Columbia Lombard Mobility Plan

**Context:** Planning-level project intended to evaluate previously planned projects, identify other needs and issues, and develop prioritized list of projects for future funding consideration and incorporation into City’s Transportation System Plan (TSP).
Columbia Lombard Mobility Plan

**Project Objective:**
Develop a plan to address safety, mobility, and access for freight, active transportation, and public transit both along the Lombard and Columbia corridors (east/west) and across them (north/south).

**Planning Timeline**

- **Needs Analysis:** Summer 2019
- **Project Identification and Evaluation:** Fall/Winter 2019/2020
- **Prioritization and Recommendations:** Summer/Fall 2020
- **Final Plan**
Why is This Project Needed?

- Aging infrastructure
- Gaps, deficiencies, and lack of clarity in the multimodal network
- Growing traffic congestion and freight movement
- Major safety issues

N Lombard St at on-ramp to I-5

NE Columbia Blvd. at NE 33rd Ave.

NE Russet St between NE Lombard St/NE Columbia Blvd
What We’ve Heard So Far

- May/June 2019 Survey: ~750 survey respondents, 1,500+ comments on online map
- General themes: need for safety, improved conditions for those travelling by bicycle, foot, or transit, and more clarity/separation of travel modes
- Most comments: NE 11th and Lombard/Columbia, NE 33rd Dr./Ave. Overcrossing, and N. Lombard St (between N. Interstate Ave to I-5)
Other Analyses

- **“Existing Conditions”** report: identified issues, previous plans and policies, area context and unique characteristics

- **“Safety Analysis”** explored crash trends, risk factors, and possible countermeasures

- **“Mobility and Access Needs Analysis”** identified needs and network gaps for different modes

- **“Rail Crossing Analysis”** analyzed crossings at 11th/Lombard and Cully Blvd.
From “Existing Conditions” Report: Employee Commutes

WHERE CORRIDOR EMPLOYEES ARE COMMUTING FROM

On average, people employed in this area commute much farther than the average person employed in Portland.

55%
of employees travel less than 10 miles
Citywide, 79% of employees travel less than 10 miles

31%
travel between 10 and 24 miles
Citywide, 15% of employees travel between 10 & 24 miles

Auto trip lengths for those who travel on Columbia or Lombard in the project area

<table>
<thead>
<tr>
<th>Trip origin</th>
<th>Average trip length (mile)</th>
<th>Average trip length on corridor (mile)</th>
</tr>
</thead>
<tbody>
<tr>
<td>All origins</td>
<td>10.3</td>
<td>2.3</td>
</tr>
<tr>
<td>From NE Portland</td>
<td>9.4</td>
<td>1.9</td>
</tr>
<tr>
<td>From Portland</td>
<td>10.3</td>
<td>2.3</td>
</tr>
<tr>
<td>From outside Portland</td>
<td>16.2</td>
<td>2.5</td>
</tr>
</tbody>
</table>
Safety Analysis – Columbia Crash History (2012-2016)

- 4 fatal and 12 serious injury crashes
  - All fatal crashes involved both impaired drivers and speeding

- 13 pedestrian and bicyclist crashes
  - 6 crashes east of 82nd Ave

- Half of all crashes occurred at intersections
  - All fatal and two-thirds of the serious injury crashes occurred along segments

- In 2019 a person was killed at the 6400 block of NE Columbia when they got out of their truck to close a driveway gate
Safety Analysis – Lombard Crash History (2012-2016)

- 6 fatal and 15 serious injury crashes

- 48 pedestrian and bicyclist crashes
  - 2 fatalities + 5 serious injury crashes
  - 83% occurred west of MLK Blvd

- Half of all crashes occurred at intersections

- 4 additional fatalities in 2019 that killed a person walking, a person on a bicycle and two people in cars
*Composite analysis of demand based on density of residents, employment, recreational opportunities, schools, retail/services, and transit.
From Mobility/Needs Analysis: Bicycle Connectivity “Islands”
Projects have been categorized to address these needs:

- Freight Access and Mobility
- Safety
- Bicycle Access to Jobs/ Recreation
- Pedestrian Improvements/ Access to Transit
COLUMBIA LOMBARD MOBILITY PLAN:
Proposed Safety Projects

1. Consider access management, concentrate left turns at signalized intersections, improve safety of existing signals. Add sidewalks and lighting.

2. Consider access management to prevent head-on and left-turn collisions. Concentrate left turns at signalized intersections. Add lighting. Consolidate bus stops and provide enhanced crossings. Fill sidewalk gaps.

3. Consider access management and concentrate left turns at signalized intersections. Improve safety and comfort of existing bike lanes, especially at major intersections and ramps.

4. Address high fatality rate at on/off ramps at NE 32/33rd Ave and NE 42nd Ave. Consider access management, improve geometry of angled intersections. Concentrate left turns at signalized intersections and consider additional signals. Add lighting. Improve safety and comfort of existing bike lanes. Add sidewalks at high-priority locations.

5. Address high rate of bicycle and pedestrian crashes. Explore feasibility of bicycle lanes, improve at-grade crossings of I-5 on-ramps. Upgrade signal and design of Denver. Add additional signals and/or enhanced pedestrian crossings.

6. Enhance/add pedestrian crossings. Provide curb extensions, pedestrian islands, or transit islands at crossings to shorten crossing distance, improve bicycle safety and comfort, and improve transit operations and stop quality. Add lighting.

LEGEND
- Project Corridor
- Fatality (2013-2016)
- Area with concentration of bike and pedestrian injuries
- Density of all crashes (2012-2016)
COLUMBIA LOMBARD MOBILITY PLAN:
Proposed Bicycle Projects/N-S Connections

LEGEND
- Proposed Corridor Project
- Existing or Funded Bicycle Facility/Path
- Island of Low-Stress Bicycle Access

Add/improve north-south connections across Lombard and Columbia and to the Columbia Slough Trail.

East-west neighborhood greenway route with overcrossing of I-5. Preferred alignment to be determined.

East-west connection for Columbia Slough Trail. Preferred alignment to be determined.

Improve safety and comfort of existing bike lanes and I-205 path connection, and improve connections to other bike facilities.

Add/improve north-south connections to jobs and services.

Improve bicycle/pedestrian connections to Parkrose Transit Center.
**COLUMBIA LOMBARD MOBILITY PLAN:**

Proposed Sidewalk Projects

- Build sidewalks on both sides of the street and improve crossings of the highway on-ramps.
- Fill sidewalk gaps and explore opportunities for improved crossings and lighting, specifically near transit stop locations.
- Fill sidewalk gaps at high-priority locations and explore opportunities for improved crossings and lighting.
- Sidewalk infill, curb extensions and pedestrian crossings.
- Improve north-south connections across the corridors.
- Construct multiuse path along NE 82nd Avenue.
- Sidewalk infill project - construction estimated to begin summer 2020.

**LEGEND**

PedPDX Prioritized Sidewalk Gap Tiers

- Tier 1
- Tier 2
- Tier 3
Columbia Lombard
Draft project list

Corridor wide measure: Project 5 Intelligent Transportation Systems improvements - which could include signal upgrades, Variable Messaging Signs and the like - will be applied to both corridor streets.
Next Steps

• Projects continue to be developed, refined and grouped

• Proposed projects will be share at Open House (planned for March 12th) and online

• Public feedback will aide development of project packages and implementation/ funding strategy

• Visit the project website to learn more and stay informed
Questions?

[Link to website]

www.portlandoregon.gov/transportation/columbia/lombard