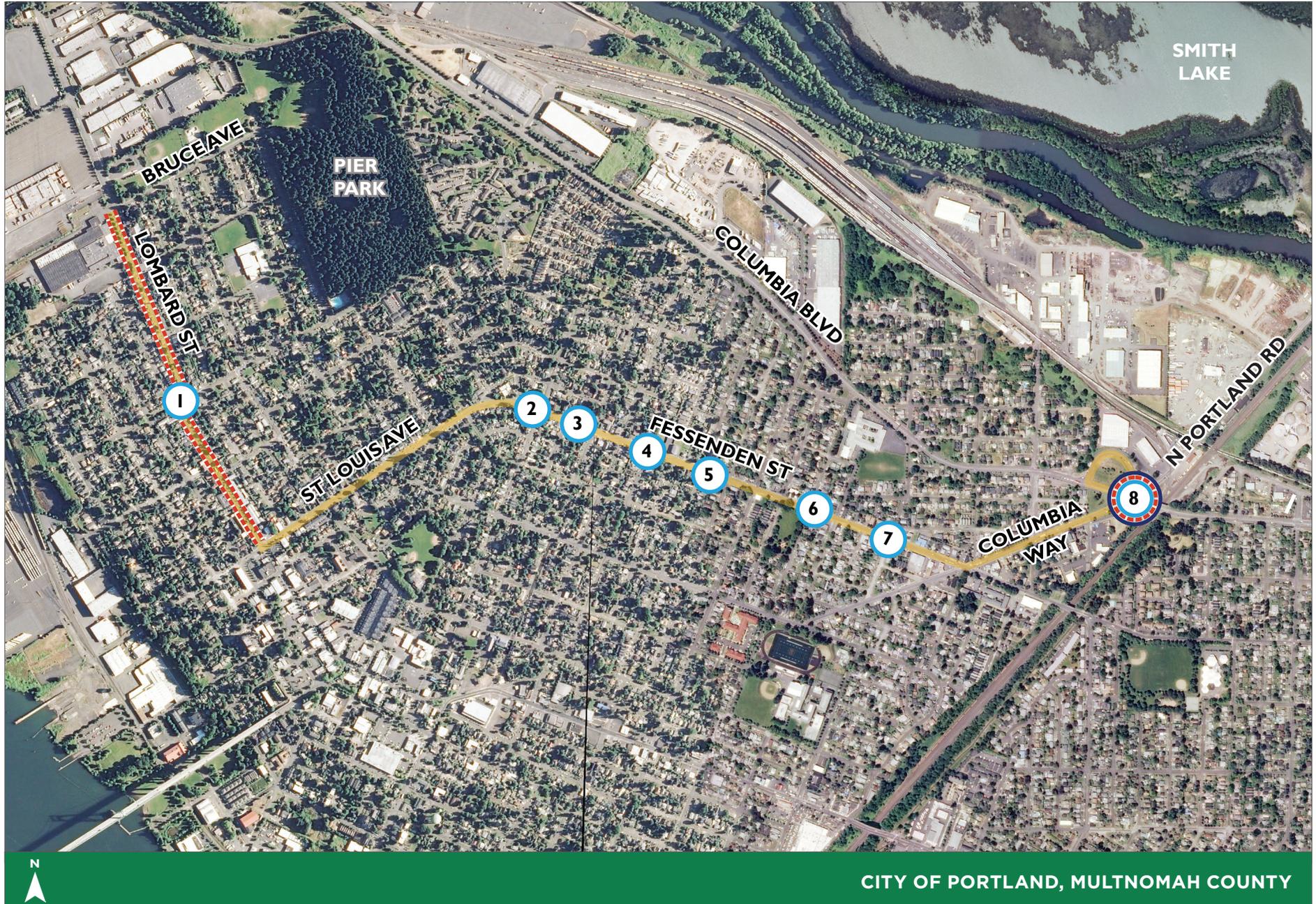




ST. JOHNS TRUCK STRATEGY PHASE II

NON-HIGHWAY FREIGHT CONNECTIONS



ST. JOHNS TRUCK STRATEGY PHASE II
CITY OF PORTLAND - MULTNOMAH COUNTY

PROJECT COST	
Enhance Funding	\$3,002,357
Local Funding	\$343,633
Estimated Cost	\$3,345,990



LEGEND	
	Project Area
	Enhanced Pedestrian Crossing
	Sidewalk
	Signal Upgrade

SPONSOR
City of Portland
Mark Lear
1120 SW 4th Avenue
Portland, OR 97204

PROJECT DESCRIPTION

Design and construct roadway safety improvements to N Lombard and N Fessenden/St Louis corridors and N Portland Rd/Columbia Blvd

PURPOSE AND NEED

The St Louis/Fessenden corridor carries high volumes of through traffic which impacts the surrounding neighborhoods. Traffic volumes range from 9,000-15,000 Annual Daily Traffic. The high truck volumes are due to a significant time advantage as a cut-through route. Speeds also are high due to the wide roadway width which creates pedestrian crossing safety concerns. Other safety issues include the lack of improved crossing locations and poor sight distances. Lombard has inadequate travel lane widths.

PROPOSED SOLUTIONS

(1) N LOMBARD STREET: ST LOUIS AVENUE TO BRUCE AVENUE

- Re-align 5-legged intersection and smooth reverse curve
- Curb extension at Catlin St
- Signal at Reno with loop detectors
- New striping, signs, and breakaway posts
- Construct missing sidewalk segments

(2 -7) N FESSENDEN/ST LOUIS CORRIDOR

- 2 speed reader boards, 4 rapid flash beacons, and a pedestrian hybrid beacon
- 8 curb extensions and 7 median islands
- Restripe travel and parking lanes

(8) N PORTLAND ROAD / N COLUMBIA WAY INTERSECTION

- Construct median island and missing sidewalk segments
- Rebuild sections of asphalt
- New traffic signal

ANTICIPATED BENEFITS

- Improve mobility for multiple modes of transportation through a balanced system-wide approach that addresses the needs for efficient freight movement while also protecting and enhancing neighborhood livability and access
- Improve freight mobility on Lombard by removing on-street parking on one side, widening travel lane widths to 12-foot City standards for a Priority Truck Street, and reconfiguring traffic lane widths by striping bike lanes and on-street parking (north of Reno)
- Improve local access and connectivity along the Fessenden/St. Louis corridor
- Improve multimodal access by improving traffic flow for goods movements between major employment centers