new street connections and improved crossings of busy streets recommended in this plan will improve connectivity and accessibility for all. Specific recommendations include:

- » **Planned extensions of existing roads will create a more connected and walkable street grid in the District.** This plan recommends key street extensions to enhance connectivity for both north/south and east/west travel. Extending NW 25th Avenue from Wilson Street to Roosevelt Street creates a new north/south travel pathway from NW Vaughn Street. New connections, including NW Roosevelt Street from 24th Avenue to 26th Avenue and NW Wilson Street from 24th Avenue to 25th Avenue, create continuous connections through

the District. Pedestrian connections may be required through long blocks to address Title 17 connectivity requirements. Upon redevelopment, additional roadway connections will be required north of NW Roosevelt Street to meet connectivity requirements. Generally, new streets are dedicated as public right-of-way. Under certain circumstances, private streets with public access easements may be permitted. Pedestrian connections through private property are generally privately-owned with public access easements.



- » **Improved crossings of NW Vaughn Street will enhance connections to transit and between the Montgomery Park District and Northwest neighborhoods.** This plan reaffirms the *Northwest in Motion* crossing improvements of NW Vaughn Street at NW 24th Avenue, NW 26th Avenue and along NW Wardway to improve safety and reduce crossing distances for people walking and rolling.
- » **An improved crossing for the NW 24th Avenue Neighborhood Greenway at NW Vaughn Street is the favored alternative to crossing at the busy NW 23rd Avenue/NW Vaughn Street/US-30 intersection.** People walking and rolling between destinations in the Montgomery Park District and Northwest neighborhoods need high-quality crossings of NW Vaughn Street and an alternative to the large, busy intersection at NW 23rd Avenue/NW Vaughn Street/US-30. The NW 24th Avenue greenway crossing of NW Vaughn Street, as described in *Northwest in Motion*, will include traffic calming, median islands, signage, and a diverter to limit through traffic.

- » **Reinforce the walking connections to Forest Park.** As the District grows in population and jobs, there will be increased demand for walking and biking to Forest Park trail heads, especially to the nearby Lower Macleay Park trail head. In the near-term, the most direct connections can be made using NW 27th Avenue and NW Upshur Street. NW Wardway is another option, with a staircase connection to NW Upshur Street as well as a route along NW 30th Avenue from the Nicolai Street intersection. Longer-term, the *Montgomery Park Master Plan* envisions a new over-crossing of NW Wardway to make a more direct connection. This concept will require further study to determine feasibility and cost.
- » **Bring Montgomery Park District streets up to City Standards upon redevelopment.** The upcoming update of the *Pedestrian Design Guide* is expected to base sidewalk width requirements on the Street Design Classifications. The MP District Transportation Plan recommends Main Street designations for the streetcar alignment on NW Roosevelt Street and

NW Wilson Street, resulting in a 15-foot-wide sidewalk requirement upon redevelopment. All other streets in the District are required to include 12-foot-wide sidewalks upon redevelopment.

Bicycle Connections

The MP District Transportation Plan recommends bikeway connections that link to the surrounding bicycle network to make riding a bicycling comfortable and convenient for current and future workers, residents, and visitors of all ages and abilities. Specific recommendations include:

- » **The NW 24th Avenue Neighborhood Greenway provides the primary bicycle connection for people traveling from Northwest Portland neighborhoods into the District.** This plan builds on the *Northwest in Motion* recommendations for the NW 24th Avenue Neighborhood Greenway and improved crossing of NW Vaughn Street, extending the neighborhood greenway improvements north to NW Nicolai Street, including an enhanced crossing to a planned multi-use path.
- » **A multi-use path along NW Nicolai Street and St. Helens Road will connect people from the Willamette River waterfront to US-30 and longer-term to destinations like St Johns, Linnton, and Sauvie Island.** These long-term improvements will require significant changes to the NW Nicolai

Street & NW Yeon Avenue intersection as well as US-30 itself. As a more near-term project, this plan recommends a new shared multi-use path along the underutilized right-of-way along the north side of NW Nicolai Street from NW 24th Avenue to NW 29th Avenue, and potentially farther west, with safe crossings at NW 24th Avenue, NW 26th Avenue, and NW 29th Avenue.

- » **Protected bike lanes along NW Front Avenue / NW Naito Parkway provide a flat, direct connection between the Montgomery Park District,**

Central City, and destinations across the river. This plan identifies bicycle network connections along District streets that connect to NW Front Avenue. NW 21st Avenue and NW 17th Avenue provide direct access to residents and businesses on NW Front Avenue and the Willamette River Greenway Trail. This plan also supports the important Major City Bikeway connection, previously prioritized in *Northwest in Motion*, connecting NW 19th Avenue to NW Naito Parkway via NW Thurman St and NW 15th Avenue. These connections avoid the difficult



NW Nicolai Street & US-30 and NW Vaughn Street & NW 23rd Avenue intersections to reduce the level of stress for people riding bicycles and reduce conflicts with other modes.

- » **The NW 18th Avenue and NW 19th Avenue buffered bike lane couplet, along with the NW 20th Avenue cycle-track connection under US-30, are important bikeway connections across the freeway barrier into the District.** This plan extends these north-south connections on a NW 21st and 22nd Avenue couplet, making them more useful in reaching destinations in the industrial area north and east of US-30.
- » **Future bikeways along NW Wilson Street and NW York Street from the NW 21st Avenue and NW 22nd Avenue couplet to NW 24th Avenue will provide direct, safe, and comfortable access across the US-30 barrier for people riding bicycles between the Montgomery Park District and the industrial area to the east.** These streets could be designed as a one-way couplet for bicycle travel, or could provide two-way travel, depending on how the area develops.

- » **Bikeways along the streetcar alignment from NW 24th Avenue to NW 27th Avenue will connect people on bikes to the Montgomery Park building and other surrounding destinations and will serve people living or working in the district and traveling via the NW 24th Avenue or NW 27th Avenue bikeway connections.** This plan recommends protected bikeways along the streetcar alignment wherever curbs are being reconstructed and recommends additional right-of-way dedication where needed as a condition of approval for new development. Where curbs are left in place, in-roadway protected bike lanes or shared-lane markings may be used as appropriate. Bikeway design should carefully manage crossings of streetcar tracks to reduce crash risks and should keep the total number of crossings to a minimum.

Vehicle Circulation

US Highway 30 (US-30) and the District streets that connect to US-30 are opportunities to shape how people travel in, to, and through the District in the future.

- » **US-30 access points, located at NW Nicolai Street and NW Vaughn Street & NW 23rd Avenue, are key travel pathways in and out of the District.** The intersections and corridors connecting to US-30 often experience congestion during peak hours. This plan details opportunities to calm traffic at key intersections, to improve safety on local streets, and encourages through traffic, as well as traffic entering or leaving the district, to use appropriate streets designed for that purpose.
- » **Currently, connectivity within the district is limited due to discontinuous streets and large block sizes.** This reflects the history of large industrial uses that previously occupied the district. This plan improves connectivity throughout the district by recommending new street connections and new pedestrian connections to better support the vision of a mixed-use housing and employment district,

while retaining developable parcel sizes and flexibility in programming. New connections, including NW Roosevelt Street from 24th Avenue to 26th Avenue and NW Wilson Street from 24th Avenue to 25th Avenue, create continuous connections through the District. With a more connected street grid in the future Montgomery Park Area will provide more travel pathways for all modes, reducing demand on key thoroughfares and creating alternative routes for local trips.

- » **The recommendations of this plan shift the boundary between industrial and mixed-use/residential areas from NW Vaughn to the area around NW Nicolai.** NW Vaughn Street has long served as the northern border of the Northwest residential neighborhoods, dividing the mixed-use areas to the south and the industrial lands to the north. Limited signalized crossings of NW Vaughn Street, and the large intersection with heavy vehicle volumes at the US-30 on-/off-ramps at NW Vaughn Street & NW 23rd Avenue are barriers between the Montgomery Park District and Northwest neighborhoods to the south. This

plan builds on planned neighborhood greenway extensions and crossing improvements to improve connections to this district and to knit together the new mixed-use area in the Montgomery Park District and the existing mixed-use areas to the south.

Goods Movement

The Montgomery Park District is currently part of a designated industrial sanctuary. However, the nature of the District is changing. NW Nicolai Street is a designated Priority Truck Street that connects to US Highway 30 (US-30) along the northern boundary of the District. Recommendations in this plan seek to preserve and support safe, reliable freight access along NW Nicolai Street to US-30. The plan also includes a recommendation to update the Freight District boundary in response to the changing nature of the district.

- » **NW Nicolai Street is a regionally designated Freight Connector that carries goods to and from Northwest Industrial areas and US-30 and beyond.**

- » **US-30 is a regionally significant Main Freight Route with key connections that support goods movement and delivery throughout and beyond the Montgomery Park District.**

Traffic Analysis

PBOT performed transportation demand modeling to estimate the number of trips produced by alternative land use scenarios. The team used the Citywide Transportation Demand Model derived from Metro's Regional Transportation Plan model. A baseline model and a future year 2040 model was developed to compare present-day conditions with forecasted growth in the area with and without land use changes.

Assumptions:

- » All new streets to meet street connectivity standards
- » No left turn onto Highway 30 from north of NW Vaughn Street
- » Trip adjustment to account for mixed use district with multi-modal connections
- » Trip adjustment to account for mixed use district with multi-modal connections

Key Findings:

- » 27% more auto trips from study area, more traffic overall
- » Circulation changes resulted in more traffic on Highway 30

West of Highway 30:

- » Internal study area local street network supports growth
- » More traffic onto NW Nicolai between NW 23rd Avenue and NW 24th Avenue
- » Additional traffic on southbound Highway 30 north of Nicolai

East of Highway 30

- » Increase in trips east of Highway 30 but are unlikely to affect industrial operations

Vaughn/23rd/Highway 30

- » Decrease on southbound NW 23rd Avenue north of NW Vaughn
- » Increase at eastbound NW Vaughn between 24th Avenue and 23rd Avenue
- » Fewer trips using NW 23rd/NW Vaughn interchange
- » South of NW Vaughn: for N/S streets trips increase except on southbound NW 24th Avenue

Transportation interventions to address the impact of added trips to the area include transit improvements, additional signalized intersections, improved multi-modal facilities, as well as programmatic elements like transportation demand management, recommended parking controls, and subsidies for multi-modal transportation.





Multi-modal Recommendations

Big Moves



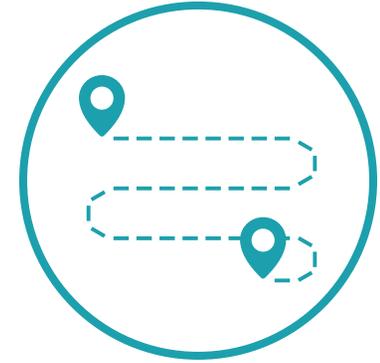
Within District Connections

- » Extension of Portland Streetcar
- » Bikeway connections, including along east-west streetcar alignment west of 23rd Avenue
- » Pedestrian connections through large redevelopment sites
- » NW 24th Avenue as the primary active transportation gateway to the district
- » New street connections on NW 25th Avenue, NW Wilson Street, and NW Roosevelt Street. Additional street connections north of NW Roosevelt Street will be required; alignment to be determined through future development review process



Neighborhood Connections

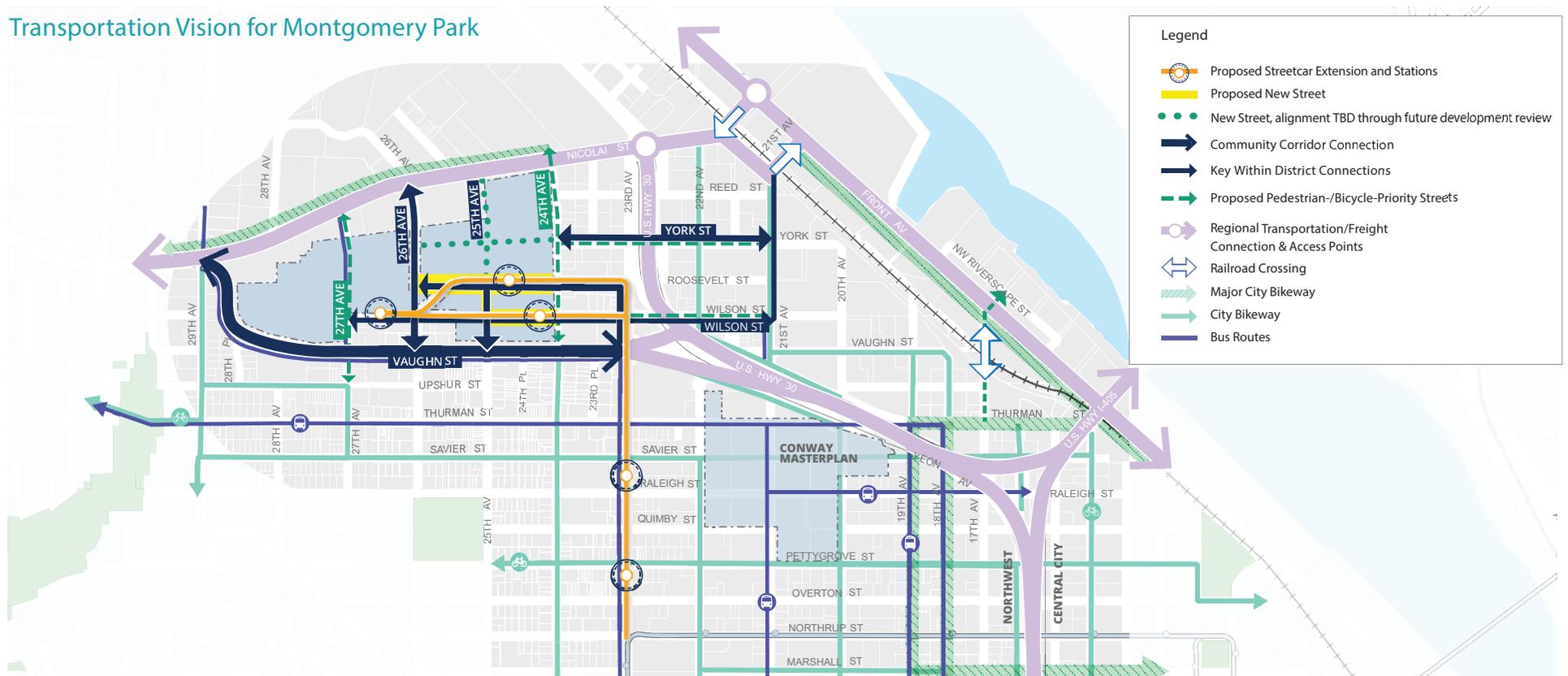
- » Stitching across NW Vaughn Street: Moving the industrial district boundary from NW Vaughn Street to NW Nicolai Street
- » Connecting the District via NW 23rd Avenue
- » Bikeway connections to Front Avenue: Alternate ped/bike routes around busy highway ramp intersections



Regional Connections

- » Prioritizing NW Nicolai Street as a major freight route and primary connection to US-30
- » Multi-use path on NW Nicolai Street, connecting to NW St. Helens Road and destinations north
- » Multiple transportation choices near the streetcar terminus at Montgomery Park, centralizing connections

Transportation Vision for Montgomery Park



Within District Connections

- A Streetcar Extension to Montgomery Park (MP)
- B Roosevelt Street Extension
- C Connection from Roosevelt to MP Station
- D Wilson Street Extension
- E York Street Repairs and Future Extension
- F 24th Avenue Greenway
- G 25th Avenue Extension
- H 26th Avenue Connection to TriMet buses

Neighborhood Connections

- I Vaughn Crossing Improvements
- J 23rd Avenue Streetcar Extension
- K Bikeway Connections to Front Avenue

Regional Connections

- L Nicolai Street Freight Route
- M Greenway
- N Transit Hub

Within District Connections



Extension of Portland Streetcar from NW 23rd Avenue to Montgomery Park, linking a major employment area and emerging residential area to the region's larger transit system



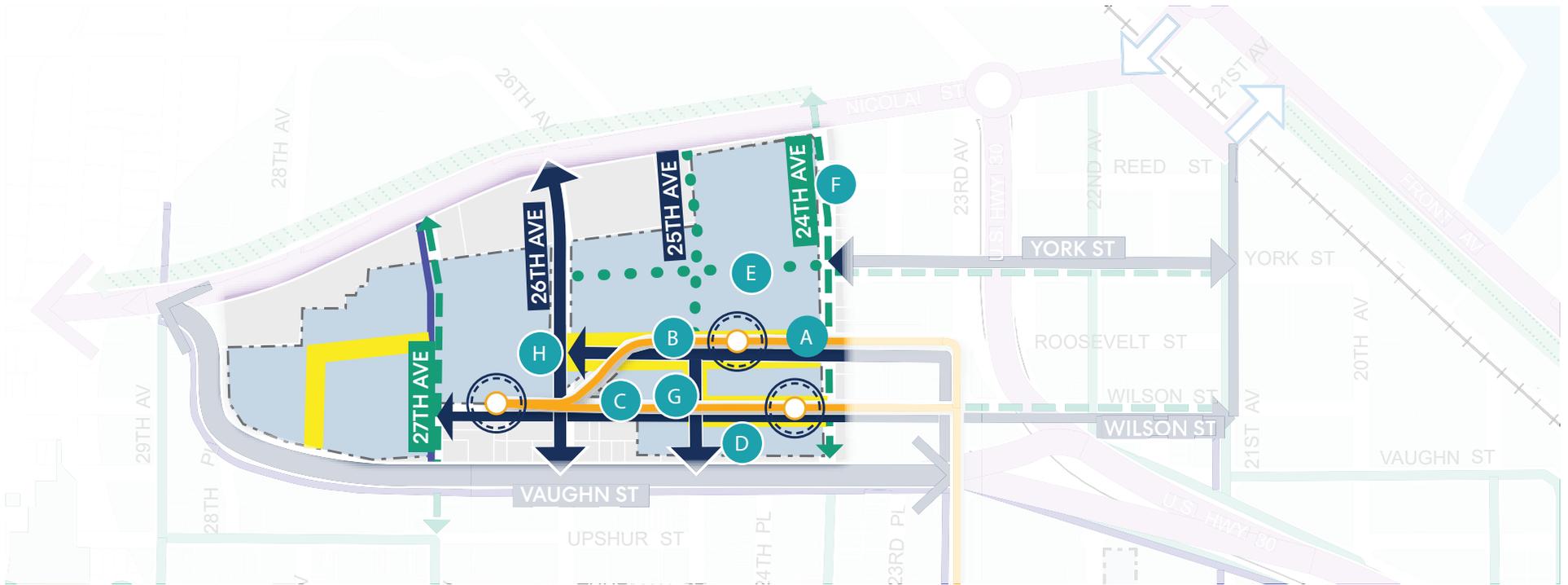
Bikeway connections, including along streetcar alignment to Montgomery Park

NW 24th Avenue as the primary active transportation gateway to the district



New street connections on NW 25th Avenue, NW Wilson Street, and NW Roosevelt Street. Additional street connections north of NW Roosevelt Street will be required; alignment to be determined through future development review process

Within District Connections



Within District Connections

- A** Streetcar Extension to Montgomery Park (MP)
- B** Roosevelt Street Extension
- C** Connection from Roosevelt to MP Station
- D** Wilson Street Extension
- E** York Street Repairs + Future Extension
- F** 24th Avenue Greenway
- G** 25th Avenue Extension
- H** 26th Avenue Connection to TriMet buses

Legend	
	Proposed Streetcar Extension and Stations
	Proposed New Street
	New Street, alignment TBD through future development review
	Community Corridor Connection
	Key Within District Connections
	Proposed Pedestrian-/Bicycle-Priority Streets
	Regional Transportation/Freight Connection & Access Points
	Railroad Crossing
	Major City Bikeway
	City Bikeway
	Bus Routes

Streetcar Extension

Description:

Extend Portland Streetcar's north-south line along NW 23rd Avenue from NW Northrup Street to terminate at Montgomery Park. Address the gaps in the street network by extending NW Roosevelt Street to NW 26th Avenue; create a new terminus of the Streetcar on NW Wilson Street near the entrance of Montgomery Park.



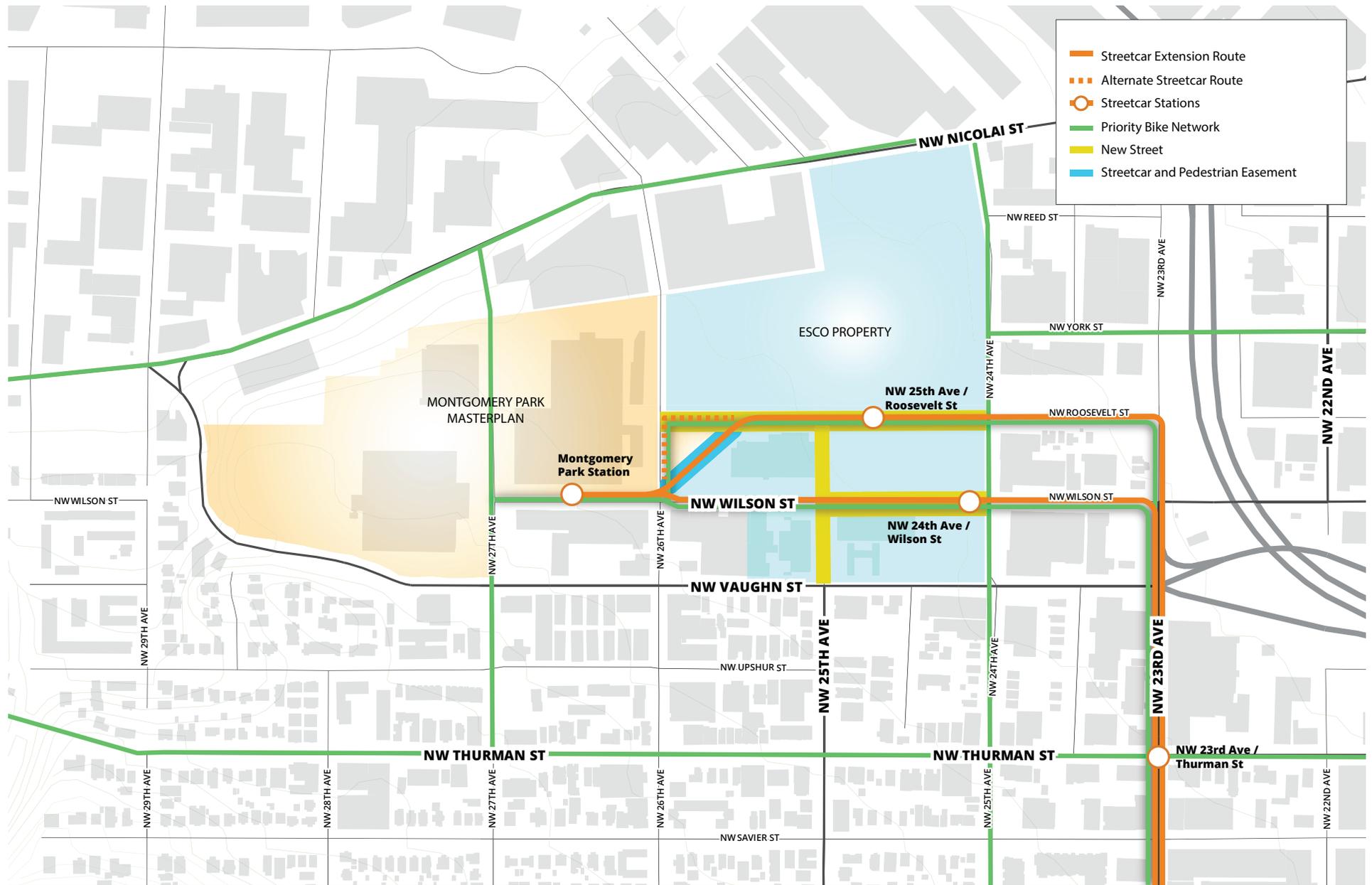
+ Project Goals:

- » Connect the Montgomery Park District to Northwest Portland
- » Provide a reliable, convenient, and comfortable single-seat ride from Montgomery Park to Downtown, Portland State University, OHSU and the larger transit network
- » Leverage transit investment to advance the City's affordable housing and equity goals
- » Mitigate the transportation impacts of growth in the Montgomery Park District

... Key Considerations:

- » Streetcar operations will require removal of the southbound left-turn lane onto US-30 at the intersection of NW 23rd Avenue and NW Vaughn Street. This may require people driving that route today to use NW Nicolai Street to access US-30 in the future
- » Signal timing of the streetcar crossing of NW 23rd Avenue/NW Vaughn Street/US-30 will need to be determined
- » Some on-street parking will be impacted in select locations due to transit operations
- » Right-of-way dedication will be required from the ESCO site for the NW Roosevelt Street extension and track and from the Montgomery Park Site for the NW Wilson Street station and track

Streetcar Extension to Montgomery Park



Roosevelt Street



Description:

Extend NW Roosevelt Street from NW 23rd Avenue to NW 26th Avenue as a one-way streetcar couplet. The cross section of NW Roosevelt Street west of NW 23rd Avenue includes one westbound general purpose travel lane, one streetcar shared turn lane, a protected bike lane on the north side of the street, parallel parking on the south side of the street, and sidewalks built to 15-foot Neighborhood Main Street standards.

+ Project Goals:

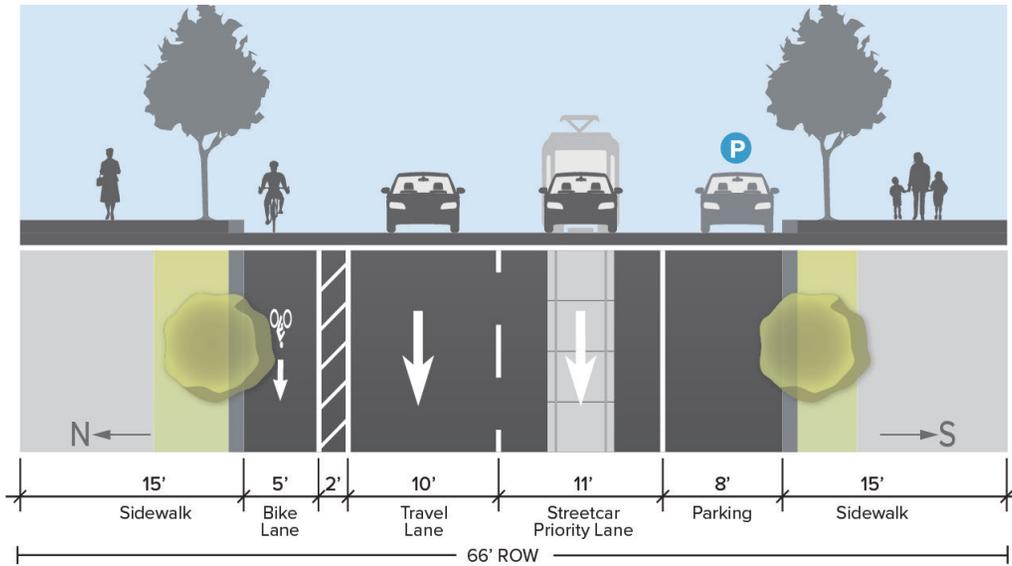
- » NW Roosevelt Street serves a critical role as the westbound part of the couplet connecting the streetcar to the terminus of the line and the transit hub at NW Wilson Street between NW 26th Avenue and NW 27th Avenue
- » The extension of this street completes the all-ages and abilities bike network from downtown to Montgomery Park

... Key Considerations:

- » The one-way west bound conversion of NW Roosevelt Street between NW 23rd Ave and NW 24th Ave will change local travel patterns
- » Additional property owner dedication beyond the 66-foot minimum right-of-way would allow space for on-street parking on both sides of the street

- » Protected bike lane is located on the north side of NW Roosevelt Street to reduce conflicts with streetcar turning movements
- » Sidewalks will be built to Neighborhood Main Street 15-foot standard as properties fronting NW Roosevelt Street redevelop. Will require 3 feet of ROW dedication for existing properties from 23rd to 24th
- » Traffic control at the intersection of NW Roosevelt Street and NW 23rd Avenue will be determined as part of the subsequent streetcar design process

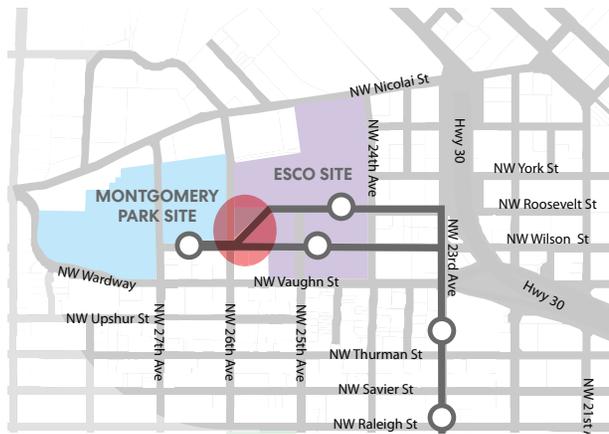
NW Roosevelt St, west of NW 23rd Ave



Location of NW Roosevelt St west of NW 24th Ave Today



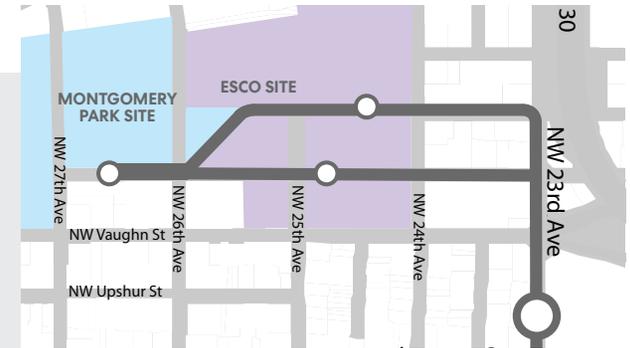
Connection from Roosevelt Street to Montgomery Park Station



Description:

The options to connect the westbound streetcar from NW Roosevelt Street to the Montgomery Park Station on NW Wilson Streets include the following:

1 Diagonal Route Connecting to NW Wilson Street along Existing Rail Spur (Preferred): Connecting diagonally between NW Roosevelt Street and NW Wilson Street, traveling along or near the property line between the ESCO and the Montgomery Park property



2 NW 26th Ave, West Side of Street: Continue streetcar alignment along NW Roosevelt Street to the intersection with NW 26th Avenue, turning south and traveling along the western side of NW 26th Avenue to connect with NW Wilson Street



3 NW 26th Ave, East Side of Street: Continue streetcar alignment along NW Roosevelt Street to the intersection with NW 26th Avenue, turning south and traveling along the eastern side of NW 26th Avenue to connect with NW Wilson Street



+ Project Goals:

- » Connect streetcar transit to a future Montgomery Park Station located on NW Wilson Street between NW 26th Avenue and NW 27th Avenue
- » Create a transit hub near the terminus of the streetcar line where multiple transit and shared mobility options are easily accessible within a short distance
- » Provide clear, direct, safe connections for travelers of all modes to reach destinations with the District.

... Key Considerations:

- » All options: turning movements onto NW Wilson Street will result in additional property acquisition, including potential impacts to the northwest corner of NW 26th Avenue and NW Wilson Street

- 1** Diagonal route, connecting to NW Wilson Street along existing rail spur
 - » The diagonal route is preferred due to 1) optimal track operations, 2) better transit speed and reliability performance, 3) potential to create civic space, 4) reduces demands on NW 26th Ave, allowing space for bus transfers/transit hub amenities

- 2** NW 26th Ave, west side of street
 - » The left-running route along 26th Avenue will include property dedication for the streetcar outside of the right-of-way of 26th Avenue
 - » This option will also result in significant impacts to the southeast corner of the American Can building property to accommodate westbound streetcar turning movements onto NW Wilson Street

- 3** NW 26th, east side of street
 - » The right-running route along 26th Avenue will include property dedication for the streetcar outside of the right-of-way of NW 26th Avenue
 - » Turning movements onto NW Wilson Street will result in additional property acquisition, including potential impacts to the northwest corner of NW 26th Avenue and NW Wilson Street

NW Wilson Street



Description:

Extend and rebuild NW Wilson Street between NW 23rd Avenue and NW 26th Avenue. Between NW 23rd Avenue and NW 26th Avenue NW Wilson Street includes one eastbound general purpose travel lane, a shared streetcar turn lane, a protected bike lane on the south side of the street, parking on the north side of the street, and 15-foot sidewalks.

Between NW 26th Street and NW 27th Street the streetcar tracks and station are located on the north side of the street right of way, allowing NW Wilson to function as a bi-directional street for the block between NW 26th Street and NW 27th Street.

+ Project Goals:

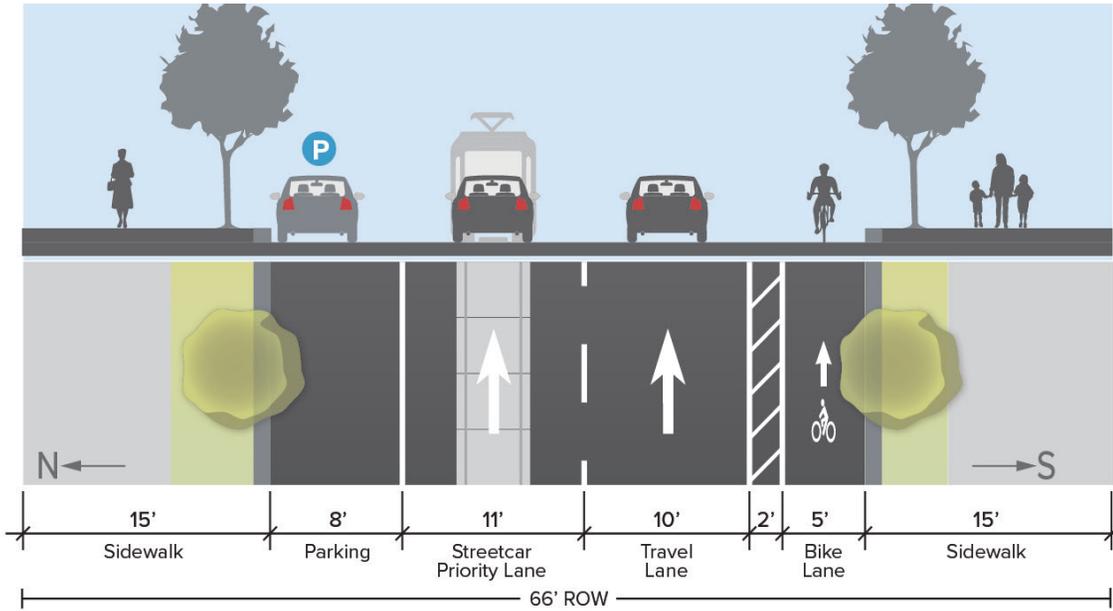
- » NW Wilson Street serves a critical role as the eastbound part of the couplet connecting the streetcar from its terminus at Montgomery Park to NW 23rd Avenue and the larger transportation network
- » Together with NW Roosevelt Street, NW Wilson Street completes the all-ages and abilities bike network from downtown to Montgomery Park
- » This street extension project combines transportation investment in streetcar with the planned increase in residents and workers in the District to support neighborhoods and mitigate impacts

... Key Considerations:

- » The one-way eastbound conversion of NW Wilson Street between NW 23rd Avenue and NW 26th Avenue will change local travel patterns causing some people driving to alter their travel patterns

- » Protected bike lane is located on the south side of Wilson Street to reduce conflicts with streetcar turning movements
- » Streetcar alignment is along the north side of Wilson to enable the turn from NW Wilson Street to NW 23rd Avenue, and to facilitate the tail track on the north side of NW Wilson Street between NW 26th Avenue and NW 27th Avenue
- » Sidewalks will be built to Neighborhood Main Street 15-foot standard
- » Major underground utility relocation is likely needed on NW Wilson Street as part of the streetcar project

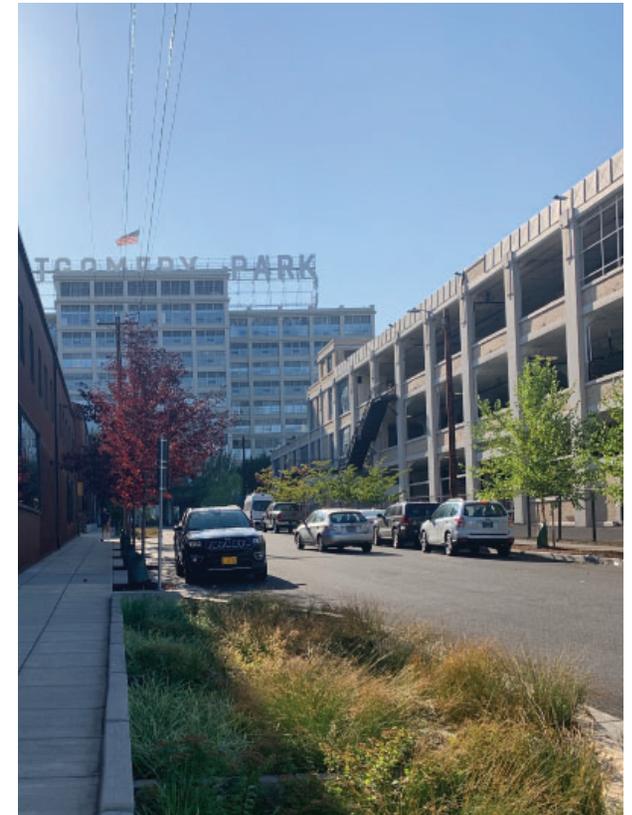
NW Wilson St between NW 23rd Ave and NW 26th Ave



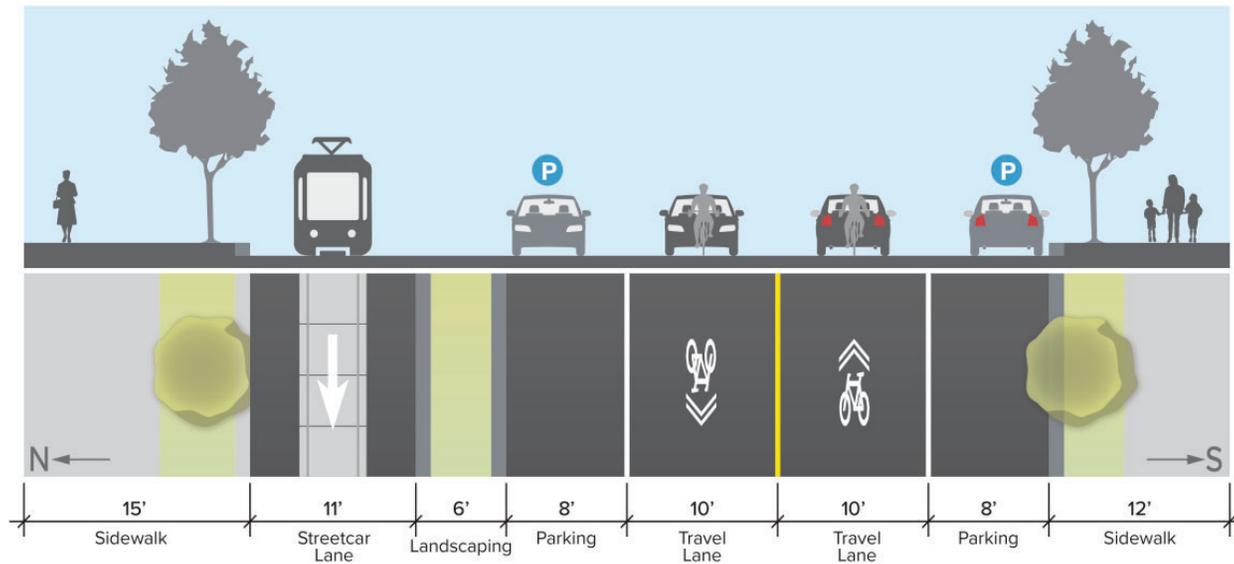
NW Wilson St west of NW 26th Ave Today



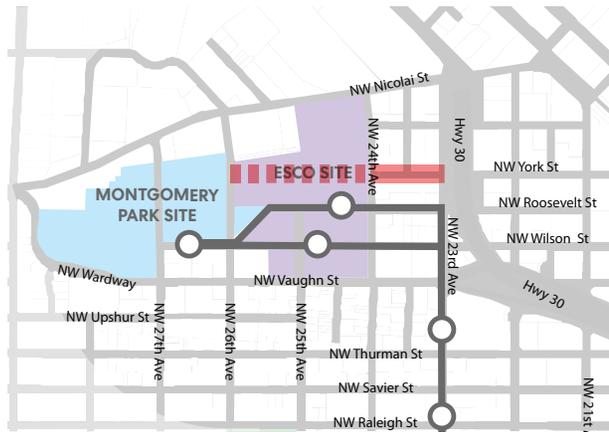
Location of Montgomery Park Station



NW Wilson btwn NW 26th and NW 27th at mid-block Montgomery Park Station



York Street



Description:

The following will be required on NW York Street as a condition of future redevelopment of the properties along York Street and for the ESCO site north of Roosevelt Street:

NW York Street between NW 23rd Avenue and NW 24th Avenue

- » Pedestrian improvements, including modification of or removal of loading docks to meet accessibility requirements
- » Full roadway reconstruction and removal of abandoned railroad tracks

NW York Street between NW 24th Avenue and NW 26th Avenue:

- » An east-west public street will be required through the ESCO property north of Roosevelt Street to connect 24th Avenue and 26th Avenue. Location of new connection must meet Title 17 connectivity requirements. Alignment to be determined through development review process.

+ Project Goals:

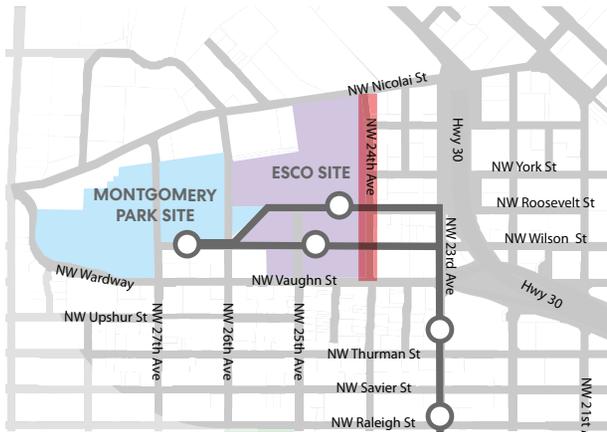
- » Increase connectivity for all modes by eliminating super blocks
- » Provide frequent, safe transportation connections, particularly for people walking, biking, and rolling through the District
- » Disperse vehicle traffic by providing multiple routes to reach destinations
- » Serve the transportation and goods delivery needs of new and existing residents and workers

... Key Considerations:

- » Solid, raised, concrete loading docks are a common feature of buildings on NW York Street between NW 23rd Street and NW 24th Street. These loading docks are in active use and also present challenges for pedestrian accessibility. Additional design work will be needed to increase accessibility of these businesses upon redevelopment
- » Design of the future east-west connection through the ESCO property between NW 24th Avenue and NW 26th Avenue must be approved by PBOT and must be a public street



NW 24th Avenue



Description:

- » Connect the bicycle network by extending the NW 24th Avenue Neighborhood Greenway north from NW Vaughn Street to NW Nicolai Street, adding signage and necessary traffic calming elements
- » Improve safety by adding a pedestrian refuge and median diverter on:
 - » NW Vaughn Street at NW 24th Avenue, and
 - » NW Nicolai Street at NW 24th Avenue



Project Goals:

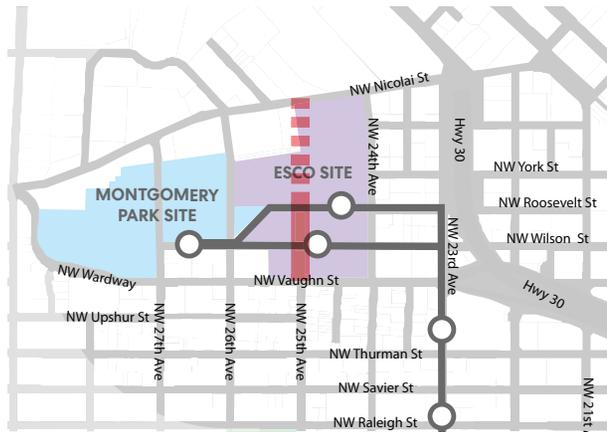
- » Address safety issues for people crossing NW Vaughn Street and NW Nicolai Street at NW 24th Avenue
- » Extend connection of a low-stress pedestrian and bicycle route for people entering and exiting the district and improve a low-stress alternative to the NW 23rd Avenue and NW Vaughn Street intersection



Key Considerations:

- » The proposed pedestrian refuge and median diverter at NW Vaughn Street and NW 24th Avenue will reduce cut-through traffic on NW 24th Avenue but may require out of direction travel for some people driving in the District
- » The proposed pedestrian refuge and median diverter at NW Nicolai Street and NW 24th Avenue will reduce cut-through traffic on NW 24th Avenue to or from NW Nicolai St.
- » Traffic calming on NW 24th Avenue will reduce traffic speed and improve comfort for people walking and bicycling along the neighborhood greenway

25th Avenue



Description:

In conjunction with the streetcar project, NW 25th Avenue is extended one block between NW Wilson Street and the planned extension of NW Roosevelt Street to improve access and increase connectivity.

Longer-term, the extension of NW 25th Avenue to NW Nicolai Street will be required with redevelopment of the ESCO site north of Roosevelt Street.



Project Goals:

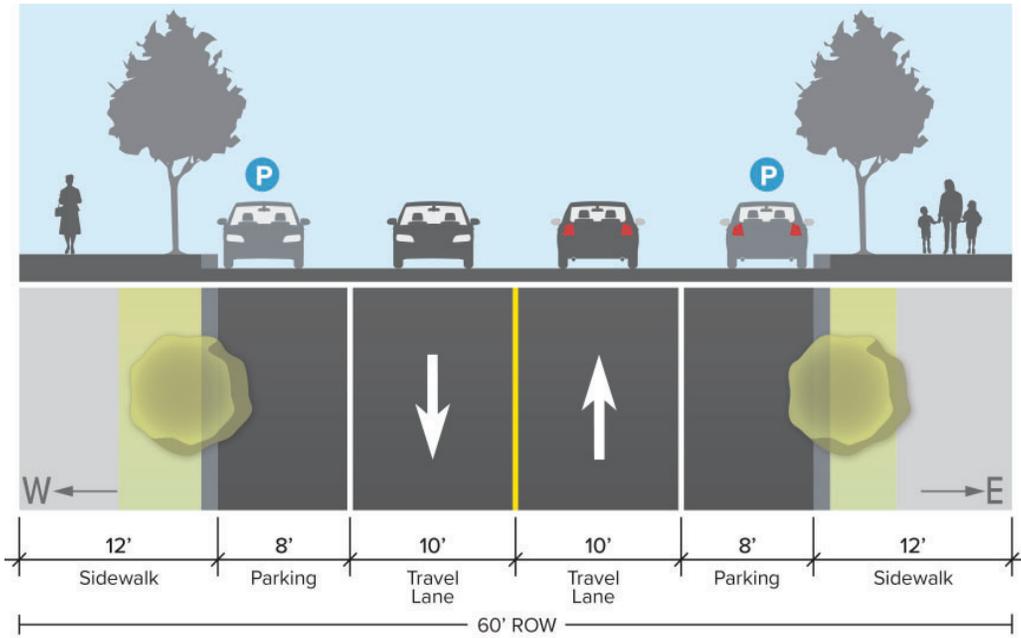
- » Improve north-south connectivity through the District, increase connections through existing super blocks, provide a main vehicle access point into the center of the District using traffic signal at NW Vaughn Street and NW 25th Avenue
- » Provide service access to buildings in the District between NW 24th Avenue and NW 26th Avenue
- » Provide on-street vehicle parking and loading for District residents, employers, and businesses access



Key Considerations:

- » NW 25th Avenue is currently a cut through route for regional traffic south of NW Vaughn Street. The extension of NW 25th Avenue to NW Roosevelt Street - and longer-term to NW Nicolai Street - may increase cut through traffic. Evaluation for future mitigation measures to discourage cut through traffic may be warranted
- » NW 25th Avenue north of NW Vaughn Street serves a building access function. This street will accommodate driveway/curb cut/loading areas for the district, which cannot be accommodated on the streetcar route

NW 25th Ave north of NW Vaughn St



25th Ave north of NW Vaughn St Today



26th Avenue



Description:

NW 26th Avenue is an existing north-south connection through the District. Portions of this street serve as the dividing line between the two major District property owners: Montgomery Park owns most of the property to the west and ESCO owns most of the District property to the east.

Recommendations for this street focus on safety improvements to the Vaughn Street intersection, upgrades to striping, curbs and sidewalks in conjunction with redevelopment and TriMet bus layover parking.

+ Project Goals:

- » Improve safety and transit access by adding a pedestrian refuge crossing at the intersection of NW 26th Avenue and NW Vaughn Street, as identified in *Northwest in Motion*
- » Complete the bicycle connection through the district
- » Support pedestrian access and build sidewalks to Pedestrian District standards in conjunction with redevelopment

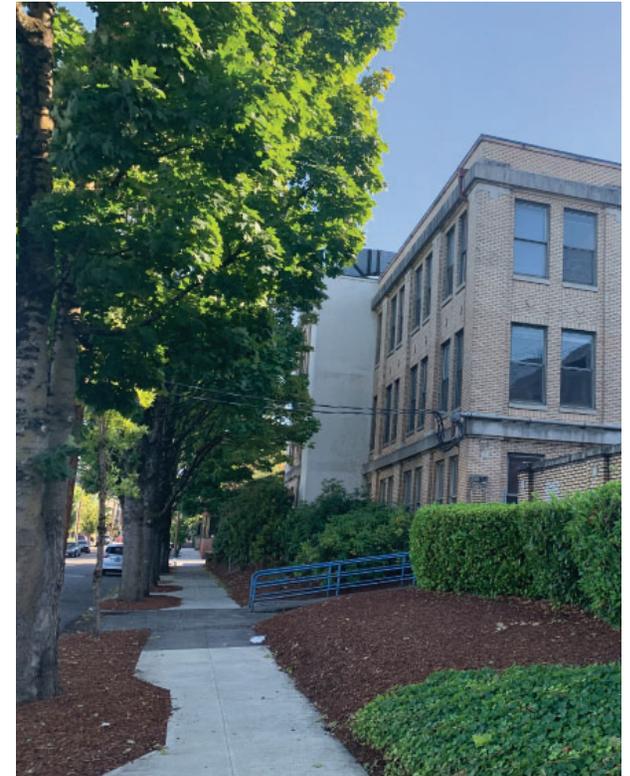
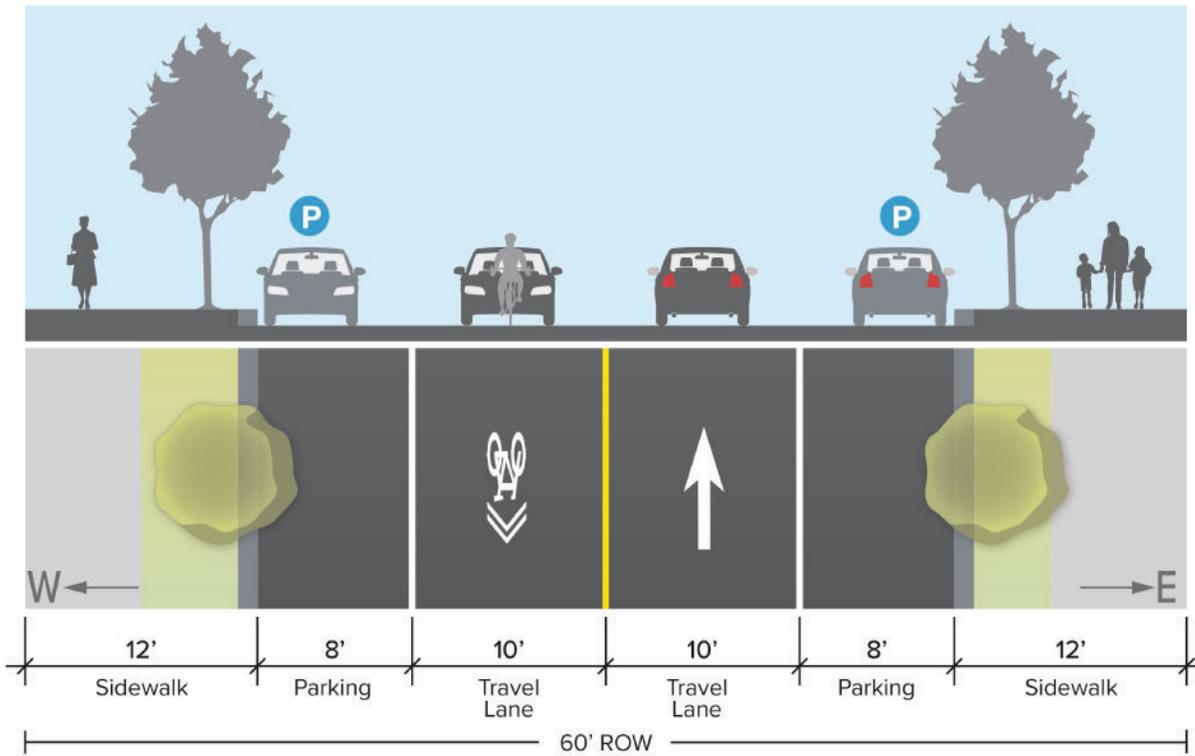
... Key Considerations:

- » The addition of the pedestrian refuge crossing at the intersection of NW 26th Avenue and NW Vaughn Street requires the elimination of a limited number of parking spaces on the south side of Vaughn street
- » The proposed cross-section includes parking on both sides of the street and southbound bicycle sharrows for bikes to transition from NW Roosevelt

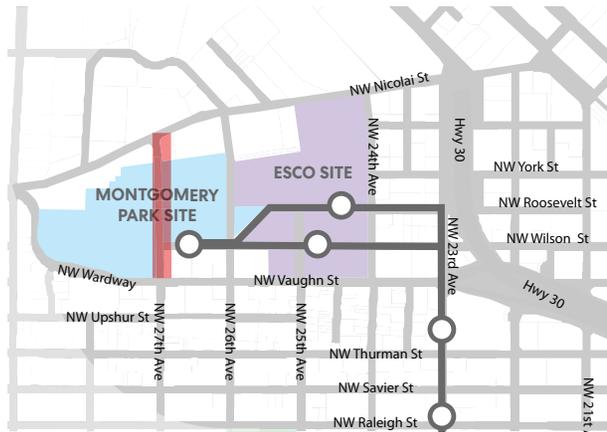
Street to NW Wilson Street. The cross-section may need modification to accommodate streetcar alignment

- » Work with TriMet to increase transit service and re-examine transit network in the district, including evaluating moving the bus layover from NW 27th Avenue to NW 26th Avenue to facilitate connections with Portland Streetcar, and improve access to a range of shared mobility services

NW 26th Avenue



27th Avenue



Description:

This partially-private street connects people to the front door of the Montgomery Park building by walking, biking, transit, and driving.



Project Goals:

- » Maintain privately-owned, publicly-accessible status of NW 27th Avenue between NW Nicolai Street and NW Wilson Street
- » Emphasize NW 27th Avenue as a pedestrian-oriented street where motor vehicles travel at low speeds
- » Support the *Montgomery Park Master Plan* concept that emphasizes NW 27th Avenue as 1) the primary entrance of the Montgomery Park building and 2) a continuation of the pedestrian connection through the American Can building to the east and the proposed Lewis and Clark Way to the west
- » Extend the neighborhood greenway bicycle connection from NW Savier Street to NW Nicolai Street providing safe, direct access to Montgomery Park from neighborhoods to the south



Key Considerations:

- » A proposed tabled (and pedestrian focused) intersection at NW 27th Avenue and the future Lewis and Clark Way Street will require slower speeds for automobiles traveling this street, including delivery trucks and vehicles that may use NW 27th Avenue for passenger drop-off and pick-up
- » NW 27th Avenue must continue to be publicly accessible

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Neighborhood Connections



Stitching across NW Vaughn Street: Moving the boundary of the industrial district from NW Vaughn Street to NW Nicolai Street

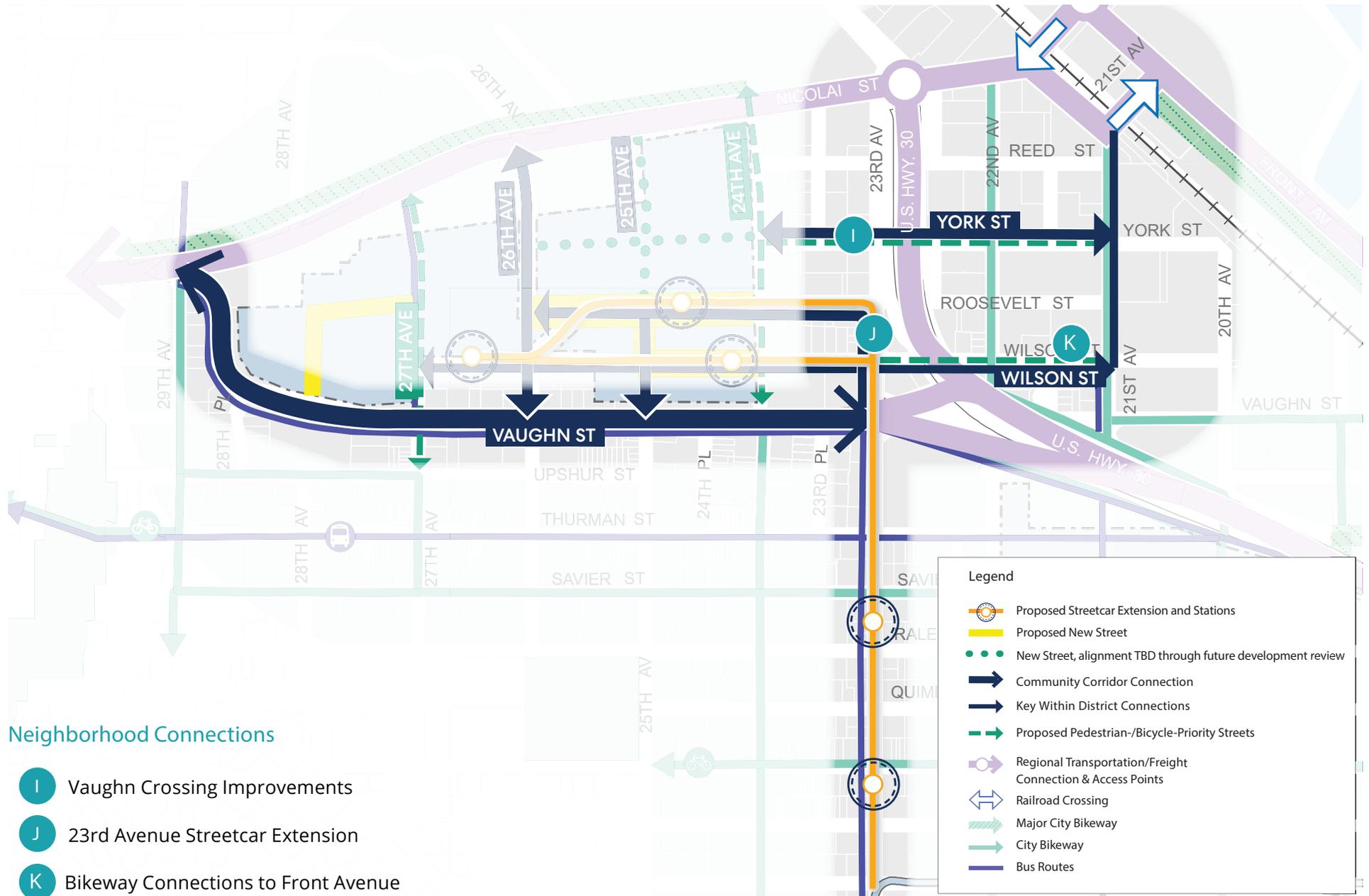


Connecting the District via NW 23rd Avenue



Bikeway connections to NW Front Avenue: Alternate ped/bike routes around NW 23rd Avenue/NW Vaughn/US-30 intersection and NW 23rd Avenue/NW Nicolai Street/US-30 intersection

Neighborhood Connections



Neighborhood Connections

- I** Vaughn Crossing Improvements
- J** 23rd Avenue Streetcar Extension
- K** Bikeway Connections to Front Avenue

Legend

- Proposed Streetcar Extension and Stations
- Proposed New Street
- New Street, alignment TBD through future development review
- Community Corridor Connection
- Key Within District Connections
- Proposed Pedestrian-/Bicycle-Priority Streets
- Regional Transportation/Freight Connection & Access Points
- Railroad Crossing
- Major City Bikeway
- City Bikeway
- Bus Routes

NW Vaughn Street



Description:

- » Improve crossings of NW Vaughn Street and NW Wardway between NW 24th Avenue and NW 29th Avenue, as identified in *Northwest in Motion*

+ Project Goals:

- » Increase pedestrian safety and comfort along NW Vaughn Street by improving the safety of crossings between NW neighborhoods and Montgomery Park Area
- » Move the functional southern boundary of the Northwest Portland industrial district from NW Vaughn Street to NW Nicolai Street
- » Satisfy operational needs of streetcar movements through the intersection of NW Vaughn Street/ NW 23rd Avenue/ US-30 ramps
- » Mitigate congestion on NW Vaughn Street by improving District connectivity and infrastructure for people walking, biking, and taking transit

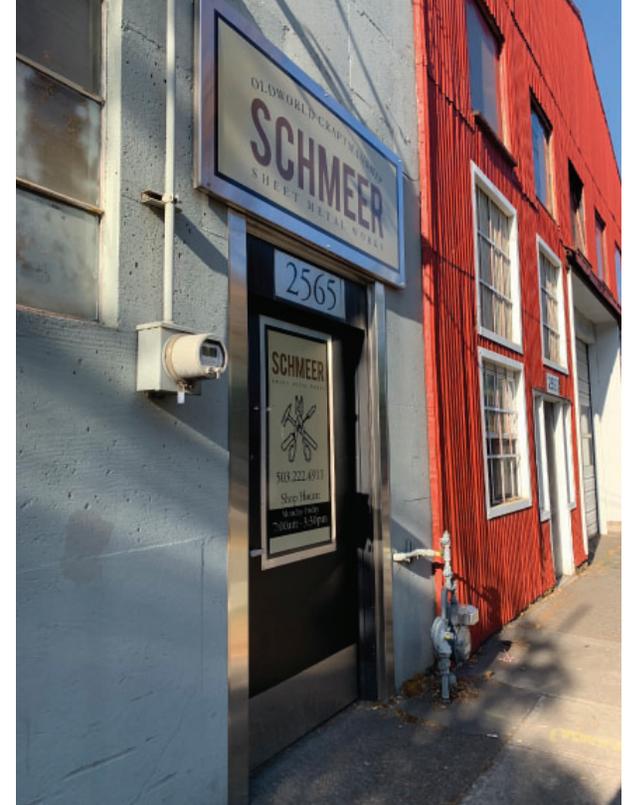


... **Key Considerations:**

- » As redevelopment occurs along NW Vaughn Street, sidewalk dedications will be required to upgrade NW Vaughn Street to Corridor standards
- » The NW 24th Avenue Neighborhood Greenway is the primary bike route for accessing the District. The pedestrian/ bicycle refuge and median diverter at NW 24th Avenue and NW Vaughn Street may cause some people driving to travel out of direction
- » Existing bike lanes are maintained on NW Vaughn Street; addition of bike lane striping through the intersections of at NW 25th Avenue and NW 27th Avenue will improve visibility for people on bicycles
- » Westbound bikes continuing downhill on NW Wardway are in mixed traffic with sharrows west of the intersection with NW 27th Avenue, consistent with bicycle movement today, due to space

constraints. If the right-of-way of NW Wardway is reallocated in the future, additional space for westbound bicycle facilities would further improve safety for westbound people on bicycles connecting to NW St Helens Road via NW Wardway

- » When future traffic signal upgrades occur at NW 25th Avenue and NW 27th Avenue intersections, consider protected left turn signals into the District to enhance safety



NW 23rd Avenue



Description:

- » Portland Streetcar route extends north on NW 23rd Avenue to NW Roosevelt Street from its existing terminus at NW Northrup Street
- » Reconstruct and repave NW 23rd Avenue, south of NW Vaughn Street as part of the streetcar extension project
- » Address transit operation needs by eliminating south-bound left-turn lane onto US-30 from NW 23rd Avenue
- » Improve safety and efficiency through improvements to timing of existing signals and addition of a new traffic signal at NW Wilson and NW 23rd

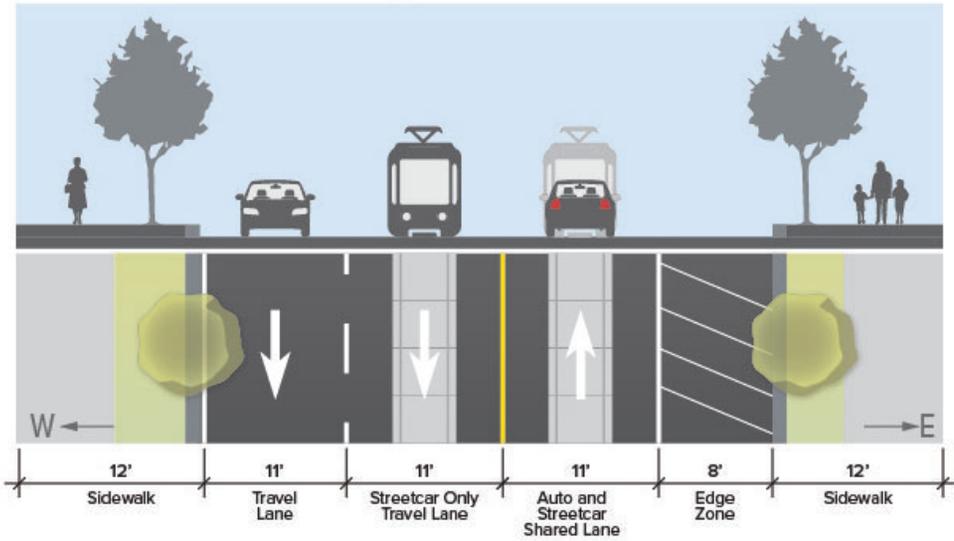
+ Project Goals:

- » Connect Portland Streetcar to the District via the proposed streetcar extension
- » Reduce modal conflicts
- » Reduce freight use of the NW Vaughn Street/US-30 on-ramp

... Key Considerations:

- » Two-way streetcar extension on NW 23rd Avenue will require reconstruction of roadway, utility upgrades, and changes to the curb zone on one side of the street; may also require full or partial traffic signal upgrades
- » As redevelopment occurs along NW 23rd Avenue, sidewalk dedications will be required to meet Neighborhood Main Street standards
- » Alternate routes are identified for people traveling by bicycle to reduce modal conflicts at the intersection of NW 23rd Avenue/ NW Vaughn Street/US-30. Alternate routes are: NW Wilson Street, NW 24th Avenue, or NW Savier Street.

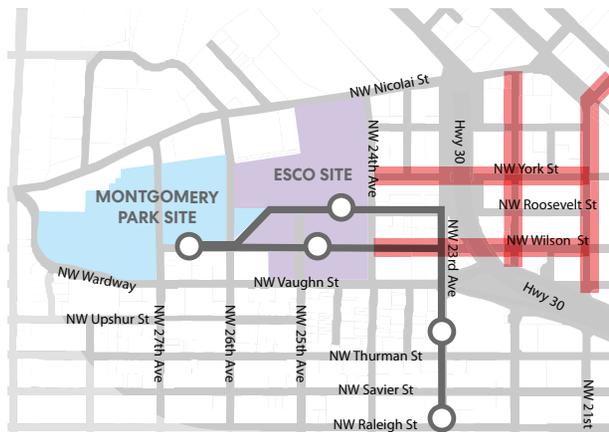
NW 23rd Ave between NW Roosevelt St and NW Vaughn St



View south on NW 23rd Ave toward NW Vaughn St



Bikeway Connections to Front Avenue



Description:

- » Improve safety for people to walk, roll, and ride bicycles between the District and Front Avenue
- » Provide low-stress alternative routes for people to walk, roll, and ride bicycles to avoid conflicts with US-30 on/off ramps

+ Project Goals:

- » Improve safety and legibility for people walking, biking, and rolling by clarifying safe and direct routes between the District and NW Front Avenue, the most direct route to destinations south

... Key Considerations:

- » It is anticipated that the area between US-30 and NW Front Avenue will remain primarily industrial for the foreseeable future
- » Recommended pedestrian and bicycle connections to Front Avenue are via NW 21st Avenue, NW 22nd Avenue, NW 15th Avenue and NW 17th Avenue; people walking, rolling, and riding bicycles are encouraged to avoid the intersections of NW Nicolai Street and US-30 and the intersection of NW Vaughn Street/NW 23rd Street/US-30 and instead use lower stress alternatives to bypass the intersections with busy state roads. Additional alternative routes are NW 24th Avenue greenway to NW Savier Street or NW Wilson Street, or NW York Street to NW 21st Avenue



Regional Connections



Prioritize NW Nicolai Street as a freight route and connection to US-30

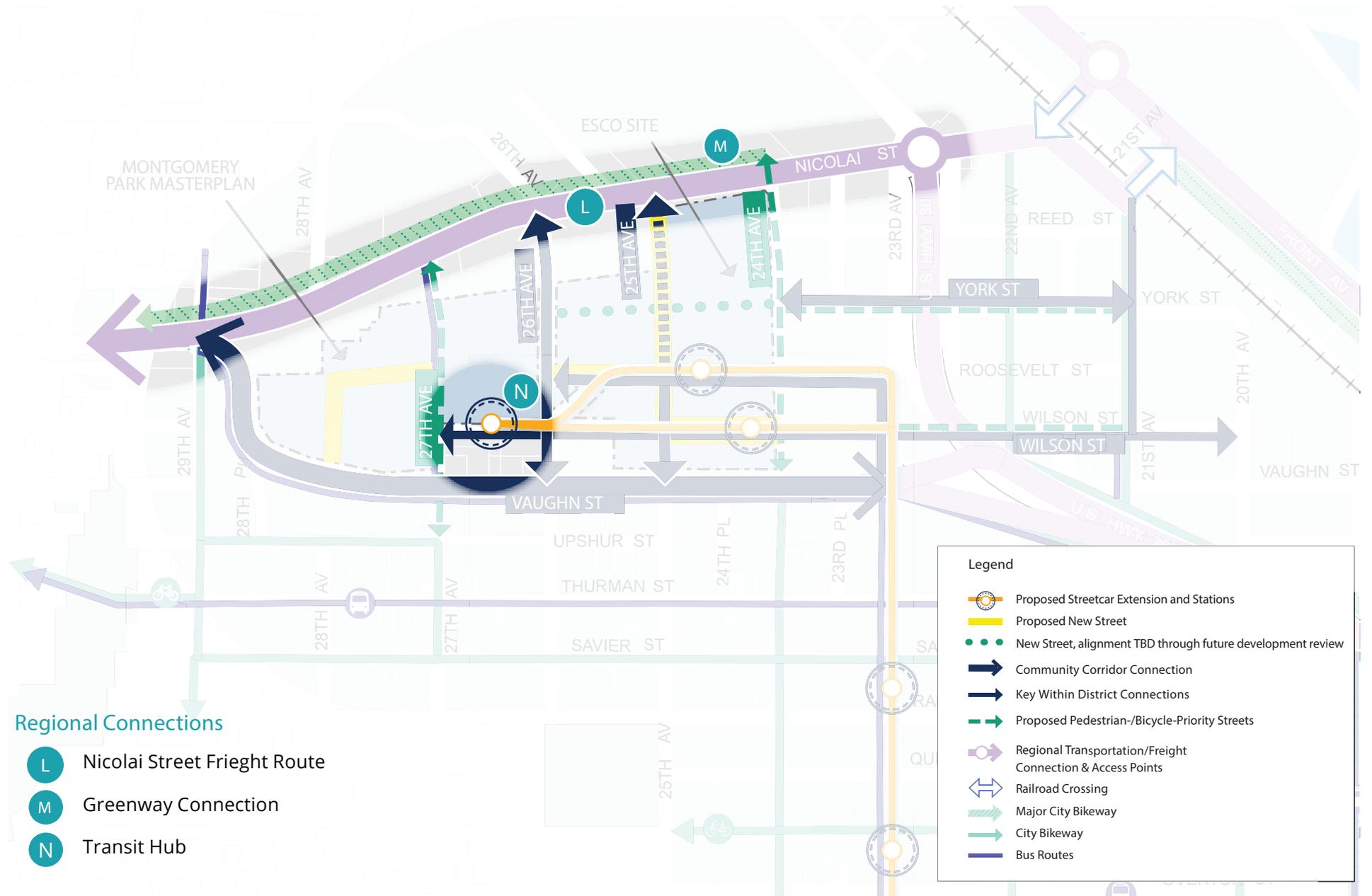


Repurpose the abandoned rail spur to create a multi-use path on NW Nicolai Street connecting St. Helens Road to St. Johns



Formalize a transit hub in the one-block radius of NW Wilson Street and NW 26th Avenue, connecting travelers to Portland Streetcar, TriMet buses, and shared mobility services

Regional Connections



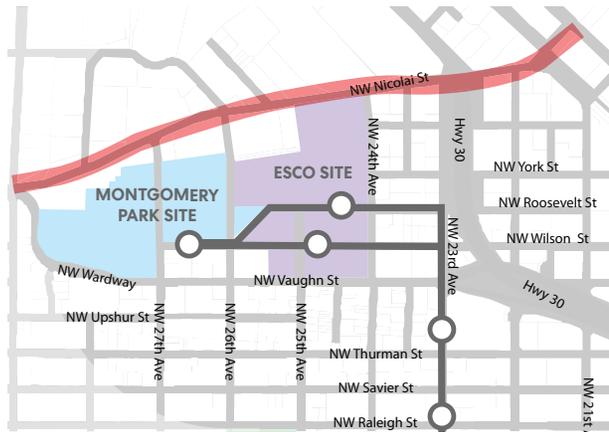
Regional Connections

- L Nicolai Street Freight Route
- M Greenway Connection
- N Transit Hub

Legend

-  Proposed Streetcar Extension and Stations
-  Proposed New Street
-  New Street, alignment TBD through future development review
-  Community Corridor Connection
-  Key Within District Connections
-  Proposed Pedestrian-/Bicycle-Priority Streets
-  Regional Transportation/ Freight Connection & Access Points
-  Railroad Crossing
-  Major City Bikeway
-  City Bikeway
-  Bus Routes

NW Nicolai Street



Description:

- » Emphasize NW Nicolai Street over NW Vaughn Street as the key freight connector to US-30 through the district; update signage clarifying the truck route on NW Nicolai Street
- » Convert the former railroad tracks north of NW Nicolai Street to a multi-use path for people to walk and roll and ride bicycles, improving safety by providing an all ages and abilities route connecting to NW St Helens Road for longer regional trips



Project Goals:

- » Reduce freight travel and decrease the number of longer trips using NW Vaughn Street to access US-30
- » Improve safety and connect people traveling by bicycle on the NW 24th Avenue Neighborhood Greenway to the larger bicycle network for longer, regional trips



Key Considerations:

- » Construction of the multi-use path on the north side of NW Nicolai Street would formalize curb cuts on NW Nicolai Street and eliminate a limited amount of informal parking currently occurring within the right-of-way
- » The pedestrian/bicycle refuge on NW Nicolai Street at the intersection with NW 24th Avenue could eliminate westbound left turn lanes onto NW 24th Avenue which would cause out of direction travel for some drivers



Transit Hub



Description:

Encourage transit use by establishing a transit hub within a one-block radius of NW Wilson Street and NW 26th Avenue. Transit hubs are areas where multiple transit services and amenities combine to better connect people to destinations through transit and shared mobility services.

Transit hubs provide easy connections between modes, integrating multiple travel options with convenience, safety, and efficiency.

+ Project Goals:

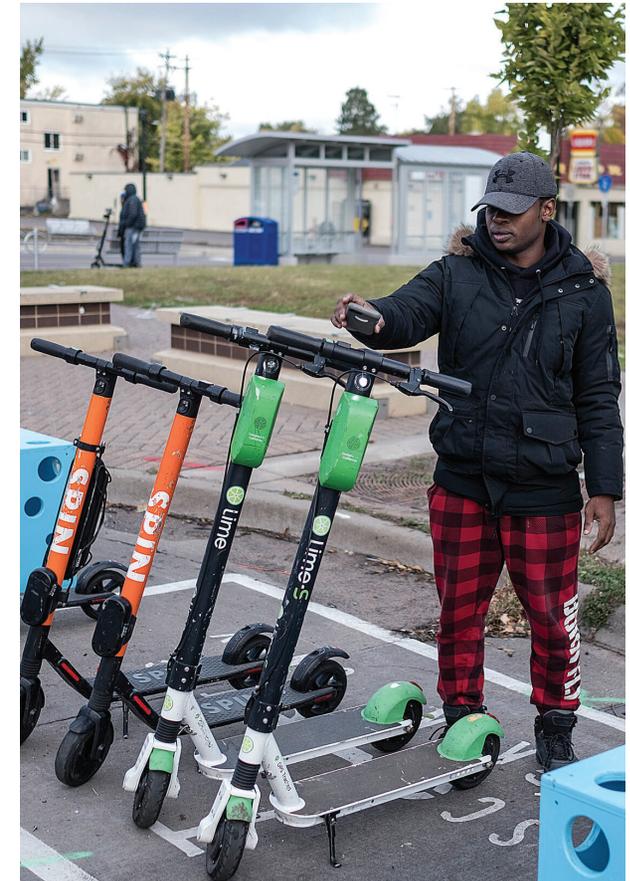
- » Advance adopted City mobility policies by supporting investment in transit, station amenities, bike facilities, and pedestrian infrastructure

... Key Considerations:

- » Partner with area property owners to focus resources on the creation of a transit hub at the terminus of the streetcar line
- » Consider integration with [PBOT's Transportation Wallet program](#) for easier fare payment across mobility options. Travelers can use Transportation Wallet as a central location for transit, streetcar, bike share, and e-scooter passes and credits. People who qualify for TriMet's Fare Assistance Program can get 50-75% off of fares through the Transportation Wallet.

- » Elements could include:
 - Shared mobility service spaces such as bike share stations, car share vehicle parking, dedicated curb zones for TNC services, e-scooters, free-floating bike and e-bike share
 - Bike parking and signs identifying the surrounding network
 - Safe and convenient pedestrian infrastructure connecting the hub comfortably to nearby destinations
 - Placemaking elements, such as public art, landscaping, lighting, both creative and conventional public seating, and waste cans
 - Real-time arrival information and payment kiosks
 - Goods delivery lockers, letting people come to get ordered items, instead of delivery to home or work
 - Electric charging stations for people to charge their electric vehicles

Transit Hub Elements







Recommended Transportation System Plan Updates

Master Street Plan

The purpose of the Master Street Plans is to increase the efficiency of the transportation system through increased street connectivity and a finer mesh of pedestrian and bikeways. A dense grid of streets helps spread local vehicle trips more evenly over the local street network and reduces congestion on the arterial system.

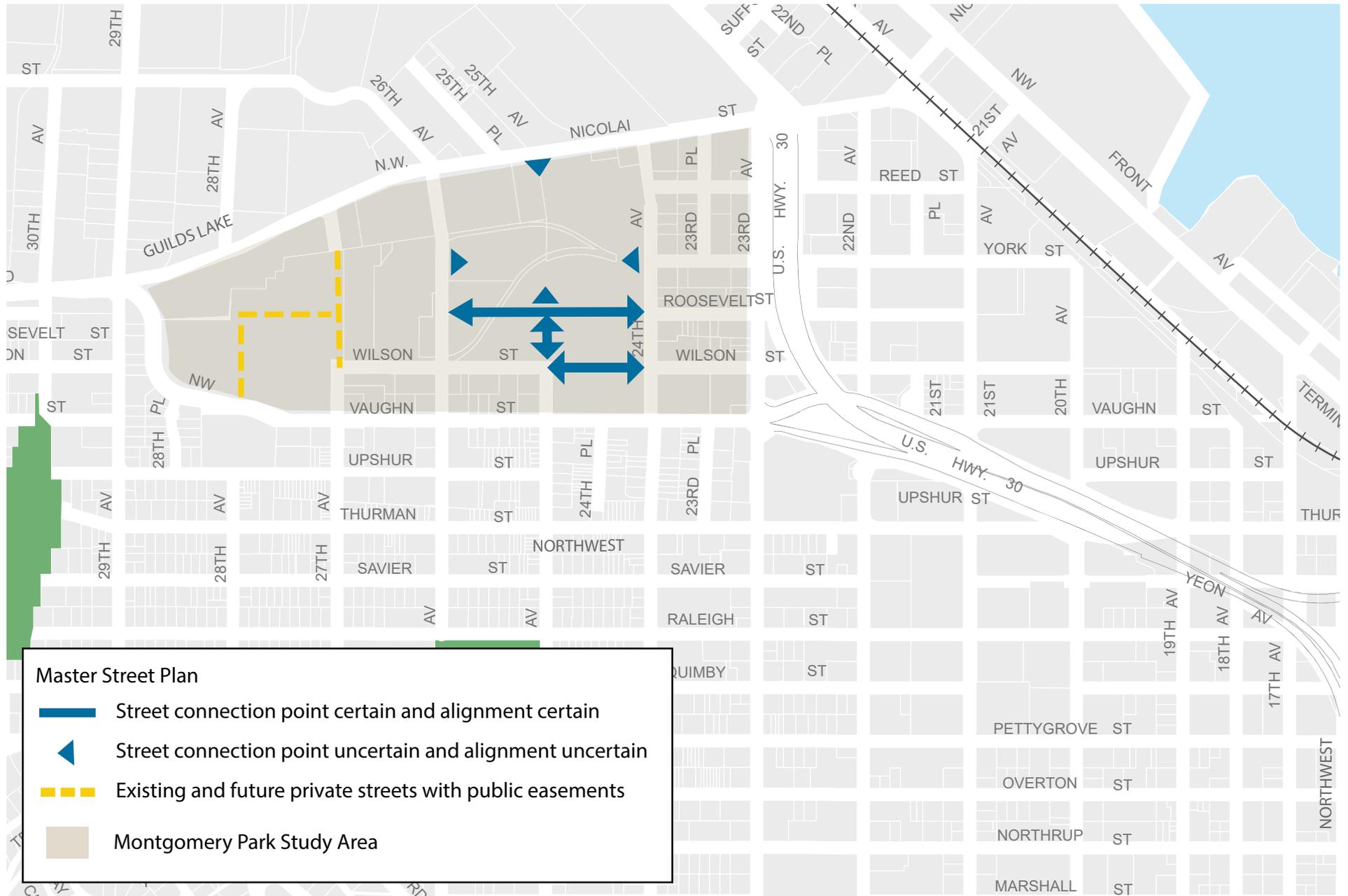
Studies show that distance is one of the most important factors in mode choice. The lack of a dense grid of streets and pedestrian/bicycle connections results in out-of-direction travel that is particularly discouraging to potential pedestrians and bicyclists. The result is increased use of the automobile for trips to nearby (as the crow flies) destinations. Trips need to be relatively short and direct to encourage travel on foot or by bicycle.

By state law, street connectivity must be part of transportation system plans (TSPs) and adopting ordinances.

The master street plan map on the following page identifies three types of streets within the Montgomery Park area:

- » New public streets
- » New and existing private streets with public easements
- » Future public streets, alignment uncertain

Montgomery Park Area Master Street Plan



Master Street Plan

-  Street connection point certain and alignment certain
-  Street connection point uncertain and alignment uncertain
-  Existing and future private streets with public easements
-  Montgomery Park Study Area

STREET CLASSIFICATIONS

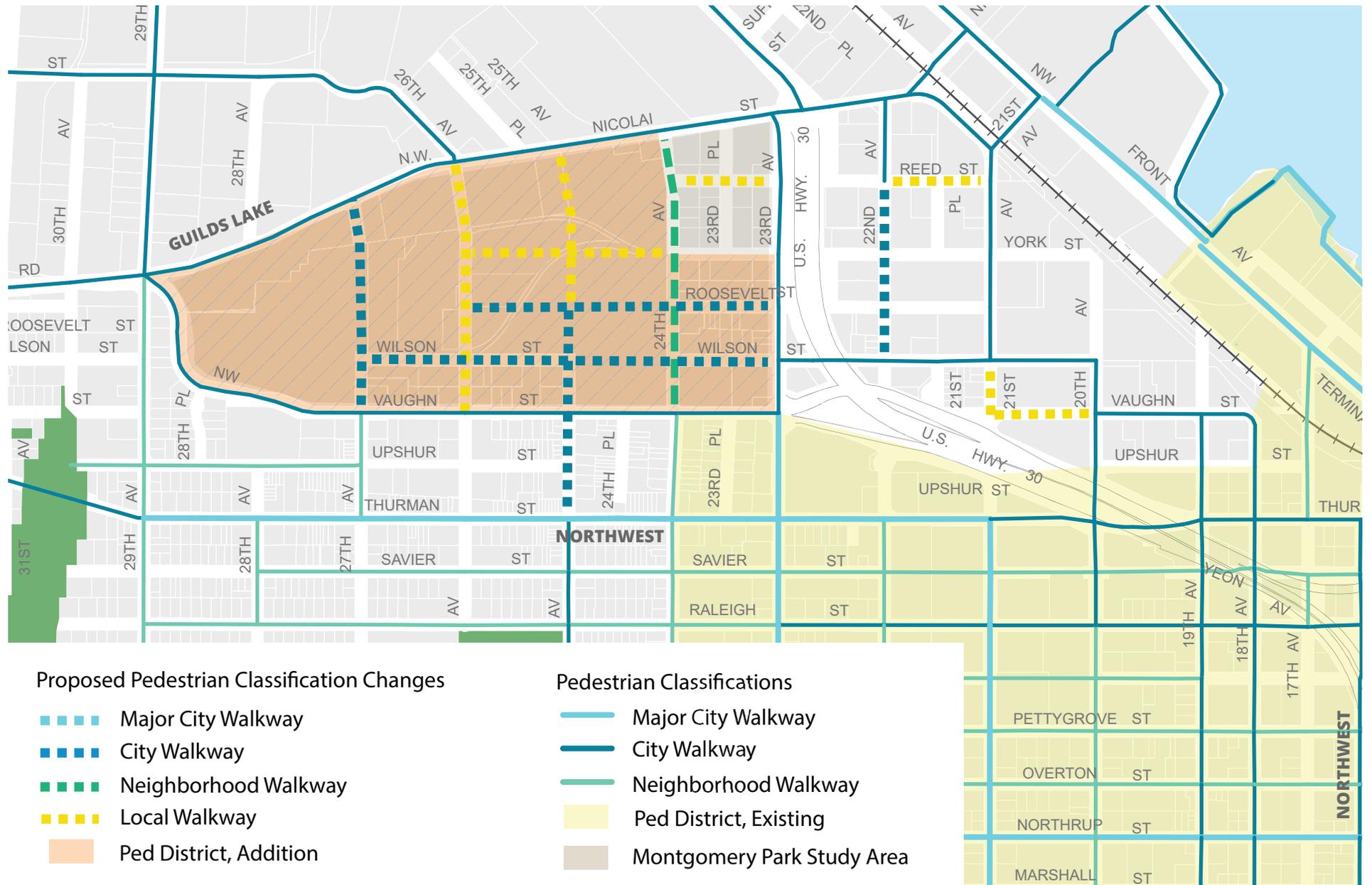
The following section includes maps and tables identifying the location of the recommended street classification changes and rationale for the recommended changes.

Pedestrian Streets

Pedestrian Classification Updates

STREET NAME	CURRENT CLASSIFICATION	UPDATED CLASSIFICATION	RATIONALE FOR CHANGE
NW 27 th Ave (NW Nicolai – NW Vaughn)	Neighborhood Walkway	City Walkway	Entrance to Montgomery Park building and location of planned significant increase in pedestrian activity due to land use changes in this area.
NW York Ave (NW 26 th – NW 23 rd)	Local Street	City Walkway	Important pedestrian connection.
NW Wilson St (NW 27 th – NW 23 rd)	Local Street	City Walkway	Proposed streetcar street.
NW 24 th Ave (NW Reed – NW Vaughn)	Local Street	Neighborhood Walkway	Extension of NW 24 th Ave greenway
NW 25 th Ave (NW Vaughn – NW Thurman)	Major City Walkway	City Walkway	Aligns with District Transportation Plan recommendations
NW Reed St (NW 24 th – NW 23 rd and (NW 22 nd – NW 21 st)	City Walkway	Local Street	Reflects existing conditions.
NW Roosevelt St (NW 23 rd – NW 26 th)	City Walkway	Local Street	Proposed streetcar street.
NW 22 nd Ave (NW Reed – NW Wilson)	Local Street	City Walkway	Provides needed north-south pedestrian connection east of US-30

Montgomery Park Area Pedestrian Street Classifications



STREET CLASSIFICATIONS

Bicycle Streets

Bicycle Classification Updates

STREET NAME	CURRENT CLASSIFICATION	UPDATED CLASSIFICATION	RATIONALE FOR CHANGE
NW 28th Ave (NW Upshur – NW Savier)	Local Service Bikeway	City Bikeway	Provides low stress connection to nearby City Bikeways, improving the network.
NW 27th Ave (NW Wilson – NW Upshur)	Local Service Bikeway	City Bikeway	Provides low stress connection to nearby City Bikeways, improving the network.
NW 26th Ave (NW Nicolai – NW Wilson)	Local Service Bikeway	City Bikeway	Connects the proposed terminus of the streetcar with a proposed multi-use path on NW Nicolai St.
NW Wilson St (NW 27th – NW 21st)	Local Service Bikeway	City Bikeway	Protected bikeways are proposed on NW Wilson between 23rd and NW 26th.
NW Roosevelt St (NW 24th – NW 26th)	Local Service Bikeway	City Bikeway	Protected bikeways are proposed on NW Roosevelt between 24th and NW 26th.
NW York St (NW 24th – NW 21st)	Local Service Bikeway	City Bikeway	Completes important connection.
NW York St (NW 24th – NW 26th)	NA	Local Bikeway	Completes important connection.
NW Sherlock St (NW Nicolai – NW 21st)	Local Service Bikeway	City Bikeway	Provides low stress connection to nearby City Bikeways, improving the network.
NW Vaughn St (NW 21st – 19th)	Local Service Bikeway	City Bikeway	Connects to NW 18th/NW 19th bike couplet
NW 17th Ave (NW Thurman – NW Front)	Local Service Bikeway	City Bikeway	Recent improvements to this segment warrant upgrade to City Bikeway classification
NW 29th Ave (NW Upshur – NW Raleigh)	Local Service Bikeway	Local Bikeway	Completes an important connection

Montgomery Park Area Bicycle Street Classifications



STREET CLASSIFICATIONS

Transit Streets

Transit Classification Updates

STREET NAME	CURRENT CLASSIFICATION	UPDATED CLASSIFICATION	RATIONALE FOR CHANGE
NW 25th St (NW Wilson – NW Nicolai St)	NA	Local Service Transit Street	New local street.
NW York St (NW 26 th – NW 23 rd)	NA	Local Service Transit Street	New local street.
NW Roosevelt St (NW 23 rd – NW 26 th)	Local Service Transit Street	Major Transit Priority Street	Proposed streetcar alignment.
NW Wilson St (NW 27 th – NW 23 rd)	Local Service Transit Street	Major Transit Priority Street	Proposed streetcar alignment.
NW Wilson St (NW 23 rd – NW 20 th)	Transit Access Street	Local Service Transit Street	No longer part of a planned or existing transit route.
NW 23 rd Ave (NW Roosevelt – NW Vaughn)	Transit Access Street	Major Transit Priority Street	Proposed streetcar alignment.
NW Vaughn St (NW 21 st – 18 th)	Transit Access Street	Local Service Transit Street	No longer part of a planned or existing transit route.
NW 21 st Ave (NW Wilson – NW Vaughn)	Transit Access Street	Local Service Transit Street	No longer part of a planned or existing transit route.
NW 20 th Ave (NW Wilson – NW Vaughn)	Transit Access Street	Local Service Transit Street	No longer part of a planned or existing transit route.
NW 19 th Ave (NW Wilson – NW Thurman)	Transit Access Street	Local Service Transit Street	No longer part of a planned or existing transit route.
NW 18 th Ave (NW Wilson – NW Thurman)	Transit Access Street	Local Service Transit Street	No longer part of a planned or existing transit route.
US-30 W (NW 22 nd – NW 19 th)	Transit Access Street	Local Service Transit Street	No longer part of a planned or existing transit route.
US-30 E (NW 22 nd – NW 20 th)	Transit Access Street	Local Service Transit Street	No longer part of a planned or existing transit route.

STREET CLASSIFICATIONS

Street Design Classifications

Street Design Classification Updates

STREET NAME	CURRENT CLASSIFICATION	UPDATED CLASSIFICATION	RATIONALE FOR CHANGE
NW Roosevelt St (NW 23rd – NW 26th)	NA	Neighborhood Main Street	Proposed land use changes on adjoining properties and proposed streetcar street.
NW Wilson St (NW 23rd – NW 27th)	Local Street/ Private Road	Neighborhood Main Street	Proposed land use changes on adjoining properties and proposed streetcar street.
NW 26th St (NW Vaughn St – NW Nicolai St)	Local Street	Neighborhood Collector	Proposed land use changes on adjoining properties and proposed streetcar street.
NW 27th St (NW Vaughn St – NW Nicolai St)	Local Street	Neighborhood Collector	Proposed land use changes on adjoining properties.

Montgomery Park Area Street Design Classifications



STREET CLASSIFICATIONS

Traffic Classifications

Traffic Classification Updates

STREET NAME	CURRENT CLASSIFICATION	UPDATED CLASSIFICATION	RATIONALE FOR CHANGE
NW Nicolai St (NW Wardway – NW Front)	Neighborhood Collector	District Collector	Functions as a District Collector currently.
NW 22 nd St (Nicolai – NW Wilson)	Local Service Street	Neighborhood Collector	Functions as a Neighborhood Collector currently.
NW 25th (Nicolai – NW Wilson)	NA	Local Service Traffic Street	New street
NW Roosevelt (NW 24th – NW 26th)	NA	Local Service Traffic Street	New street
NW York (NW 24th – NW 26th)	NA	Local Service Traffic Street	New street
NW Vaughn St (NW 20 th – NW 18 th)	Local Service Street	Neighborhood Collector	The recently completed protected bikeway on NW 18 th St/NW 19 th St warrant changing this segment to a Neighborhood Collector.
NW 19 th Ave (NW Vaughn – E Burnside)	Local Service Street	Neighborhood Collector	The recently completed protected bikeway on NW 18 th St/NW 19 th St warrant changing this segment to a Neighborhood Collector.
NW 18 th Ave (NW Vaughn – E Burnside)	Local Service Street	Neighborhood Collector	The recently completed protected bikeway on NW 18 th St/NW 19 th St warrant changing this segment to a Neighborhood Collector.
NW 20 th Ave (NW Vaughn – NW Thurman)	Neighborhood Collector	Local Service Traffic Street	This segment of NW 20 th functions as a local service street.

Montgomery Park Area Traffic Classifications

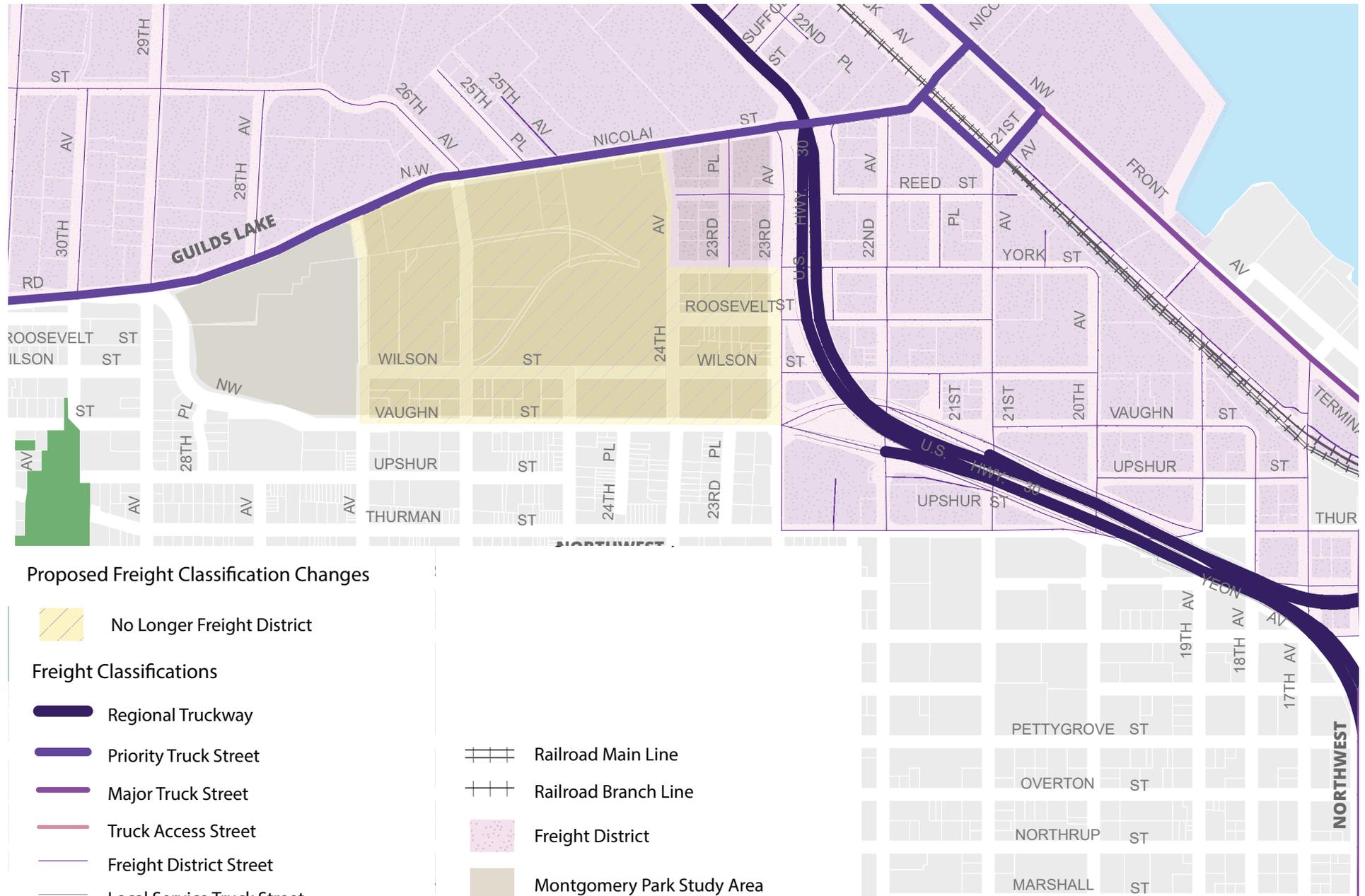


Freight Classifications

Freight Classification Updates

STREET NAME	CURRENT CLASSIFICATION	UPDATED CLASSIFICATION	RATIONALE FOR CHANGE
NW 27 th Ave (NW Nicolai – NW Vaughn)	Freight District Street	Local Service Truck Service	No longer part of freight district.
NW 26 th Ave (NW Nicolai – NW Vaughn)	Freight District Street	Local Service Truck Service	No longer part of freight district.
NW 24 th Ave (NW Nicolai – NW Vaughn)	Freight District Street	Local Service Truck Service	No longer part of freight district.
NW York Ave (NW 24 th – NW 23 rd)	Freight District Street	Local Service Truck Service	No longer part of freight district.
NW Roosevelt St (NW 24 th – NW 23 rd)	Freight District Street	Local Service Truck Service	No longer part of freight district.
NW Wilson St (NW 27 th – NW 23 rd)	Freight District Street	Local Service Truck Service	No longer part of freight district.
NW Vaughn St (NW 27 th – NW 23 rd)	Freight District Street	Local Service Truck Service	No longer part of freight district.

Montgomery Park Area Freight Classifications

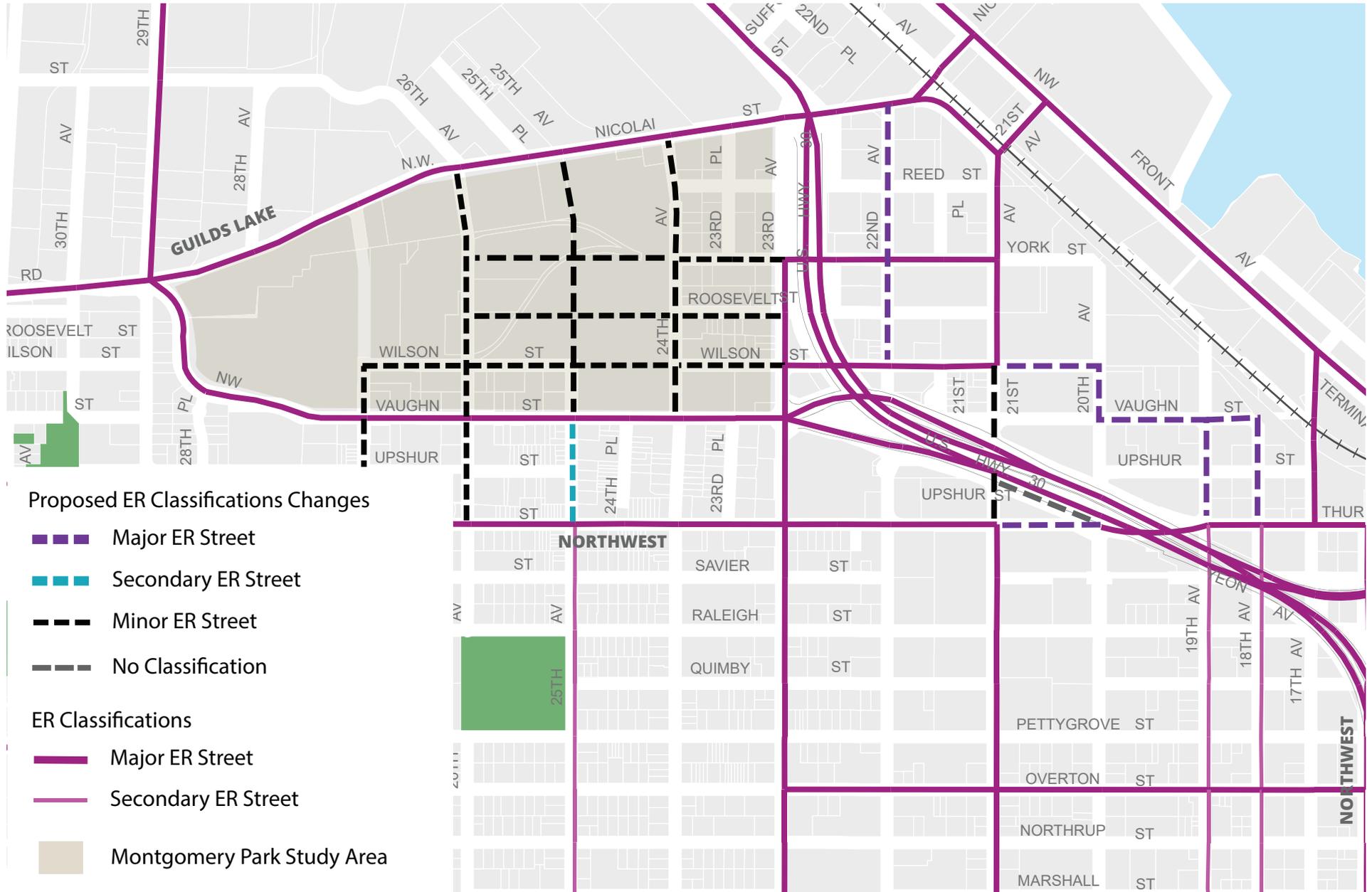


Emergency Classifications

Emergency Response Classification Updates

STREET NAME	CURRENT CLASSIFICATION	UPDATED CLASSIFICATION	RATIONALE FOR CHANGE
NW Thurman St (NW 21st – NW 20th)	Minor Emergency Response	Major Emergency Response	Completes network.
NW 21st Ave (NW Wilson – NW Thurman)	Major Emergency Response	Minor Emergency Response	Street no longer connects.
US-30 E (NW 21st – NW 20th)	Major Emergency Response	Minor Emergency Response	Street no longer connects.
NW 27th Ave (NW Vaughn – NW Thurman)	Major Emergency Response	Secondary Emergency Response	Completes network.
NW 26th Ave (NW Nicolai – NW Vaughn)	Minor Emergency Response	Secondary Emergency Response	Completes network.
NW 26th Ave (NW Vaughn – NW Thurman)	Major Emergency Response	Secondary Emergency Response	Completes network.
NW 25th Ave (NW Nicolai – NW Vaughn)	Minor Emergency Response	Major Emergency Response	Reflects planned service access character of this street.
NW 25th Ave (NW Vaughn – NW Thurman)	Secondary Emergency Response	Major Emergency Response	Reflects planned service access character of this street.
NW 24th Ave (NW Nicolai – NW Vaughn)	Secondary Emergency Response	Minor Emergency Response	Completes network.
NW 22nd Ave (NW Nicolai – NW Wilson)	Minor Emergency Response	Major Emergency Response	Completes network.
NW Wilson St (NW 21st – NW 20th)	Minor Emergency Response	Major Emergency Response	Completes network.
NW 20th Ave (NW Wilson – NW Vaughn)	Minor Emergency Response	Major Emergency Response	Completes network.
NW Vaughn St (NW 20th – 18th)	Minor Emergency Response	Major Emergency Response	Completes network.
NW 19th Ave (NW Vaughn – NW Thurman)	Minor Emergency Response	Major Emergency Response	Completes network.
NW 18th Ave (NW Vaughn – NW Thurman)	Minor Emergency Response	Major Emergency Response	Completes network.
NW Thurman St (NW 21st – NW 20th)	Minor Emergency Response	Major Emergency Response	Completes network.
NW 21st Ave (NW Wilson – NW Thurman)	Major Emergency Response	Minor Emergency Response	Completes network.

Montgomery Park Area Emergency Classifications







Implementation

Implementation Strategies

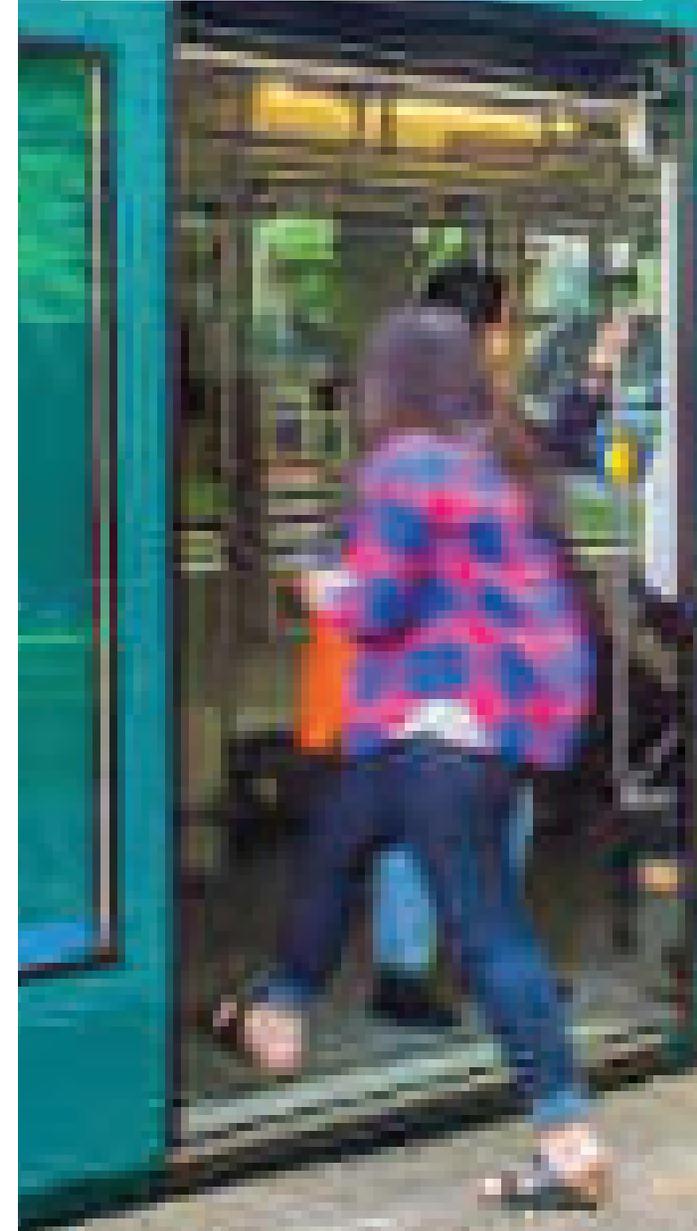
The improvement projects described in this plan will change streets and sidewalks to make traveling easier, safer, and more comfortable by addressing specific challenges, and by completing connections to key destinations. As the City implements the plan in conjunction with anticipated land use changes, there are a number of programmatic and structural steps that will improve outcomes. This section includes a description of a few of those necessary steps, for consideration:

- » Create a Plan District
- » Meter on-street parking and issue limited parking permits
- » Develop – or join an existing – Transportation Demand Management Program
- » Explore pilot projects
- » Pursue Federal funding
- » Consider a local improvement district

As the City and partners continue to invest in projects to make it easier to walk, roll, cycle, and take transit, it will be possible to quantify

the benefits associated with projects. These can include lives saved; injuries prevented; reductions in traffic congestion, vehicle miles traveled (VMT), and greenhouse gas emissions; and improved community health, neighborhood livability, and enhanced recreational opportunities. Some of these benefits can be monetized and calculated over a project's expected lifetime—which is required for many grant-funding sources—using tools such as the free Multi-modal Benefit-Cost Analysis (MBCA) web-based calculator.

Placeholder Image



Create a Plan District

Plan districts are a mechanism used to respond to unique circumstances concerns including transitions of land use or areas that require specific regulations for efficient operation.

What's the City's Role?

Continue coordination between the City's Planning and Transportation Bureaus and establish a Montgomery Park Plan District Boundary. Pursue approval through the legislative process.

Why is this Important?

Plan districts provide a mechanism to adapt regulations to specific areas and have their own set of nontransferable regulations.



Parking Management

On-street parking is included in the plan and recommended where feasible along new and existing streets. People will travel to and from the Montgomery Park area by many different modes. People who arrive by driving can anticipate on-street parking will be managed, as it is in many other areas of the City.

What's the City's Role?

Like other areas of Downtown Portland and neighborhoods with managed parking, a residential parking permit zone may be designated, and residential and/or employee transit and active transportation incentives may be available for people who do not use parking in the District.



Why is this Important?

Revenue generated from managed parking may be used for projects and programs within the area that reduce demand for parking. In general, parking meter revenue is used to fund safety improvements, maintain Portland's streets, and fund programs that reduce the demand for parking within the City.



IMPLEMENTATION

Develop a Transportation Demand Management (TDM) Program

Transportation demand management (TDM) programs and policies help improve awareness and understanding of the transportation options available and encourage people to use public transportation. TDM programs include incentives to support the use of travel options (i.e., walking, biking, riding transit, ridesharing) or reduce travel demand (i.e., working remotely, flexible work schedule).

What's the City's Role?

The City's TDM program for Commercial/ Mixed Use areas is recommended for this area. Work with area employers to develop commuter programs and incentives to use transit, walk, and use bike share programs. The City and partners should also consider first/last mile solutions, including electric and autonomous technology. Evaluate opportunities for combining TDM district strategies here with the emerging Slabtown TDM district and other potential partnerships in Northwest Portland.

Why is this Important?

TDM is about choices. Making the transportation choices available to people traveling to, from, and within the District is beneficial for all parties because increased transit or travel by walking, biking, or rideshare reduces congestion on roadways. TDM is important because urban neighborhoods cannot support the trips generated if workers, residents, and visitors travel exclusively by driving alone.



getaround
Slabtown your resource for transportation options



LIVE HERE?

- Get a Northwest Transportation Wallet for discounted access to TriMet, Portland Streetcar, BIKETOWN, and e-scooters

WORK HERE?

- Earn \$30-\$80 per month from your employer when you walk, bike, take transit, or share a ride
- Get a Northwest Transportation Wallet (see above)
- Contact your manager or Get Around Slabtown to learn about your transportation options

PLAY HERE?

- Visit over 20 shops and restaurants
- Shop the Slabtown Outdoor Market on the 2nd Sunday of each month
- Check out Get Around Slabtown's website for the latest events and transportation options

STAY CONNECTED

- Take the travel choice survey** each October to win prizes!
- Request or join** a transportation info session on the 3rd Thursdays at 3pm
- Learn more:** www.getaroundslabtown.org

SLABTOWN OUTDOOR MARKET

FREE BIKE PARKING



Explore Pilot Projects

Pilot projects provide a way to plan, develop, and try out mobility options and incentives, such as transit subsidies, bike/scooter/car sharing, ridesharing, and activating public space to reduce drive-alone trips to the District.

What's the City's Role?

Partner with Portland Streetcar Inc., TriMet, vendors, and District property owners to discuss lessons learned and opportunities for collaboration.

Why is this Important?

Pilot projects are a great way to test a new service or technology. If a temporary pilot is successful, the transition to permanent implementation can be seamless. If a pilot is unsuccessful, the city has gained valuable experience, and can explore other options.



Bicycle Repair Station: University of Texas, Dallas installed bike repair stations, free for anyone in the community. Stations include tools, air, and are equipped with QR codes for smartphone users, which link to videos about basic bike repairs.



Cargo Bike Program: A partnership with Long Beach, California's Conservation Corps equips at-risk young adults in a workforce development program with e-cargo bikes and trailers for projects along the Lower Los Angeles River in Long Beach.



Interactive Art: Transit hubs are ideal locations for interactive art. In McAllen, Texas a bus stop is turned into a play area for the whole family with swings and hopscotch.

IMPLEMENTATION

Pursue Federal Funding

The Small Starts program is the current competitive federal grant program supporting rail and other fixed guideway systems with total project costs of less than \$300 million. This program is under the umbrella of the Federal Transit Administration (FTA) Capital Investments Grants (CIG) Program. In the last decade the CIG program has provided over \$18 billion to dozens of new or extended transit systems throughout the country.

What's the City's Role?

The City should work with project partners to determine the appropriate timing to apply for FTA Small Starts funding. Securing federal funding through the Small Starts program is a multi-year, multi-step process. The first step in the FTA process is requesting entry into the project development phase of the program. Following FTA acknowledgment of the project, the project can move into the project development phase which includes completing environmental review, selecting the locally preferred alternative, securing local funding commitments, completing preliminary engineering, and adopting of the project into the fiscally constrained long

range transportation system plan. The FTA requires that funding is available to begin project development immediately upon entry into the project development phase of the program. Upon completion of the project development phase, the project will be assigned a rating and become eligible to compete for a construction grant agreement.

Why is this Important?

Constructing an extension to the existing streetcar route is expensive and costs for the extension cannot be covered with local funds alone. The FTA provides significant funding for transformational transit projects of this type which create economic opportunity, address climate change, and improve quality of life.



Create a Local Improvement District

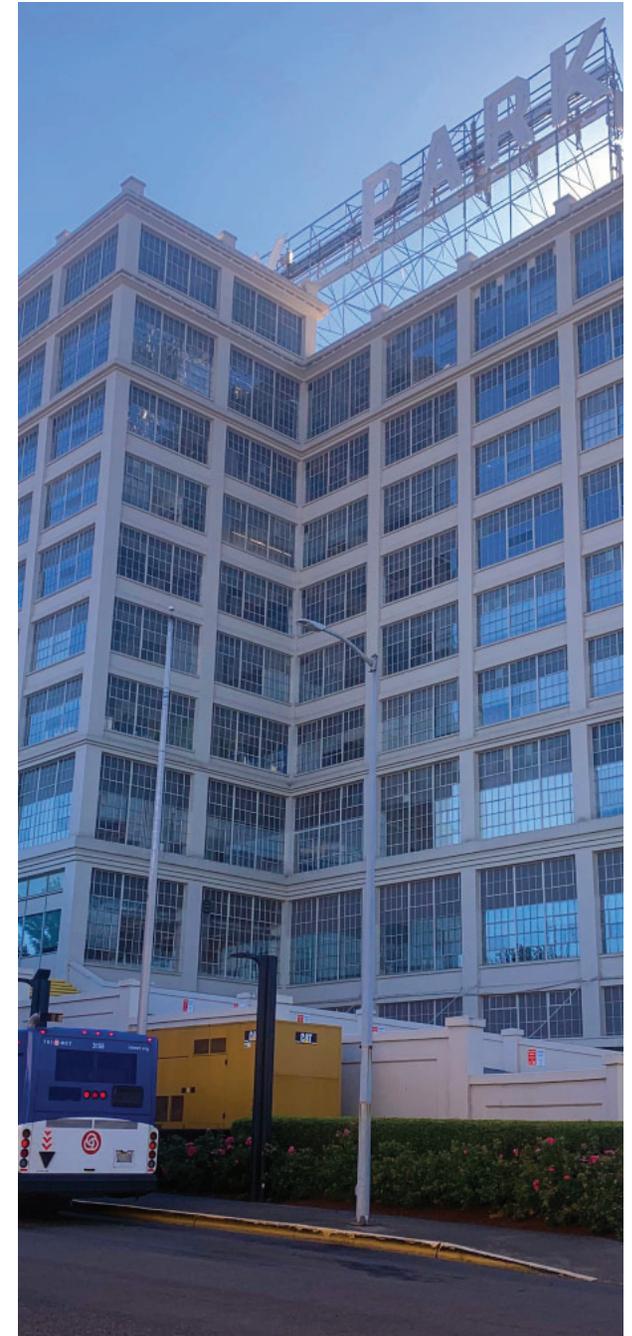
A Local Improvement District (LID) is a financing tool used by a group of property owners to share the cost of infrastructure improvements, such as building sidewalks, installing stormwater management systems, relocating utilities, or paying for other public realm improvements that benefit a defined area.

What's the City's Role?

The City should work with property owners and project partners to define the list of local projects and anticipated costs. Consider establishing an LID to mitigate project costs.

Why is this Important?

LID projects are the result of a negotiation between the City and property owners to determine whether and how much they will pay in assessments for improvements. If some property owners in an area are not convinced that the project is needed or cost-effective, they may not support the LID formation. The decision to form an LID and assess property owners ultimately lies with City Council. Ideal LID projects involve specific property owner needs and overall city goals coinciding with minimal cost to both, but without environmental impacts. Ideal projects are rare. More commonly projects require a certain amount of compromise.





PBOT
PORTLAND BUREAU OF TRANSPORTATION

December 10, 2021