



COLUMBIA

LOMBARD

MOBILITY CORRIDOR PLAN

EXECUTIVE SUMMARY

MAY 2021



PBOT
PORTLAND BUREAU OF TRANSPORTATION

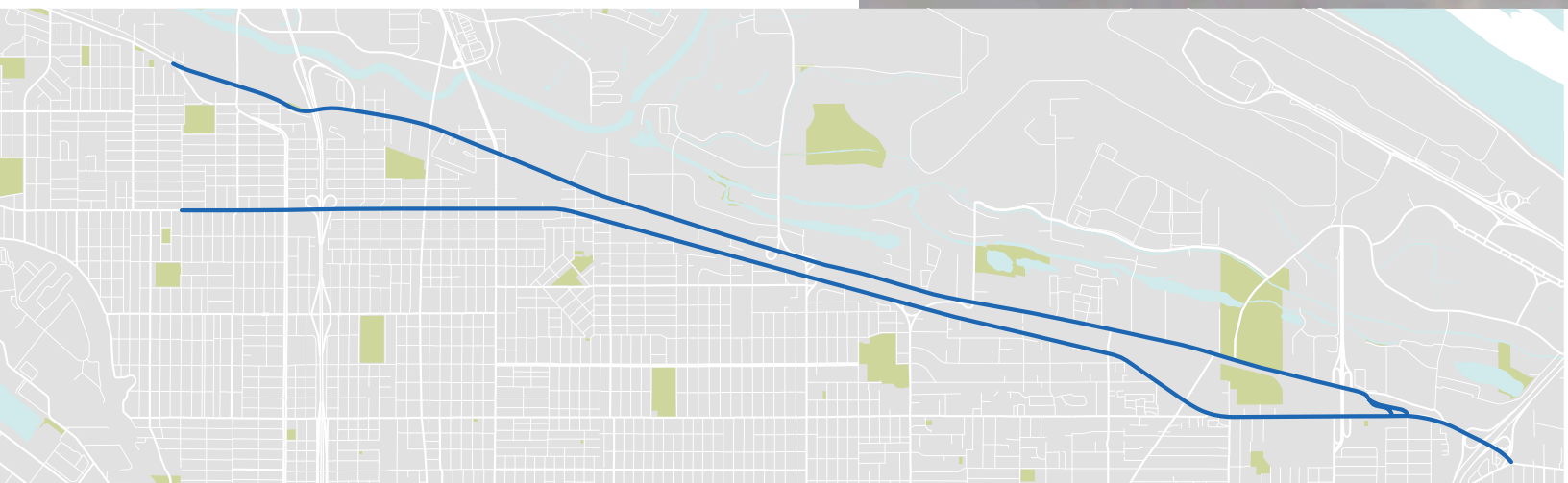
AREA + PROJECT PLANNING

INTRODUCTION

The Columbia Lombard Mobility Corridor Plan is a collection of recommendations and implementation strategies for these parallel corridors in North/Northeast Portland that aim to improve 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 both leverage existing funding opportunities and compete for future opportunities. Implementing these recommendations will ensure the corridors continue to facilitate movement of people and freight, but also improve safety and access for all road users.

This Executive Summary highlights the key findings and recommendations. **For more information and to access the complete plan, visit www.portland.gov/transportation/planning/columbia-lombard-mobility-corridor-plan.**



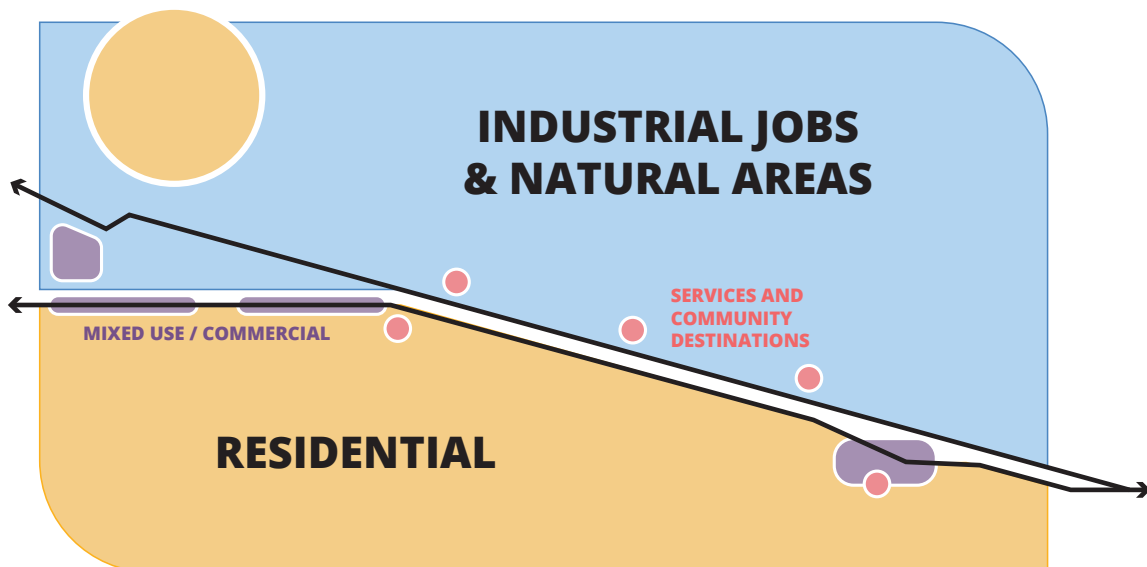
THE COLUMBIA AND LOMBARD CORRIDORS TODAY

The portions of Columbia Boulevard and US 30 Bypass/ Lombard Street/Killingsworth Street* analyzed in the plan cover almost 6 miles with a variety of land use and activity contexts. The area north of Columbia is primarily industrial uses and natural/recreation areas while south of Lombard is primarily residential. **Both Columbia Boulevard and Lombard Street are key routes that move people and goods along the corridor** as well as to locations locally and beyond. The Columbia corridor varies between three and five motor vehicle lanes, with no bike facilities and some sidewalk gaps. The Lombard corridor varies between four and five motor vehicle lanes, and intermittent parking lanes and bicycle facilities. Lombard is maintained by the Oregon Department of Transportation (ODOT) while Columbia is maintained by the City of Portland.

Both corridors are identified as High Crash corridors, and continue to see high rates of serious and fatal crashes. Between 2017 and 2020, there were eight fatalities on Lombard Street and four fatalities on Columbia Boulevard within the study area. Four of those killed were pedestrians, and the others were traveling in a motor vehicle.

It is currently difficult to travel by bike along and across the corridors, especially on low-stress bicycle facilities. Additionally, there are a number of sidewalk gaps on both corridors.

*For simplicity, the plan generally identifies these streets as Columbia and Lombard

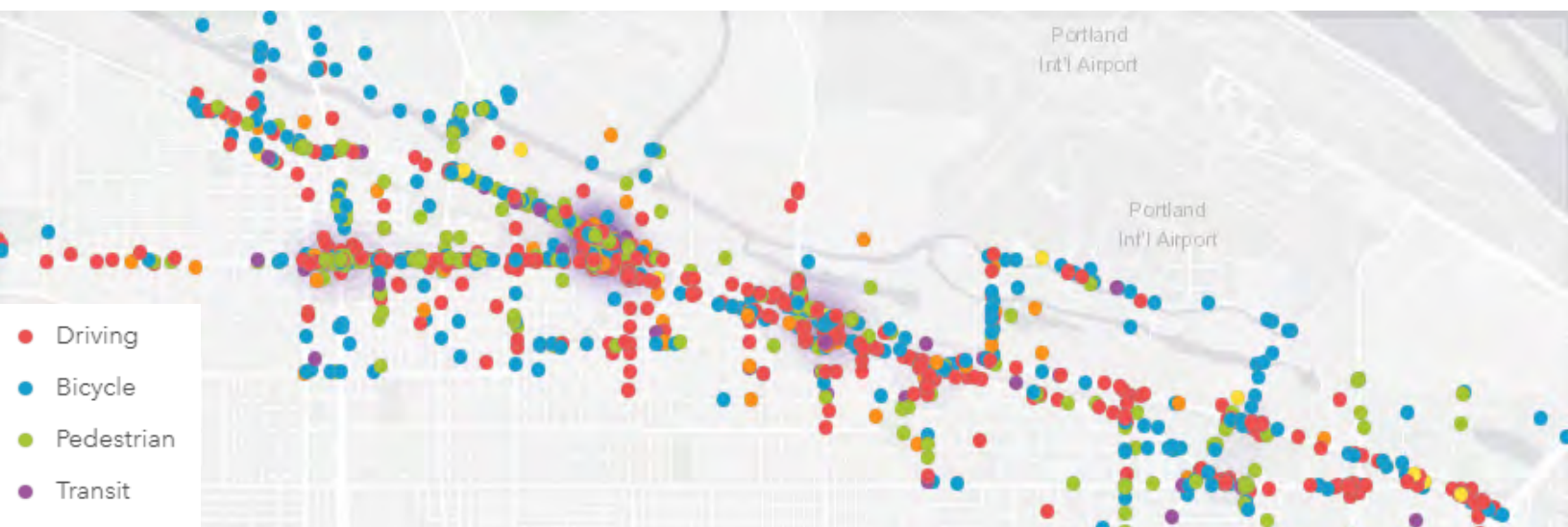


PLAN PROCESS & COMMUNITY ENGAGEMENT

Hundreds of businesses, community members, organizations and other stakeholders were engaged during the plan process. The input received directly influenced the project recommendations. Additionally, a community advisory committee had stakeholders from NAYA, the Oregon Humane Society, Verde / Living Cully, Columbia Corridor Association, and other neighborhoods and residents.

Generally, **there was consensus about the issues and needs on the corridor. Common requests were to improve safety, better manage speeds and corridor access, and increase predictability.** The feedback about needs, specific problem areas, and potential solutions was used to develop the plan's project and policy recommendations. And by engaging consistently with the plan's community advisory committee and the city's various modal committees, we learned how best to accommodate all modal users along and across these corridors.

In early 2019, PBOT shared an online map that asked residents to identify corridor issues and deficiencies. Additionally, meetings were held throughout the summer with a variety of neighborhood and area stakeholder groups, as well as door-to-door canvassing and multiple site visits. In the spring of 2020 a list of project recommendations intended to address the issues identified were shared with the public for feedback. Finally, a draft plan was shared in the spring of 2021.



Feedback from the online interactive mapping tool with participants identifying corridor issues

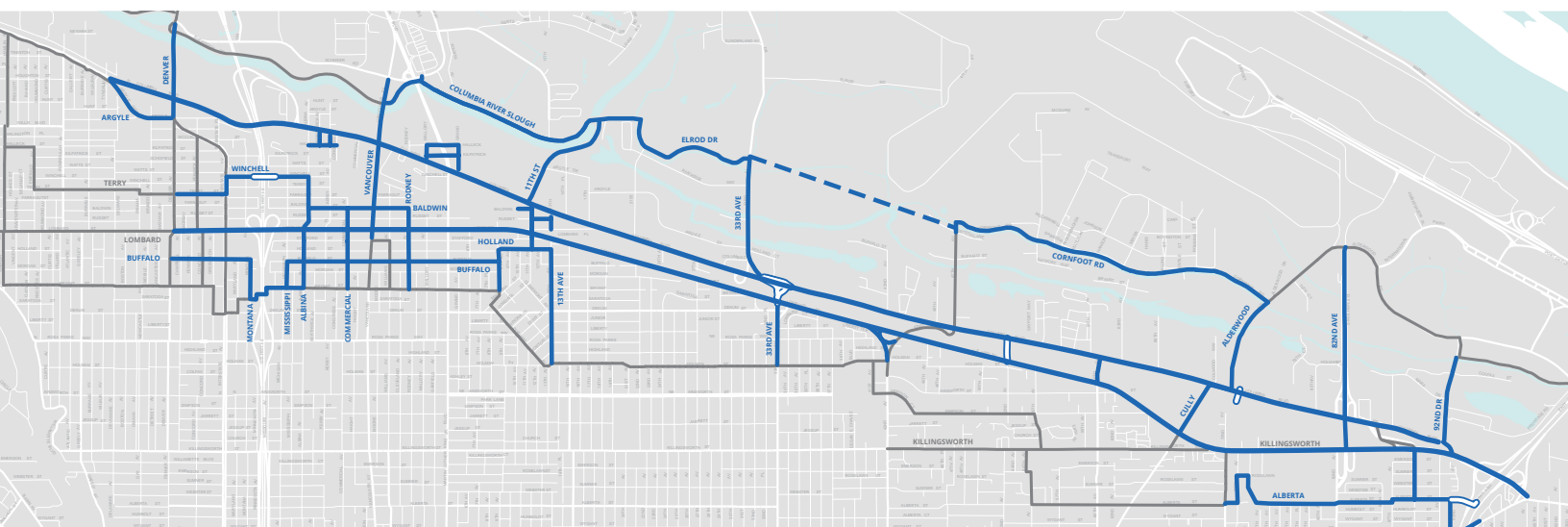
PROJECT RECOMMENDATIONS

General project recommendations

The Columbia and Lombard corridors in the plan area cover almost 6 miles with a variety of land use and activity contexts. To address the unique characteristics, the project recommendations are broken up into **corridor segments** and there are also recommendations specific to **improving conditions for travel adjacent to the corridors**.

In general, the plan recommends the following:

- **Better delineate Columbia Blvd as a freight corridor**, ensuring travel time reliability for freight movement while improving access and safety
- **Improve the safety of NE Lombard Street** by better managing speeds, improving walking/biking facilities, and adding crossings (in cooperation with ODOT)
- **Improve access to jobs and recreational opportunities**, specifically north-south connections for those walking and biking
- **Provide low-stress east-west bicycle routes** parallel to the Columbia and Lombard corridors
- **Improve travel time predictability** for all modes
- **Mitigate pollutants** along and adjacent to the corridors



A preview of project area recommendations

PROJECT RECOMMENDATIONS

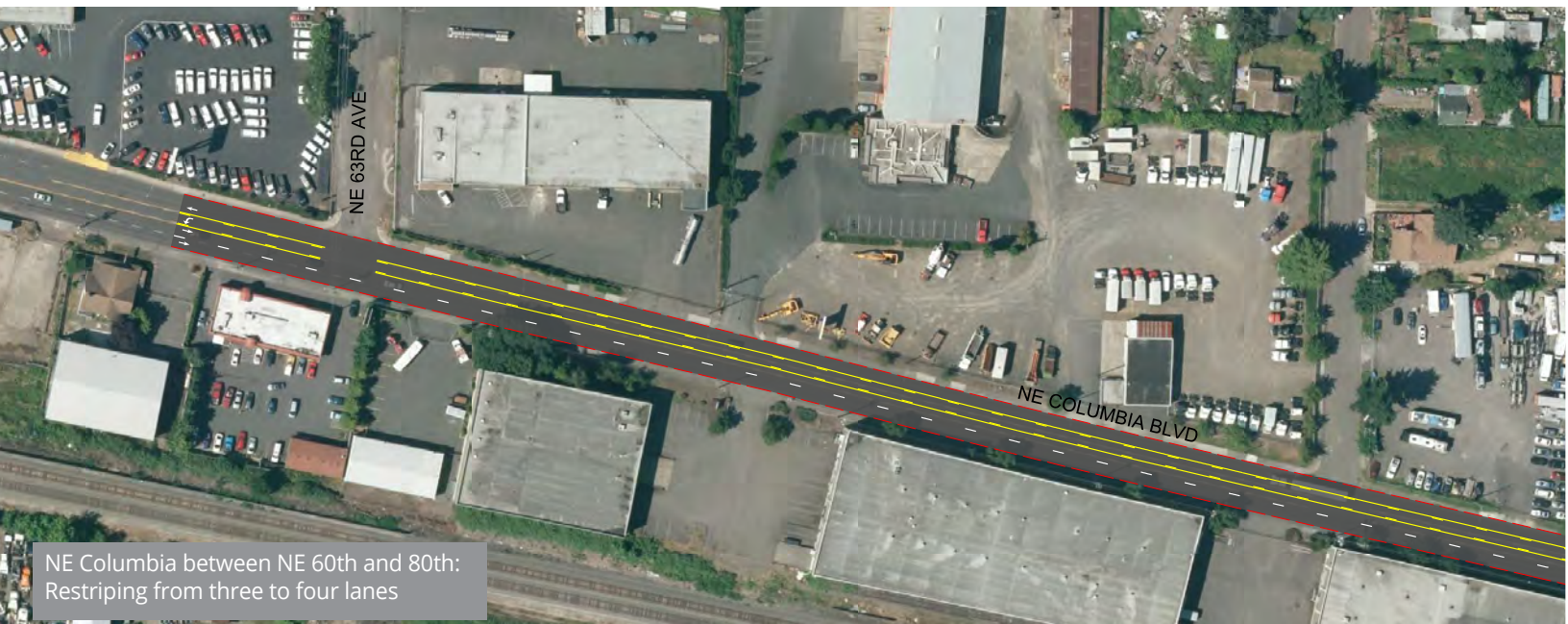
Columbia Corridor

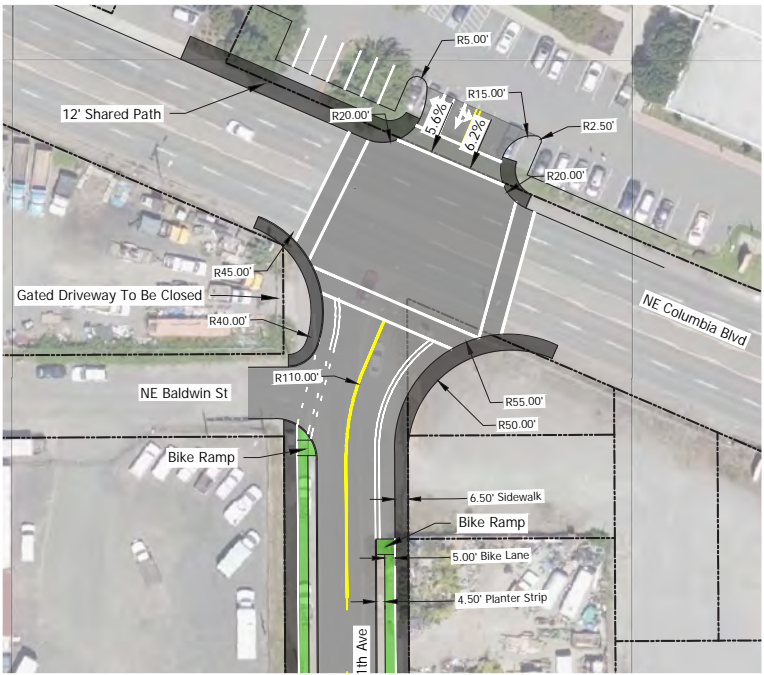
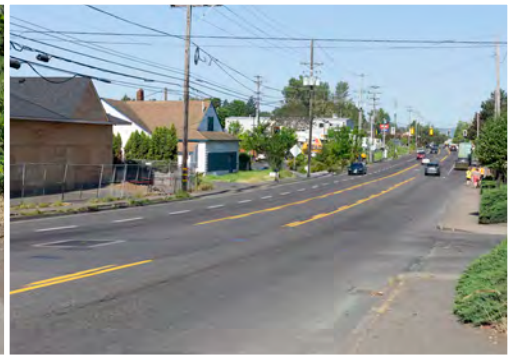
Columbia Boulevard serves as a spine of industrial activity, but is also home to several key community institutions including the Oregon Humane Society, Native American Youth and Family Center (NAYA), and Verde. The **recommendations proposed for this corridor intend to reduce serious and fatal crashes, specifically those due to excessive speeding. They also aim to provide better access for people walking/biking to opportunities along/across the corridor while ensuring freight can move safely and efficiently.**

Some of the high-readiness projects include **adding street lighting**, reconfiguring skewed intersections to **reduce turning speeds**, **upgrading aging traffic signals**, adding raised medians or rumble strips where feasible, **filling sidewalk gaps**, adding red-light cameras and/or speed feedback signs, and **wayfinding signage**

to notify users of freight traffic. Additionally, there are recommendations to:

- **add a new traffic signal at NE 11th Avenue and Columbia Boulevard** to improve safety and access to the Oregon Humane Society
- make near-term safety improvements and study more significant improvements to the **NE 33rd Avenue overcrossing**
- evaluate **raising the Union Pacific Railroad bridge** to better accommodate over-dimensional freight
- further evaluate **restriping Columbia Boulevard** from three to four lanes between NE 60th and NE 80th avenues
- **prepare for future planned transit service** along Columbia Boulevard





The most significant oversized constraint on the corridor is this multilayered intersection of Columbia Boulevard, Union Pacific Railroad's Kenton Line, and I-5



NE 33rd & Columbia: A new concept for a safer intersection

PROJECT RECOMMENDATIONS

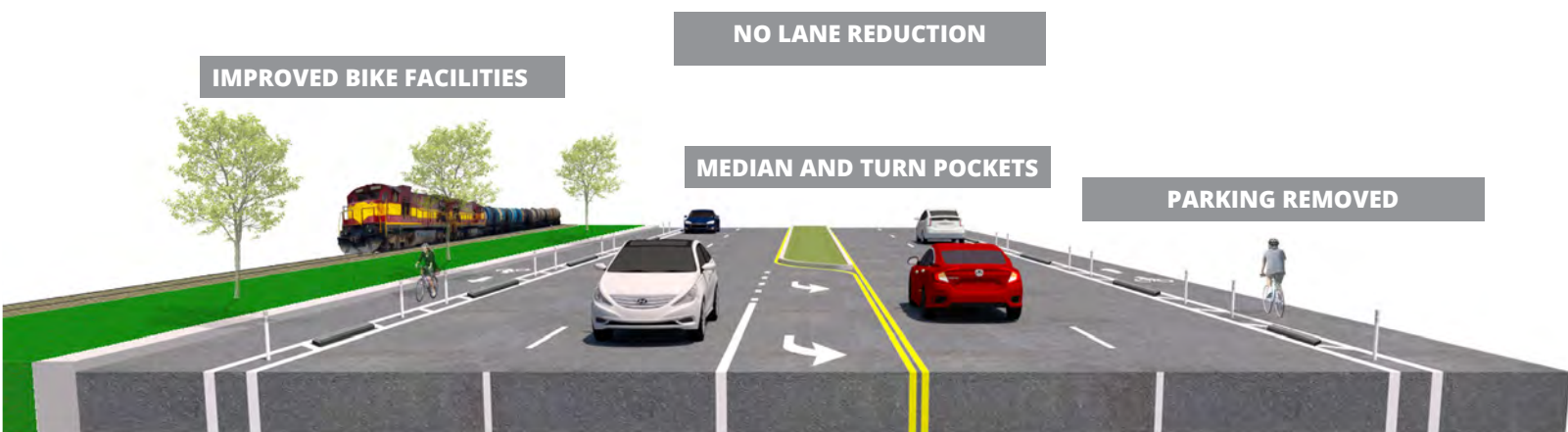
Lombard Corridor

The **Lombard corridor** functions as US 30 Bypass and is maintained by ODOT, but the road characteristics vary significantly throughout the corridor. The general recommendations for this corridor are to **reduce high-end speeding, add/improve bicycle facilities along most of the corridor, fill existing sidewalk gaps, and provide additional safe crossing opportunities for all users.** The corridor should continue to operate efficiently for freight, but excessive speeds need to be better managed with safer accommodations for people biking.

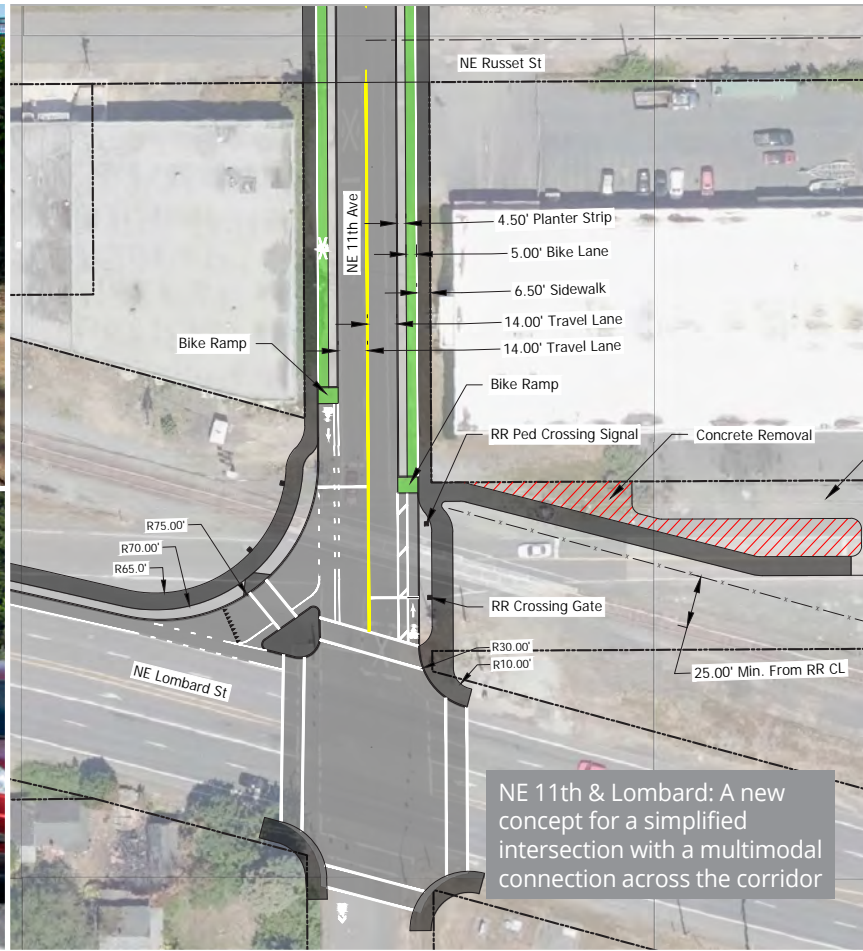
The high-readiness projects include **upgrading lighting, extending a road diet to Denver Avenue and modifying the intersection, improving pedestrian safety at the Lombard/Interstate intersection, adding speed cameras** and redesigning the intersection at NE 11th

Avenue. Additionally, there are recommendations to:

- **Modify the cross-section between NE Mississippi and NE Martin Luther King Jr. Boulevard**
- Further evaluate modifications to the I-5 and I-205 interchanges to improve safety
- **Reconfigure the intersections of NE 33rd and NE 42nd avenues**
- **Modify the cross-section between NE 11th and NE 60th avenues, and reduce access from skewed intersections**
- Add **multiple new crossing opportunities for people walking and biking**



One design option to improve safety on NE Lombard Street between NE 11th and NE 60th avenues



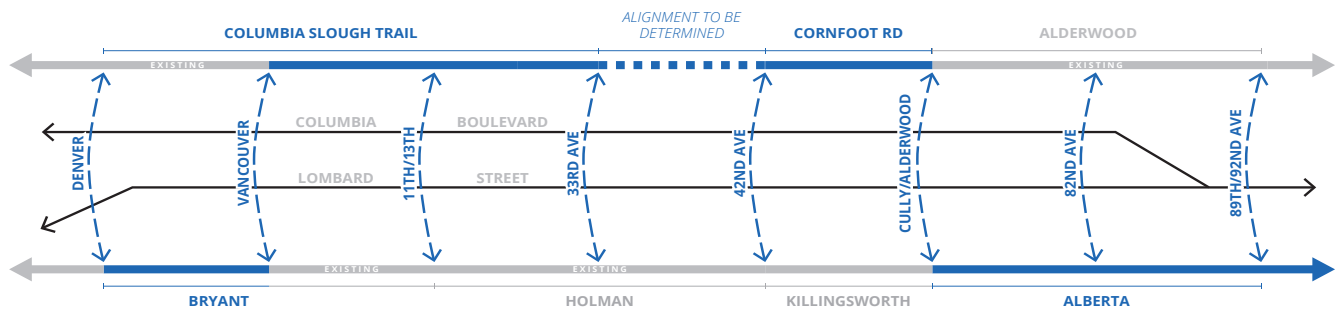
PROJECT RECOMMENDATIONS

Connections and Crossings for Walking and Biking

In addition to the recommendations for the Columbia and Lombard corridors, there are many recommendations that focus on north-south connectivity for people walking and biking, as well as providing alternative east-west travel routes. When implemented, these routes will provide a “ladder” of connectivity as seen in the illustration below. These recommendations include:

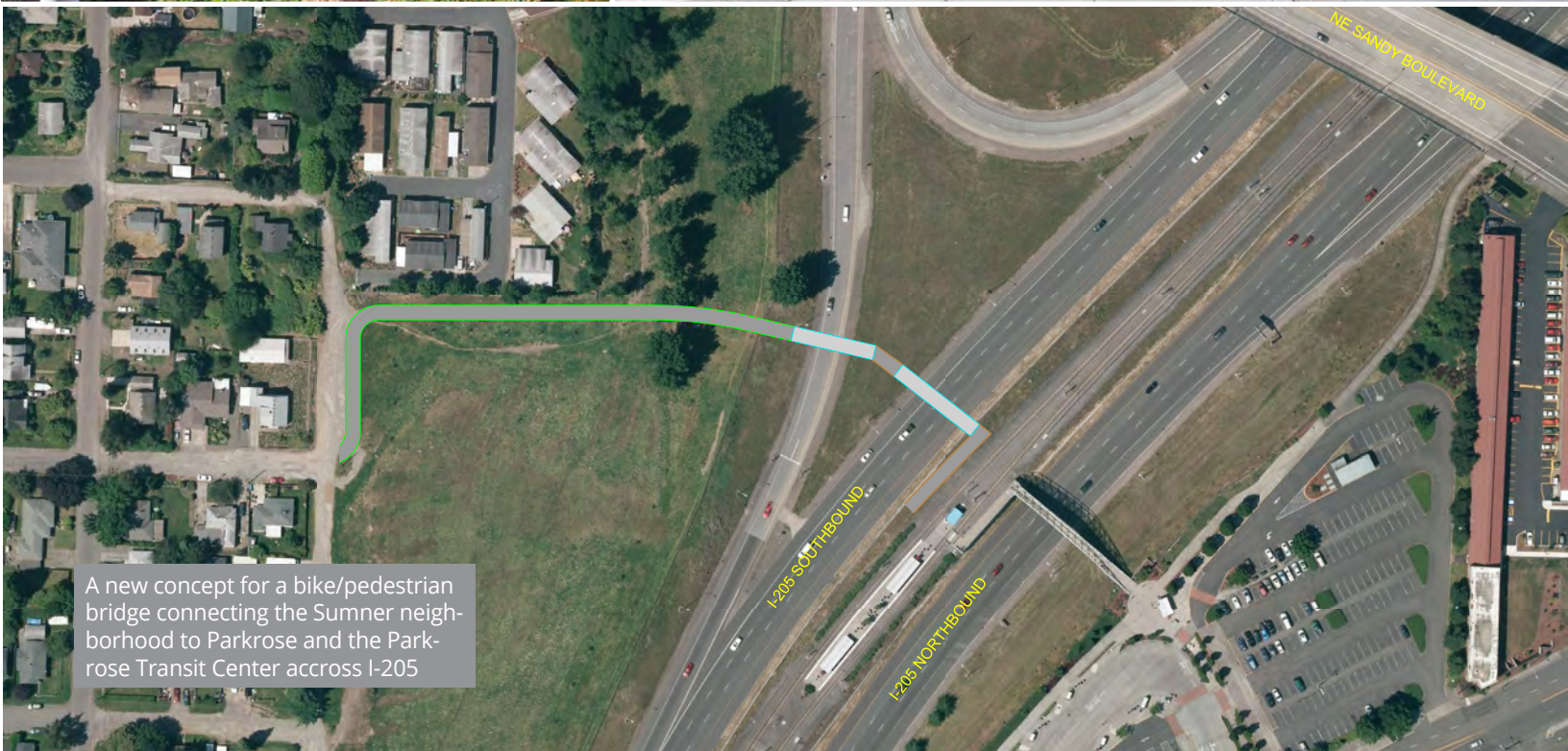
- Creating multiple new neighborhood greenways, with appropriate crossings
- Evaluate new pedestrian and bicycle bridges over I-5, I-205, and NE Lombard Street
- Improving the condition of north-south bicycle facilities
- Developing a preferred path for, and constructing, the Columbia Slough Trail
- Adding new bicycle and pedestrian facilities on NE 60th and NE Cully avenues.
- Add new paths on Alderwood, 82nd and 92nd avenues.

“LADDER” CONCEPT DIAGRAM





Today: Challenging crossings of the Columbia and Lombard corridors



A new concept for a bike/pedestrian bridge connecting the Sumner neighborhood to Parkrose and the Parkrose Transit Center across I-205

OTHER RECOMMENDATIONS

Policy/Auxiliary Recommendations

Beyond infrastructure, there are many additional ways to improve conditions for travel along the corridors. Some of these require coordination with other bureaus, future study and/or changes to existing policies. These recommendations include:

LIST OF ADDITIONAL RECOMMENDATIONS

- 1 Manage driveway access and gates on corridor
- 2 Integrate stormwater management in redevelopment
- 3 Improve sidewalk condition and standards
- 4 Reduce noise and other environmental pollution
- 5 Improve over-dimensional freight permit process
- 6 Study highway interchange improvements
- 7 Plan for regional freight movement
- 8 Increase transit service along Columbia Boulevard



IMPLEMENTATION AND NEXT STEPS

Projects Ready for Implementation

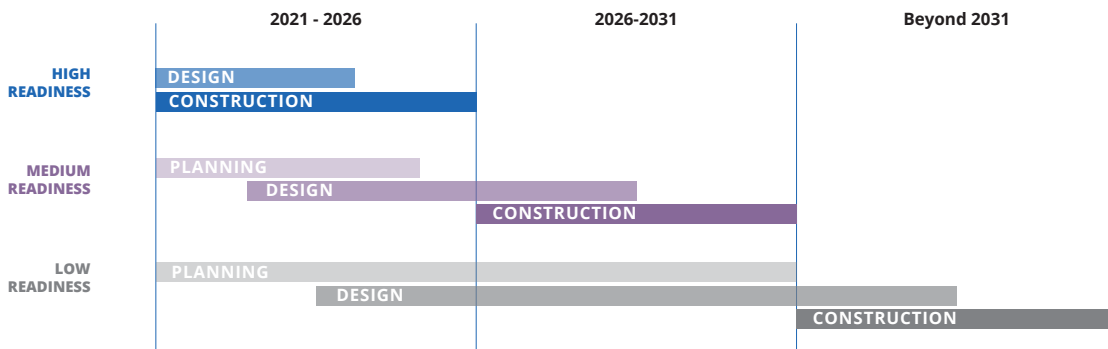
The project recommendations in the plan are presumably all worthwhile projects that together would comprehensively improve the Columbia and Lombard corridors. However, it is not feasible for all of the projects to be implemented simultaneously and some of the projects are more ready or needed than others. To better manage expectations, and provide a focused understanding of priorities for PBOT and ODOT, the recommended projects have been grouped into three categories: “high-readiness,” “medium-readiness,” or “low-readiness.”

Projects in the “high-readiness” category are the most likely to be implemented first due to a number of factors. These projects:

- **Address an identified safety need**
- **Do not need additional project design or refinement**
- **Can be implemented quickly**
- **Have a clearly identified source of funding**

Projects in the medium-readiness category also address an identified safety need, but need additional development/refinement or a suitable funding source. If funding becomes available, or there is a possibility to leverage other work begin done, a “medium-readiness” project could be constructed before a “high-readiness” project. “Low-readiness” projects are not necessarily less important, but need additional time and resources to identify funding, refine the project, and/or further consider the cost and benefit of the improvement. Below illustrates an approximate timeline for implementation, and a list of all the projects and “readiness level” can be found in Appendix F.

IMPLEMENTATION TIMELINE





NEXT STEPS

Some projects identified as high readiness are **already in the process of being funded and programmed** such as a new bridge at NE 42nd/47th Avenues and improvements to NE 47th Avenue and Cornfoot Road. City staff is beginning to do project development work in the area around NE 11th Avenue and Lombard/Columbia, to facilitate a better and safer connection to the Oregon Humane Society and improve the railroad crossing. ITS improvements will soon be installed on Columbia Boulevard, and new signals at Columbia Boulevard and Cully/Alderwood are being designed. A new shuttle is being planned to connect the Cully and Parkrose neighborhoods to jobs in the Columbia corridor. **These improvements will make it easier to access jobs and services, and move along and across the corridors.**

The plan recommends that other high priority projects should begin as soon as possible, especially ones that improve access to jobs and opportunities for residents in high equity areas. The following summarize next steps for PBOT to begin moving these projects toward implementation:

- **Develop and fund quick-build improvements to NE Columbia Boulevard/NE 33rd Avenue.**
- **Secure funding for the designed multi-use path on Cornfoot Road.**
- **Finish project development of improvements to NE 11th Avenue between NE Lombard Street and NE Columbia Boulevard, and work with partners to fund construction.**
- **Work with ODOT on developing and funding improvements along the Lombard corridor.**
- **Begin design of bike facilities and sidewalks on Cully Boulevard between NE Portland Highway and NE Columbia Boulevard.**
- **Seek quick-build funding for low-cost bikeway improvements in the Piedmont and Woodlawn neighborhoods.**
- **Determine a preferred alignment of the Columbia Slough trail between NE 33rd and NE 47th avenues.**
- **Work with the Bureau of Environmental Services on additional Freight District street improvement projects that benefit stormwater treatment.**
- **Fund construction of the Alberta neighborhood greenway to the Parkrose Transit Center.**
- **Prioritize Columbia and Lombard for Vision Zero funding for signal improvements, lighting, medians, etc.**
- **Further analyze feasibility of restriping NE Columbia Boulevard between NE 60th and NE 80th avenues.**



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