



# SE HAWTHORNE PAVE AND PAINT

Design Alternatives Feedback Summary



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

**AREA + PROJECT PLANNING**

# SE HAWTHORNE PAVE AND PAINT

## DESIGN ALTERNATIVES FEEDBACK SUMMARY

SE Hawthorne Boulevard is due for maintenance paving during summer 2021. Over the past year, the Portland Bureau of Transportation (PBOT) has worked with the community to determine how to take advantage of this repaving opportunity.

In late August, the Hawthorne Pave and Paint Alternatives Evaluation report was released. During the months of September and October, we connected with the community to gather feedback on the analysis and learn what people think about each of the potential design options. This was our second major round of outreach, and this report summarizes what we heard.

### HOW WE GOT THE WORD OUT

- **22,000+ postcards** mailed to residents and businesses
- Govdelivery email sent to **10,000+ subscribers**
- **Walking the corridor** and distributing postcards to businesses
- **26,000 SE Examiner** copies with advertisement
- **14 Neighborhood/Stakeholder Meetings**
- **2 online meetings** hosted by the Hawthorne Boulevard Business Association (HBBA)
- **2 online webinars**
- PBOT Website
- Posts on Twitter, Facebook, and Nextdoor
- **Virtual “booth”** for Hawthorne at Home hosted by HBBA

## WHAT WE WANTED TO LEARN

In the spring of 2020, we gathered feedback about what the Hawthorne corridor could look like and how to evaluate different striping options. Based on this feedback, PBOT developed a set of possible alternatives. These alternatives were evaluated to determine their impact or benefit on the following project goals:

### A) TAKE ADVANTAGE OF NEAR-TERM OPPORTUNITY WITH REPAVING:

Within a repaving project, there can be elements added or changed without a major impact to the cost. One goal of the project is to identify and build these elements as part of the repaving this summer.

### B) IMPROVE SAFETY:

Portland's Vision Zero team has identified SE Hawthorne Boulevard as one of Portland's 30 High Crash Corridors and it is a particularly dangerous corridor for pedestrians. People driving on Hawthorne drive significantly higher than the speed limit, and higher speeds contribute to more severe crashes. This project seeks to improve these conditions.

### C) SUPPORT HAWTHORNE'S MAIN STREET FUNCTION AND HELP PEOPLE GET TO DESTINATIONS THERE:

The Hawthorne District has almost 600 businesses across numerous business categories, with a concentration in retail and entertainment. Our streets need to support the ability of people and businesses to connect and thrive. As a Civic Main Street, Hawthorne needs to be a place people can get to safely by various modes of travel.

### D) CONNECT PEOPLE TO OTHER PARTS OF THE CITY:

Hawthorne is also a key link in our city's transportation network. Not only do people need to get from the district to areas beyond, but people need to be able to travel across it north-south safely. Furthermore, Hawthorne is a priority corridor for transit, carrying the Line 14 TriMet bus which connects people from Lents to downtown.

### D) SUPPORT CITYWIDE GOALS:

PBOT's strategic plan directs us to consider impacts to equity and climate with every project. This project must support these citywide goals.

*In this second round of community engagement, we wanted to hear what people thought about the design alternatives and the evaluation. We asked people to share which goals were most important, which alternatives they felt could best achieve those goals, and what concerns they had with the alternatives.*

# WHAT WE HEARD

More than 1,000 community members completed an online survey during September 2020, providing input on the evaluation and different alternatives. We also received comments during meetings with neighborhood associations and stakeholders, and via email. In general, we heard people care deeply about Hawthorne and want to improve safety on the corridor for all users. This reaffirms what we heard in the previously: there is love and pride for Hawthorne Boulevard, and people want it to be a place that is **safe, easy to access, and comfortable to travel along.**

### LITTLE SUPPORT FOR THE STATUS QUO

Only 14% of respondents felt Alternative 1 (which has the least amount of change) meets the goals of the Hawthorne Pave and Paint project.

### IMPROVING SAFETY IS CRITICAL

Almost half of respondents (48%) felt improving safety is most important when deciding a final alternative.

### THERE ARE GRANDER DREAMS FOR HAWTHORNE

Respondents had ideas for more substantial upgrades to Hawthorne outside the scope and budget of this maintenance repaving project.

# INITIAL ALTERNATIVES

Our team developed a set of alternatives for technical evaluation which incorporated many of the ideas from the community. These alternatives are as follows:

### Alternative 1 - Maintain existing lane configurations

Alternative 1 maintains the existing lane configurations, with four general travel lanes west of Cesar E Chavez Blvd and three general travel lanes east of Cesar E Chavez Blvd. This alternative also includes space for on-street parking on both sides of the street.

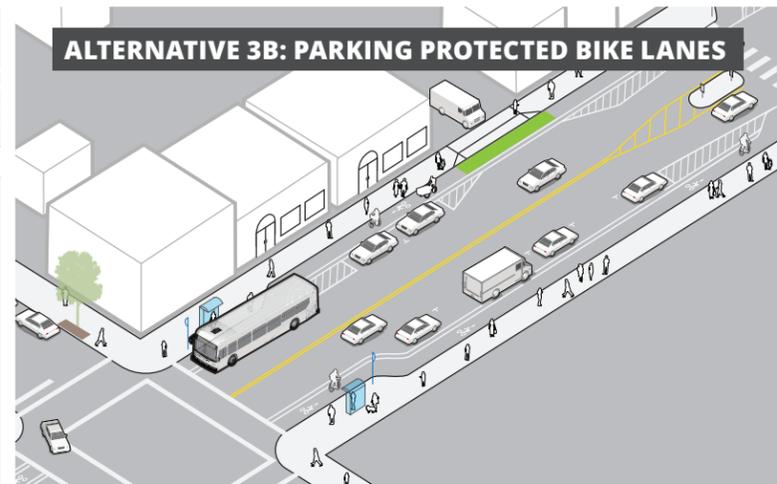
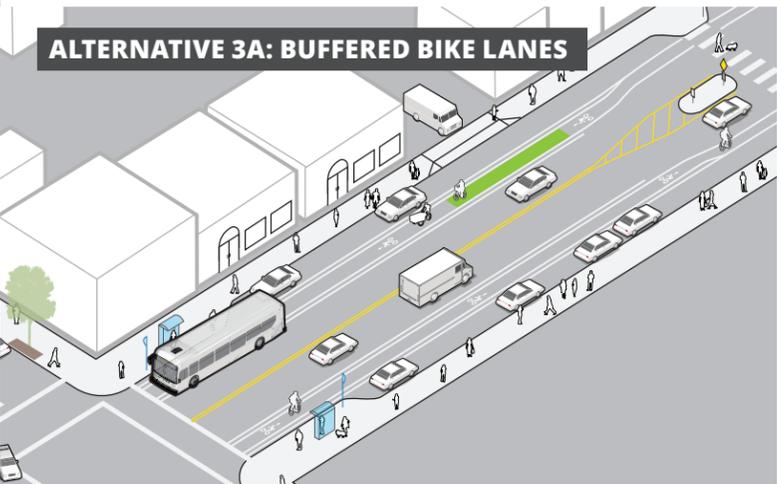
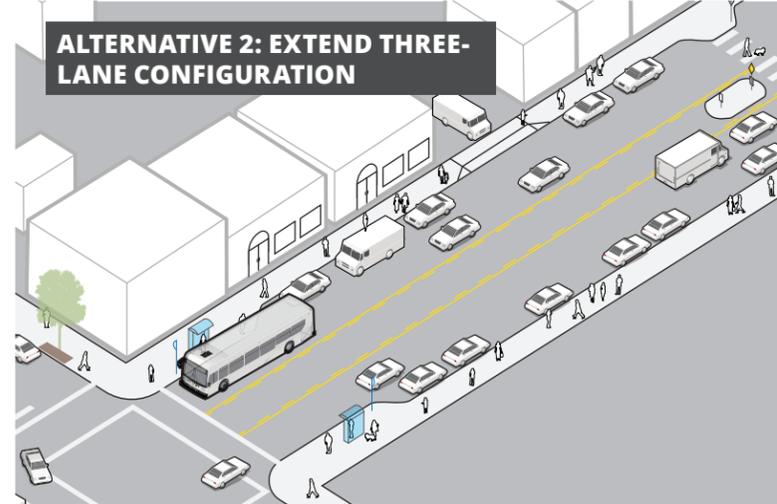
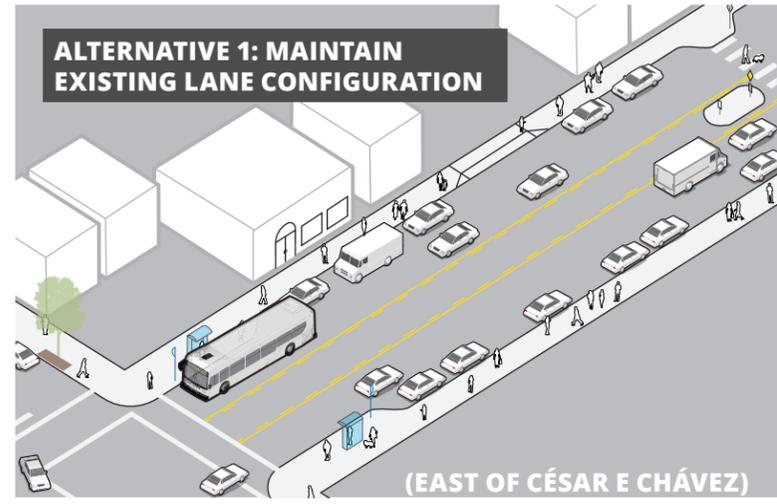
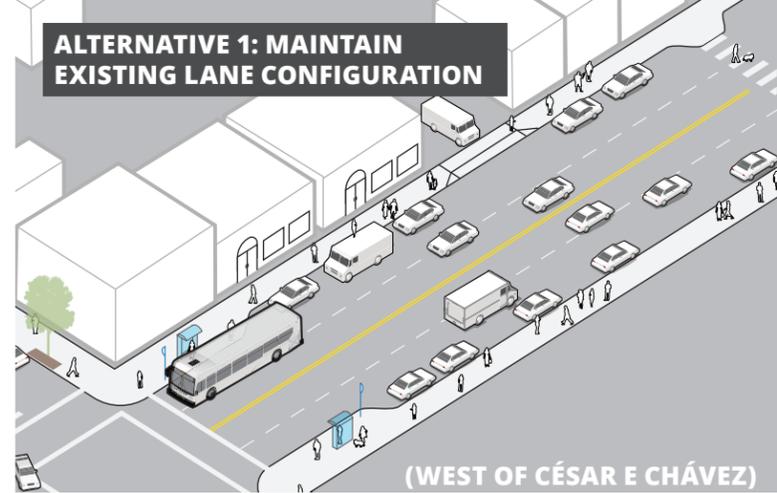
### Alternative 2 - Extend three-lane configuration

Alternative 2 extends the three-lane configuration currently in place east of Cesar E Chavez Blvd west to 22nd Ave, with right turn (except bus) lanes provided at Cesar E Chavez Blvd. This alternative also includes space for on-street parking on both sides of the street.

### Alternative 3 - Two general lanes and bike lanes

Alternative 3 reconfigures the street from 22nd Ave to 50th Ave to include two general travel lanes and two bike lanes, with no center turn lane. This alternative also includes space for on-street parking on both sides of the street, though a significant amount would have to be removed to accommodate bike lanes at crossings. Within Alternative 3, the project team is considering two sub-options:

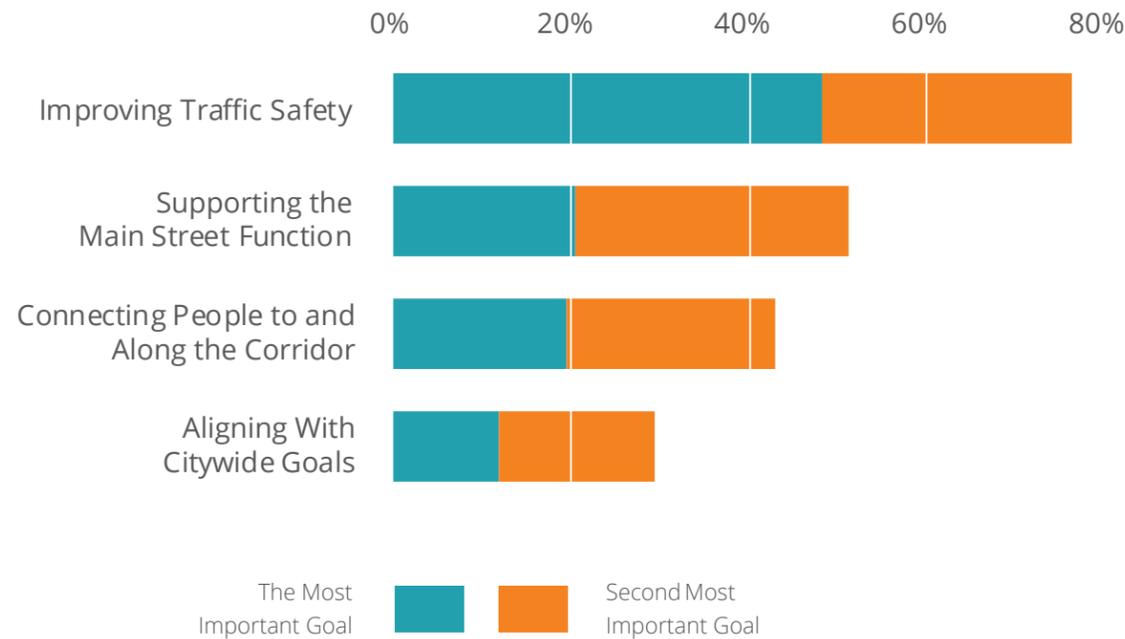
- Alternative 3a maintains space for on-street parking at the curb, with **buffered** bike lanes between parking and the general travel lanes
- Alternative 3b considers the potential to shift the bike lane to the curb, creating **"parking-protected bike lanes,"** with a significant portion of the on-street parking removed to provide visibility.



# RANKING PROJECT GOALS & ALTERNATIVES

Half of survey respondents felt safety is the most important goal for the project.

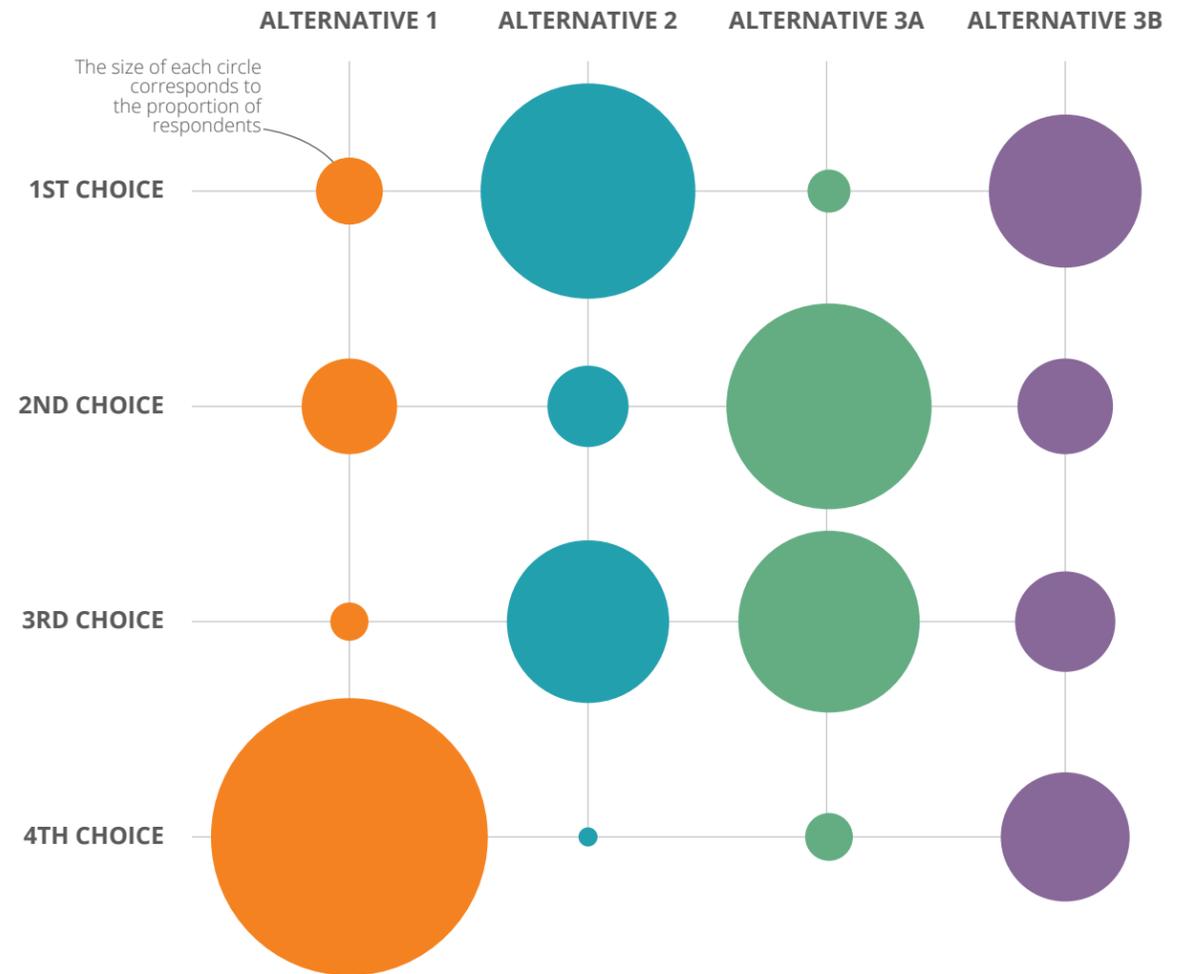
Respondents' Rankings of Project Goals



**KEY TAKEAWAYS**

- Almost 80% of respondents feel safety is either the most or second-most important project goal, with nearly half of respondents rating it as the most important project goal.
- “Supporting Hawthorne’s Main Street Function” or “Connecting People to and Along Hawthorne” each had approximately 20% of respondents rating them as the most important goals.

## Ranking of Each Alternative’s Ability to Meet the Project Goals

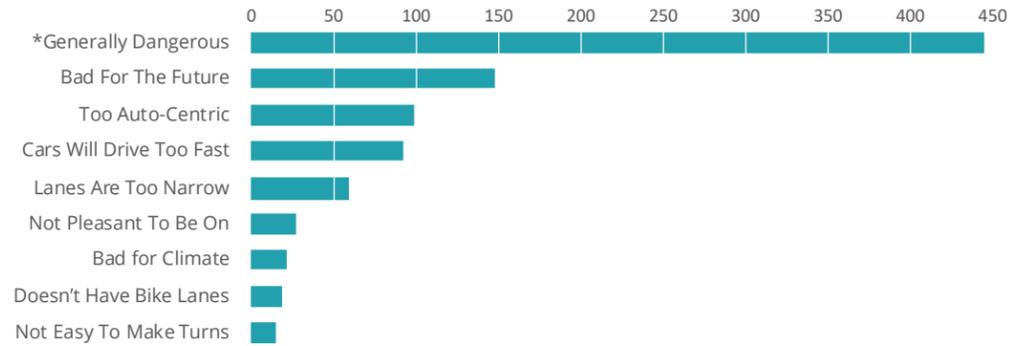


ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3A	ALTERNATIVE 3B
<ul style="list-style-type: none"> <li>• There was little support for Alternative 1, as 60% of respondents felt it was least likely to meet the project’s goals.</li> <li>• Only 14% of respondents felt that Alternative 1 is the best option.</li> </ul>	<ul style="list-style-type: none"> <li>• 45% of respondents felt that Alternative 2 best meets the project goals.</li> <li>• Only 9% of respondents selected Alternative 2 as their least preferred alternative.</li> </ul>	<ul style="list-style-type: none"> <li>• Alternative 3A had the most amount of secondary support, with 43% of respondents selecting it as their second choice.</li> <li>• Compared to Alternatives 2 and 3B, Alternative 3A was the first-choice for fewer respondents.</li> </ul>	<ul style="list-style-type: none"> <li>• Alternative 3B was the most polarizing alternative, with a nearly equal number of respondents ranking it first or last.</li> <li>• Alternative 3B had the second-highest number of respondents selecting it as their first choice.</li> </ul>

# CONCERNS ABOUT ALTERNATIVE 1

Maintain existing lane configuration

**Many respondents were concerned this alternative would not improve safety and would maintain the status quo.**



\*"Generally Dangerous" includes 147 comments about pedestrian specific danger and 59 comments about bicycle specific danger

## KEY TAKEAWAYS:

- The most repeated concerns about this alternative were that it does not improve safety, does not reduce speeding, is too auto-centric, and does not consider the importance of the future of our city.
- Nearly half of respondents were concerned this alternative would retain dangerous road conditions.

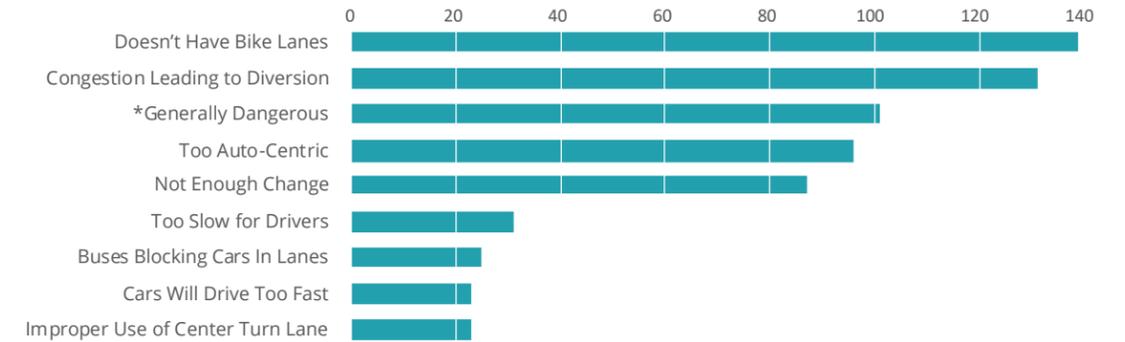
## SOME RESPONDENT'S CONCERNS:

- "MISSED OPPORTUNITY"
- "MAINTAINS UNFRIENDLY ENVIRONMENT"
- "TERRIBLE FOR EVERY-THING BUT SINGLE OCCUPANCY VEHICLES"
- "TOO BUSY FOR COMFORT"
- "ONLY WELCOMING IF YOU DRIVE"
- "LOUD AND DANGEROUS"
- "LANES ARE TOO NARROW"
- "PRIORITIZES CARS"

# CONCERNS ABOUT ALTERNATIVE 2

Extend three-lane configuration west of Cesar E Chavez

**Many respondents had no concerns with this alternative, but of those that did list concerns, the lack of bike access and the potential for congestion were some of the most frequently raised issues.**



\*"Generally Dangerous" includes 56 comments about bicycle-specific danger and 29 comments about pedestrian-specific danger.

## KEY TAKEAWAYS:

- Some respondents noted concerns with changes to auto traffic, such as the potential for congestion or diversion.
- Other respondents felt this is a good compromise for all travel modes, except bikes. Some respondents commented the lack of bicycle facilities with this option is short-sighted for the future of the street and the overall city.
- Some respondents were concerned that Alternative 2 is still too auto-centric, addressing the needs of today but not taking bold enough steps to address the city's climate goals, the 2040 plan, or other city policies.

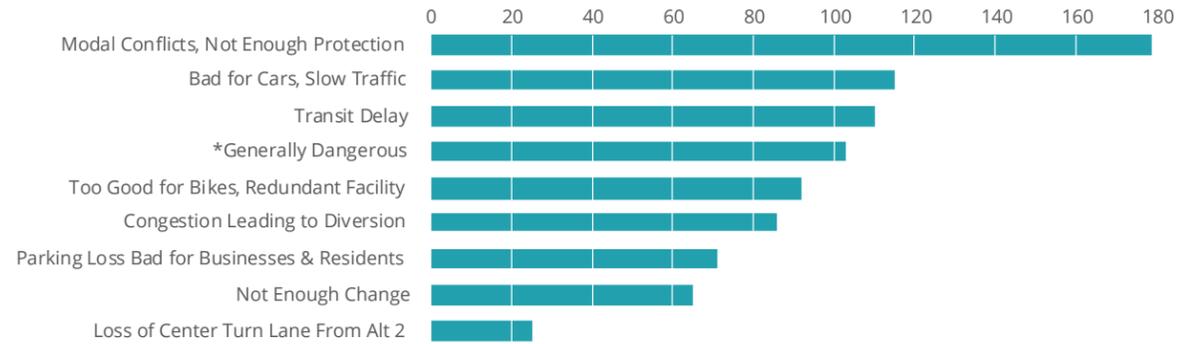
## SOME RESPONDENT'S CONCERNS:

- "IT'S AN OKAY COMPROMISE"
- "KEEPS THE HAZARDOUS STATUS QUO"
- "LESS EFFICIENT FOR CAR DRIVERS"
- "LOST OPPORTUNITY"
- "BETTER, BUT NOT THE BEST USE OF THE STREET"
- "NO BICYCLE ACCESS"
- "NOT BIKE FRIENDLY"
- "DOESN'T REDUCE CARS"

# CONCERNS ABOUT ALTERNATIVE 3A

Two general travel lanes with buffered bike lanes

**Many respondents had concerns related to the safety of the bike lanes proposed with this alternative, as well as the impacts to transit and vehicle congestion.**



\*"Generally Dangerous" includes 56 comments about bicycle specific danger and 12 comments about pedestrian specific danger.

### KEY TAKEAWAYS:

- There was concern about the lack of physical separation between the bike lane and general travel lanes with this option, putting bikes at risk of conflicts with cars, buses and delivery vehicles.
- Some respondents felt that this option over-compensates to accommodate bikes, at the expense of other travel modes (such as transit and walking).
- Another concern for many was the potential increase of traffic and congestion, both on Hawthorne and the adjacent Neighborhood Greenways.
- Respondents were concerned about the potential increase in transit travel time along the corridor, and possible negative impact on equity.
- There was a concern about the potential impact to businesses and local residents due to the reduction of parking with this option.

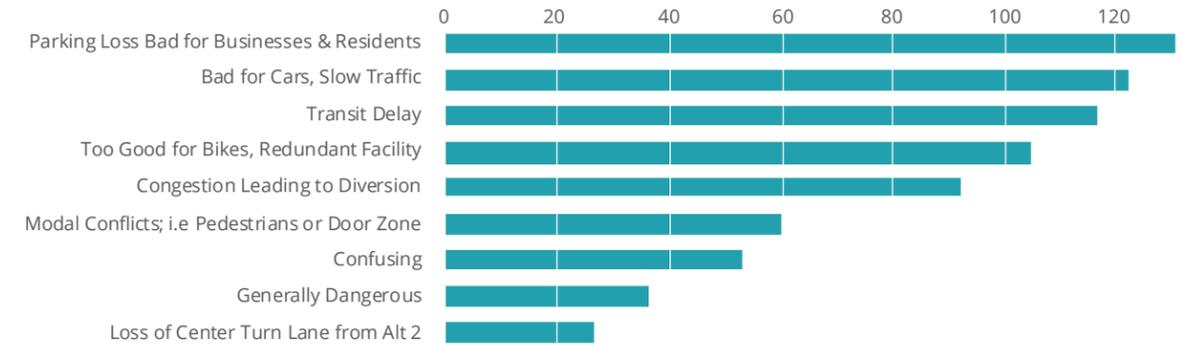
### SOME RESPONDENT'S CONCERNS:

- **"DOOR ZONES ARE NOT SAFE"**
- **"BICYCLES TOO EXPOSED TO TRAFFIC"**
- **"UNNECESSARY WITH NEARBY BIKE STREETS"**
- **"INCREASED TRAFFIC ON SIDE STREETS"**
- **"GOOD PLAN B!"**
- **"TRANSIT SPEED AND EQUITY"**
- **"WORSENS CONGESTION AND SAFETY ON SIDE STREETS"**

# CONCERNS ABOUT ALTERNATIVE 3B

Two general travel lanes with parking protected bike lanes

**Many respondents felt that this alternative is the most desired for a future Hawthorne. Others felt it provides redundant bicycle facilities at the cost of other modes of transportation.**



### KEY TAKEAWAYS:

- There was concern that the loss of parking would impact business deliveries and stress parking availability. Respondents were also concerned a loss of parking would increase neighborhood traffic and degrade nearby Neighborhood Greenways. Additionally, there was a concern this option would limit the ability to install more street seating.
- Some respondents were concerned this alternative would allow drivers to improperly park and block the bike lane, or that passengers would linger in the bike lane, causing conflicts between users. They also felt the width of the bike lane would not be sufficient for bicyclists to avoid passenger-side car doors in what is known as the door-zone.
- There was concern about the visibility of cyclists at intersections, which they felt could increase bicyclists crashes, particularly from both right turning and left turning vehicles.
- As with Alternative 3A, some respondents felt bike lanes are unnecessary, would not be used, and would lead to traffic congestion, increase transit times, and increase vehicle diversion, which could harm the City's climate and equity goals.

### SOME RESPONDENT'S CONCERNS:

- **"WILL INCREASE TRAFFIC ON SIDE STREETS LOOKING FOR PARKING"**
- **"MAJOR CONGESTION AND LOSS OF PARKING"**
- **"CYCLISTS GETTING DOORED BY PASSENGERS"**
- **"WE ALREADY HAVE BIKE ROUTES NEARBY"**
- **"DOESN'T SUFFICIENTLY ADDRESS EQUITY"**
- **"CONFUSING TO DRIVERS AND BIKES"**

## IS THERE ANYTHING ELSE WE SHOULD HAVE CONSIDERED IN THE EVALUATION?

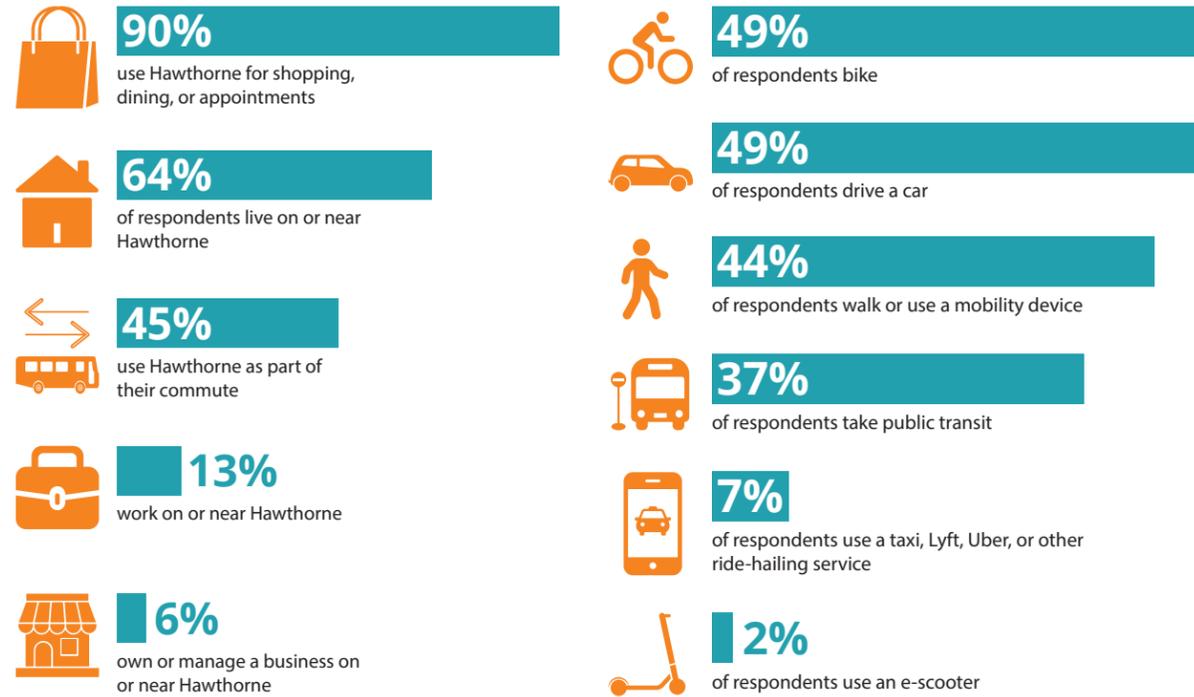
The most recurrent requests were to **consider refinements to accommodate bikes while reducing impacts to transit**, and to explore ways to **provide additional sidewalk space** for pedestrians and businesses.

Other items requested or suggested:

- A request for PBOT to **address neighborhood traffic diversion**, regardless of the final design.
- A recommendation to consider a **two-way bicycle track** on one side of the street as a possible solution to space constraints.
- A variety of **suggestions for parking** in the Hawthorne area. Some people requested parking preservation, while others desire a new parking district and interventions such as meters and residential parking permits.
- A recommendation that the new street layout **be extended further west to 12th Ave.**
- A feeling that **people will continue to drive**, regardless of the alternative selected
- A recommendation for **transit improvements**, such as transit-only lanes, especially if it helps the corridor become a future Streetcar or Bus Rapid Transit route.
- A recommendation to turn Hawthorne into a **one-way street** and make either Division or Belmont a one-way street in the opposite direction.



# HOW DO YOU CURRENTLY USE HAWTHORNE BOULEVARD?

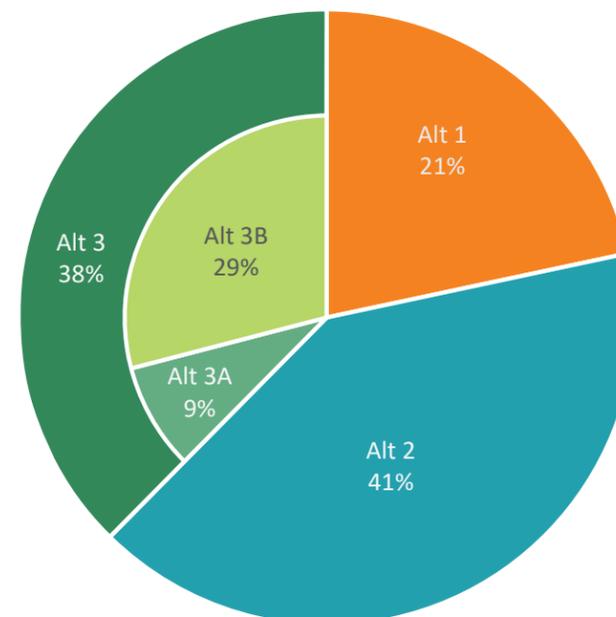


# BUSINESS RESPONSES

57 of the survey respondents said they own or manage a business on Hawthorne. These respondents had a range of opinions about the alternatives and which one would best meet the goals of the project.

- 41% (23 people) selected Alternative 2 as their top choice, and 38% (22 people) selected Alternatives 3A or 3B as their top choice.
- Out of the business owners that chose Alternative 2 as their first choice, 14 (61%) chose Alternative 1 as their second choice.
- In most cases, respondents selecting Alternative 3B as their top choice selected Alternative 3A as their second choice.
- Regarding concerns about each alternative, business owners shared the following:
  - With Alternative 1, business owner respondents were most concerned it does not improve safety.
  - Some business owner respondents were concerned about motor vehicle congestion with Alternatives 2, 3A, and 3B.
  - With Alternative 3B, business owner respondents were concerned about the amount of on-street parking reduction.
  - For both Alternative 1 and 2, some business owner respondents were concerned about the lack of overall street transformation and lack of bike access.

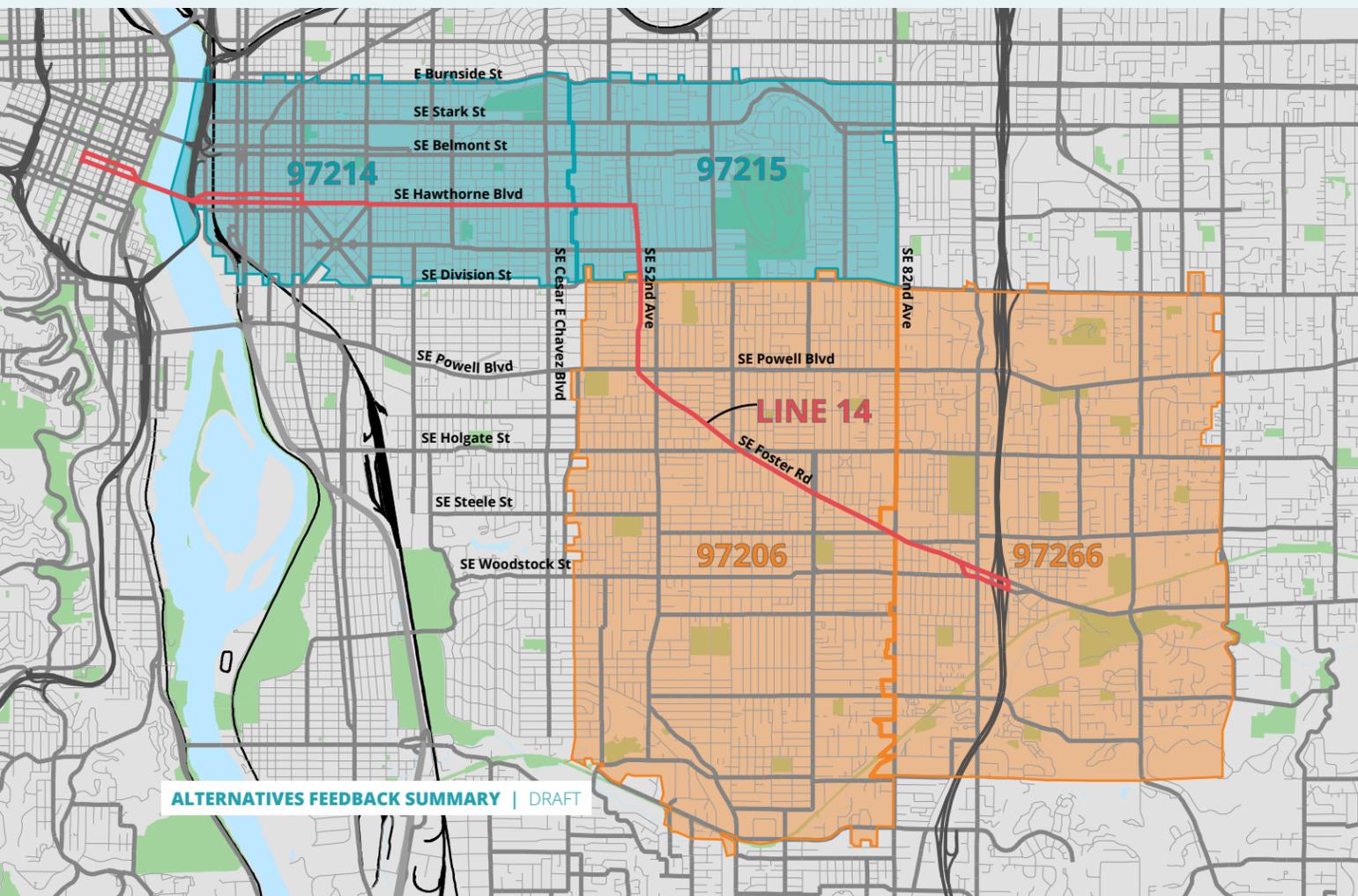
BUSINESS OWNERS: TOP-CHOICE ALTERNATIVE THAT MEETS PROJECT GOALS



## RESPONSES BY GEOGRAPHY

The survey asked respondents to identify their home zip code. The project team compared responses of people living in zip codes that border Hawthorne (97214 and 97215) to people living in Foster-Powell and Lents (97206 and 97266)—areas served by TriMet’s Line 14, which runs along Hawthorne and could be impacted by this project. We also compared these groups to respondents living in other parts of the city.

Overall, most survey respondents (55%, 548 people) live in the areas surrounding Hawthorne. About 14% of the respondents (134 people) live in the Foster-Powell or Lents areas (97206 or 97266), and the remaining approximately 30% live in other areas.



### RESPONDENTS LIVING IN ZIP CODES WHICH BORDER HAWTHORNE (97214 OR 97215)

- 55% (548 people) of survey respondents live within these two zip codes.
- A majority of respondents from these zip codes chose Alternative 2 as best able to meet the project goals. Of the 278 respondents that selected Alternative 2, 123 (44%) selected Alternative 1 as their second choice.
- Of the 548 respondents from these two zip codes, 148 (27%) selected Alternatives 3A and 3B as their top two choices.

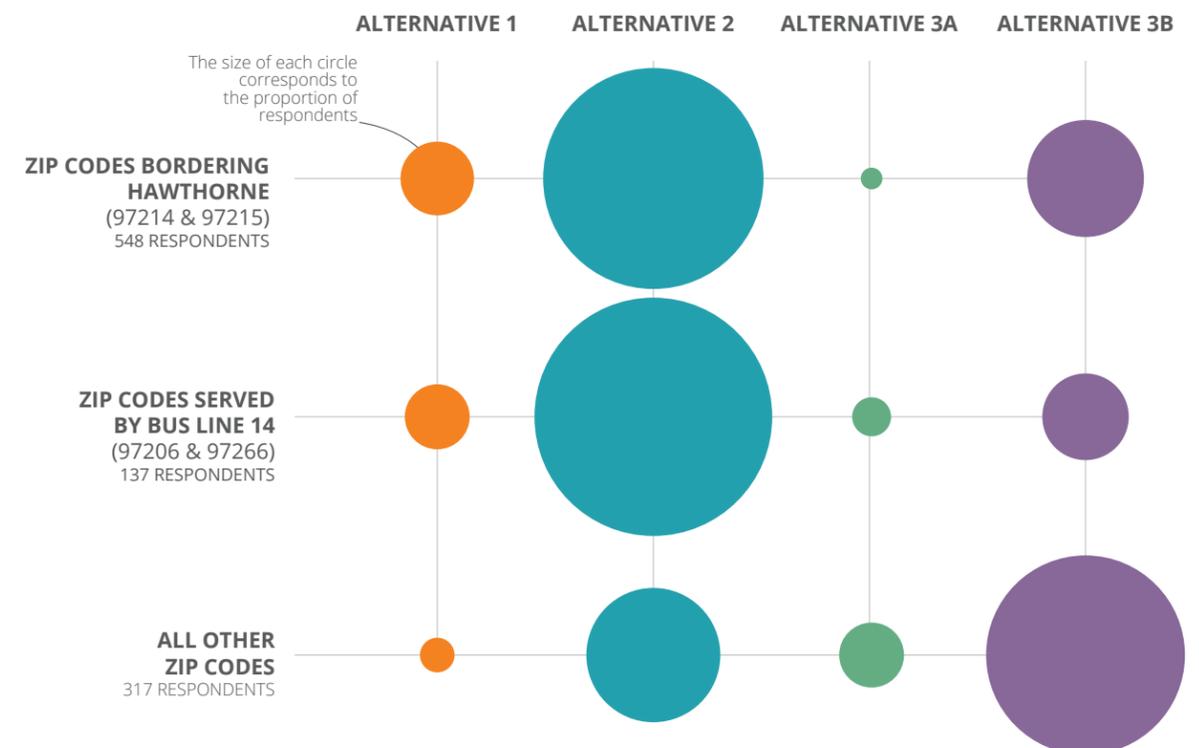
### RESPONDENTS LIVING IN FOSTER-POWELL AND LENTS NEIGHBORHOODS, SERVICED BY LINE 14 (ZIP CODES 97206 OR 97266)

- 14% (137 people) of all respondents to the survey live within these two zip codes.
- Respondents from these zip codes largely selected Alternative 2 as best able to meet the project goals. Of the 75 respondents that chose Alternative 2, 31 (41%) selected Alternative 1 as their second choice.
- Of the 137 respondents from these two zip codes, 33 (24%) selected Alternatives 3A and 3B as their top two choices.

### RESPONDENTS LIVING IN ALL OTHER ZIP CODES

- 32% (317 people) of respondents were people that lived in other zip codes or declined to state.
- 56% (176 people) from ‘all other zip codes’ selected Alternatives 3A and 3B as their top two choices to best meet the project goals.

### TOP-CHOICE ALTERNATIVE THAT MEETS PROJECT GOALS, SORTED BY ZIP CODE GROUPS





*"The City of Portland ensures meaningful access to city programs, services, and activities to comply with Civil Rights Title VI and ADA Title II laws and reasonably provides: translation, interpretation, modifications, accommodations, alternative formats, auxiliary aids and services. To request these services, contact 503-823-5185, City TTY 503-823-6868, Relay Service: 711."*



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION