



CHAPTER 01

VISION: IMPROVING CORRIDOR COORDINATION

Improving safety, connectivity and access along and across the Columbia and Lombard corridors

Introduction

The Columbia Lombard Mobility Corridor Plan is a collection of recommendations and implementation strategies for these parallel corridors in North Portland. They aim to make it safer to use and cross the corridors and increase safe and comfortable access to employment, services, and recreational opportunities while maintaining travel time predictability.

The **recommendations in the plan are the result of a two-year, community driven planning process** that identified deficiencies and needs along the corridors and how the City of Portland should prioritize investment. The plan makes recommendations for improvements both along the corridor, as well as north-south crossings and parallel east-west routes for people biking. It also identifies needed changes to policy or other plans. The strategy for implementation aims to leverage existing funding opportunities and be well-positioned to compete for future opportunities. Implementing these recommendations will ensure the corridors continue to facilitate the movement of people and freight, but also improve safety for all road users and increase access to the areas employment and recreational opportunities.

NOTE ABOUT CORRIDOR NAMES

As both corridors are known by multiple names (N/NE Columbia Boulevard and N/NE Lombard Street, NE Portland Highway, US 30 Bypass, and NE Killingsworth Street), for the purposes of this plan they are designated as the Columbia and Lombard corridors. A funded project is underway to rename these streets to improve clarity and reduce confusion. Learn more about the Columbia Lombard Wayfinding Project at www.portland.gov/transportation/pbot-projects/construction/columbia-lombard-wayfinding-project.

Introduction and Goals

The Columbia Lombard Mobility Corridor Plan originated out of a collective recognition that these corridors are not functioning as they should. Some of the well-known issues include unsafe and unpredictable road conditions, limited access to jobs and services, constraints to efficient freight movement, unclear prioritization of travel and a lack of investment in maintenance.

The goal of the Columbia Lombard Mobility Corridor Plan is to identify and prioritize projects and strategies that will improve safety, connectivity and access for people walking and biking, and improve the reliability of freight movement along and across these corridors.

This plan, funded by a Transportation and Growth Management (TGM) grant through ODOT, identifies the current issues with these corridors, provides a vision for how they should function overall, and lists recommendations about what improvements should be addressed in the near term and what projects need further development and deliberation.

“We need more predictability”

While parallel, the Columbia and Lombard corridors function and serve different uses and users. However, one common refrain heard repeatedly during the planning process is the **need for more predictability** on both corridors. The framework of this plan identifies safe and efficient routes for all modes using or crossing these corridors. Implementation of these recommendations will **improve travel time reliability, designate safe space and routes for people walking and biking, eliminate confusing infrastructure, and ensure the corridors function as they should.**

STUDY AREA

The focus of this corridor plan is N/NE Columbia Boulevard between N Argyle Way and Interstate 205, and on the parallel US 30 Bypass (portions of N/NE Lombard Street, NE Portland Highway, and NE Killingsworth) between N Delaware Avenue and Interstate 205. Where applicable, the project team also looked at east-west or north-south connections within a half mile of the corridors.

