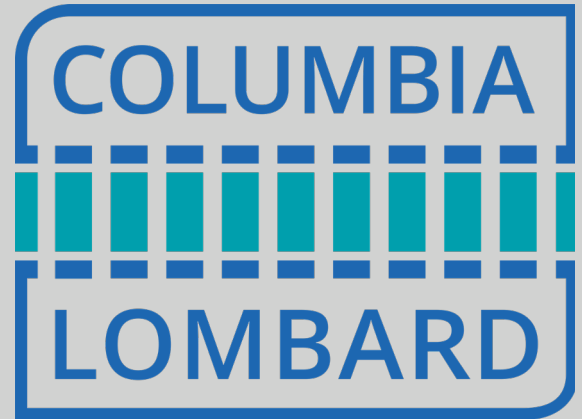


Columbia Lombard Mobility Plan

Public Involvement Summary
SPRING/SUMMER 2020

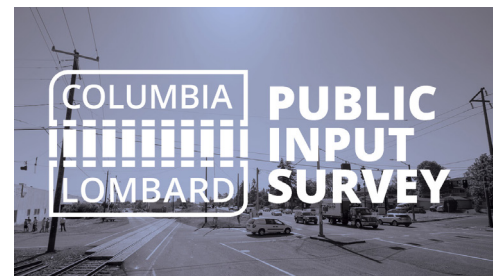


PUBLIC INVOLVEMENT SURVEY SUMMARY

The Portland Bureau of Transportation (PBOT) is developing projects and strategies to improve safety, move freight efficiently, and improve conditions for walking and biking both along the Lombard and Columbia corridors (east/west) and across them (north/south). The final plan will identify top project priorities and establish a strategy for funding/implementation.

In the Spring of 2020, the public was asked to share feedback on the proposed projects through an online survey.* The following report describes the feedback and will be used to develop final project recommendations and a final plan that will be presented to City Council for adoption.

**In-person engagement was not possible due to COVID-19.*



TAKE THE ONLINE SURVEY

The **Portland Bureau of Transportation** has spent the last year looking for ways to make the Columbia & Lombard corridors safer and more accessible to more people.

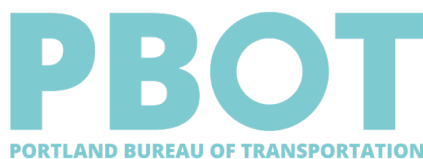
Provide your feedback to PBOT staff about what the needs for the corridor are and see some of the proposed projects to make the area safer and more accessible.

Survey available on the project website:
bit.ly/CoLoPlan



Poster advertising the online survey


For more project information, visit
www.portland.gov/transportation/planning/columbia-lombard-mobility-corridor-plan



The City of Portland is committed to providing meaningful access. For translation, interpretation, modifications, accommodations, or other auxiliary aids or services, contact 503-823-1173, Relay: 711

PUBLIC FEEDBACK RESULTS SUMMARY

OUTREACH ACTIVITIES FOR 2020

- 
- **March - May 2020** Online survey gathering public feedback on corridor projects
 - **April 24, 2020** Webinar presenting projects to the public
 - **Fall 2020** Presentation of final plan to City Council (may be delayed due to COVID-19)

Online Survey

In the Spring of 2020, the Portland Bureau of Transportation developed an interactive online survey to collect public input for the final Columbia / Lombard Mobility Corridor Plan. The survey sought feedback on the list of projects developed by the project team using input from earlier public involvement.

The following forms of notification were used to invite people to complete the survey:

- **Project website announcement:** The website prominently announced the launch of the online survey and invited people to participate.
- **Mailing:** A mailing that announced an open house scheduled for March 2020 was sent to more than 9,000 addresses in the project area. The website prominently featured on the mailing where residents would see the survey. The mailing was in both English and Spanish.
- **Stakeholder email announcement:** An email was sent to approximately more than 700 project stakeholders. The announcement sent March 13, 2020 informed stakeholders that the online survey was live and provided links to the online survey.
- **Social Media:** The project and survey were advertised on the Portland Bureau of Transportation's Twitter and Facebook accounts, along with advertisements on Facebook targeted to reach traditionally underrepresented populations. An announcement was also posted on Nextdoor that advertised the project to relevant neighborhoods.
- **Project committee announcements:** Advertised by multiple stakeholder groups and businesses along the corridor, including the Oregon Humane Society, NAYA, and the Oregon Food Bank.

COVID-19 presented a public outreach challenge for this phase of the project. A public outreach event scheduled for March 12th, 2020 had to be canceled less than 24-hours before the public event in order to slow the spread of the virus. As a result, the outreach timeline was extended and migrated to an online format. PBOT held an online webinar that was attended by more than 50 participants.

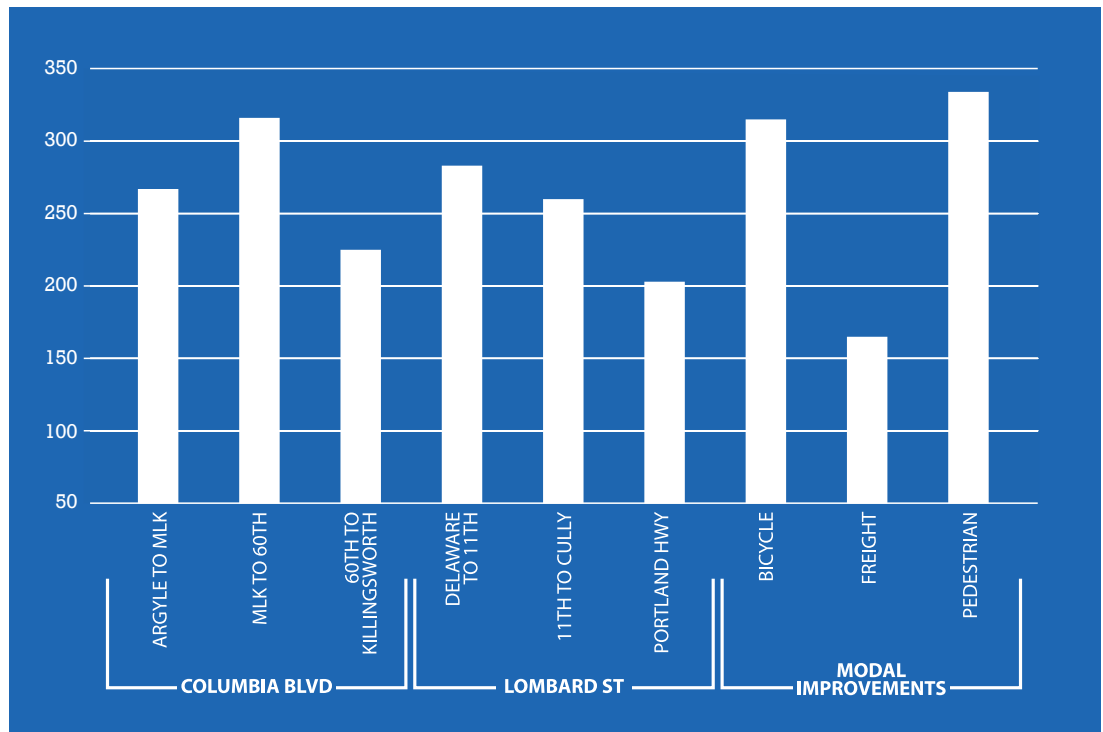
PUBLIC FEEDBACK RESULTS SUMMARY

Survey Responses

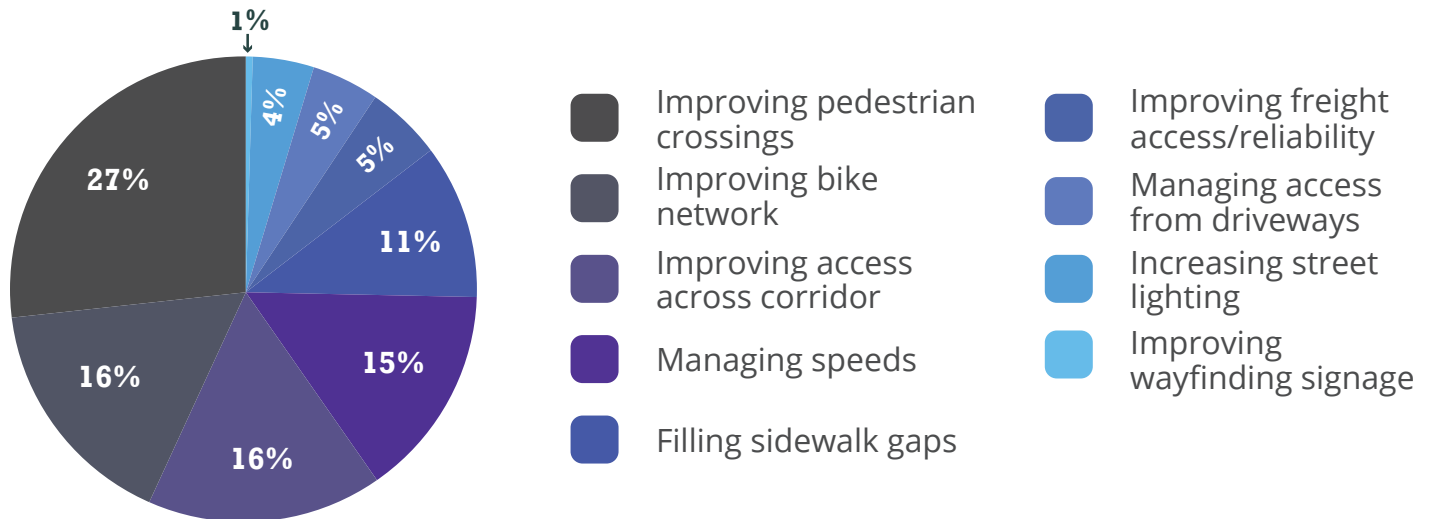
This summary presents key themes among the **440 responses** received from the survey. Each page of the survey focused on projects specific to a corridor segment or mode of transportation. Each page had relevant information for that segment or mode, followed by open-ended questions that participants could respond to, which asked individuals what they believe is the most needed project, as well as what may be missing. At the beginning of the survey, participants were asked to select which segments or modes they wanted to review, allowing them to bypass the others. **Survey questions are in bold.**

What segments or modes did participants want to review?

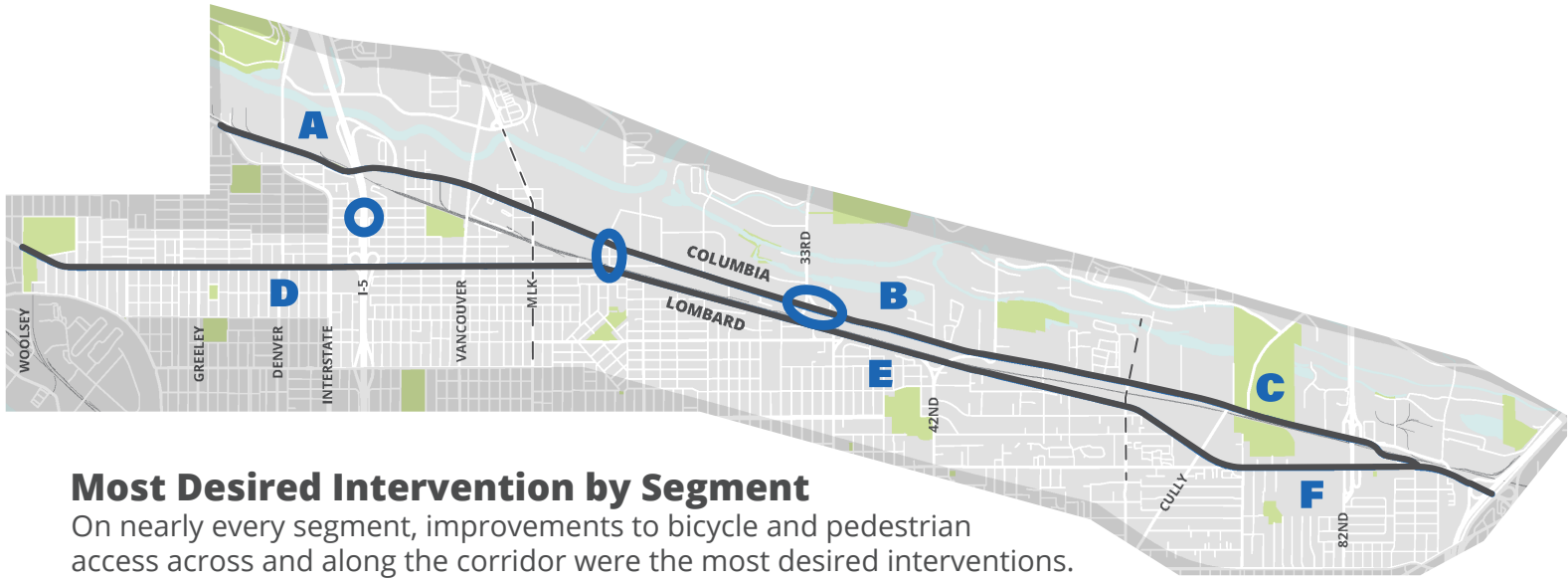
People were most interested in reviewing the segment of Columbia Blvd between NE MLK Blvd and NE 60th Ave, as well as the modal improvements for bicycle and pedestrian transportation.



What corridor-wide issue did participants believe is the most important to address?



PUBLIC FEEDBACK RESULTS SUMMARY



Most Desired Intervention by Segment

On nearly every segment, improvements to bicycle and pedestrian access across and along the corridor were the most desired interventions. Below is a list of the next most desired interventions by segment

- **Segment A:** A desire for signal upgrades to help move freight and other vehicles more efficiently. This could also include safety improvements, such as pedestrian crossing phases or red-light running cameras.
- **Segment B:** A desire for intersection changes/ upgrades at 11th and 33rd, as well as improved access to transit and better service. TriMet has future plans to expand Line 11 along Columbia, which could help close existing gaps.
- **Segment C:** Signal and other road safety upgrades in this segment are most desired by survey respondents. Other road safety improvements include access and turn management, pedestrian crossing phases, and red-light running cameras. Respondents preferred lane reallocation over street widening for this segment.
- **Segment D:** A desire to improve the crossings of Lombard, especially near I-5. Support for a bicycle and pedestrian bridge at Winchell St over I-5. Preference for an extension of the road diet east of Interstate Ave with pedestrian median islands at some crossings.
- **Segment E:** Support to reduce speeding in this section through interventions like signal installations, access management, speed cameras, and redesigning layout of the roadway. Respondents preferred access management over a road-diet.
- **Segment F:** Support for signal upgrades and improving the I-205 interchange to alleviate congestion and improve safety. Also, a desire for improved bicycle and pedestrian safety, and addressing regional congestion issues.

Recurring Recommendations from Participants

- **Sidewalks & Crossings:** Improvements to pedestrian facilities along and across the corridors.
- **Speed Management:** This could include the use of cameras, traffic signals, road design, or other types of enforcement.
- **Bike Network:** The corridors are a barrier for accessing destinations, preventing safe connections to high quality bicycle facilities.

PUBLIC FEEDBACK RESULTS SUMMARY

Most Desired Intersection Improvements

LOMBARD AND I-5 INTERCHANGE

- Build new pedestrian and bicycle bridge over I-5 connecting neighborhood greenway on Winchell St.
- Reduce congestion and conflicts at Fred Meyer driveway

11TH AVE INTERSECTIONS

- Address congestion on at-grade rail crossing
- Improve bicycle and pedestrian access along 11th
- Manage turning movements through intersection
- Install new traffic signal
- Manage visibility and access at Oregon Humane Society

NE 33RD & COLUMBIA

- Safer accommodation of pedestrians and bikers
- Improved pedestrian and bike crossing to access overpass
- Reduce route confusion on the interchange

Most Desired Modal Interventions

BICYCLE

- Complete the Columbia Slough Trail, which can become a high-quality recreation and long-distance commuting trail north of the corridors.
- Strengthen the existing greenways surrounding the corridors and implement and improve crossings of the corridors will improve overall connectivity.

FREIGHT

- Address freight district circulation, by fixing pavement, curbs, sidewalks, and stormwater systems.
- Remove the over-dimensional pinch-point at the UPRR, allowing freight trucks to utilize Columbia Blvd uninterrupted.
- Implement Intelligent Transportation Systems (ITS) to help freight traffic move through the corridor more efficiently.

PEDESTRIAN

- Improve and install continuous sidewalks throughout the corridor.
- Improved pedestrian crossing facilities throughout the corridor.

While these issues received a greater number of comments, the project team considers and evaluates all comments during project development regardless of how many other comments were made at their location.



Two 18-wheel trucks on Columbia pass under the NE 33rd Avenue overpass.



A pedestrian on N Lombard St crosses the I-5 on-ramp instead of using the pedestrian bridge.

PUBLIC FEEDBACK RESULTS SUMMARY

Previous Planning Efforts

The following community planning efforts have previously identified needs in and around the study area, and were also used in the development of project recommendations:

Living Cully Community Mobility Needs Assessment

Visioning the Future Columbia Slough Trail in Cully

Living Cully Walks and Active Transportation in Cully

Columbia Lombard Mobility Plan - Summer 2019 Public Involvement



*"Community members created a vision board for what they hope to see out of the future Columbia Slough Trail as part of the walking event in November."
Photo and caption source: Living Cully.*

WANT MORE INFORMATION?

The Columbia Lombard Mobility Plan is a long-range planning process to identify priorities that will address safety, mobility, and access for freight, active transportation, and public transit both along and across the corridors. This process, which began in early 2019, is expected to go to City Council for approval in Fall of 2020. For more information about the plan, and to sign-up for email updates, please visit the project website: www.portland.gov/transportation/planning/columbia-lombard-mobility-corridor-plan



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