



Oregon

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ODOT Lombard Multimodal Safety Project Frequently Asked Questions (FAQ)

Q: When will this project start?

A: The project is currently in the design phase. Some preconstruction activities are necessary to inform the project, including geotechnical drilling which was completed on Friday, March 1, 2019. Following the design phase, construction will take place in 2021-2022.

Q: Why was this project chosen as a priority?

A: This project is a multi-modal safety project. ODOT prioritizes safety funds based on crash data where the number and severity of crashes are taken into account. Lombard is a high crash corridor. On average, a crash happens in this corridor every 11 days and over 50% of these crashes result in an injury.

Q: What studies were done and where can I find more information about safety?

A: ODOT is currently underway with a safety and traffic analysis that will be made available to the public later in the Spring of 2019. Additionally, a group of Portland State University graduate students conducted a [Lombard ReImagined](#) study that considered both safety and livability. ODOT collects Safety Priority Index Systems (SPIS) data that provides the number and severity of crashes which is used to inform safety funding priorities.

Q: Will this project help the flow of traffic?

A: The project's purpose is safety, not the flow of traffic. ODOT, as part of this project will add a center turn lane to provide more consistent traffic flow and less stop-and-go operations on the corridor. The center turn lane allows for dedicated left turn phases at traffic signals, which provide for safer left-turning movements. Studies show that adding a center turn lane typically reduces crashes by up to 29%. A three-lane cross section facilitates a safer crossing for bicyclists, pedestrians, and transit users. It also reduces the risk of a crash for drivers turning left on and off Lombard. While the traffic volumes on North Lombard meet the recommended thresholds for converting from a four-lane to a three-lane cross section, ODOT is conducting a detailed traffic analysis as part of this project to ensure that traffic continues to flow smoothly through the project area.

Q: Will the speed limit be changing?

A: The posted speed limit will stay the same. However, at locations where new pedestrian flashing beacons are installed, vehicles will come to a stop to allow for pedestrians to cross Lombard. This may result in a reduction of vehicular speed in certain locations.

What is the purpose of the pedestrian studies?

A: Pedestrian studies are required to determine and justify the most appropriate pedestrian crossing treatment at a given location. The study considers the number of pedestrians crossing the road, the number of vehicles, the speed of vehicles, and the roadway cross section.

How will crosswalks be changed or impacted?

A: All crosswalks on North Lombard from North Newman to North Wilbur will benefit from new compliant ADA ramps. A new enhanced pedestrian flashing beacon will be installed at North Drummond pending the outcome of the pedestrian study. Pedestrian studies are also underway at North Newman and North Washburne. Pending the outcome of those studies, there may be additional pedestrian enhancements at those intersections. The project will rebuild five full signals, which all include new pedestrian countdown timers. Additionally, the crossing at North Woolsey will benefit from new larger and more visible signal heads.

Q: Will there be any impacts to my business or residence?

A: Impacts will be to area residents and business operators along North Lombard and some impacts to those on the side streets. These impacts include noise during construction, parking removal along North Lombard, modifications to driveways, and potential delays due to construction. Temporary pedestrian access routes will be implemented so that there is access during construction for pedestrians, bicyclists and transit uses. ODOT already contacted property owners and business operators where driveway modifications are being considered.

Q: Will any alleys be impacted?

A: The alley entrances along North Lombard will remain open, and will be reconstructed to provide a smoother, ADA compliant path across them. Because these alleys are narrow, access from North Lombard will likely be blocked for short durations during construction, specifically while the new entrance is being built and the concrete is curing.

Q: How will pedestrian access be managed during construction?

A: ODOT's Temporary Pedestrian Accessible Route Plan (TPAR) will be in place to help pedestrians and sidewalk users navigate through the construction zone safely and with well-marked signs and routes for any necessary detours. Temporary Access Routes for Pedestrians (TPAR) are required of all ODOT projects. As the project advances in design, more specific information about the TPAR for this project will be available.

Q: What are the benefits that bicyclists can expect as part of this project?

A: This is a multimodal safety project. All transportation modes will realize safety benefits, including bicyclists. The project will provide bicyclists with a seven-foot bike lane, which includes a one-foot buffer area. A buffered (painted) bike lane provides a safe place to ride on Lombard in this section, where none exist today. These new bicycle lanes on North Lombard will connect with the [Portland bicycle network](#).

Q: How will parking be changed or impacted?

A: Parking will be removed from the north side of Lombard Street. There is currently no parking allowed on the south side of North Lombard. Any parking along North Lombard is within the existing ODOT right-of-way and may be repurposed for a transportation and/or safety need.

Q: What will the traffic impacts be during construction?

A: There will be temporary traffic impacts during construction from 2021-2022. More information on the anticipated schedule and impacts will be available before construction starts.

Q: How will illegal parking be enforced if vehicles park in the bicycle lane?

A: Parking along North Lombard is managed by the City of Portland. Illegally parked vehicles may be ticketed or towed. To report a potential parking violation, call the City of Portland's Parking Enforcement Hotline at 503-823-5195.

Q: What will the impacts of parking removal be, and how has this been studied? Are there any plans for mitigation?

A: The impacts of parking removal will result in vehicles needing to identify alternative locations to park. Parking is being removed to implement multimodal safety improvements on this corridor. ODOT conducted a parking availability

and parking utilization study that showed existing on-street parking was underutilized, and most businesses have parking alternatives.

Q: How can I make my voice heard and engage in this project and how will public input inform the process and design of this project?

The project team invites the public to comment on the design, which will help inform the outcome of the project. Stakeholders are invited to attend an in-person open house on Wednesday, March 13, 2019 from 6-8 pm at the New Columbia Community Education Center at 4605 North Trenton St in Portland. Simultaneously, the open house information will be available through an online open house on the project website at bit.ly/LombardSafetyProject. A second in-person and online open house to provide a project update will be held in spring of 2020, and a third in-person and online open house to provide information on construction impacts will be held in winter 2021. You may also contact Ellen Sweeney, ODOT Community Affairs at 503-731-8230 or ellen.sweeney@odot.state.or.us with any comments or questions.