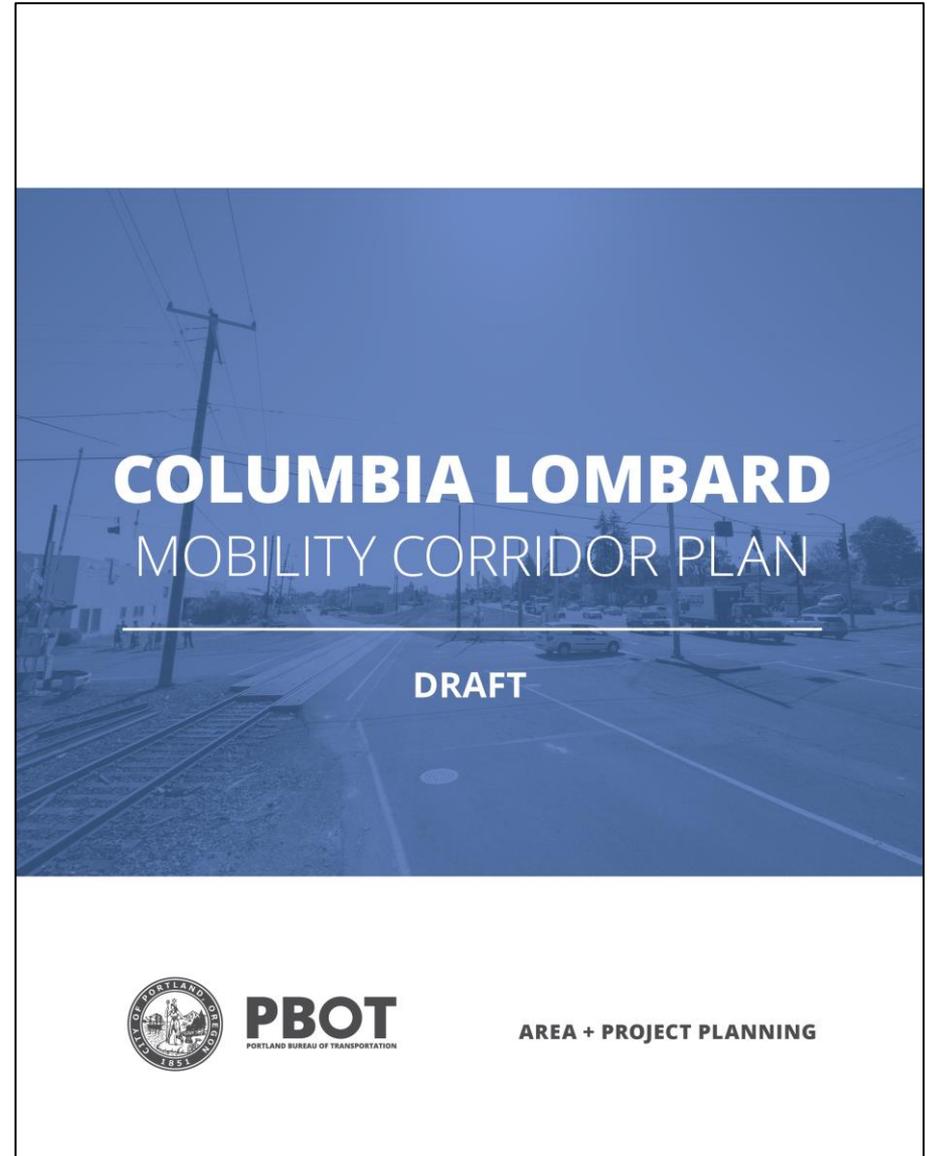




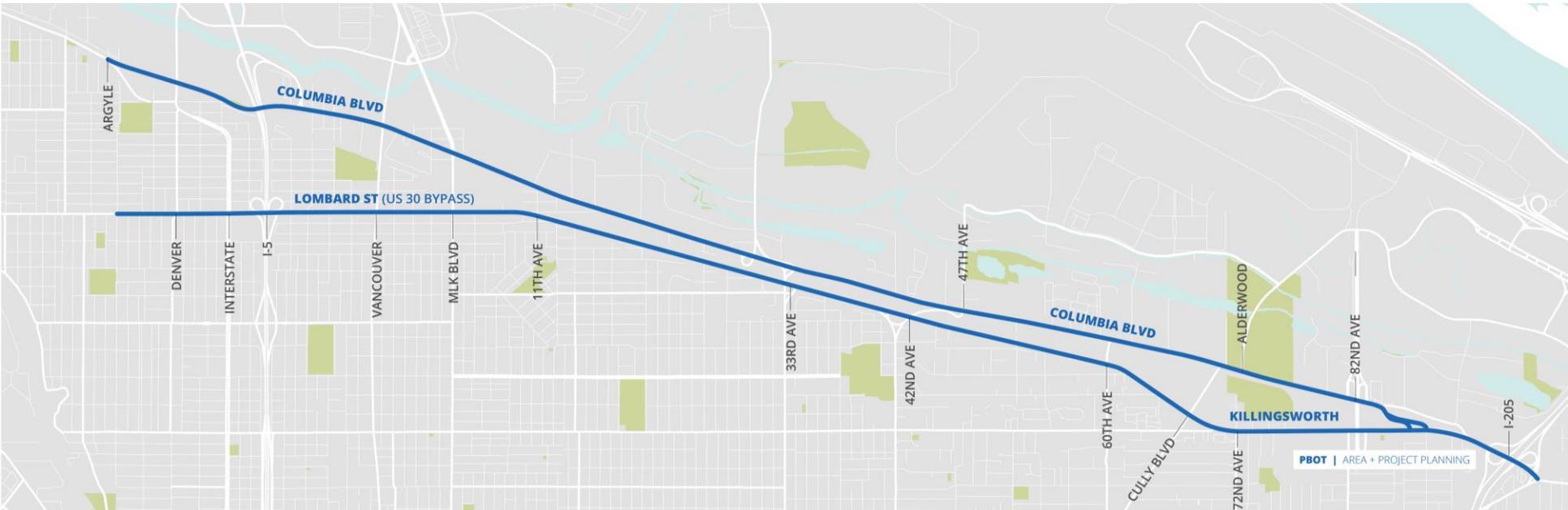
Purpose of Briefing

- Provide an overview of the draft plan, which has been released for public feedback and comment after a two-year planning process
- Inform PSC members of the proposed modifications and additions to the Transportation System Plan
- Request feedback from PSC members

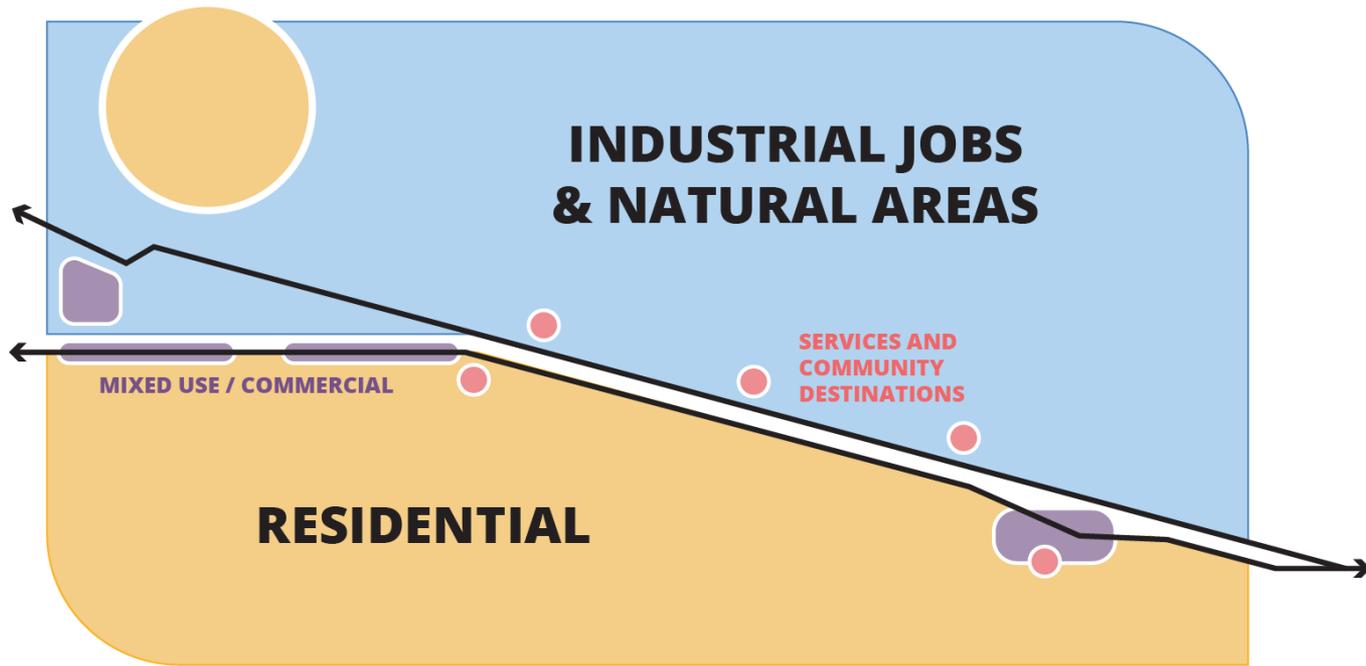


Introduction

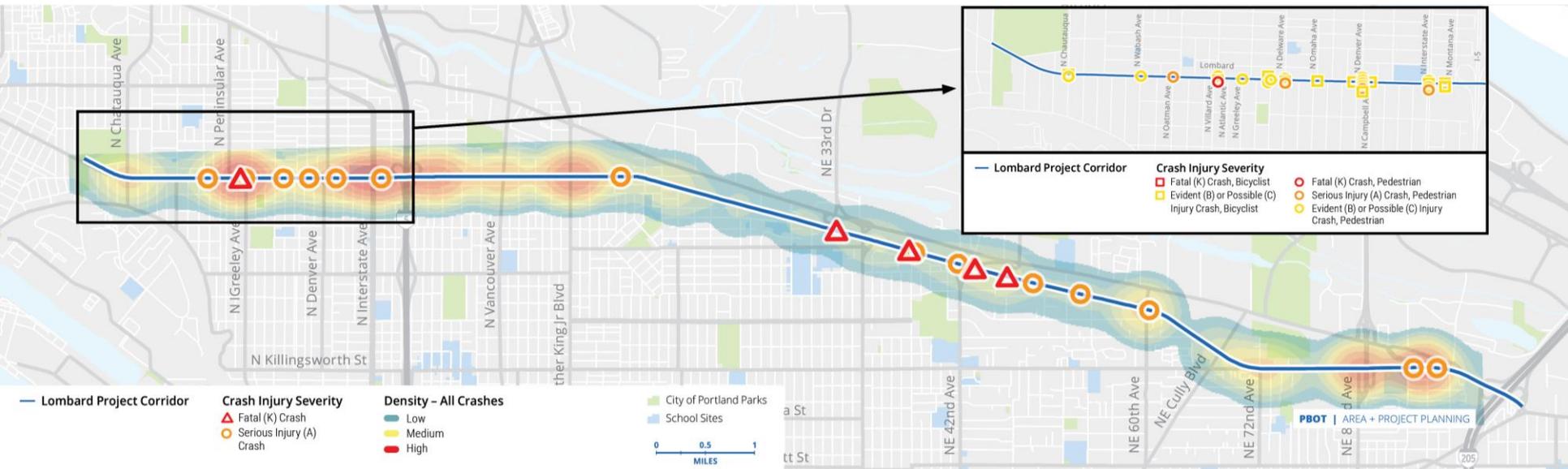
The goal of the Columbia Lombard Mobility Plan is to identify and prioritize projects and strategies that will **improve safety, connectivity, and access for people walking and biking, and improve the reliability of freight movement** along and across the Columbia and Lombard corridors.



Context



Existing Conditions - Safety

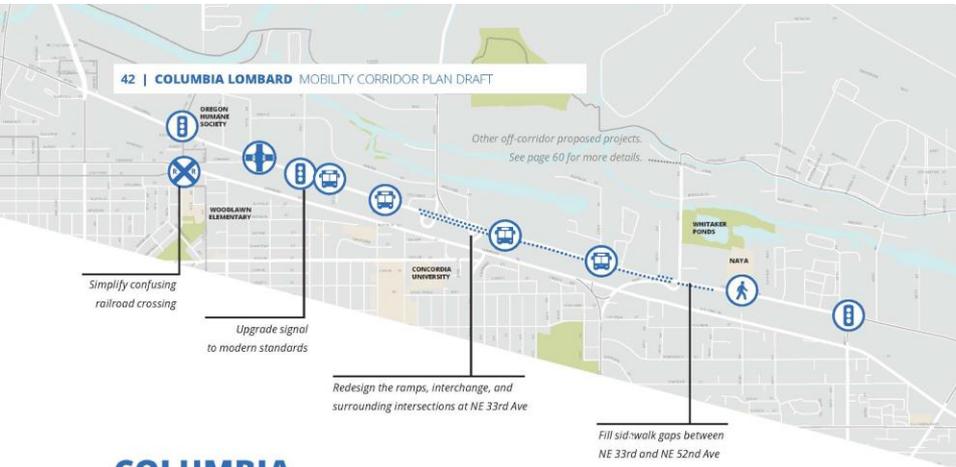


Overview of Recommendations

In general, the plan recommends projects and policies to:

- **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 without significantly impacting traffic operations (requires cooperation with ODOT)
- **Improve access to jobs and recreational opportunities**, specifically 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 corridors

Example of Segment Recommendations



COLUMBIA MLK BLVD to NE 60TH AVE

GOAL FOR SEGMENT

Ensure reliable freight service while improving multi-modal access to community destinations such as the Oregon Humane Society and NAYA. Address significant safety issues, fill sidewalk gaps, and improve crossing opportunities.

RECOMMENDED IMPROVEMENTS

At NE Columbia Boulevard and NE 11th Avenue, a new signal is recommended as well as adding pedestrian/bike facilities on NE 11th. This will provide neighborhood access to the Oregon Humane Society and improve the safety of the intersection. Signal upgrades are also recommended at NE 21st and NE 60th avenues. The sidewalk gaps between NE 33rd and NE 47th avenues should be filled, with better crossings at all transit stops. Transit stops should be evaluated to determine if consolidation is feasible.

At NE 33rd Avenue and NE Columbia Boulevard, there are both immediate and longer-term recommendations (see next page).

Throughout the segment, additional lighting is needed. Improvements to signals and signage are also recommended to optimize traffic flow and better designate the route as a freight priority corridor. To reduce high speeds, automated enforcement and/or speed reader boards should be added.

LEGEND

- Improve intersection geometry
- Add/upgrade signal
- Add/upgrade pedestrian crossing
- Upgrade railroad crossing
- Improve bus stop/ped crossing
- fill sidewalk gaps on one or both sides

SEGMENT-WIDE IMPROVEMENTS

- Make signal and signage improvements between NE 47th and NE 60th avenues to improve traffic flow. Concentrate left turns at signalized intersections.
- Expand transit service on Columbia and co-locate bus stops and new crossings
- Add lighting
- Fill sidewalk gaps and improve condition of existing sidewalks, especially between NE 33rd and NE 52nd avenues

NE 11TH AND COLUMBIA

To provide safe access to the Oregon Humane Society for people walking, biking, and driving, a new signal is recommended. Along with improvements to NE 11th Avenue and the intersection of NE Lombard and NE 11th Avenue, the new signal will provide easier and safer access. It will also allow traffic to use NE 11th Avenue to shift from Columbia to Lombard, rather than using NE 11th Place/Boulevard. The design shown is a concept to be further refined.



NE 33RD AVE NEAR TERM IMPROVEMENTS

In the very near term, signing and striping changes should be made to reduce conflicts, particularly around Holland Court, and improve bicycle safety from NE 33rd Drive to 33rd Avenue. Additionally, more analysis and engineering should determine if access from northbound on NE 33rd Avenue to westbound Columbia Boulevard can be closed with vehicles rerouted to instead use NE Columbia Court, which would become stop-controlled (see concept at the right). For traffic traveling south on NE 33rd, a stop sign would be added for vehicles at Columbia Boulevard and the slip lane modified.



NE 33RD AVE FUTURE IMPROVEMENTS

Though the improvements above improve safety, the NE 33rd structure over Columbia Boulevard* is structurally deficient and in need of replacement. In the future, the new structure should create an at-grade intersection at NE 33rd Avenue and NE Columbia Boulevard. While this project would be expensive and have substantial right-of-way impacts, it would also simplify traffic movements, allow for continuous bicycle/pedestrian facilities, and open up new land for industrial redevelopment.

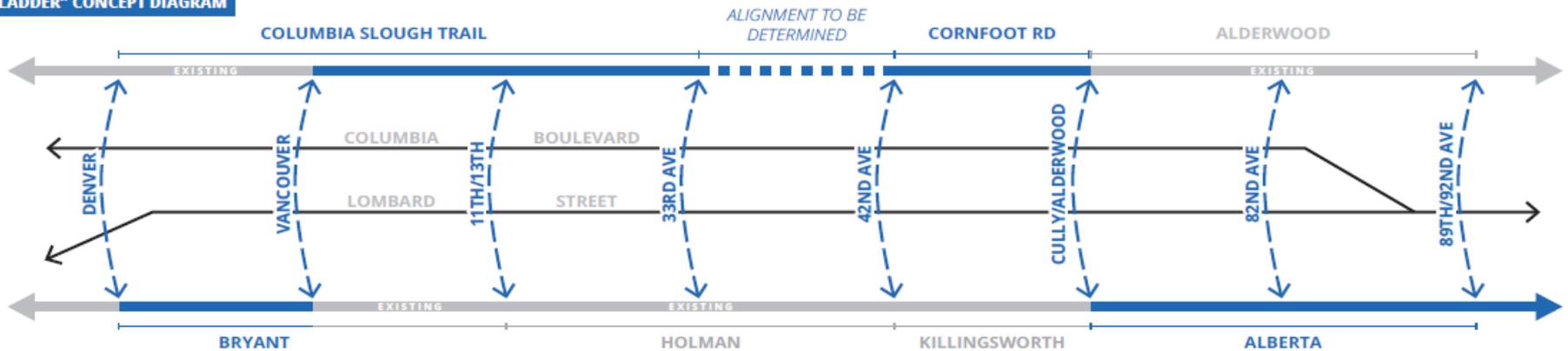


*Part of the structure (over US 30 Bypass) was replaced in 2006.

Summary of Bicycle and Pedestrian Recommendations

- Plan recommends developing a network of north-south connections to the Columbia Slough Trail and new/proposed low-stress neighborhood greenways
- Some recommendations are new facilities, others are improvements to existing facilities
- Recommended priority is advancing implementation of the Columbia Slough Trail and enhancing bicycle/pedestrian/transit access to jobs and recreation

"LADDER" CONCEPT DIAGRAM



COLUMBIA LOMBARD PROJECT LIST

Project name	Project location	Project description	Implementation readiness level <i>Low, Medium, High</i>	Readiness factors	Plan-level cost estimate \$ (<\$3 million), \$\$ (\$3-10 million), \$\$\$ (>\$10 million)
Columbia Corridor Projects					
Columbia Blvd Corridor Lighting Improvements	N/NE Columbia Blvd (Argyle - 82nd)	Add infill street lighting along both sides to meet current standards.	High--Ready for funding opportunities	PBOT has experience with these kinds of lighting projects and has contractors to do the work at a typical cost per mile. Recent funding requests indicate a high likelihood that these projects could be implemented in the coming years.	\$
Columbia Blvd Corridor Safety Improvements	N/NE Columbia Blvd (Argyle - 60th)	Reconfigure skewed intersections to reduce turning speeds, upgrade aging traffic signals, install speed reader boards/automated enforcement and add raised medians or rumble strips where feasible.	High--Ready for funding opportunities	Safety analysis and high-level concept work indicate these are generally feasible and beneficial safety improvements, and could be the basis for state or federal safety funding.	\$\$
Columbia Blvd Access to Transit, Segment 1	N/NE Columbia Blvd (Argyle - 21st)	Fill sidewalk gaps and improve maintenance of existing sidewalks on N/NE Columbia Blvd to improve safety and access to transit for proposed bus line along Columbia Blvd. Provide new bus stops and enhanced crossings to support the new service.	Medium--Needs more project development	TriMet has proposed a new bus line along Columbia Blvd by 2025. Will need to work with TriMet to coordinate in the coming years. May need right-of-way acquisition or dedication in some areas to provide minimum standard sidewalk width.	\$\$
Columbia Blvd Access to Transit, Segment 2	NE Columbia Blvd (21st - 47th)	Fill sidewalk gaps and improve maintenance of existing sidewalks on NE Columbia Blvd from 21st to 47th to improve safety and access to transit, with 33rd to 47th being the highest priority due to higher level of transit service. Consolidate bus stop locations and provide enhanced pedestrian crossings at the remaining stops.	Medium--Needs more project development	Scope is relatively straightforward, but no project development to date. Right-of-way is limited, and utilities and topography can present challenges. Crossing treatments and transit stop changes have not been determined. More work is needed to assess cost and right-of-way needs.	\$\$

Additional Recommendations

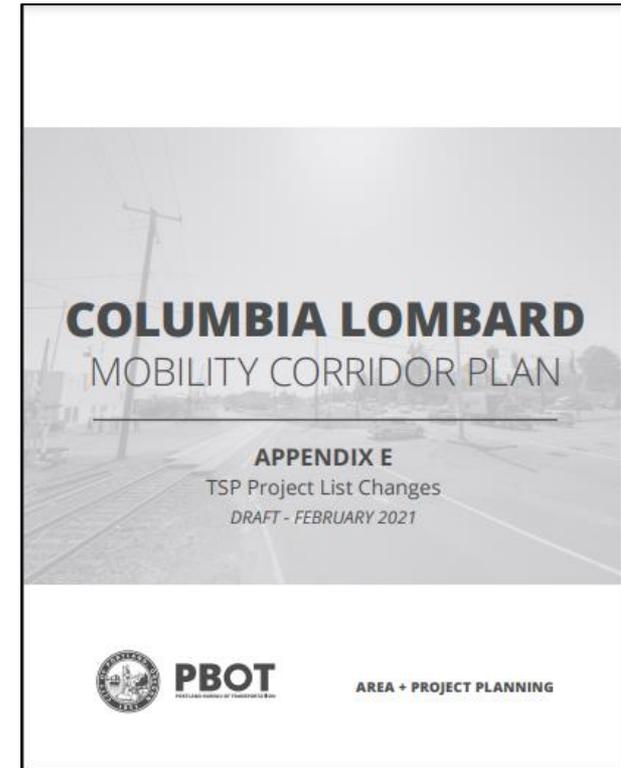
LIST OF ADDITIONAL RECOMMENDATIONS

- 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

Proposed TSP Changes

The plan proposes several changes to the current ***Transportation System Plan***, including:

- **8 modifications to existing TSP projects**
- **17 new projects**
- These changes will be incorporated into the next TSP update. This process is in early stages of scoping with anticipated adoption in the next 18-24 months.



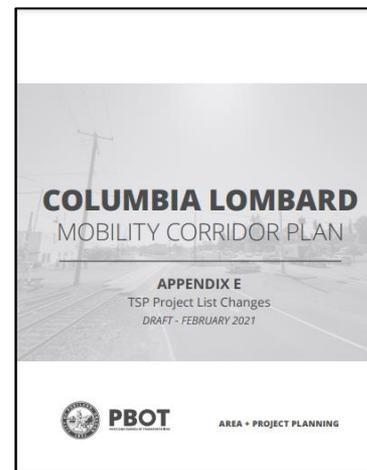
Proposed TSP Changes

The **8 revisions to the TSP** include:

- Minor updates to extents and/or scope to better reflect plan recommendations

The **17 new TSP projects** include:

- **Safety improvements** on Columbia Boulevard (NE Argyle St. – 82nd Ave.) and Lombard Street (11th Ave. – I-205), such as lighting, sidewalk in-fill, crossings, etc.
- **Freight district street improvements** adjacent to Columbia Boulevard
- **Intelligent Transportation System (ITS)** improvements on Lombard Street
- Several **neighborhood greenway** projects
- Bike facility/sidewalk connections across or adjacent to the Columbia and Lombard corridors
- Three new pedestrian/bike structures to aid crossing of I-5, I-205, and Lombard
- Columbia Blvd. over-dimensional freight improvement
- Multi-modal improvements to Cully Blvd., 60th Ave. and entrance to Cully Park
- Multi-modal safety improvements to NE 11th Ave.



Columbia Lombard Mobility Plan - Implementation

CHAPTER 06

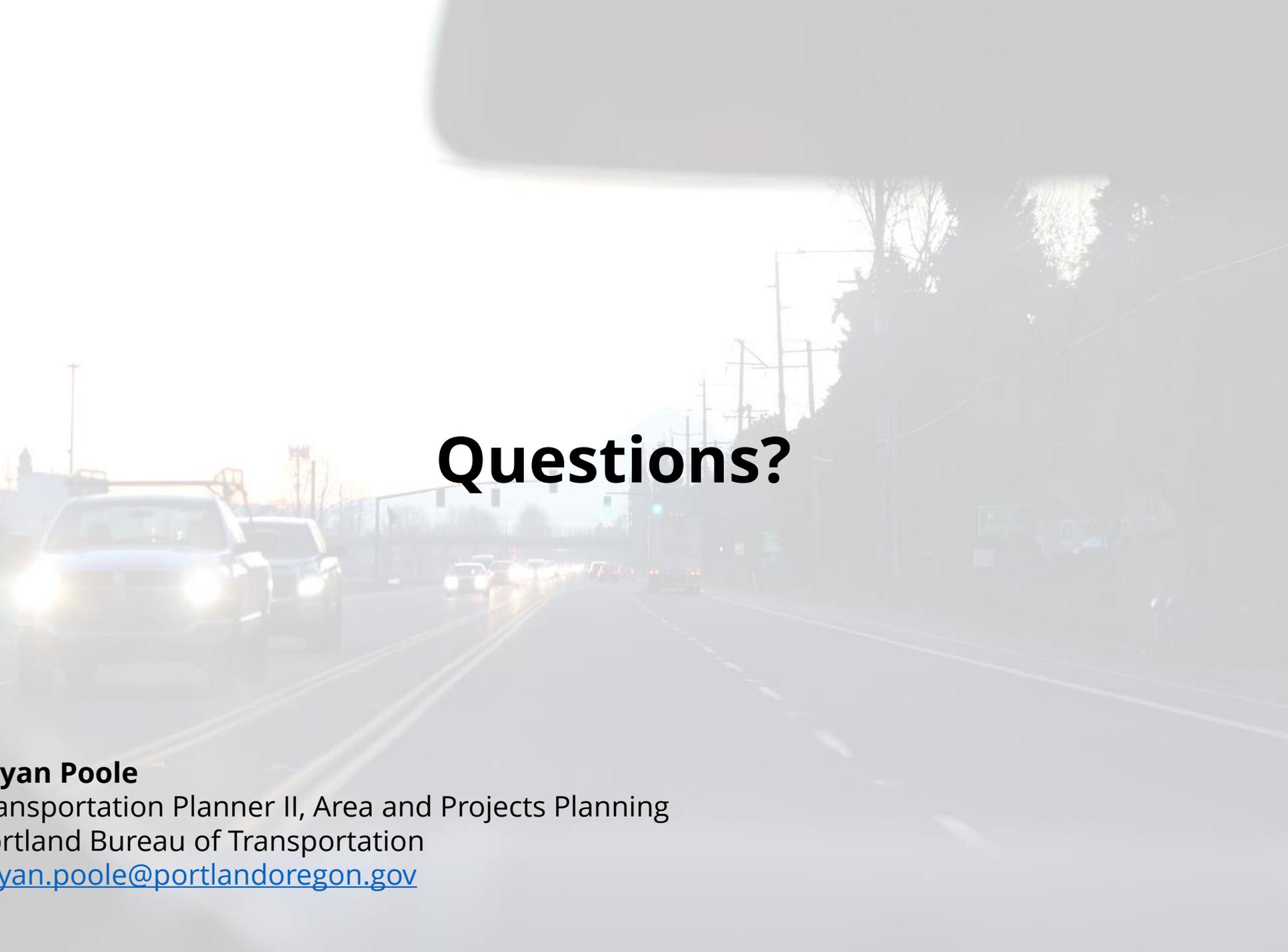
IMPLEMENTATION AND NEXT STEPS

To better focus work plan and manage expectations, projects have been separated into three categories: “high-readiness,” “medium readiness,” or “low readiness”

- Projects in **“high-readiness” category** most likely to be implemented first, as they:
 - **Address a safety need**
 - **Do not need additional project design or refinement**
 - **Can be implemented quickly**
 - **Have clear source of funding**
- Medium-readiness category also address an identified safety need, but might need additional development/refinement or need to find a suitable funding source

Next Steps

- **Plan draft is being advertised with a survey for comments. Comments will be received through April.**
- **A revised draft will be presented to City Council in mid-Summer**



Questions?

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