

Columbia Lombard Corridor Plan

Summary of Existing Conditions

The Columbia Lombard Mobility Plan will identify, develop, and prioritize improvements to make multi-modal transportation and freight movement safer and more efficient along and across these corridors.

An analysis of existing conditions was done to learn about the project area and identify key issues. **This document summarizes the key findings.**

Known Issues

- Lack of separation between modes, along with speed and confusion, creates unsafe conditions
- There are gaps in the pedestrian, bike, and transit networks, including crossings and connections
- Freight mobility and access is hindered by at-grade railroad crossings, sub-standard over-crossings, and increased congestion
- There is uncertainty about how future projects should be prioritized and the cost

Project Area + Need

The plan focuses on N/NE Columbia Boulevard and the parallel US 30 Bypass between Interstate Avenue and Interstate 205, including a half-mile area to the north and south.

Due to aging infrastructure, gaps and deficiencies in the multi-modal network, growing traffic congestion, major safety issues, and longer commuting distances, the Columbia/Lombard Mobility Corridor is not functioning as well as it should for the freight, transit, and active transportation modes that our policies tell us should be high priorities.



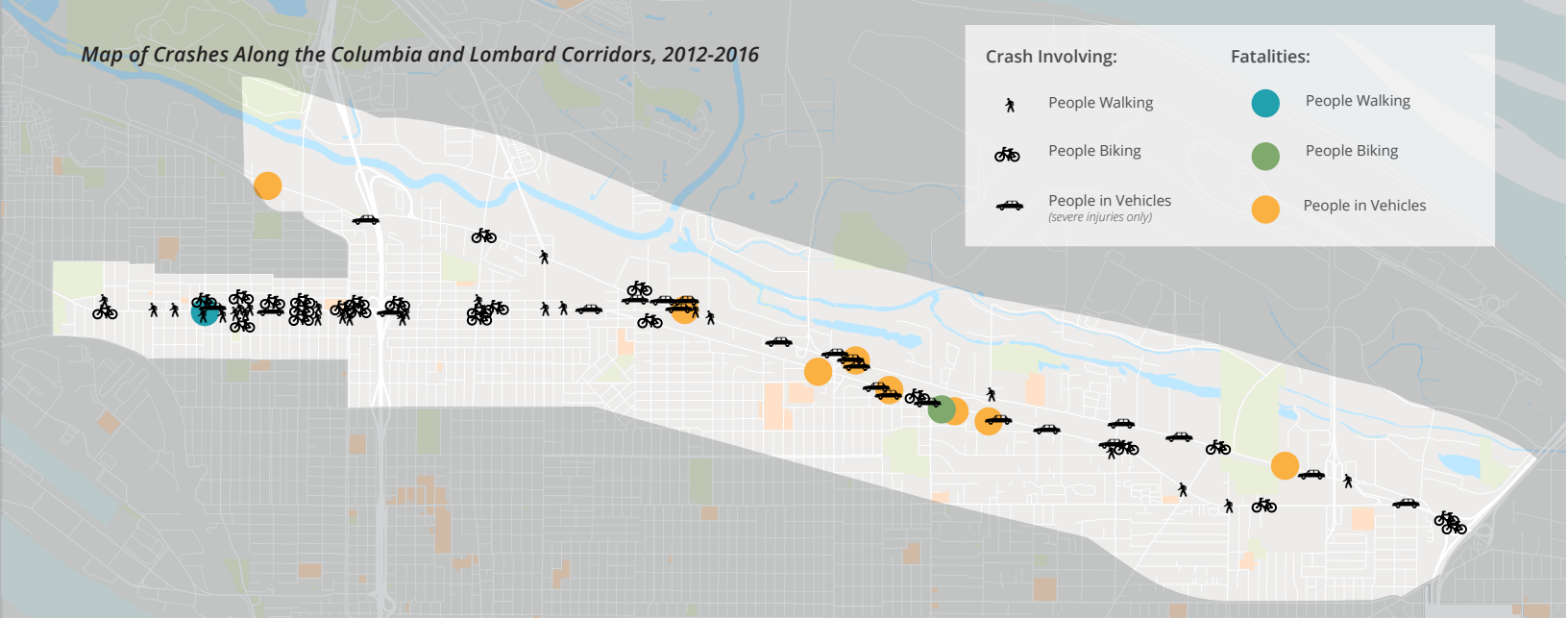
NE Columbia Blvd. Looking West Toward 33rd Ave Overpass



NE Cully Blvd. Railroad Crossing Between the Columbia and Lombard Corridors

Map of Crashes Along the Columbia and Lombard Corridors, 2012-2016

Crash Involving:	Fatalities:
 People Walking	 People Walking
 People Biking	 People Biking
 People in Vehicles <small>(severe injuries only)</small>	 People in Vehicles



Key Findings

Some of the key findings of the **Existing Conditions Report**:

- **10 people died** on the Columbia/Lombard corridors between 2012 and 2016. Already in 2019 an additional **three people** have been killed while using the corridors.
- Lombard Street and the railroad separate the (primarily) industrial area to the north from the residential neighborhoods to the south. Some of these neighborhoods have high equity needs, while the industrial area has a **higher percentage of middle-income jobs** than the City overall.
- Columbia Boulevard carries a **higher percentage of truck traffic**, and a more consistent stream of traffic volumes than Lombard Street. Lombard Street, however, has higher overall traffic volumes.
- Congestion on the corridor is limited, but travel is hindered by **regional congestion** issues and a bottleneck on Columbia Boulevard where the number of lanes are reduced from five to three.
- There are a **number of gaps in the sidewalk network** and inadequate pedestrian and bicycle crossings that make it difficult to safely move across the corridors.
- There are already **many funded projects** that will improve conditions along both corridors. This planning effort will work to build on these investments and identify future funding priorities.

Next Steps

The needs noted in this report, as well as through further analysis and input, are being used to develop possible projects. These projects, and proposed prioritization, will be shared later in 2019.

[Read the Full Report](#)

To read the full **Existing Conditions Report** and learn more about the project please visit:
www.portlandoregon.gov/transportation/columbia/lombard

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