

SE Clinton Neighborhood Greenway Enhancement Project Update

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. It's now time to update the greenway's traffic management tools to better address auto volume and speed issues that affect the greenway's safety and comfort.



PRIMARY PURPOSE

- Reduce auto traffic volumes on SE Clinton St to meet guidelines for Neighborhood Greenways (less than 1,500 cars/day)
- Reduce auto traffic speeds on SE Clinton St to meet guidelines for Neighborhood Greenways (20 mph)

PROCESS

- **PHASED APPROACH:**
Implementation will be broken up into two phases.
 - **Phase I:** recommendations listed on the reverse will be implemented incrementally over the fall of '15.
 - Phase II: modifications to Phase I and potential additional traffic calming tools will be installed as part of Phase II, based on evaluation of Phase I.
- **TESTING:**
The Phase I recommendations will be tested for effectiveness for a six-month period. Before and after traffic volume and speed data will be collected, including adjacent side streets.
- **EVALUATION:**
A Citizens Advisory Committee will review before and after data and community comments to recommend modifications to the Phase I improvements and potential additional traffic calming measures to be implemented in the summer of '16 as part of Phase II.

MORE INFORMATION:

Project webpage: www.portlandoregon.gov/transportation/clinton

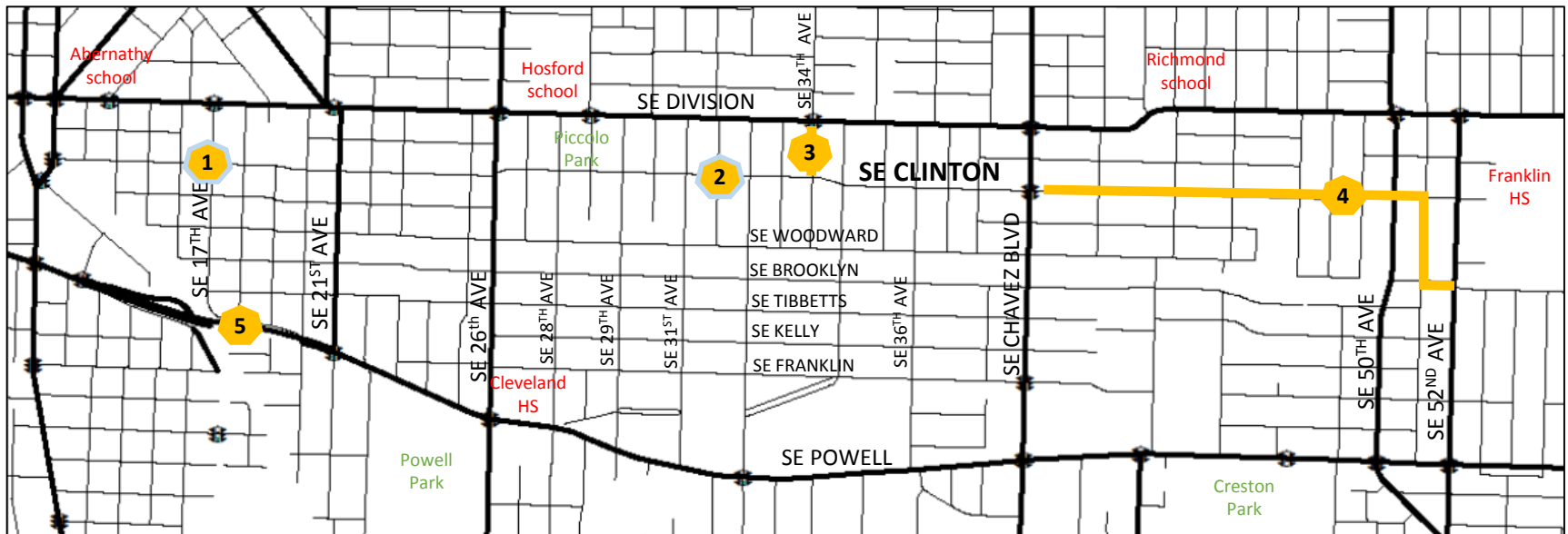
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Proposed Phase I Improvements

October 7, '15

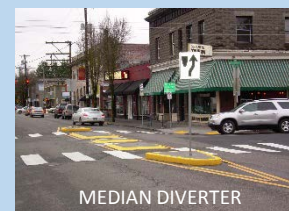


- 1** SE 17th Ave/ Clinton: Median traffic diverter
 - 2** SE 32nd Ave/ Clinton: Semi-diverter
 - 3** SE 34th Ave/ Clinton to Division: Convert to one-way northbound
 - 4** SE Clinton/ Caesar Chavez to 52nd Ave: Speed bumps
 - 5** SE Powell Blvd: Remove guide signs to SE 17th Ave
- SE Clinton/ 12th to 52nd Ave: New signage



TRAFFIC DIVERTERS

Traffic diverters are traffic calming devices that restrict certain turn movements in order to discourage a street's use as a cut-through traffic by non-local traffic. Examples near the project include SE Clinton St and Lincoln St at SE Caesar Chavez Blvd. Traffic data indicates that up to 50% of the traffic volume on SE Clinton St is non-local, cut-through traffic that should be using SE Division St or Powell Blvd.



MEDIAN DIVERTER



SEMI-DIVERTER