

Appendix I:

Differences in results based on where respondents indicated they live or work

Live in Richmond Neighborhood and Hosford-Abernethy Neighborhood (500 responses):

- Similar to the overall survey, the majority of respondents supported retaining all three of the traffic calming devices¹
 - There was about a 10% drop in support for the median diverter at SE 17th Ave. and the semi-diverter at SE 32nd Ave.
- The one-way northbound at SE 34th Ave. received more support to retain (71.64%), unlike in the overall survey, in which the SE 17th Ave. semi-diverter received the most support to retain
- Many respondents noticed speed and volume impacts from the test traffic calming devices on other streets besides SE Clinton² -more so on SE Woodward St.³, than the general survey

Lives in neighborhoods surrounding (but not intersecting) the greenway (283 responses):

- Primarily travel by bike⁴
- Respondents were nearly split on whether or not they noticed traffic or volume impacts on SE Woodward St.⁵
- While write-in responses of the full survey primarily noted speed and/or volume impacts on both SE Brooklyn St. and SE Division St., however of those who live in neighborhoods outside of the greenway, the most common write-in was SE Division St.⁶
- Similar to overall survey, the majority of respondents supported retaining all three of the traffic calming devices⁷
- The median traffic diverter at SE 17th Ave. and one-way northbound at SE 34th Ave. received the greatest support to retain⁸

Live on Clinton (125 responses):

- Primarily travel by car and foot, more than half also use SE Clinton Street by bike⁹

¹ See Q17, Q22, and Q27 when filtered; 55.44% to retain median traffic diverter at SE 17th Ave., 45.40% to retain semi-diverter at SE 32nd Ave., and 71.64% to retain one-way northbound at SE 34th Ave.

² 64.84% (10.98% said "No Opinion"); Q6 when filtered

³ 73.04%; Q7 when filtered

⁴ 83.99% bicycle, 39.15% car, 34.88% foot; Q3 when filtered

⁵ 47.06% said yes, 52.94% said yes; Q7 when filtered

⁶ See Q14 when filtered; Respectively, 21 respondents

⁷ See Q17, Q22, and Q27 when filtered; 80.24% to retain median traffic diverter at SE 17th Ave., 70.52% to retain semi-diverter at SE 32nd Ave., and 78.09% to retain one-way northbound at SE 34th Ave.

⁸ See Q17, Q22, and Q27 when filtered; 80.24% to retain median traffic diverter at SE 17th Ave., 70.52% to retain semi-diverter at SE 32nd Ave., and 78.09% to retain one-way northbound at SE 34th Ave.

⁹ 86.40% car, 82.40% foot, 56% bicycle; Q3 when filtered

- Many respondents noticed speed and volume impacts from the test traffic calming devices on other streets besides SE Clinton¹⁰ - more so on SE Woodward St., than the general survey¹¹
- While write-in responses of the full survey primarily noted speed and/or volume impacts on both SE Brooklyn St. and SE Division St., however of those who live in neighborhoods outside of the greenway, the most common write-in was SE Division St.¹²
- Respondents noticed more automobile volume impacts than speed impacts on streets besides SE Clinton St.¹³
- Similar to overall survey, the majority of respondents supported retaining all three of the traffic calming devices¹⁴
- The median traffic diverter at SE 17th Ave and one-way northbound at SE 34th Ave. received the greatest support to retain
 - There was nearly a 10% drop in support for the median diverter at SE 17th Ave. and the semi-diverter at SE 32nd Ave.

Work in Richmond Neighborhood + Hosford-Abernethy Neighborhood (139 responses):

- Similar to overall responses, Respondents said they primarily use SE Clinton Street on bike, however more than half also use SE Clinton St. by car and foot¹⁵.
- Similar to overall responses, a majority of respondents noticed less automobile volume¹⁶ and lower automobile speeds¹⁷ 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 Clinton¹⁸ - more so on SE Woodward St., than the general survey¹⁹
- Similar to the overall survey, the write-in responses indicating additional streets where respondents noticed speed and/ or volume impacts since the test traffic calming devices were put in place²⁰, the most common responses were both SE Division St. and SE Brooklyn St.
- Similar to the overall survey, respondents noticed more automobile volume impacts than speed impacts on streets besides SE Clinton St.
- Similar to the overall survey, the majority of respondents supported retaining all three of the traffic calming devices²¹

¹⁰ 54.47% (13.01% said "No Opinion"); Q6 when filtered

¹¹ 71.64%; Q7 when filtered

¹² See Q14 when filtered; Respectively, 20 respondents

¹³ See Q10-Q13, Q15 and Q16 in Appendix I

¹⁴ See Q17, Q22, and Q27 when filtered; 57.02% to retain median traffic diverter at SE 17th Ave., 47.11% to retain semi-diverter at SE 32nd Ave., and 61.16% to retain one-way northbound at SE 34th Ave.

¹⁵ 71.94% bike, 68.35% car, 66.19% foot; See Q3 when filtered

¹⁶ 78.2% (13.85% said "No Change"); Q4 when filtered

¹⁷ 53.9% (31.76% said "No Change"); Q5 when filtered

¹⁸ 70.80% (7.30% said "No Opinion"); Q6 when filtered

¹⁹ 73.04%; Q7 when filtered

²⁰ See Q14 ; Respectively, 20 and 15 respondents each

²¹ See Q17, Q22, and Q27 when filtered; 55.22% to retain median traffic diverter at SE 17th Ave., 38.35% to retain semi-diverter at SE 32nd Ave., and 67.16% to retain one-way northbound at SE 34th Ave.

- There was about a 10% drop in support for the median diverter at SE 17th Ave.

Work in neighborhoods surrounding (but not intersecting) the greenway (126 responses):

- Similar to overall responses, respondents indicated they primarily use SE Clinton St. on bike, however more than half also use SE Clinton St. by car and foot²².
- About half of the respondents (as opposed to the majority of overall respondents) noticed speed and volume impacts from the test traffic calming devices on other streets besides SE Clinton St.²³
- While write-in responses of the full survey primarily noted speed and/or volume impacts on both SE Brooklyn St. and SE Division St., however of those who live in neighborhoods outside of the greenway, the most common write-in was SE Division St.²⁴
- Similar to the overall survey, respondents noticed more automobile volume impacts than speed impacts on streets besides SE Clinton St.
- Similar to the overall survey, the majority of respondents supported retaining all three of the traffic calming devices²⁵
- The median traffic diverter at SE 17th Ave. and the one-way northbound at SE 34th Ave. received the greatest support to retain

Work on Clinton (58 responses):

- Respondents primarily travel by car, more than half also use SE Clinton St. by bike and foot²⁶
- Similar to overall responses, a majority of respondents noticed less automobile volume²⁷ and nearly half had no opinion of automobile speeds²⁸ on the SE Clinton Street Greenway after the test traffic calming devices were put in place
- Many respondents noticed volume impacts from the test traffic calming devices on other streets besides SE Clinton²⁹ - more so, than the general survey, on SE Woodward St. and SE Taggart St.³⁰
- Similar to the overall survey, respondents noticed more automobile volume impacts than speed impacts on streets besides SE Clinton St.³¹
- The majority of respondents supported retaining the one-way northbound at SE 34th Ave. received the greatest support to retain³² (58.49%)
- There were split perspectives on removing or retaining the diverters at SE 17th Ave. and the semi-diverters at SE 32nd Ave.³³

²² 78.57% bike, 53.97% car, 50% foot; See Q3 when filtered

²³ 50.43% (22.22% said "No Opinion"); Q6 when filtered

²⁴ See Q14 ; Respectively, 14 respondents

²⁵ See Q17, Q22, and Q27 when filtered; 72.57% to retain median traffic diverter at SE 17th Ave., 62.50% to retain semi-diverter at SE 32nd Ave., and 70.54% to retain one-way northbound at SE 34th Ave.

²⁶ 78.95% car, 64.91% by foot, 50.88% by bike; See Q3 when filtered

²⁷ 60% (27.27% said "No Change"); Q4 when filtered

²⁸ 29.10% (49.09% said "No Change"); Q5 when filtered

²⁹ 67.27% (9.09% said "No Opinion"); Q6 when filtered

³⁰ 75.68%; Q7 when filtered

³¹ See Q10-Q13, Q15 and Q16 when filtered

³² 58.49% to retain one-way northbound at SE 34th Ave.

³³ See Q17 and Q22 when filtered; 40.74% to retain median traffic diverter at SE 17th Ave. while 46.30 would like to remove, AND 43.40% to retain semi-diverter at SE 32nd Ave. while 41.51% would like to remove.