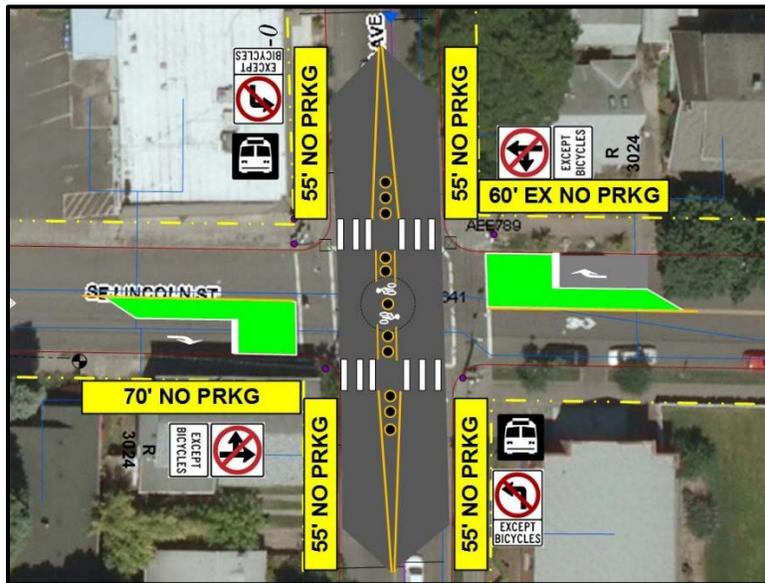
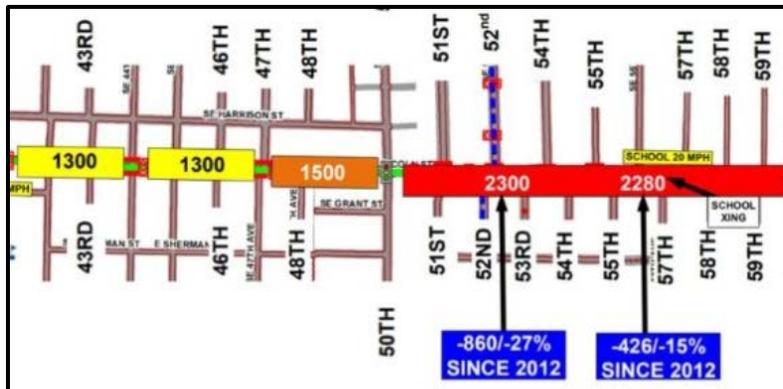


## What does success look like at 50<sup>th</sup> and Lincoln?

The interim traffic diverter on SE 50<sup>th</sup> at Lincoln is scheduled to be put in place in Summer 2018. [Learn more project details in the project's story map.](#)



The purpose of diversion at this location is to reduce car traffic volumes on Lincoln, both east and west of 50<sup>th</sup>, where current traffic volumes exceed acceptable thresholds.



Diversion has been used successfully for a number of years in Portland as a tool for reducing the number of vehicles on neighborhood greenways. On the Lincoln Neighborhood Greenway, the diverters at 20<sup>th</sup> and at Cesar Chavez continue to function successfully to maintain car volumes within acceptable levels.

### **Baseline data collection and comparison**

Speed and volume counts were collected adjacent to and surrounding the proposed diverter location at 50<sup>th</sup> and Lincoln. These counts are the baseline for comparing to new speed and volume counts that will be taken six months after the diverter is installed. [View baseline data counts on the project webpage.](#)

### **Evaluating success**

1. **Did diversion reduce car volumes on Lincoln to acceptable levels?** An acceptable level means that car volumes both east and west of 50<sup>th</sup> are below 1,500 vehicles per day, with less than 75 vehicles per hour in the peak direction. This level comes from Portland's Neighborhood Greenways Assessment Report, which set guidelines for the city's neighborhood greenways:
  - o Greenways should be designed, built and maintained for an average of 1,000 vehicles a day, or 50 vehicles per hour in the peak direction.
  - o While not ideal, a greenway can operate with an average of 1,500 vehicles per day or 75 vehicles per hour in the peak hour.
  - o Greenways should be improved or maintained to not exceed an average of 2,000 vehicles a day or 100 vehicles per hour in the peak travel direction.

If the diverter does not result in acceptable volume reductions, then additional diversion may be necessary. A diverter at 60<sup>th</sup> to prevent westbound auto traffic would be considered that allows for transit access.

2. **Did traffic diversion from Lincoln create unacceptable conditions on nearby streets?** Portland's Neighborhood Greenways Assessment Report also set guidelines for local service streets near neighborhood greenway traffic calming efforts. As a result of a traffic calming project on a neighborhood greenway, traffic volumes on adjacent local service streets should not exceed 1,000 cars per day or 50 cars per hour during peak demand. If a side street has post-project vehicle volumes above 1,000 daily trips or 50 cars per hour during peak demand, and it did not have a pre-project volume problem, we will do follow-up counts to confirm the change is not random and propose mitigation.

## **Potential mitigation tools**

Common mitigation is adjustment of stop signs, traffic calming on the secondary street, diversion on a secondary street or modification of the primary greenway project.

## **Previous examples of mitigation in Portland:**

**Stop signs reoriented** on SE Ash at 13<sup>th</sup>, 15<sup>th</sup>, and 18<sup>th</sup> and on SE Pine at 15<sup>th</sup>, 16<sup>th</sup> and 18<sup>th</sup> south of the diagonal diverter at SE 15<sup>th</sup> and Ankeny to create a stop plan and reduce incentive to cut through the neighborhood (SE Ankeny Neighborhood Greenway).

**Speed bumps installed** on SE Woodward between SE 26<sup>th</sup> and Caesar Chavez Blvd. south of the diverter at 32<sup>nd</sup> and Clinton to discourage non-local traffic use and reduce speeds (Clinton Neighborhood Greenway).

**A second diverter installed** on N Mississippi at Holman to reduce diversion from Michigan at Rosa Parks Way median barrier (Michigan Ave. Neighborhood Greenway).

*The City of Portland complies with all non-discrimination, Civil Rights laws including Civil Rights Title VI and ADA Title II. To help ensure equal access to City programs, services and activities, the City of Portland will reasonably modify policies/procedures and provide auxiliary aids/services to persons with disabilities. Call 503-823-5817, TTY 503-823- 6868 or Oregon Relay Service: 711 with such requests.*