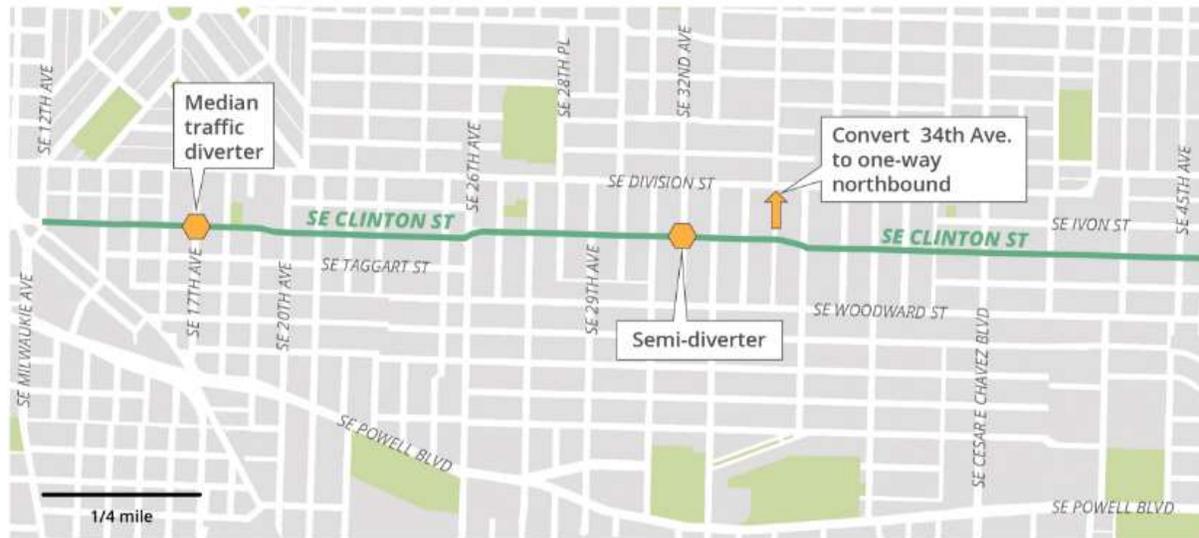


Clinton Neighborhood Greenway Enhancement Project Evaluation

Report on technical analysis results

Test traffic calming device locations on SE Clinton Greenway



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 technical findings and a spreadsheet of speed and volume data. PBOT staff collected new auto speed and volume data, as well as bike volume data, at 76 locations throughout the neighborhood. This was combined with fourteen other speed and volume counts taken since 2010 in anticipation of where traffic might relocate during the testing phase. Nine weekend counts were also collected near the 32nd Avenue semi-diverter location to compare to weekday counts. These hose counts were augmented with AM and PM peak turn counts at ten key intersections, AM and PM peak license plate studies on Clinton west of 25th Avenue and west of 20th Avenue, as well as a Bluetooth study of users along the corridor. After installation of the changes, PBOT staff collected focused speed and volume counts around the diverters at 43 separate locations during weekdays and an additional ten weekend counts near the 32nd Avenue semi-diverter.

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

Traffic volume and speed changes on SE Clinton St.

- Auto volumes on SE Clinton have been significantly reduced across the entire test area, SE 12th Ave to Caesar Chavez Blvd. Reductions in automobile volumes range from 900 to over 1,400 (-34 to -75%) daily average.
- Before the test, all six monitoring locations within the test area were either very near or well above 2,005 cars/day, the maximum limit as set forth in the *Neighborhood Greenway Assessment Report* for daily average auto volume on a neighborhood greenway. After the test, volumes at five of the six monitoring locations dropped below the acceptable neighborhood greenway guideline for total auto volumes (1,500 cars/day). At the sixth location, west of SE 23rd Ave, the total volume dropped by over 1,000 cars/day to just slightly above the maximum (2,050). At three of the six monitoring locations the volume dropped to near or below the target volume guideline set forth in the report of 1,000 cars/day.
- Non-compliance at the 32nd Ave diverter (illegally driving around the diverters) ranges from 5 and 7% of the total entering volume of the intersection by direction, and 12% overall (12% of entering traffic exits illegally).
- There were no notable changes to average traffic speeds on SE Clinton. The 85th percentile speed, the speed at which 85% of vehicles travel at or below, ranged from 21 to 24 mph before the test and 19 to 24 mph after the test.

Traffic volume and speed changes on SE 34th Ave, between Clinton and Division St.

- Auto traffic volumes after the change to one-way northbound dropped from 1,248 to 529 (-40%)
- Compliance with the new one-way regulation of the roadway is good. Only 23 of 529 total after volume (4%) were recorded traveling in the wrong direction (southbound).
- The 85th percentile speed increased from 19 mph to 21 mph.

Traffic volume and speed changes on adjacent local streets

- Of the 34 monitoring locations, only one street segment exceeded the total maximum volume guideline of 1,000 cars/day (1,051 cars/day at SE Woodward St, east of 31st Ave).
- Adjacent east-west streets: total volume increases ranged from +107 (SE Brooklyn St, west of 38th Ave), to +429 (SE Woodward, east of 31st Ave).
- The average total after volume for SE Taggart St is 543, 710 for SE Woodward, and 551 for SE Brooklyn.
- Adjacent north-south streets: changes in total volume ranged from -106 (SE 20th Ave, south of Clinton) to +467 (SE 16th Ave, south of Clinton).
- Volume changes near the 17th Ave diverter: volumes on SE 15th and 16th Ave south of SE Clinton increased by +261 and +467, indicating that a significant percentage of the traffic diverted off SE Clinton at 17th is moving around the diverter, primarily in the westbound direction.
- Volume changes near the 32nd Ave diverter: volumes on SE 32nd Ave north of Clinton St increased from 562 to 787 (+225), south on SE 32nd Ave south of Clinton increased from 190 to 612 (+422).
- Overall, changes in traffic speeds on all the adjacent local streets monitored are minimal, ranging from -3 mph to +3 mph for the 85th percentile speed.