

Appendix A: Columbia-Lombard Mobility Corridor Plan Policy Review

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1 [Connected Cully Sidewalk Infill, 2019](#)

This project will infill all sidewalk gaps on NE Prescott and on NE Killingsworth (between NE 42nd Avenue and NE Cully Boulevard). Construction will begin in 2020.

2 [ODOT Region 1 Active Transportation Needs Inventory, 2019](#)

The region has developed the Active Transportation Needs Inventory, also known as ATNI, to better understand pedestrian and bicycle travel needs on the existing system of ODOT highways in Multnomah, Washington, Clackamas, and Hood River counties. The ATNI is being completed in several phases and the methodology is being adapted in other regions across the state.

Relevant map areas include 32, 33, and 35. Project documents include minimum standards for bicycle facilities, sidewalks and shoulders for ODOT facilities. For this project area, that includes parallel facilities to I-5 and I-205. Includes inventory of shoulder facilities, enhanced pedestrian crossings, and traffic signals. Plan reflects recent and planned improvements, noted herein.

3 [PedPDX, pending adoption 2019](#)

PedPDX is Portland's Citywide Pedestrian Plan. It prioritizes sidewalk and crossing improvements, along with other investments to make walking safer and more comfortable across the city. The plan identifies the key strategies and tools PBOT will use to make Portland a great walking city for everyone.

Relevant to the project area of this plan, the corridors of Columbia, Lombard, and the stretch of Martin Luther King Jr Blvd (MLK) connecting the two, are proposed Tier 2 and 3 citywide priorities for improving crossing gaps and deficiencies. There are also prioritized Tier 2 and 3 sidewalk gaps. PedPDX includes new pedestrian classifications that will update the TSP. Columbia and Lombard are proposed Major City Walkways, punctuated with bisecting Neighborhood Walkway, including one that connects between the two on NE 11th. The segment of MLK connecting Columbia and Lombard, is proposed as a Major City Walkway. These priorities and classifications are illustrated and listed herein.

PedPDX includes new alternative walkway designs, lighting standards, and parking setback/ intersection daylighting requirements that will impact design in the plan area.

4 [2035 Comprehensive Plan, 2018](#)

Portland's 2035 Comprehensive Plan is a long-range plan that helps the City prepare for and manage expected population and employment growth, as well as plan for and coordinate major public investments. Some of the key relevant policies are listed below. Zoning and land use information may be found herein.

Employment Areas:

- Policy 3.67 Employment area geographies. Consider the land development and transportation needs of Portland's employment geographies when creating and amending land use plans and making infrastructure investments.
- Policy 3.68 Regional Truck Corridors. Enhance designated streets to accommodate forecast freight growth and support intensified industrial use in nearby freight districts.

Rivers Pattern Area Policies:

- Policy 3.69 Historic and multi-cultural significance. Recognize, restore, and protect the historic and multi-cultural significance of the Willamette and Columbia Rivers, including current activities such as subsistence fishing of legally permitted fish species.
- Policy 3.70 River transportation. Recognize and enhance the roles of the Willamette and Columbia rivers as part of Portland's historic, current, and future transportation infrastructure, including for freight, commerce, commuting, and other public and private transportation functions.
- Policy 3.71 Recreation. Improve conditions along and within the Willamette and Columbia rivers to accommodate a diverse mix of recreational users and activities. Designate and invest in strategically-located sites along the length of Portland's riverfronts for passive or active recreation activities that are compatible with nearby land uses, historically

and culturally important sites, significant habitat areas, restoration sites, and native fish and wildlife usage.

- Policy 3.72 Industry and port facilities. Enhance the regionally significant economic infrastructure that includes Oregon’s largest seaport and largest airport, unique multimodal freight, rail, and harbor access; the region’s critical energy hub; and proximity to anchor manufacturing and distribution facilities.
- Policy 3.73 Habitat. Enhance the roles of the Willamette and Columbia rivers and their confluence as an ecological hub that provides locally and regionally significant habitat for fish and wildlife and habitat restoration opportunities.
- Policy 3.74 Commercial activities. Enhance the roles of the Willamette and Columbia rivers in supporting local and regional business and commerce, including commercial fishing, tourism, recreation, and leisure.
- Policy 3.75 River neighborhoods. Enhance the strong river orientation of residential areas that are located along the Willamette and Columbia Rivers.
- Policy 3.76 River access. Enhance and complete Portland’s system of river access points and riverside trails, including the Willamette Greenway Trail, and strengthen active transportation connections between neighborhoods and the rivers.

Inner Neighborhoods Pattern Area Policies:

- Policy 3.90 Inner Neighborhoods active transportation. Use the extensive street, sidewalk, and bikeway system and multiple connections to the Central City as a key part of Portland’s active transportation system
- Policy 3.91 Inner Neighborhoods residential areas. Continue the patterns of small, connected blocks, regular lot patterns, and streets lined by planting strips and street trees in Inner Neighborhood residential areas.

Eastern Neighborhoods Pattern Area Policies:

- Policy 3.92 Eastern Neighborhoods street, block, and lot pattern. Guide the evolving street and block system in the Eastern Neighborhoods in ways that build on positive aspects of the area’s large blocks, such as opportunities to continue mid-block open space patterns and create new

connections through blocks that make it easier to access community destinations.

- North-South Transit. Support development of, access to, and service enhancement for North-South transit.
 - Alleyways. Promote and guide the implementation of alley improvements that result in alleys that are safe, well maintained, and an asset for the community.
- Policy 3.94 Eastern Neighborhoods trees and natural features. Encourage development and right-of-way design that preserves and incorporates Douglas fir trees and groves, and that protects the area’s streams, forests, wetlands, steep slopes, and buttes.
- Policy 3.96 Eastern Neighborhoods corridor landscaping. Encourage landscaped building setbacks along residential corridors on major streets.
- Policy 3.97 Eastern Neighborhoods active transportation. Enhance access to centers, employment areas, and other community destinations in Eastern Neighborhoods by ensuring that corridors have safe and accessible pedestrian and bicycle facilities and creating additional secondary connections that provide low-stress pedestrian and bicycle access.

5 [Regional Freight Strategy, 2018](#)

Updating the Regional Freight Plan adopted in 2010, the new strategy provides a coordinated vision and approach for enhancing freight and goods movement and prioritizing freight investments based on clear priorities. Relevant policies include:

- 8.2 Policy 1. Plan and manage our multi-modal freight infrastructure using a systems approach, coordinating regional and local decisions to maintain seamless freight mobility and access to industrial areas and intermodal facilities
- 8.3 Policy 2. Manage the region’s multi-modal freight networks to reduce delay, increase reliability, improve safety and provide shipping choices
- 8.4 Policy 3. Educate the public and decision-makers on the importance of freight and goods movement issues

- 8.5 Policy 4. Pursue a sustainable, multi-modal freight transportation system that supports the health of the economy, communities and the environment through clean, green and smart technologies and practices
- 8.6 Policy 5. Integrate freight mobility and access needs into land use and transportation plans and street design to protect industrial lands and critical freight corridors with access to commercial delivery activities
- 8.7 Policy 6. Invest in our multimodal freight transportation system, including road, air, marine and rail facilities, to ensure that the region and its businesses stay economically competitive
- 8.8 Policy 7. Eliminate fatalities and serious injuries caused by freight vehicle crashes with passenger vehicles, bicycles, and pedestrians, by improving roadway and freight operational safety

6 [Regional Safety Strategy, 2018](#)

The 2018 Regional Transportation Safety Strategy (“Regional Safety Strategy”) updates the region’s first Regional Transportation Safety Plan, which was completed in 2012. The Regional Safety Strategy is a topical plan of the Regional Transportation Plan and updates regional safety goals, objectives, policies, targets and performance measures. The purpose of the Regional Safety Strategy is to provide a specifically urban-focused overarching data-driven framework for increasing traffic safety on roadways in the greater Portland area. The plan focuses on strategies and actions drawn from best-practices and proven to reduce traffic related deaths and serious injuries.

Columbia and Lombard streets are identified as high injury corridors in census tracts with higher than regional average concentrations of People of Color, English language learners.

7 [Regional Transit Strategy, 2018](#)

The 2018 Regional Transit Strategy (RTS) sets regional transit policy and provides a framework for working towards implementing a regional transit system that supports the 2040 Growth Concept. The Regional Transit Strategy provides a comprehensive assessment of our transit priorities for the greater Portland region, defined as the area within the Metropolitan Planning Area (MPA). The MPA is slightly larger than the region’s Urban Growth Boundary. The

Regional Transit Strategy is the transit modal component of the 2018 Regional Transportation Plan update.

8 [Regional Transportation Plan, 2018](#)

The RTP guides and coordinates investments in the regional transportation system, which serves Clackamas, Multnomah, and Washington counties. The 2018 RTP includes an updated list of projects of regional significance, included herein. These are the same as from the TSP.

9 [Regional Travel Options Strategy, 2018](#)

The Regional Travel Options (RTO) program guides the region in creating safe, vibrant, and livable communities by supporting programs that increase walking, biking, ride sharing, telecommuting, and public transit use. The RTO program is a critical strategy for getting the most benefit and use from transportation infrastructure investments. Through grants, sponsorships, policy guidance, regional coordination, and technical assistance, the Metro RTO program has been serving the region for over 20 years.

Approximately four funded Employee Commute Options worksites were identified in the corridor.

10 [ODOT Freight Highway Bottlenecks List Project, 2017](#)

Freight Highway Bottlenecks Project (FHBP) was initiated to identify locations on Oregon's highway network that were experiencing significant freight truck delay, unreliability and increased transportation costs. Issues noted in Plan are included herein.

11 [Oregon Freight Plan, 2011 \(revised 2017\)](#)

The Oregon Freight Plan provides a roadmap for the Oregon Department of Transportation (ODOT), other state and local agencies, tribal governments and the private sector to work together to preserve and enhance the state's freight system. Implementation of the OFP will ensure a future freight system that supports diverse industrial sectors, including both traditional resource-based

industries (like agriculture and forestry) and the modern high-tech sectors. It will be a system that ensures the safety of its users, connects businesses with their supply chains and global markets and provides steady employment while incorporating stewardship of natural resources. Issues noted in Plan are included herein.

12 [Oregon Freight Intermodal Connector System Study, 2017](#)

The Oregon Freight Intermodal Connector System (OFICS) study identified intermodal terminals, additional intermodal connectors, validated the existing NHS intermodal connectors, identified connector needs and developed a tiered list and map of connectors.

13 [Regional Over-Dimensional Truck Route Study, 2016](#)

This study was undertaken to better understand how over-dimensional truck freight travels in the tri-county region of Clackamas, Multnomah, and Washington counties. The study identified key routes, challenges, and a range of potential solutions to improve and protect the transportation network for over-dimensional trucks.

Columbia and Lombard are identified as over-dimensional truck route corridors. Identified constraints, gaps and needs reflected herein.

14 [Transportation System Plan, 2016](#)

The Transportation System Plan (TSP) is the 20-year plan to guide transportation policies and investments in Portland by:

- supporting the City's commitment to Vision Zero by saving lives and reducing injuries to all people using our transportation system
- helping transit and freight vehicles to move more reliably
- reducing carbon emissions and promoting healthy lifestyles
- keeping more money in the local economy, as we spend less on vehicles and fuel
- creating great places

Relevant to the Columbia-Lombard Mobility Corridor Plan, the functional classifications and project lists within the project area are illustrated and listed herein.

15 [City of Portland Climate Action Plan, 2015](#)

The 2015 Climate Action Plan outlines the actions the City of Portland and Multnomah County will take in the next five years to keep Portland on the path of reducing local carbon emissions. Key relevant objectives:

- 2030 Objective 4. Create vibrant neighborhoods where 80 percent of residents can easily walk or bicycle to meet all basic daily, non-work needs and have safe pedestrian or bicycle access to transit. Reduce daily per capita vehicle miles traveled by 30 percent from 2008 levels.
- 2030 Objective 5. Improve the efficiency of freight movement within and through the Portland metropolitan area.

16 [Oregon Highway Plan, 1999 \(amendments 2015\)](#)

The 1999 Oregon Highway Plan defines policies and investment strategies for Oregon's state highway system for the next 20 years. It further refines the goals and policies of the Oregon Transportation Plan and is part of Oregon's Statewide Transportation Plan.

The plan notes that The Freight Route designation on Lombard Street (US 30) is temporary until the necessary improvements are made to connect the St. John's Bridge to Columbia Boulevard for use by freight including accommodation of over height vehicles and other clearance needs.

17 [Regional Transportation Plan, 2014](#)

Every four years, Metro is required to update the Regional Transportation Plan, a guide for future investments in the region's transportation system. The plan establishes policies and priorities for:

- travel by motor vehicle, transit, foot and bicycle

- movement of goods and services
- street design and the efficient management of the overall system

Each update is shaped by growth forecasts in population, jobs and travel. The plan also evaluates federal, state and local funding for transportation improvements, estimates project costs and proposes funding strategies.

Relevant policies to this Plan include:

2.5.2 Arterial and throughway network vision:

- Policy 1. Build a well-connected network of “complete” streets that prioritize safe and convenient pedestrian and bicycle access
- Policy 2. Improve local and collector street connectivity
- Policy 3. Maximize system operations by implementing management strategies prior to building new motor vehicle capacity, where appropriate

2.5.3 Regional transit network vision:

- Policy 1. Build the total transit system and transit-supportive land uses to leverage investments
- Policy 3. Expand regional and local frequent transit service
- Policy 4. Improve local transit service
- Policy 6. Improve pedestrian and bicycle access to transit

2.5.4 Regional freight network vision:

- Policy 1. Use a system approach to plan for and manage the freight network
- Policy 2. Reduce delay and increase reliability
- Policy 3. Protect industrial lands and freight transportation investments
- Policy 4. Look beyond the roadway network to address critical marine and rail needs
- Policy 5. Pursue clean, green and smart technologies and practices

2.5.5.1 Regional bicycle network vision:

- Policy 1. Make walking and bicycling the most convenient, safe and enjoyable Transportation choices for short trips less than three miles
- Policy 2. Build an interconnected regional network of bicycle routes and districts integrated with transit and nature that prioritizes seamless, safe,

convenient and comfortable access to urban centers and essential daily needs including schools and jobs for all ages and abilities

- Policy 3. Build a green ribbon of bicycle parkways as part of the region’s integrated mobility strategy
- Policy 4. Improve bicycle – transit connections
- Policy 5. Ensure that the regional bicycle network equitably serves all people

2.5.5.2 Regional pedestrian network vision:

- Policy 1. Make walking and bicycling the most convenient, safe and enjoyable transportation choices for short trips less than three miles
- Policy 2. Build a well-connected network of pedestrian routes, including safe street crossings, integrated with transit and nature that prioritize seamless, safe, convenient and comfortable access to urban centers and essential daily needs, including schools and jobs, for all ages and abilities
- Policy 3. Create walkable downtowns, centers, main streets and station communities that prioritize safe, convenient and comfortable pedestrian access for all ages and abilities
- Policy 4. Improve pedestrian access to transit
- Policy 5. Ensure that the regional pedestrian network equitably serves all people

18 [Regional Active Transportation Plan, 2014](#)

The Active Transportation Plan (ATP) provides a vision, plan and policies for communities in our region to increase transportation options and support economic development, healthy active living, and equity. The primary recommendation policy of the ATP is the completion of the active transportation network with a specific focus on providing access and connection to transit options. Holistic transportation planning considers more than one mode of transportation and the ATP clearly highlighted the importance of integrating active transportation and access to transit options.

Lombard Street is identified as a Regional Bikeway.

19 [Regional Transportation System Management and Operations Plan, 2010](#)

Transportation System Management and Operations (TSMO) strategies provide money saving multimodal solutions that relieve congestion, optimize infrastructure investments, promote travel options and reduce greenhouse gas (GHG) emissions.

Columbia and Lombard are not noted corridor projects.

20 [Statewide Transportation Strategy, 2013](#)

The Statewide Transportation Strategy (STS) was initiated out of legislative direction to examine ways that transportation can reduce greenhouse gas (GHG) emissions and help achieve Oregon reduction goals. The document charts a potential broad path for reducing emissions and is comprised of transportation and land use strategies that modeling and analysis have shown to have measurable GHG reduction results. Those chosen for inclusion in the report reflect the mix of options with the fewest apparent negative impacts and that advisory committees felt were worth further consideration.

Additional work is needed to identify which of the strategies should be pursued, and when, given economic considerations, resource implications, and political will. As a whole, the Statewide Transportation Strategy represents a vision for a future Oregon with substantially less transportation related GHG emissions than today.

21 [Growing Transit Communities Plan, 2017](#)

The community helped identify and prioritize the most beneficial improvements that would make it safer and more convenient to get to the bus or walk and bike to places nearby sections of bus lines 87 (Airport Way), 77 (Halsey), and 20 (Outer Stark-Burnside).

22 [TriMet North/ Central Service Enhancement Plan, 2016](#)

The North/Central Service Enhancement Plan is a future vision for transit service in North Portland, Northwest Portland, Northeast Portland west of I-205, Southeast Portland west of I-205 and north of Division, and downtown. Together with the Service Enhancement Plans of all other service areas combined, these long-range plans (covering approximately a 20-year planning horizon) form the basis of the future service plans for the local bus network reflected in the Regional Transit Strategy and the 2018 Regional Transportation Plan update. Relevant future plans for the study area include:

- 11-Rivergate/Marine Dr: More service to Rivergate and extended route along Columbia Boulevard
- 75-Cesar Chavez/Lombard: Later and earlier service

23 [Columbia River Crossing I-5 Bridge Replacement Project, cancelled in 2014](#)

The project's multi-year project development phase encompassed planning and engineering activities to develop and compare the costs and benefits of alternatives; stakeholder and public participation processes to develop consensus on the project components; identification of impacts to meet both the intent and the legal requirements of the National Environmental Policy Act (NEPA) and other applicable federal laws; and development of a funding and finance plan, including participation in federal grant processes and rigorous analysis of a tolling program.

24 [Portland International Airport Bicycle and Pedestrian Master Plan, 2014](#)

This was an update to the 2003 plan and addressed bicycle and pedestrian facility and circulation needs on the landside of airport property. This area includes Port-owned lands, Port-owned roadways, and City streets within and abutting Port property. The Plan consists of policies, strategies, maps, and projects that define and support the bike and pedestrian network and guide its continued development. Columbia Blvd was identified as an intermodal connector with among the highest truck volumes in the state of Oregon. Issues and needs identified are included herein.

25 [Colwood Comp Plan Amendments, 2013](#)

Portland City Council approved rezoning of the Colwood Golf Course, addressing a needed increase in the supply of industrial land while ensuring 85 acres would remain as open space.

26 [Port of Portland Rail Plan, 2013](#)

The Plan identifies facility improvements both within the Port and around the region that will help the Port retain its competitive advantage. The Port formed a Rail Plan Working Group (RPWG) to assist in developing a pragmatic conceptual approach to rail system improvements for the next 20 years.

27 [Cully Commercial Corridor and Local Street Plan, 2012](#)

The Plan includes a set of strategic rezoning proposals to meet the community's goal for a vibrant pedestrian-oriented Cully commercial corridor area with more neighborhood-serving businesses. It also provides a master local street plan to address the transportation infrastructure and street connectivity needs of the Cully neighborhood.

28 [Columbia Multimodal Corridor Study, 2012](#)

The Columbia Multimodal Corridor spans a wide range of land uses and zoning, as well as business activity, and is a vital component to the economic health and vitality of the greater Portland metropolitan region. With expected growth in both jobs and housing over the next 20 years, congested roadways are a threat to businesses' ability to be cost competitive and maintain reliable travel times. Businesses surveyed as part of this study indicated that access to efficient, multimodal transportation is the reason they are located here. The study examines current and future congestion and travel times in order to identify bottlenecks that will erode the Corridor's transportation advantage. This study is a roadmap for businesses as well as regional planners to make smart, strategic investments.

29 [Airport Futures, 2011](#)

Airport Futures was a collaborative effort between the City of Portland, Port of Portland, and the Portland-Vancouver metropolitan community to create an integrated long-range development plan for Portland International Airport (PDX). Beginning in fall 2007 and concluding in spring 2011, the Port updated the airport master plan and the City developed a land use plan recognizing PDX's role in the regional economy while managing City infrastructure and livability.

30 [Metro Regional Freight Plan, 2010](#)

The Regional Freight Plan presents policies and strategies for moving freight that complement the region's multimodal transportation system and support regional land use goals. This was updated by the Regional Freight Strategy, 2018.

31 [Portland Bicycle Plan for 2030, 2010](#)

The Portland Bicycle Plan for 2030 includes a list of capital projects and recommended actions. It recommends strengthening City policies in support of bicycling, providing more and better bicycle parking, expanding educational and encouragement programs and developing ongoing measures of success. The results of this plan updated the TSP, including bicycle classifications, recommended bikeway network (including suggested bicycle facilities), and programs to support bicycling. Suggested bicycle facilities relevant to the study area are illustrated herein.

32 [Cully-Concordia Community Assessment and Action Plan, 2009](#)

A partnership between the City of Portland, Portland Public Schools and community members. Initiated in 2007 as an outgrowth of the Schools/Families/Housing initiative – an initiative launched in 2006 to recognize the critical interplay between healthy, family-friendly neighborhoods; stable, affordable housing; and community-serving amenities, infrastructure, and services.

33 [Delta Park Widening Project, Phase 1, 2009](#)

Phase 1 was completed in 2009 – mainly highway widening and rebuilding ramps. Phase 2 occurred a few years later, at which time ODOT realigned Schmeer Road with a signal at Denver Avenue, built a segment of the Columbia Slough Trail, and added sidewalk and bike lanes to the Denver Avenue Bridge. The City of Portland Transportation System Plan lists “Phase 3” ODOT project (#30103) as: “Construct highest priority improvements consistent with the Delta-Lombard Environmental Assessment. Replace Denver Viaducts over Columbia Slough and Columbia Blvd / UPRR. \$30,000,000.” This would entail a jurisdictional transfer to give the City of Portland that portion of Denver Avenue north of Interstate Avenue. Early plans identifying realignment of Argyle Way are no longer viable. Remaining activities essentially include reconstructing Denver Avenue bridges and jurisdictional transfer.

34 [Hayden Island Plan, 2009](#)

A collaborative effort between the City of Portland and the community to improve accessibility, livability, and sustainability of Hayden Island over the next 35 years. Focusing on the portion of Hayden Island within the City of Portland, the plan contains goals, objectives, comprehensive plan and zoning changes, and an implementation strategy.

35 [Portland Freight Master Plan, 2006](#)

The Freight Master Plan identifies capital projects, programs and activities to:

- improve the reliability and efficiency of the freight network to meet increased demands and identify where to invest in system improvements
- develop strategies for reducing community impacts from freight movement and balance truck movement needs with those of other transportation modes
- promote a multi-modal transportation system that supports long-term economic development by recognizing the role of goods delivery in supporting healthy and vibrant mixed-use centers and main streets.

The results of this plan updated the TSP, including freight classifications, freight districts, and projects. Projects relevant to the study area are illustrated herein.

36 [St. John's Truck Strategy, 2001](#)

A package of eight sub-projects that are designed to address long-standing issues with cut-through freight traffic that impacts livability and safety in the St. Johns neighborhood. The main elements of the strategy are focused on either (1) improving the designated freight route around the neighborhood to encourage its use or (2) traffic calming and safety improvement projects to discourage freight traffic from using residential streets as cut-through routes, particularly N St Louis Avenue and Fessenden Street.

37 [Columbia Corridor Transportation Study, 1999](#)

The goal of the Columbia Corridor Transportation Study was to provide a comprehensive vision for transportation policy and improvements to serve the diverse uses within the Corridor. The plan was adopted in 1999 as the framework for transportation improvements in the area. The study area stretched from Rivergate Industrial District to the City of Troutdale, and from NE Lombard Street/NE Sandy Boulevard to the Columbia River. The Study identifies a number of recommended projects focused on four key areas: corridor-wide expanded transit service, safety and traffic management projects, connectivity improvements, and system improvements.

Regional and major city street improvements specific to the study area include:

- Corridor-wide expanded transit service
- Reconstruction of NE 82nd Avenue intersections with NE Columbia Boulevard and NE Lombard Street
- Reconstruction of NE Martin Luther King Jr. Boulevard between NE Lombard Street and NE Columbia Boulevard
- Improvement of NE Columbia Boulevard/I-205 interchange
- Signal System Improvements on NE Columbia Boulevard and NE Lombard Street
- Exploring the feasibility of adding a full interchange at I-5 and NE Columbia Boulevard, or making improvements
- Reconstruction of the NE 33rd Drive/NE Columbia Boulevard intersection

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In addition, a number of recommendations were proposed specific to neighborhood collector and local streets. More information on the implementation strategy, schedule and recommendations can be found herein.