




# AUTO TRAFFIC REDUCTION

When auto speed reduction is combined with auto traffic reduction or “diversion”, safety on bicycle boulevards is maximized. Cars are still allowed on bicycle boulevards, but diversion treatments encourage them to drive on arterial streets instead of neighborhood streets. The tools in this section limit auto access to bicycle boulevards at critical points, while allowing bicycle traffic to get through.



TOOLS	STREET TYPE PERMITTED ON	PHOTO	SPEED REDUCTION	LESS TRAFFIC	EMERGENCY DELAY	COST	DESCRIPTION	EXAMPLES IN PORTLAND, OR
<b>SEMI DIVERSION</b>	Local Service		No	Yes, Directional	Maybe	\$1,000-\$10,000	Limits auto access while allowing bicycle access	NE 17th and Shaver NE 16th and Tillamook SE Clinton at 39th NE 28th at Broadway
<b>FULL DIVERSION</b>	Local Service		No	Yes	Usually	\$1,000-\$15,000	Limits auto access while allowing bicycle access	NE 28th and Wasco
<b>PINCH POINTS</b>	Local Service		Localized	Maybe	Maybe	\$10,000+	Creates single auto lane, cars must queue/take turns to navigate thru	Not yet used
<b>CHOKER ENTRANCES</b>	Local Service		No	No	Maybe	\$10,000+	Type of semi-diversion; only allows drivers to exit a bicycle boulevard	SE Clinton at 39th