



1120 SW Fifth Avenue, Suite 800 Portland, OR 97204 503.823.5185
Fax 503.823.7576 TTY 503.823.6868 www.portlandoregon.gov/transportation

Steve Novick Commissioner Leah Treat Director

Clinton Neighborhood Advisory Committee Meeting 6/29

Location: Waverly Heights Congressional Church

PBOT: Rich Newlands, Scott Batson, Scott Cohen, Francesca Patricolo, Belen Herrera

Members Present: Erin Flasher, Mark Zahner, Cheri & Eric (not present) Trettin, Linda Nettekoven, Chris Eykamp, Jessica Engelman, Tom McTighe, Michelle Sprague, Vanessa Morgan, Jen Williamson, Jessica Ergehan, Jeff J, and Coleen

Introductions

Staff and committee members introduced themselves to the group. Staff outlined objectives to achieve for present meeting

Objectives:

Primary

- Achieve basic objective for changes to Clinton Greenway
- Big issue: Volume
- Clinton exceeded standards from Greenway
- W of Chavez & E of Chavez
- Second: Minimizing impacts to adjacent local street network
- Using Clinton as a collector route
- Local traffic using Clinton as arterial, rest of street network needs to share
- 1,000 cars a day on the other streets (specific to non-greenway local streets)
 - Equitable – 1,000 as upper limit based on national experience/lit

Secondary

- Help us figure out for process, want to do more and efficient way
- What worked, didn't, and what should have we done differently
 - First open house – talked about a lot of issues: primary focus S & V
 - Can we do them now in terms of budget?
 - Example: Crossing of 50th and Clinton – open house

Meeting Notes

- Arrived at 1000 cars – ideal environment for shared street – Neighborhood street adjacent per street can handle
- Comment: Add a parent from Safe Routes to School on panel
- Did we get bike counts?
- **Response:** On Clinton yes; not shown here, but can get them to you
- Data for after volume on Clinton, missing?



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- **Response:** Major change, can't go E or W on 17th anymore, relying on count of 13th and down, 20th and down
- Agreed, pleasant to bike along Clinton
- Comment: People pass bikes all the times – need more signage
- 38th stop light, data shows spike of cars, similar to 33rd
East of 32nd, volume at 38th well over twice the amount
- Continued issue for safety
- Able to change the speed from 25mph?
- **Response:** The 2,000 mark, at every location but one, we are below – allows to put signs for 20mph. Based on that – can we do the whole stretch at 20 mph. City policy – it would be from collector to collector; Chavez – can do immediately; W of 26th – not comfortable
- Address methodology – summer is depressed, need to look at time-frame of snapshot outside of summer
- 0.9% going over 25?
- **Response:** After in E bound, below target of 20, 0.9% total traffic volume was over the 25 mph
- Not seeing any significant changes in speed on Clinton; Expected?
- **Response:** Didn't change any TC, might have expected 1-2 mph up
- Referring to the technical report; 10% change, no before or after
- Two different locations before and after, it's the two in between that make up the numbers in the difference column
 - Example: E of 17th Before; After W of 20th; difference in between
- Agrees with assessment? Signs for 25mph, new goal for speed – 20 mph? Happy with the speeds now?
- **Response:** Definitely want to sign for 20 mph, happy in some not others – address 23rd location, even lower – even more TC
- Design contributing at 23rd (circle) – question to explore.
- Asked about 34th – seem that cars turning onto trying to make the light; data barred out the slight up take, wasn't the case. Actuality, traffic speeds were not greatly; related to Clinton, overall data should prove that the up take in speed is not there; is that the case? Data collection on other locations will bear that out
- Volume goals – what is the degree concerned about single direction traffic; guideline below total?
- **Response:** Yes, Criteria in Greenway report (150) peak hr per direction
 - Two places that exceed that guideline
 - 13th and 23rd two places; EB vs WB
- Is there a standard approach with change a speed?
- **Response:** We put up Orange Flags; Annotate, peak hour 150 is an important number. Criteria we try to stay under



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- If the condition, still weren't meeting conditions, we could look at later; alternate measures based on Speed or Volume during peak hour
- Be clear, peak hour – it's the highest hour of traffic, not during rush hour (evening vs morning commute)
- **Response:** Depending on popularity of location, peak can be noon
- Assuming we have to accept 1,000 cars, experience of safety feels different; need other safety measures
- Comment: Because of the rail road tracks, can only use Division or Clinton, makes it different on these little streets; Less spaces for the traffic to spread out; Less places to share the load
- Though we were suffering an insane number of cars, commute overall – I feel humbled and sorry for those on other streets – sheer volume; numbers scare me
- Now you understand 1/3 of what Clinton are experiencing
- Our perspective living near the diverter – putting at a T, unfairly focuses traffic on that area; places not on a T – would share more equitably. We're all experiencing the traffic. All the traffic is on Woodward; If it were on a non T-street; Brooklyn, Taggard would use some of their streets
- **Response:** 34th had a significant car increase, we know you've already been experience your share, but if you have a safety goal.... Is there another trial if something else to disburse the traffic?
- **Response:** The data is telling us, has gotten us close to those numerical goals
- Skinniest part of the street on Woodward; it's scary to get out of the drive way – consideration of diverter at a T
- Big push: wanting this holistic look of sharing the road for various modes – are we sending onto another bike route or council on that at some point
- Would like to know where the cars are coming from? – where they coming from outside, other than pit street against street? Taking down the sign at 17th. Focus on some traffic diverters
- Do we have traffic counts at 36th at Starbucks or 33rd at the light, where they coming from – obvious places; Powel N to 36th
- There's fleets, moving around, looking at these figures – there are customers coming in and other vehicles, since there's no way to say where they're coming in, those persons belong there but not within the zip code parameters
- Information would like to have, available tools – current diverter at 32nd, stats on %; didn't quite understand the math. We would all agree like it's a high number of people going illegally around the diverter – what other diverter designs are possible and other designs for TC tools? Would prefer a median diverter that a car could not pass – did that on the hill, that would be good or do some other dangerous thing.
- Flexible ballards?
- Passing unsafely/legal? Passingly safety part of the volume concern
- Comment: I really like the roundabouts



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- 16th and 18th – two biggest traffic counts – width of the streets? 18th isn't represented in data above; isn't there a total traffic count on streets that are narrow is unfair
- **Response:** ODOT has a safety project right now on Powell
- Would like survey responses as a PDF for easier read
- **Response:** Because this is supposed to be a trial run – like the median preventing cyclists; things that could be implemented at the city level – change 1000 car depending on street width, look into other ideas on Greenways to enhance the experience – longer than we would ideally like; Collecting ideas other than just Clinton? Specific ideas we are currently not implementing like limits of the Greenway report
- Weekend traffic counts; in response to issues in the Fall – increased outreach and education about the use of the greenway and neighborhoods. Other options along those line proven successful or do we need to think of some?
- First proposed 29th – would like all the Before Data; 34th data send too
- 17th traffic bigger because the light is right there – why choose 17th with the light? Attracting people to use that road?
- Comment: 17th already working, working a mini collective street; like 21st – people are okay with it; signal at 34th gives them an outlet

Meeting notes are provided as a courtesy and are not verbatim.

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