

Clinton Neighborhood Greenway Enhancement Project Evaluation Report on public feedback results

Test traffic calming device locations on SE Clinton Greenway



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Overview

Neighborhood Greenways are streets that prioritize bicycling and are the backbone of Portland’s bicycle network. SE Clinton has been a Neighborhood Greenway for over 20 years. PBOT installed two traffic diverters and converted a two-way street to one-way in the fall of 2015 to help reduce traffic volume (the number of vehicles that use the street) and speed on the SE Clinton Greenway. Since that time, staff has been gathering data to evaluate the effectiveness of the changes.

The public feedback from an online survey, as well as data gathered on the ground for speed and traffic volume, will inform a public Evaluation Committee’s work to evaluate the effectiveness of the diverters and one-way installment. Together, the results will be used to determine if the diverters should be permanently installed and where additional modifications for traffic calming (if any) are needed to achieve necessary traffic speed and volume results.

This document includes a summary of key online survey results, a graphical report of the responses, and a list of all written comments submitted through the survey. The survey was posted to the PBOT website (<https://www.surveymonkey.com/r/SEClinto>), via Facebook both through paid advertising targeted to the geographic area and on the PBOT Facebook page, and via Twitter. A mailer was sent to all doors in mail carrier routes surrounding the Clinton Street Greenway, advertising the survey. It was open for 36 days from May 2 to June 7, 2016, in which time 1,217 total surveys were collected.

SE 17th Ave median traffic diverter, SE 32nd Ave semi diverter, and SE 34th Ave one-way northbound



Traffic diverters are traffic calming devices that restrict certain turn movements in order to discourage a street’s use as a "cut-through" by non-local traffic.

Key results

Who took the survey?

- Over half of the respondents said they live on the SE Clinton Greenway or in the neighborhoods¹ that intersect the SE Clinton Greenway².
- Respondents said they primarily use SE Clinton Street on bike, however more than half also use SE Clinton Street by car and foot³.
- Demographics:
 - 4.46% of respondents reported they have a disability⁴
 - The majority of respondents reported their gender as male⁵
 - The majority of respondents reported to be between 25-44 years old⁶
 - The majority of respondents reported to have a four-year college degree or post graduate degree⁷
 - The majority of respondents reported White/ Caucasian as their race/ ethnicity⁸

What automobile speed and volume impacts did respondents notice?

- **A majority of respondents said that they have noticed less automobile volume⁹ and lower automobile speeds¹⁰ on the SE Clinton Street Greenway after the test traffic calming devices were put in place.**
- Many respondents noticed speed and volume impacts from the test traffic calming devices on other streets besides SE Clinton¹¹—especially on SE Woodward Street¹².
- Of the write-in responses indicating additional streets where respondents noticed speed and/ or volume impacts since the test traffic calming devices were put in place¹³, the most common responses were SE Division Street and SE Brooklyn Street.
- Acknowledging speed on streets besides SE Clinton Street is an indicated concern of respondents, respondents noticed more automobile volume impacts than speed impacts on streets besides SE Clinton Street¹⁴.

¹ The SE Clinton Street Greenway goes through the Hosford-Abernethy and Richmond Neighborhoods

² 51.82%; See Q1 in Appendix II

³ 76.64% bike, 55.26% car, 53.6% foot; See Q3 in Appendix II

⁴ See Q33 in Appendix II

⁵ 58.66%; See Q34 in Appendix II

⁶ 65.39%; See Q35 in Appendix II

⁷ 83.83%; See Q36 in Appendix II

⁸ 90.34%; See Q37 in Appendix II

⁹ 80.03% (11.47% said “No change”); See Q4 in Appendix II

¹⁰ 57.46% (29.12% said “No change”); See Q5 in Appendix II

¹¹ 49.52% (18.07% said “No opinion”); See Q6 in Appendix II

¹² 64.30%; See Q7 in Appendix II

¹³ See Q14 in Appendix II; Respectively, 109 and 69 respondents each

¹⁴ See Q10-Q13, Q15 and Q16 in Appendix II

What would respondents like to see happen with the test traffic calming devices?

- **The majority of respondents supported retaining all three of the traffic calming devices¹⁵.**
- The one-way northbound at SE 34th Ave. & SE Clinton St. received the greatest support to retain¹⁶.

What changes did respondents suggest?

- **While most respondents did not suggest changes, the top suggestions were about adding more/new traffic calming tools on streets impacted by increased automobile speed/ volume¹⁷.**
 - Changes suggested by diverter:
 - SE 17th Ave. median traffic diverter: (103 responses)
 - More/new traffic calming tools (24 responses)
 - More/new stop/directional signs/ signal devices (16 responses)
 - Landscaping (6 responses)
 - One-Way Street (2 responses)
 - Different diverter design (1 response)
 - SE 32nd Ave. semi diverter: (213 responses)
 - More/new traffic calming tools (120 responses)
 - Remove parking spaces for clear visibility (20 responses)
 - More room for cars and bikes near the diverters (currently space too narrow)
 - Corner spaces reduce visibility of oncoming traffic
 - Features to reduce auto congestion (19 responses)
 - Add speed bumps to reduce auto speed
 - All modes to travel more safely and easily (9 responses)
 - Different diverter design (56 response)
 - Design for understandable function to all users (27 responses)
 - Prefer design at SE 17th Ave median diverter (24 responses)
 - More/new stop/directional signs/signal devices (15 responses)
 - Landscaping (6 responses)
 - One-Way Street (2 responses)
 - SE 34th Ave. one-way northbound: (22 responses)
 - More/new traffic calming tools (14 responses)
 - More/new stop/directional signs/ signal devices (5 responses)
 - Landscaping (1 response)
 - One-Way Streets (2 response)

¹⁵ See Q17, Q22, and Q27 in Appendix II; 66.61% to retain median traffic diverter at SE 17th Ave., 56.37% to retain semi-diverter at SE 32nd Ave., and 72.46% to retain one-way northbound at SE 34th Ave.

¹⁶ See Q27 in Appendix II

¹⁷ See Q18-Q21, Q23-Q26, Q28-Q31 in Appendix II

What main themes came through from the open feedback?

- Of the respondents who provided open feedback, the key themes included:
 - Crash Safety
 - Traffic Safety/Enforcement
 - Remove/Move Diverters
 - Improvements at Other Locations
 - Negative Impacts to neighboring streets
 - More/Keep Diverters
 - More/Other Traffic Calming Tools
 - Miscellaneous