

# PBOT

PORTLAND BUREAU OF TRANSPORTATION

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**Steve Novick** Commissioner **Leah Treat** Director

## FREQUENTLY ASKED QUESTIONS N. LOMBARD / ST. JOHNS REDEVELOPMENT

**1. I've heard that many residents in St. Johns opposed the current development project. Can you tell me how this project got started and approved?**

Over ten years ago, the St. Johns community formalized a plan to help create an even more vibrant St. Johns Town Center by making significant improvements to N. Lombard Street.

The St. Johns/Lombard Plan (<https://www.portlandoregon.gov/transportation/article/520827>), as it was officially called, focused on future land-use and transportation-related issues for the neighborhood and was adopted by the Portland City Council in 2004.

In 2016, the Portland City Council approved the final step needed to allow the N. Lombard Plan to be activated; the street vacation permanently closing the slip-lane between Charleston Ave and Richmond Ave and allowing for the creation of a public plaza.

**2. There was a stop work order issued for this project. However, I understand the order has been lifted – meaning construction can start up again. Why haven't I seen any activity at the construction site? Why such a long delay?**

The Oregon Department of Transportation (ODOT) initially issued a temporary stop work order to address safety concerns related to the design, construction and traffic control of the project because of the proximity to US-30 Bypass (N. Lombard Street). The stop work order was lifted a few weeks later. As a result of the stop work order, the developer lost construction crews to other time-constrained projects. That being said, the developer remains committed to re-assembling the crew needed to continue work on this project.

One point of clarification: The stop work order doesn't mean there has been no activity at the construction site. Nor does it mean the project has been canceled.

**3. What specific safety concerns did ODOT have related to this project that resulted in ODOT issuing the temporary stop work order?**

ODOT reviewed project plans showing a design with proposed deep excavation (as part of the design of a basement) adjacent to the state highway on N. Lombard (US-30BY). ODOT requested a geotechnical plan set to be submitted as part of the civil design plan package because of the how

close the deep excavation area would be to the state highway. ODOT also had safety concerns related to the traffic control plans including where the traffic barrier adjacent to the state highway would be placed and accommodations of a safe pedestrian route north of N. Lombard (US-30BY). ODOT also requested a surveyed staging and traffic control plan be submitted as part of the package.

**4. Given the recent construction delays, what is the new or updated completion date for this project?**

The developer has indicated that the current construction timeline includes an 18-20 month construction window. Notwithstanding the recent stop work order, and respecting that information is subject to change with little or no notification, the developer has indicated their project should be completed by September 2017.

**5. Who can I contact to share my concerns about this project?**

The N. Lombard project was conceived in partnership with St. Johns community partners beginning in 2004. Following approval of the design plans for the area, by Portland City Council in 2016, responsibility for how the project is managed falls with the general contractor, R&H Construction. Please contact the site number directly at 971.255.4592. R&H is in constant contact with the Neighborhood Association so feel free to route your concerns through SJNA as well.

However, if you have traffic safety or operational concerns along any of the City streets (see map) please email [SAFE@portlandoregon.gov](mailto:SAFE@portlandoregon.gov) or call 503.823.7233:

**6. I am confused about who is responsible for overseeing the details of this project; from permitting to traffic control plans to noise violations. Is it ODOT, PBOT – or another bureau within the City?**

There are many agencies involved with different elements of this project. For reference, please note the following:

- On-site building activity, including the actual construction of the building on private property, is regulated, permitted, and inspected by the City of Portland Bureau of Development Services (BDS).
- PBOT oversees the public improvements including the new street improvement and signal improvement. PBOT also oversees the required traffic control plan during construction.
- ODOT is involved in the review of the signal timing and any activity, including sign placement and construction alongside US-30BY, which fronts the east side of the project.

- 7. I live and work in the area but never hear from anyone (the developer, the City or other government entity) about progress made or planned delays. Can you tell me who in St. Johns is receiving regular updates – and why can't you provide regular updates neighborhood-wide?**

PBOT strongly recommends that constituents share their concerns about the N. Lombard construction project directly with the St. Johns Neighborhood Association (SJNA). PBOT has been sharing information and coordinating efforts with the SJNA since the project's inception and will continue to work with SJNA to address concerns.

Additionally, constituents are free to contact R&H Construction directly to share any relevant concerns about construction timelines, delays or progress by calling 971.255.4592.

- 8. Pedestrians, cyclists, and motorists are all being impacted by construction. Given the City's new guidelines seeking to limit the closure of sidewalks and bike lanes during construction, why is this construction site allowed to close our much needed travel routes?**

PBOT completed a Transportation Management Plan (TMP) for the N. Lombard project and in particular worked with SJNA, ODOT and the developer to identify and implement the most practical solutions for managing traffic in and around the active work site.

While there may be opportunities to seek adjustments or corrections in the future, the current plan includes a pedestrian path that travels through the St. Johns Library parking lot and a marked crosswalk at N. Charleston that provides a safe accessible route around the current closure.

No bike lanes were closed as part of the current plan.

- 9. I keep hearing about a long-term slip-lane closure. Can you tell me more about this? For example, why is it being closed when it doesn't appear you're working in that area and when is it going to reopen?**

In 2014, the developer for this project came forward with a proposal to build a public plaza at the N. Lombard intersection which would, conversely, result in the closure and removal of the slip-lane.

In 2015, authorized community groups in St. Johns voted to support transferring ownership of the slip-lane (i.e. vacating the public right-of-way) from the City of Portland to the developer, in order to allow the project to continue. The slip-lane is permanently closed.

In 2016, the Portland City Council approved the final step needed to allow the N. Lombard Plan to be activated; the street vacation permanently closing the slip-lane connecting westbound Lombard St. traffic from Richmond Ave to Charleston Ave and allowing for the creation of a public plaza.

- 10. Local businesses have been negatively impacted by the construction taking place in the St. Johns neighborhood. What is being done to compensate businesses for lost revenue and what is being done to help these businesses stay open during construction?**

PBOT does not provide remuneration to businesses who indicate they lost revenue as a result of a permitted construction project – that also impacts the public right-of-way.

However, to help ensure that local residents and visitors to St. Johns are aware that area businesses are open during construction of the N. Lombard Project, wayfinding signs will soon be installed in and around the construction zone (i.e., “open for business during construction”).

**11. Will there be any opportunities in the future for residents and business owners to provide additional feedback on the status and goals of this construction project?**

The public process for the N. Lombard construction project is closed and construction has already begun – notwithstanding the recently lifted stop work order (to address ODOT’s safety concerns mentioned in question #3). However, should residents and business owners wish to communicate with the developer regarding timeline issues relating to construction we encourage this direct outreach.

Individuals and other interested parties may also share their comments and concerns about issues related to the traffic control plan and public infrastructure improvements directly with PBOT via [SAFE@portlandoregon.gov](mailto:SAFE@portlandoregon.gov) or by calling 503.823.7233. This would include sharing feedback about the new traffic signal installation and the new westbound Lombard St travel lane.

**12. Map showcasing jurisdictional boundaries between BDS, PBOT and ODOT.**

The right-of-way not designated as being the responsibility of ODOT falls under PBOT jurisdiction.



The Portland Bureau of Transportation fully complies with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations, complaints and information, call (503) 823-5185, City TTY (503) 823-6868, or use Oregon Relay Service: 711.