

To: Rich Newlands
Re: Clinton Neighborhood Greenway Enhancement Project
From: BikeLoudPDX

cc: Commissioner Novick, Timur Ender, Leah Treat, Roger Geller, Margi Bradway

Dear Rich,

BikeLoudPDX would like to express our appreciation to you, PBOT staff, and Commissioner Novick's office for the outreach and infrastructure improvements associated with the Clinton Neighborhood Greenway Enhancement Project. There is general agreement among BikeLoudPDX members that diversion at SE 17th and SE 32nd, and the one-way treatment on SE 34th, has led to decreased conflict and an increase in safety and comfort. We hope that the overall success of this portion of the project will encourage PBOT to streamline and expedite the process for installing traffic calming on new and legacy Neighborhood Greenways.

We believe that the diverter at SE 17th as it currently stands is working well and should be made permanent. The diverter at SE 32nd is also effective at reducing motor vehicle volumes, but still has significant issues with motorist compliance. We recommend installation of a permanent concrete diverter with design adjustment (e.g. adjusting the position of through lanes) that further discourages motorist noncompliance. We also appreciate neighbors' concerns about increased traffic volumes on adjacent side streets, and support PBOT's proposed traffic calming measures on SE 32nd and SE Woodward Avenues. The one-way treatment on SE 34th also appears to be working well, but there is still some noncompliance with motor vehicles' traveling the wrong way down the one-way street. We support the letter that neighbors sent requesting additional modifications in the SE 34th area to address this issue.

Although diversion has significantly reduced motor vehicle volumes on Clinton, some stretches of the street continue to be problematic. The area of highest concern is the stretch between SE 21st and 26th, where the daily motor vehicle volume (VPD) exceeds the 2000 VPD threshold required to sign the street at 20mph. This stretch also sees particularly high motor vehicle volume at peak hours (VPH), with 200 VPH eastbound and 267 VPH westbound. BikeLoudPDX maintains that the area from SE 21st to 26th requires significant additional treatments in order to bring it into compliance with the "acceptable" threshold of <1500 VPD, as outlined in the Greenway Report. Ideally, the road should see <1000 VPD to be considered a "healthy" greenway, again as outlined in the Greenway Report. BikeLoudPDX recommends diversion at or west of SE 26th (that can accommodate bus traffic) to address high VPD and VPH. We do not support the proposal for additional speed bumps between 21st and 26th; we are highly skeptical that VPD will drop and remain below 2000 VPD in the long term as needed for 20mph signage, and there is no reason to assume that speed bumps will reduce VPD to anywhere near the 1500 VPD "acceptable" threshold. PBOT's stance historically has been that speed bumps are not effective for diverting vehicles, so we do not understand why PBOT is proposing them here for volume reduction purposes.

Near SE 12th, the high peak-hour traffic volumes (256 VPH) and resulting motor vehicle backups also continue to be problematic. Motor vehicles are now turning onto Clinton from SE 14th, 15th, and 16th in order to bypass the diverter at 17th and access the light at 12th. During morning rush hour, cyclists are forced to filter through narrow gaps between cars waiting for the light at SE 12th. We recommend installation of a one-way eastbound exit diverter at or near this location, or some other style of diverter, to address the extremely high VPH during morning peak.

Finally, we would like to request additional improvements for future consideration (in order of importance):

1. Installation of bike- and pedestrian-friendly rapid-flash beacon or HAWK signal at SE 50th.
2. Reroute the #10 bus from SE Clinton to Division (TriMet).
3. Installation of westbound entry diversion at SE 50th.
4. Construct a public plaza at the NE corner of SE 26th and Clinton (as per the Better Block demonstration in 2014).
5. Construct a public plaza at the SW corner of SE 26th and Clinton (following rerouting of the #10 bus off Clinton).

We believe that with changes that further reduce VPD and VPH in order to bring the Clinton Greenway into compliance with Greenway Report guidelines, we will be able to see the Clinton Greenway Enhancement Project to a satisfactory end.

Sincerely yours,

Jessica Engelman, BikeLoudPDX Co-Chair
Emily Guise, BikeLoudPDX Co-Chair
Soren Impey, BikeLoudPDX Direct Action Coordinator