
Transportation Districts Policies

Policy 6.34 North Transportation District

Reinforce neighborhood livability and commercial activity by planning and investing in a multimodal transportation network, relieving traffic congestion through measures that reduce transportation demand, and routing non-local and industrial traffic along the edges of the residential areas.

Objectives:

- A. Improve truck and freight movement in North Portland through changes to the street system, street classifications, and signing to enhance the economic vitality of the area and minimize impacts on residential, commercial, and recreational areas.
- B. Support efficient functioning of the N Marine Drive/ N Lombard (west of N Philadelphia)/N Columbia Boulevard loop as the truck and commuter access to the Rivergate industrial area and adjacent industrial areas.
- C. Direct industrial traffic onto N Columbia Boulevard, while allowing limited access from residential neighborhoods and mitigating for unacceptable traffic impacts.
- D. Re-evaluate the need for a truck designation on N Argyle when improvements to the I-5/Columbia interchange are constructed or other improvements are made that make the N Argyle/Interstate truck connection redundant.

Explanation: There is a desire by the community to reduce truck traffic through Kenton to support pedestrian activity and connections to light rail. The Portland Office of Transportation will evaluate the Argyle and Interstate intersection in conjunction with the Columbia/I-5 improvements to improve the pedestrian environment.

- E. Work with the Federal Highway Commission and ODOT to remove the US 30 Bypass designation from Philadelphia and Lombard, west of Martin Luther King, Jr. Boulevard, and relocate it to more appropriate streets to minimize impacts on the St Johns town center and the Lombard main street.
- F. Support improvements to transit service that will link North Portland to areas outside the downtown, especially to the Rose Quarter transit center and industrial areas within and outside the district.
- G. Encourage transit coverage and frequency improvements, as well as bus stop improvements, within the district and within commercial and employment centers, including Portland International Raceway, Swan Island, and Rivergate.
- H. Develop light rail transit on North Interstate and to the Exposition Center; place stations at major arterials where good feeder bus service can be provided; capitalize on redevelopment opportunities that support light rail; and mitigate potential negative impacts of diversion of automobile traffic onto nearby Neighborhood Collectors and Local Service Traffic Streets.

- I. Preserve the planned functions of Willamette Boulevard by evaluating and implementing transportation measures along N Lombard east of N St. Louis to improve Lombard's function as a District Collector and main street.
- J. Improve pedestrian and bicycle access within the St. Johns town center and from nearby destinations, including Pier Park, the Columbia Slough, and Smith and Bybee Lakes.
- K. Develop additional east/west and north/south bicycle routes to serve commuter and recreational bicyclists and provide connections to Northeast Portland bikeways.
- L. Complete the sidewalk system in North Portland, including enhanced pedestrian crossings on streets with high volumes of vehicle traffic.
- M. Consider extension of the Willamette Greenway Trail south from its current designation that ends at Edgewater and connecting to the trail on Swan Island, following the outcome of a feasibility study.
- N. Explore opportunities for additional street connections over the railroad cut and between the Willamette River and nearby residential areas.
- O. Improve parking management within the St. Johns town center and at Portland International Raceway.















