Welcome to the Columbia-Lombard Mobility Corridor Plan Open House

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

Welcome! Feel free to take your time, ask questions, browse our posters, and engage with planners at your own pace.

**TONIGHT, YOU’LL BE ABLE TO**

- Learn about the Columbia-Lombard Mobility Plan Project
- Learn about the transportation issues in the corridor and ideas about how to address them
- Share feedback, concerns, or ideas for project refinement with PBOT planners.
COLUMBIA-LOMBARD OVERVIEW

PROJECT GOAL

Develop projects and strategies to **improve safety, connectivity/access for people walking and biking, and freight reliability** both along and across these corridors.

PLAN OUTCOMES

- **A prioritized list** of walking, biking, transit, and freight projects to guide future investment
- Some complex projects taken further into design for a **better understanding of cost and feasibility**
- **An implementation plan** and funding strategy to accelerate the construction of improvements

PROJECT NEED

- **Unsafe conditions** due to a lack of separation between modes, high travel speeds, and a confusing, chaotic environment
- **Limited access** due to gaps in the pedestrian, bike, and transit networks, including crossing gaps and connections
- **Constraints to freight** mobility and access due to at-grade railroad crossings, substandard overcrossings, and increased congestion
- **Unclear priorities** and uncertainty about how future projects should be prioritized and what they cost

CORRIDOR STREETS AND STUDY AREA

N/NE Columbia Boulevard and the parallel US 30 Bypass/Lombard St between Interstate Avenue and Interstate 205, including a half mile area to the north and south
WHAT WE’VE HEARD

GENERAL THEMES

Need for **better safety** on the corridor

**Improved conditions** for those traveling by bicycle, walking, or transit

**A clearer separation** of travel modes

LOCATION OF SURVEY COMMENTS

Most Commented Locations

- Lombard between I-5 and Interstate
- NE 11th Avenue & Columbia/Lombard
- NE 33rd Avenue interchange

PUBLIC INVOLVEMENT MILESTONES

- **Community Advisory Committee** established - comprised of business interests, neighbors and community advocates - that meets regularly
- **Door-to-door canvassing** at residences and businesses
  - May 2019
- **Online survey** with 750 respondents and 1,500 comments
  - May/June 2019
- **Tabling and presentations** at community meetings and events
  - May - August 2019
- **Open house!**
  - Today

MOST COMMON REQUESTS

- **Improve lighting**
- **Improve transit service**
- **Slow speeds**
- **Build/improve sidewalks**
WHAT WE’VE LEARNED

GENERAL FINDINGS

Safety overview
- 10 people died on this stretch of Columbia and Lombard and 27 were seriously injured (between 2012 and 2016)
- The most frequent crash types were rear-end collisions and collisions during turning movements

Freight overview
- Columbia and Lombard are important routes for freight, serving over 140 businesses and providing access to PDX and regional distribution centers
- Trucks make up 20% of traffic on Columbia and 10% of traffic on Lombard
- Unreliability from non-recurring congestion impacts freight efficiency with high economic costs

Pedestrian and bike overview
- Demand is highest along Lombard St toward the west end of the study area
- There is significant demand to travel across the corridors to access jobs, services, and recreational opportunities
- The pedestrian and bicycle networks are disconnected and uncomfortable

IDENTIFIED NEEDS

Safety needs
- Creating greater separation between travel modes
- Providing more crossing opportunities and signalized intersections
- Managing excessive speeds
- Limiting turn conflicts at unsignalized intersections with side streets and driveways

Freight needs
- Addressing height constraints at I-5 and NE 60th Ave to allow Columbia Blvd to serve as the over-dimensional freight route
- Separating travel modes without impeding freight
- Improving reliability, especially trips to and from PDX
- Finding solutions for unsafe loading and unloading happening in the roadway

Pedestrian and bicyclist needs
- More frequent, higher quality crossings of the corridor
- Sidewalks to close gaps in the pedestrian network
- Low-stress bike facilities that are part of a connected, intuitive network
- Less conflicts and predictability between those walking/biking and other travel modes
The Columbia corridor serves as the spine of one of the state’s key industrial areas, and is critical for freight pick-up and delivery. Reliable, predictable travel times are important to keep this corridor and region economically competitive. However, there are also several key community institutions along the street, like the Oregon Humane Society and NAYA.

The Lombard corridor (designated as U.S. Highway 30 Bypass route) serves as a parallel east-west route between St. Johns and Troutdale. The western end and sections of Killingsworth (Cully-82nd) are residential and/or mixed use with destinations close to the street. The mid-section of the corridor is bounded by residential neighborhoods to the south and the railroad to the north.

General project recommendations
- Improve north-south connectivity, specifically for those walking and biking, to access jobs and recreation opportunities
- Manage speeds and improve reliability using speed cameras and feedback signs, variable message signs, and additional traffic signals
- Fill pedestrian sidewalk and crossing gaps
- Provide low-stress east-west bicycle routes
- Improve predictability

The Columbia and Lombard corridors being studied cover almost 6 miles with a variety of land use and activity contexts.

To address the unique characteristics, the project recommendations have been broken up into six different corridor segments. Additionally, there are stations with recommendations specific to improving conditions for people walking and biking, and for freight movement.

At each station, we want to know if the recommendations address the needs for the corridor and whether anything is missing.
5 FUNDED PROJECTS

There are many projects in the area that have funding and will be built soon. Highlights include:

- A redesigned crossing of Lombard St connecting NE 42nd and NE 47th Avenues
- A redesign of N Lombard St between Woolsey and Delaware Ave
- Resurfacing parts of Columbia Blvd and 33rd Ave
- One new segment of the Columbia Slough Multiuse Trail
- Series of Neighborhood Greenways in Cully Neighborhood
- A reconstructed NE 47th Avenue that includes sidewalks and protected bike lanes
GOAL: Reduce the high rate of serious crashes for people driving, provide comfortable pedestrian and bicycle routes, and ensure freight can move safely and efficiently in this multi-functional area.

Issues:
- Lack of sidewalks on one or both sides of the street - recently identified as priority gaps in the PedPDX Plan
- Bike network gap: there is no high-quality adjacent bike facility
- Lighting on only one side of the street leads to less than optimal visibility for all road users on a fast street
- High speeds resulting in a high number of serious injuries

Improvements:
- Improve safety by closing slip lane and rebuilding signal
- Improve safety and efficiency by modifying intersections and upgrading the signal to direct traffic to Interstate
- Improve freight access by replacing bridge or lowering roadway to improve vertical clearance
- Improve pedestrian safety by adding an enhanced crossing when bus service is added
- Improve safety, efficiency, and transit: prevent red-light running with signal timing changes or red light cameras. Improve bus stop location and amenities. Add turn pockets
- Improve asset condition and safety by resurfacing the road

Projects:
- Improve pedestrian safety and access: by filling sidewalk gaps (N Argyle to N Vancouver Ave), prioritizing the south side of the street
- Improve access for bicyclists: by providing bikeways on adjacent routes
- Improve safety for all modes: by adding lighting on the north side of the street
- Improve safety for drivers: by using access management to reduce head-on and left-turn collisions
- Improve safety for drivers: by concentrating left turns at signalized intersections to reduce sideswipe crashes
- Improve asset condition and safety: by resurfacing the road
COLUMBIA MLK BLVD to NE 60TH AVE

GOAL improve multimodal access to key destinations while maintaining reliable freight service

Gaps in sidewalk network means reduced and safety access for pedestrians

Lack of pedestrian crossing opportunities results in diminished access and safety for pedestrians on the corridor

Lack of north-south connectivity means everyone has to travel far to cross the corridor, which disadvantages people walking and biking and forces all users on just a few crossings, creating potentially dangerous modal conflicts

Lack of transit service (MLK - 21st Ave) means a subset of destinations on the corridor are inaccessible to people who rely on transit

Confusing intersections with odd angles and no signals to clarify things

High rate of dangerous crashes at merge points with many recorded serious/fatal and sideswipe crashes

IMPROVEMENTS

**Improve safety and accessibility** by adding a signal and adding a safe biking and walking route to cross the corridors

**Improve safety** by upgrading signal to modern standards

**Improve pedestrian safety and access** by filling sidewalk gaps, improving the condition of current sidewalks, and providing crossings at 1/4 mile intervals

**Improve pedestrian safety** by adding lighting on the north side of the street

**Improve transit accessibility** by expanding Line 11 service on Columbia as identified by TriMet. Co-locate bus stops and new enhanced crossings throughout corridor to provide consistent crossing spacing

**Improve pedestrian access to NAYA** by adding an elevated crossing over the corridor

**Improve safety** by reconfiguring intersection to compensate for odd angles

**Improve safety for drivers** by concentrating left turns at signalized intersections to reduce sideswipe crashes

IMPROVEMENTS

**Improve pedestrian safety and access** to NAYA by adding an elevated crossing over the corridor

**Improve safety for drivers** by concentrating left turns at signalized intersections to reduce sideswipe crashes

**Improve service** by adding a signal and adding a safe biking and walking route to cross the corridors

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COLUMBIA LOMBARD MOBILITY CORRIDOR PLAN - COMMUNITY MEETING
**LOMBARD NE 11TH AVE to CULLY BLVD**

**GOAL** Reduce serious and fatal crashes resulting from high-speeds and entering/exiting the corridor

**ISSUES**
- High motor vehicle speeds creating the potential for more serious crashes
- Limited sight distance at unsignalized intersections leads to having to make turns on and off of Lombard under risky circumstances
- High rate of head-on and left turn crashes as a result of lack of separation between drivers in opposite directions and high numbers of unsignalized intersections
- Lack of physical protection for bike lanes combined with high-speed traffic makes for an uncomfortable biking experience

**IMPROVEMENTS**
- **CORRIDOR-WIDE**
  - Improve safety by upgrading signal to modern standards
  - Improve safety for all users by adding lighting to meet current guidelines for safe lighting levels
  - Improve safety for drivers by upgrading signal to modern standards
  - Improve safety and wayfinding by reconfiguring 33rd Ave interchange and surrounding intersections
  - Improve safety for bicyclists by adding separation to existing bike lanes to increase the distance between bicyclists and fast-moving traffic. Add green conflict striping through intersections.
  - Improve safety for drivers by concentrating left turns at signalized intersections to reduce sideswipe crashes
  - Improve safety for drivers by using access management to reduce head-on and left-turn collisions
  - Improve safety and asset management by addressing the identified paving needs between MLK and Ne 60th Ave

- **SPOT ISSUES**
  - Improve safety and wayfinding by reconfiguring 42nd Ave ramps and nearby intersections

**COLUMBIA LOMBARD MOBILITY CORRIDOR PLAN - COMMUNITY MEETING**
COLUMBIA NE 60TH AVE to KILLINGSWORTH

**GOAL** Improve bicycle and pedestrian connectivity, pedestrian safety/comfort, and travel time predictability as the road moves through the Cully neighborhood

**Lack of lighting on south end of corridor** creates lower levels of visibility on a high crash corridor

**Lack of sidewalks on south side of corridor**
**Sidewalk gaps on the north side of the corridor**

**Congestion east of NE 60th**
Roadway narrows from two lanes eastbound to one

**Lack of east-west low stress bicycle route**

**Congested intersections**
Offset streets and poor bicycle and pedestrian crossing opportunities

**Improve safety**
by upgrading signal to modern standards (multiple locations)

**(Funded) Improve safety**
by building new signals to clarify and coordinate traffic movements while restriping the street to expand intersection capacity

**Improve freight reliability**
through Intelligent Transportation Systems and restriping street to increase capacity

**Improve driver safety**
by using access management to prevent head-on and left-turn collisions

**Improve driver safety**
by concentrating left turns at signalized intersections

**Improve driver safety**
by improving safety features at signalized intersections

**Improve safety for all**
by adding lighting to meet current guidelines

**Improve safety and access to transit**
by adding enhanced crossings at new bus stops if bus service is added in this segment
**PORTLAND HWY CULLY BLVD to I-205**

**GOAL** Improve pedestrian safety and crossing opportunities while improving safety and predictability for people driving and biking

**ISSUES**
- High motor vehicle speeds creating the potential for more serious crashes
- Traffic congestion in the eastbound direction due to backups on I-205
- Bicycle network gaps many places where there are no bicycle lanes or the existing facilities are substandard
- Traffic congestion approaching the intersection of Killingsworth and Portland Hwy
- Poor road conditions near Killingsworth and 82nd Ave

**IMPROVEMENTS**
- Improve safety for drivers by using access management to reduce head-on and left-turn collisions
- Improve safety for all users by adding lighting to meet current guidelines for safe lighting levels
- Improve safety for bicyclists by improving the comfort and separation from traffic of existing bike lanes
- Improve safety for drivers by concentrating left turns at signalized intersections to reduce sideswipe crashes
- Improve safety and accessibility for all by making all signals in the corridor safer

**CORRIDOR-WIDE**
- Improve safety by constructing new or upgraded signals to manage heavy turning conflicts and pedestrians crossing a wide street
- Improve pavement condition
- Improve bicycle safety by realigning I-205 northbound offramp to address bike lane conflict point
- Improve safety and accessibility by improving the I-205 path connection across Killingsworth
**Issues with current street design**
- Wide street, difficult to cross
- Fast traffic
- Poorly defined parking area

**Option 1**
- **Curb Extensions & Parking**
  - Shorter crossing distance due to curb extensions
  - Better defined parking

**Tradeoffs**
- Conflict remains between left-turning and through vehicles

**Option 2**
- **Access Management and Median Islands**
  - Shorter crossing distance due to median islands
  - Improved safety with left turns focused at signalized intersections

**Tradeoffs**
- Drivers will have to go to signalized intersections to turn left

**Issues with current street design**
- Fast traffic
- History of deadly head-on collisions
- Poor quality bicycle facility

**Option 1**
- **Center Turn Lane**
  - Safer, more comfortable bicycle lanes
  - Safer speeds and left-turning traffic that can get out of through lane

**Tradeoffs**
- Reduction in capacity for driving

**Option 2**
- **Access Management**
  - Safer, more comfortable bicycle lanes
  - Safer to turn and median reduces head-on crash risk

**Tradeoffs**
- Reduced ability to make left turns, parking removed
- Speed managed with more signalized intersections
In addition to making spot improvements, we have the opportunity to rethink how the lanes are organized along Columbia Blvd to help the corridor work safely and more efficiently.
BUILDING THE LADDER
ACCESS TO JOBS AND RECREATION

Providing a connected system of low-stress bikeways and paths to the north and south of the corridors, with high-quality north to south connections between them

**IMPROVEMENTS**

**“LADDER” CONCEPTUAL FRAMEWORK**

- **Improve access and safety** by improving bike lanes on Interstate Ave. and Vancouver Ave. and the connection to the Columbia Slough trail
- **Improve connectivity** by determining a feasible alignment/constructing the Columbia Slough Trail
- **(Funded) Improve connectivity** by building multiuse path on Camfoot Road and bicycle/pedestrian facilities on 47th Ave and 42nd/47th Ave. bridge
- **Improve access** by adding bike facilities on 42nd Ave. from the bridge to NE Killingsworth, and improve conditions on NE Killingsworth
- **Improve access to transit** by adding an overcrossing to Parkrose Transit Center
- **Improve access** to PDX airport and recreation by adding a multiuse path on E22nd Ave
- **Improve access** to jobs and services by adding sidewalks and bike facilities

**ISSUES**

- **Lack of low stress bikeways**
- **Gaps in the pedestrian sidewalk network**
- **Limited north-south connections for those biking and walking**
- **Lack of safe walking and biking routes between neighborhoods and jobs along Columbia Boulevard**

**CORRIDOR-WIDE**

- **Improve connectivity** by adding a multiuse path on Alderwood to connect to the future path on Camfoot Road
- **Improve access** by adding a multiuse path on Alderwood to connect to the future path on Camfoot Road

**“LADDER” CONCEPTUAL FRAMEWORK**

- **Improve access and safety** by providing a high quality walking and biking connection between the Woodawn Neighborhood and the Columbia Slough trail via 11th and 13th Avenue, with a safer crossing of Columbia Blvd, serving Woodawn Elementary and the Oregon Humane Society
- **Improve connectivity** between neighborhoods, the Columbia Slough trail and Marine Drive by adding/improving bike facilities on NE 33rd Ave.
- **Improve connectivity** between neighborhoods to the south to NARA and shorten distance between crossings
- **Improve access to jobs and services** by adding sidewalks and bike facilities
- **Improve access to jobs and services** by adding sidewalks and bike facilities
- **Improve access to transit** by adding an overcrossing to Parkrose Transit Center

**COLUMBIA LOMBARD MOBILITY CORRIDOR PLAN - COMMUNITY MEETING**
14 IMPROVING FREIGHT MOBILITY, RELIABILITY, AND ACCESS

What are Intelligent Transportation Systems?
Intelligent Transportation Systems (ITS) are a suite of cameras, smart signals, sensors, and messaging boards that work together to improve travel time and freight reliability, maximizing the use of the roads we have today. One example of ITS we are exploring on the corridor is called truck signal priority: smart traffic signals detect a truck approaching the intersection and can hold the light green light a few seconds longer to help the truck get through the intersection.

Vertical clearance too low for over-dimensional freight requiring over-dimensional vehicles to use Lombard St to travel through the area

Poor pavement quality on local freight district streets

Congested intersections

Congested stretch of roadway

Issues

Improvements

Remove over-dimensional pinch point by raising UPRR bridge or lowering roadway to provide sufficient vertical clearance

Improve freight district circulation by fixing pavement, curbs, sidewalks, and stormwater systems

Improve traffic flow, efficiency, and wayfinding by adding Variable Message Signs, bluetooth readers, traffic cameras, dilemma zone detection, freight signal priority, transit signal priority, and other improvements

Improve safety and wayfinding by redesigning interchange at NE 33rd Ave

Improve safety and efficiency Add turn pockets to improve traffic flow. Prevent red-light running with signal timing changes or red light cameras.

Improve asset management by repaving Cornfoot Road

Improve reliability, reduce idling, and improve safety by redesigning Columbia Blvd

COLUMBIA LOMBARD MOBILITY CORRIDOR PLAN - COMMUNITY MEETING
PEDESTRIAN NEEDS
SIDEWALK GAPS AND ACCESS TO TRANSIT

PedPDX Pedestrian Master Plan sidewalk gap top priorities

Map legend:
- NEW: Sidewalk infill project
- EXISTING: Sidewalk gap
- Pedestrian crossings
- Signal
- PedPDX priority
- Bus stop

Fill sidewalk gaps and explore opportunities for improved crossings and lighting, specifically near transit stop locations.

There are many places along Columbia and Lombard where sidewalks on one or both sides do not exist. Even where there are sidewalks, they are often in poor or unmaintained condition.

Improve north-south connections across the corridors.

Construct multiuse path along NE 82nd Avenue.

Fill sidewalk gaps at high-priority locations and explore opportunities for improved crossings and lighting.

Sidewalk infill, curb extensions, and pedestrian crossings.

Sidewalk infill project - construction estimated to begin summer 2020.

Build sidewalks on both sides of the street and improve crossings of the highway on-ramps.
COLUMBIA LOMBARD PLAN TIMELINE

- Open house (Today)
  Share initial project concepts with community members and gather feedback on changes and priorities

- Refine project proposals (Spring 2020)
  Make changes based on community feedback

- Prioritize and bundle projects (Spring 2020)
  Package projects together to be competitive to receive funding using community feedback

- Develop draft Columbia Lombard Plan (Summer 2020)
  Including findings from planning effort and project implementation plan

- City Council Plan adoption (Fall 2020)

THE TYPICAL LIFE OF A PROJECT

- Conception of a project - Timeline: 1-2 years
  A need is identified and a project idea is generated to address the need. The current Columbia Lombard Mobility Corridor planning process is working to develop and prioritize these projects and identify potential funding sources.

- Secure funding for project - Timeline: 1-20 years
  Depending on the size, complexity, and cost of a project finding funding can take an uncertain amount of time. Generally, the more expensive the project, the longer finding funding for it takes. Money can come through grants, System Development Charges, gas taxes, and other federal, state and local sources.

- Development and design project - Timeline: 1-2 years
  Depending on the complexity of the project and how developed the project design was before it received funding, this can be a short or more extended phase of the life of a project

- Project construction - Timeline: 1-2 years
  Most projects can be built within 1 to 2 years, depending on their scale and complexity
WHAT SHOULD OUR PRIORITIES BE?

The next phase of the planning process will bundle and prioritize projects, then develop a funding and implementation plan. The projects will be evaluated and prioritized based on how they will improve safety, access, and connectivity, and address the overall goals of advancing equity and reducing carbon emissions. Funding and feasibility, as well as public support, will also be considered as projects are grouped and prioritized.

In general, which corridor-wide issues do you think are most important to address? Please choose three (3).