

From: [Bogue, Emerald](#)
To: [Council Clerk – Testimony](#)
Cc: [Poole, Bryan](#)
Subject: Letter of support - agenda item 587
Date: Saturday, July 17, 2021 10:30:07 PM
Attachments: [Columbia Lombard Mobility Plan support - Port of Portland.pdf](#)

Please find the attached letter of support regarding the Columbia Lombard Mobility Plan. Thank you!

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Emerald Bogue (she/her)
Director, Regional Government & Community Affairs
503.334.6404
emerald.bogue@portofportland.com



July 15, 2021

Portland City Council
1221 SW 4th Avenue
Portland, OR 97202

Dear Mayor Wheeler and Portland City Council,

The purpose of this letter is to convey the Port of Portland's support for the City of Portland's adoption of the Columbia Lombard Mobility Corridor Plan.

The Port of Portland operates large pieces of the region's economic infrastructure – Portland International Airport (PDX), two general aviation airports, several marine terminals, and thousands of acres of employment land. Everything we do relies on the safe and efficient movement of people and goods. Be it via air, highway, road, path, or river – we believe a growing region is best served by accessible, equitably planned options. The Columbia Lombard Mobility Corridor Plan represents meaningful progress to that end for a truly complex part of our city.

Oregon's economy is highly dependent on trade, and the Columbia Corridor is the region's gateway. This means that everything moving in and out of this area – be it to the Rivergate Industrial Park, Terminal 6 or PDX needs to get somewhere on time. This logic also applies to the thousands of workers clocking in (at all hours) at jobs ranging from manufacturing to hospitality to airport concessions. The stakes are high all around – for our economy, for area residents and for families across the region who need their loved ones to arrive home safely from work regardless of how they choose to travel. Implementing the recommendations in the Columbia Lombard Mobility Corridor Plan will make it safer to travel along and across the Columbia and Lombard corridors and ultimately enhance the economic stability of our region.

We particularly appreciate that the plan proposes a short-term modification that will ease congestion on Columbia between NE 60th and 82nd, which will be integrated into the Alderwood/Columbia/Cully intersection project - a key access point to PDX. We also appreciate practical proposals like replacing the current interchange at NE 33rd and Columbia, which doesn't function well by any measure, or the potential to remove an existing barrier for over-height project cargo on Columbia Blvd. just west of I-5. Notably, the plan identifies road and rail improvements near Columbia Blvd. and NE 11th. These improvements will enhance safety for motorists, pedestrians and cyclists and improve reliability for rail traffic using the Kenton line, which is a major rail access route for Rivergate and Port marine terminals. Going forward, we're happy to continue exploring opportunities with the city for a Columbia Slough trail alignment that is compatible with airport operations.

Portland Bureau of Transportation staff led this process remarkably well. Diverse perspectives were represented throughout and objective information was used to guide recommendations. The Port's understanding of current conditions and opportunities for improvement is better for having been part of this process, and we look forward to our continued collaboration.

With gratitude,

Emerald Bogue
Director, Regional Government & Community Affairs

From: [Poole, Bryan](#)
To: [Council Clerk – Testimony](#)
Subject: FW: ODOT letter of support
Date: Monday, July 19, 2021 1:55:18 PM
Attachments: [Letter of Support07192021.docx](#)

Good afternoon,

Please see the attached letter received from the Oregon Department of Transportation on behalf of upcoming Council Agenda Item 587, adoption of the Columbia Lombard Mobility Corridor Plan.

Thanks,

Bryan

.....
Bryan Poole

Transportation Planner II

Area and Projects Planning

Portland Bureau of Transportation

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Portland, OR 97204

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Письмовий і усний переклад | Traducere și interpretariat | Chiaku me Awewen Kapas

Translation and Interpretation: 503-823-5185

From: BOLEN Glen A <Glen.A.BOLEN@odot.state.or.us>

Sent: Monday, July 19, 2021 1:48 PM

To: Poole, Bryan <Bryan.Poole@portlandoregon.gov>; Beth.wemple@hdrinc.com; WINDSHEIMER Rian M <Rian.M.WINDSHEIMER@odot.state.or.us>; RODRIGUEZ-RUIZ Hector <Hector.RODRIGUEZ-

RUIZ@odot.state.or.us>; FORD Chris <Chris.FORD@odot.state.or.us>

Subject: ODOT letter of support



The City's email systems have identified this email as potentially suspicious. Please click responsibly and be cautious if asked to provide sensitive information.

Bryan,

Please see the attached WORD document for a letter of support for the City's upcoming adoption of the Columbia Lombard Improvement Plan from Shelli Romero, ODOT's Area Manager.

It was a pleasure to work with you and your team.

All the best,
Glen

Glen Bolen AICP
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Preferred Pronouns: He/Him/His





Oregon

Kate Brown, Governor

Department of Transportation

Region 1 – Headquarters

123 NW Flanders Street

Portland, OR 97209

Phone: (503) 731-8200

Fax: (503) 731-8259

July 15, 2021

Portland City Council
1221 SW 4th Avenue
Portland, OR 97202

RE: City of Portland's Columbia Lombard Mobility Corridor Plan

Dear Mayor Wheeler and Portland City Council,

I am writing on behalf of the Oregon Department of Transportation (ODOT) to express our support for City Council adoption of the *Columbia Lombard Mobility Corridor Plan*, scheduled to come before Portland City Council on July 21st, 2021.

ODOT staff worked in collaboration with the City of Portland and the consultant HDR Inc. throughout the planning process. The *Columbia Lombard Mobility Corridor Plan* was managed through the Transportation and Growth Management Program (TGM), which is jointly overseen by the Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD). TGM is primarily funded by Federal transportation funds, with additional staff support and funding provided by the State of Oregon.

ODOT staff participated on the plan's advisory committee during the past two years, working with staff from the Portland Bureau of Transportation to help develop the plan's recommendations and implementation strategy. As ODOT maintains Lombard Street/US30 Bypass (from curb to curb), we appreciate the collaborative approach to develop recommendations for this corridor and interchanges. We intend to work with the City's Bureau of Transportation to implement the elements in the plan that pertain to ODOT-maintained facilities. The recommended plan improvements identify specific locations and opportunities to build on the safety improvements currently under construction on Lombard Street between N Fiske Avenue and N Boston Avenue that will reduce the number of vehicle lanes and add bicycle lanes and crossings.

The Columbia Lombard Corridor Plan was a multi-agency effort to conceptualize multi-modal design concepts that prioritize users' safety, mobility, and access for several locations within the study area. The design concepts were based on: community input, potential feasibility, and historical background of the area, and were evaluated by local agency staff, a SAC and TAC comprising transportation experts, community members, and other interest groups. These recommendations improve the safety of NE Lombard Street by better managing speeds, improving walking/biking facilities and adding crossings. It also includes an off-street east-west bicycle and pedestrian route parallel to the Columbia and Lombard corridors providing access to industrial jobs along the Columbia Slough. Implementing the plan can remove conflicts among freight operators, drivers, and active transportation, and through a series of north-south active transportation improvements, connect residential areas to jobs. The Corridor Plan should serve as a reference for future projects that seek to bring equitable mobility access and opportunities to these communities.

ODOT finds that the City of Portland's *Columbia Lombard Mobility Corridor Plan* is consistent with the Oregon Transportation Plan and Statewide Modal and Topic Plans with the following caveats:

Design

As identified in the draft TSP, any project along a State facility will require review and approval by ODOT, and may require Region or State Traffic Engineer approval. Final design of any project on a State facility is subject to ODOT design and operational standards and engineering approval.

Funding

The Statewide Transportation Improvement Project (STIP) is ODOT's capital improvement program and funding mechanism for state and Federally-funded projects. The Oregon Transportation Commission and ODOT develop the STIP in coordination with the Area Commissions on Transportation, with the involvement of a wide range of stakeholders and the public. Historically, revenues have not been sufficient to address all identified needs. It is not possible for ODOT to forecast if or when federal or state funds may become available for projects that are identified in the Columbia Lombard Mobility Corridor Plan. The City and ODOT should continue to work together to identify funding to implement the plan.

Therefore, the City of Portland is advised that ODOT's participation in the development of the Columbia Lombard Mobility Corridor Plan does not constitute a commitment to fund projects on State facilities. Understandably, this caveat does not apply to funds currently allocated to projects in the adopted STIP program.

The recommendations in the Columbia Lombard Mobility Corridor Plan will make it safer to travel along and across the Columbia and Lombard corridors and improve access to jobs and recreation. We appreciate the City of Portland's focus on these important corridors, and request the City adopt the Columbia Lombard Mobility Corridor Plan and recommended projects.

Thank you,



Shelli Romero
Area Manager
Oregon Department of Transportation
123 NW Flanders Street
Portland, OR 97209

cc: Rian Windsheimer, Region 1 Manager
Chris Ford, Policy and Development Manager, ODOT
Glen Bolen, AICP, Principal Planner, ODOT
Héctor Rodríguez Ruiz, Senior Planner, ODOT
Bryan Poole, transportation Planner, PBOT
Beth Wemple, PE, RSP HDR Inc.

From: [peggy.shannon](#)
To: [Council Clerk – Testimony](#)
Subject: Re: Columbia-Lombard Mobility Plan
Date: Tuesday, July 20, 2021 3:40:45 PM

To Whom it May Concern:

I interviewed an employee at the Oregon Decorative Rock company at the intersection of 11th and Columbia and he stated he has heard that there are proposals for 12 feet wide walkways, which would make their business inoperable. They have been there for years on a diminutive wedge of land and feel they could not manage with any less property. They are a well-used valuable resource in our community. He also suggested a traffic light instead of the stop sign at the juncture of Lombard Place and Columbia. He also suggests a pedestrian crossing there, feeling it would be safer for bicyclists and pedestrians, and just the traffic light alone will slow down the traffic and he says the speeders who go greater than 50 mph.

As a frequent user of this facility and that juncture, I agree that a traffic light at Lombard Place and Columbia would be invaluable. Another idea would be to make Lombard Place a one-way street for vehicles to only go East. If this is done, then there could be room for bicycles and pedestrians to go in both directions and for the much-valued decorative rock place to remain. Travelers going East or West on Columbia can use 12th and 13th streets to access buildings on Lombard Place.

Thank you for your consideration in this matter,
Margaret (Peggy) Shannon
7045 N Concord Av
Portland, OR 97217

City Council Meeting - Wednesday, July 21, 2021 9:30 a.m.

Agenda No.	First Name	Last Name	Zip Code
578.1	Dan Handelman	Portland Copwatch	97242
578.2	Betsy	Toll	97206
578.3	Marc	Poris	97212