



Columbia/Lombard Mobility Corridor



Background

Columbia Boulevard and Lombard Street run parallel on opposite sides of the Kenton Line railroad in North and Northeast Portland. They are vital links, identified in Metro's Regional Transportation Plan as a "mobility corridor" —streets that should function well for all modes of transportation. The City's 2035 Transportation System Plan has also identified these streets as priority transportation corridors.

The Columbia/Lombard Mobility Corridor Plan was developed by the Portland Bureau of Transportation (PBOT) to make travel along these two major streets (and across them) safer and more accessible for public transit, freight, cars, and all forms of active transportation such as biking and walking. This project will stretch from I-5 to I-205 and include elements surrounding these streets, as shown in the buffer zone above. As part of this plan, PBOT

will also focus on safety for pedestrians and people biking along N Lombard Street between N Interstate Avenue and N Woolsey Avenue.

The Columbia/Lombard Mobility Corridor Plan recognizes that these streets are not functioning as well as they should for all the various forms of travel that occur on them. This is because of things like old infrastructure, gaps in the bike and pedestrian network, major safety issues, growing traffic congestion, and longer commuting distances. Everyone would benefit from improvements here, especially improvements that increase access, provide greater connectivity, reduce conflict, and keep people moving.

Kickoff begins in spring 2019. Project continues through summer 2020.

For more information about the project, visit
www.portlandoregon.gov/transportation/columbia/lombard.



Columbia/Lombard Mobility Corridor



PROJECT TIMELINE



Project Scope

To identify, develop, and prioritize improvements throughout the corridor. This will include:

- Analysis of mobility and access, assessing the needs of freight, and identifying potential solutions.
- Investments to support future bus service on Columbia Boulevard, “last-mile” connections to jobs, and a reliable network for pedestrians and people biking.
- Strategies built on Vision Zero in order to prevent serious injury and death, reduce conflicts between people, and improve safety for all, while maintaining reliable routes for public transit and freight.
- Conceptual designs to provide direction for future projects, paving, and development review.
- A system to ensure the corridor receives these investments in a reasonable time frame.

Public Input

Spring 2019: PBOT will gather input from the community about the state of things now and what the biggest needs are through:

- An online survey
- Presentations to neighborhood and business associations
- A Spanish-language survey and focus group
- Door-to-door canvassing

Fall 2019: PBOT will gather additional feedback from the community to help develop the project further, weigh in on alternative designs, and make specific recommendations. This outreach will be done through:

- An online survey
- A Spanish-language survey and focus group
- An open house

Bryan Poole, Project Lead
Portland Bureau of Transportation
columbialombard@portlandoregon.gov
503.823.1173

The City of Portland complies with all non-discrimination, Civil Rights laws including Civil Rights Title VI and ADA Title II. To help ensure equal access to City programs, services and activities, the City of Portland will reasonably modify policies/procedures and provide auxiliary aids/services to persons with disabilities. Call 503-823-5185, TTY 503-823-6868 or Oregon Relay Service: 711 with such requests, or visit <http://bit.ly/13EWaCg>.

