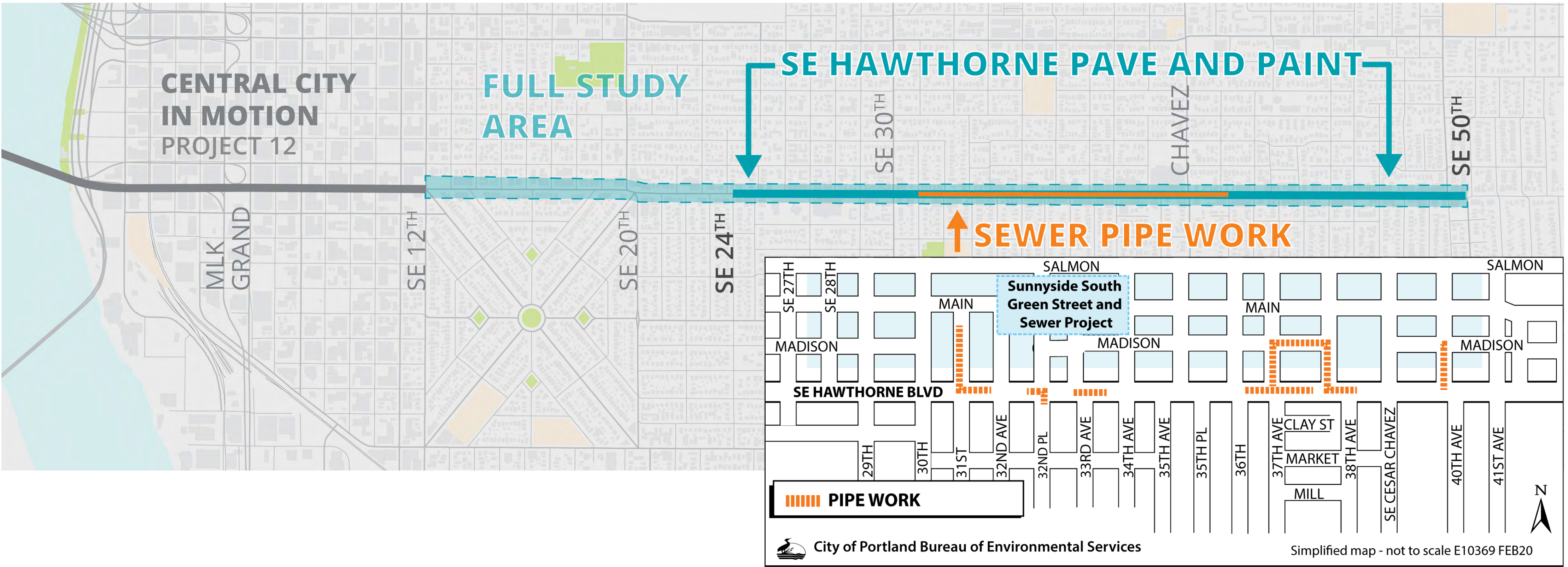


1 SE HAWTHORNE PAVE & PAINT

What is the project?

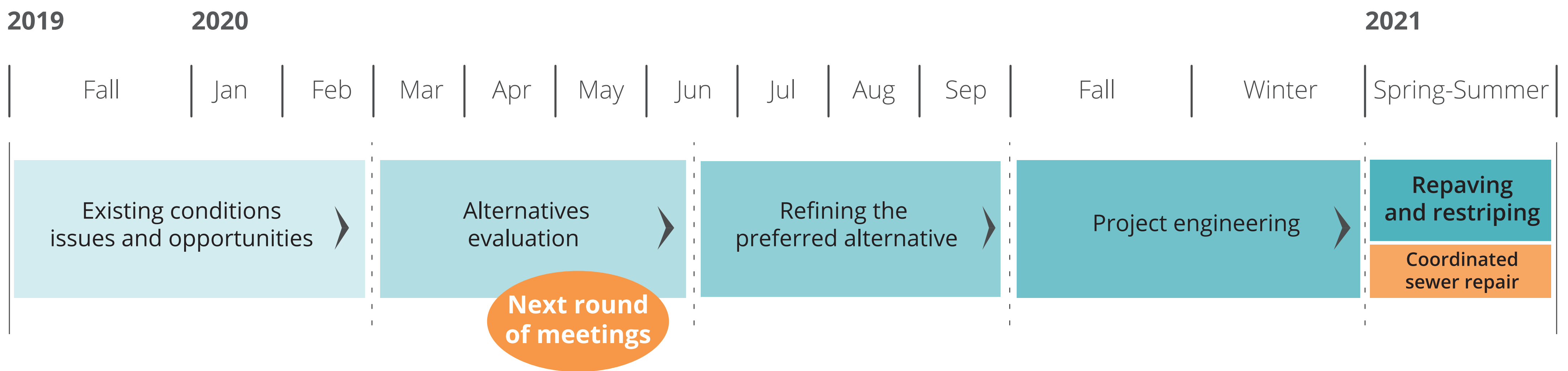
SE Hawthorne Boulevard is due for maintenance paving. PBOT is scheduled to repave the street between 24th and 50th avenues during summer of 2021. PBOT is looking at ways to take advantage of this opportunity to improve safety and make other changes to better serve people and businesses on Hawthorne.



What is the project scope?

Scheduled for 2021 (Funded)	Potential (Not Funded Yet)	Out of Project Scope (Not Funded)
<ul style="list-style-type: none">• Repaving and re-striping between 24th and 50th avenues (can consider changes to lanes, marked crossings, other striping)• New curb ramps where they don't meet accessibility standards	<ul style="list-style-type: none">• New crossings (depending on street layout)• Transit efficiency enhancements• Other low-cost improvements	<ul style="list-style-type: none">• Changes to the current location of curbs/sidewalks• Changes to Hawthorne between SE 12th and 24th avenues• Other investments for the extent of the corridor

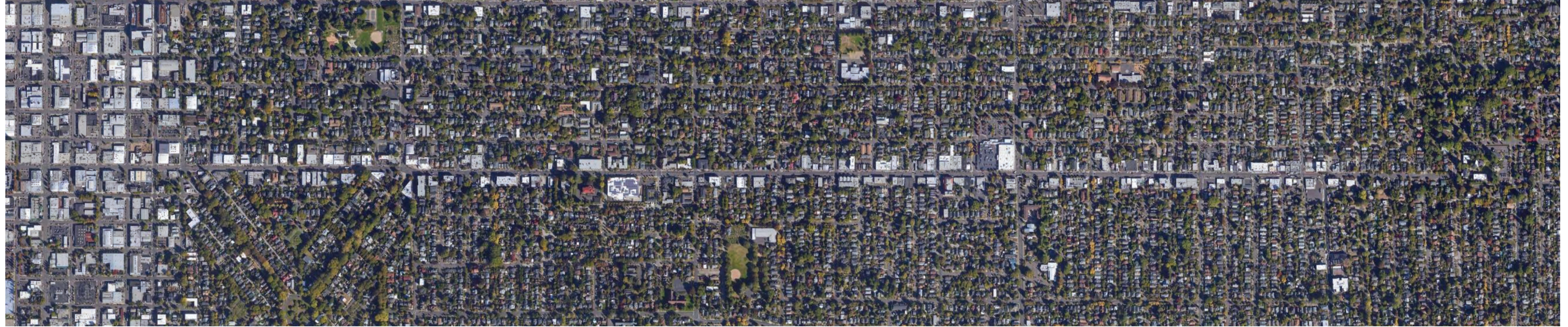
Project Timeline



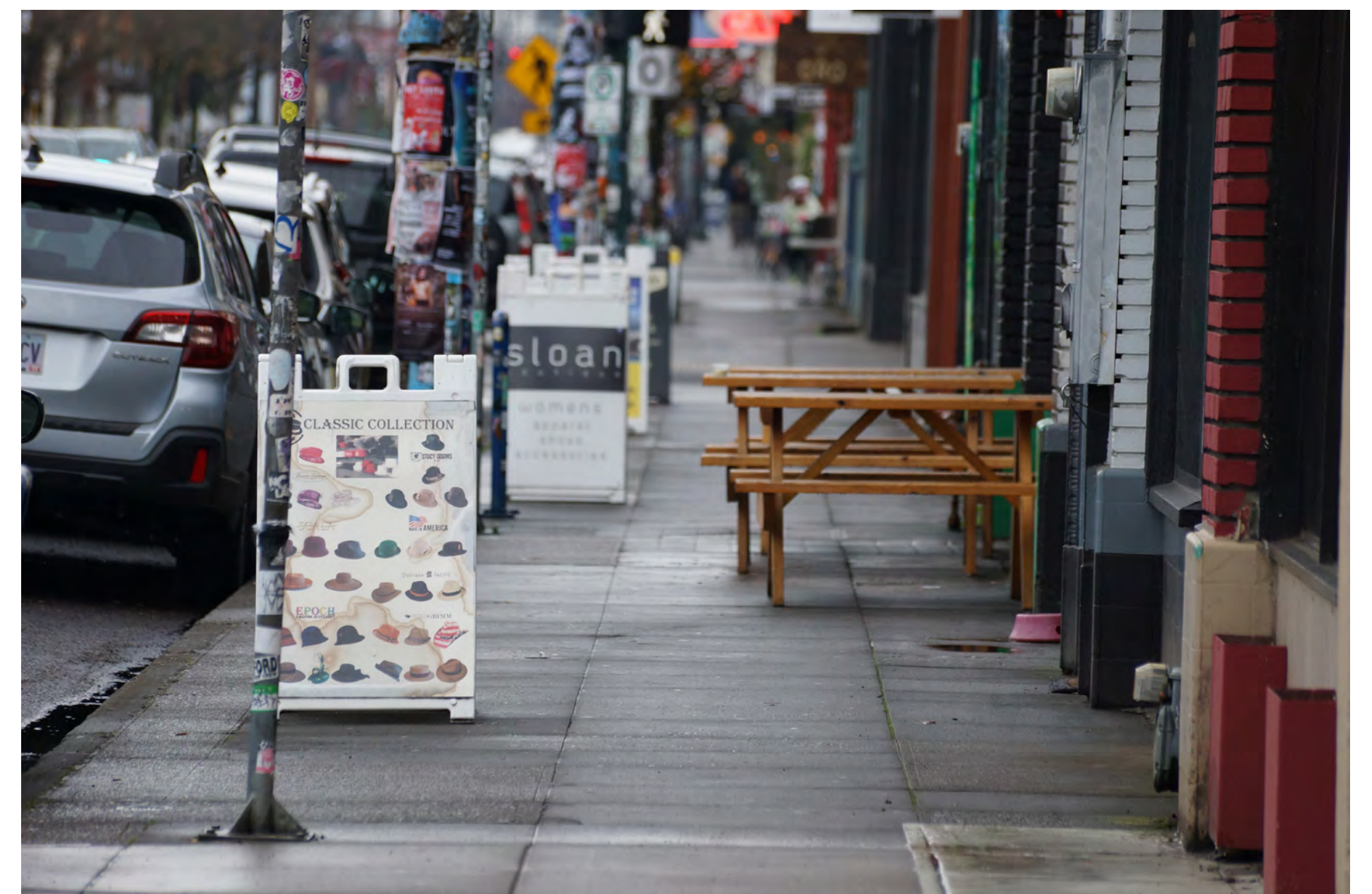
2 HAWTHORNE TODAY

Hawthorne District

The Hawthorne District has almost 600 businesses across numerous business categories, mostly concentrated in retail and entertainment. Businesses are particularly concentrated between 30th and 50th avenues.

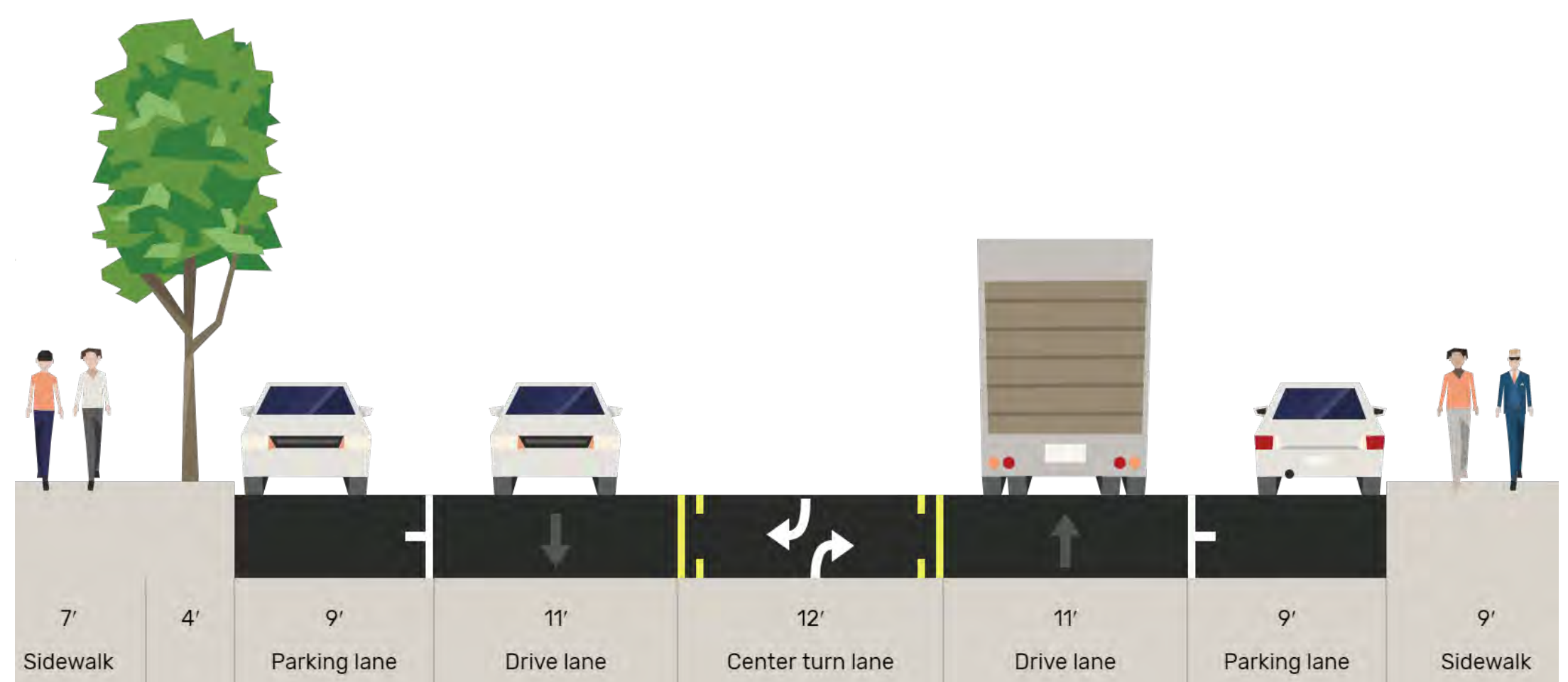
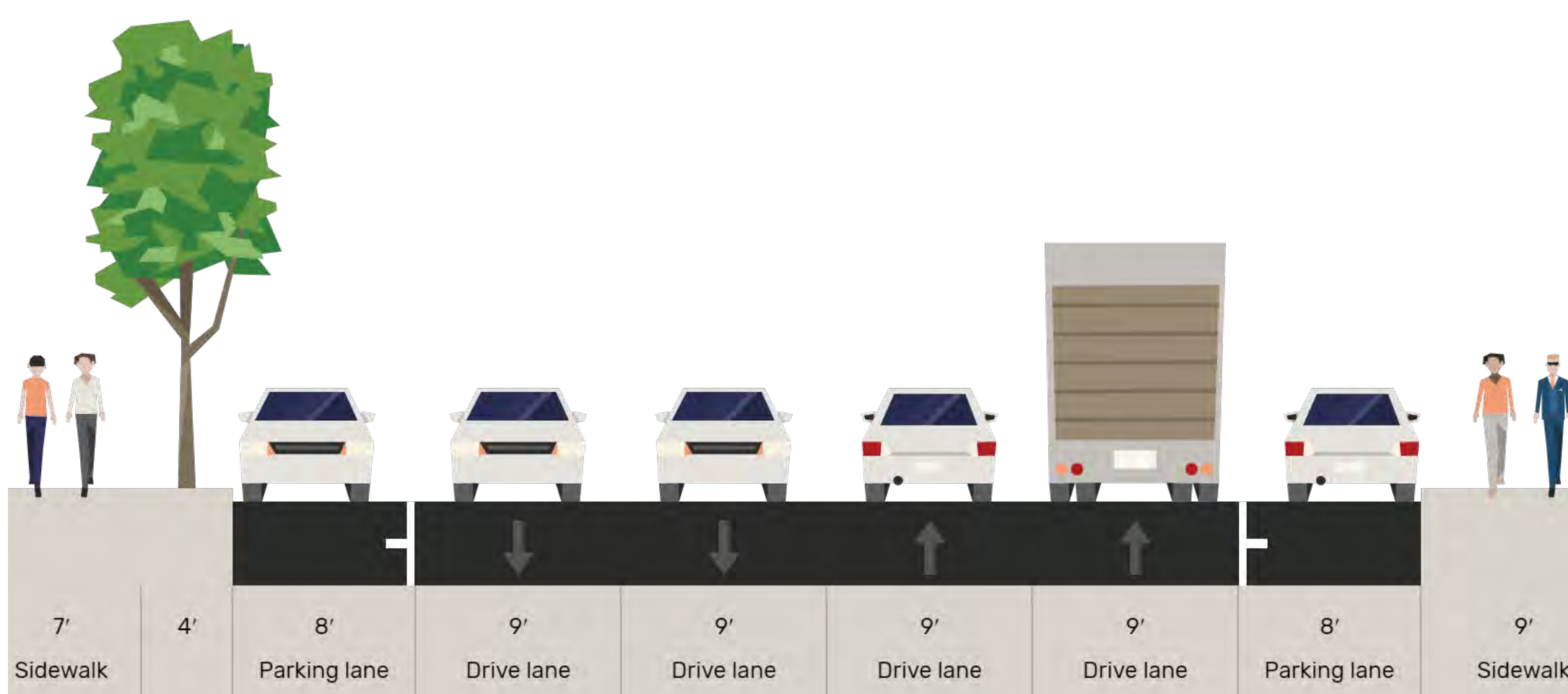


- **East** of César E Chávez there is a higher concentration of **office and professional services**
- 30th to César E Chávez is more focused on **retail and entertainment**
- Hawthorne generally has some of the lowest **vacancy rates** in the city for both retail and office spaces



The Street Today

There are two general street configurations on Hawthorne within the study area of this project, shown below.

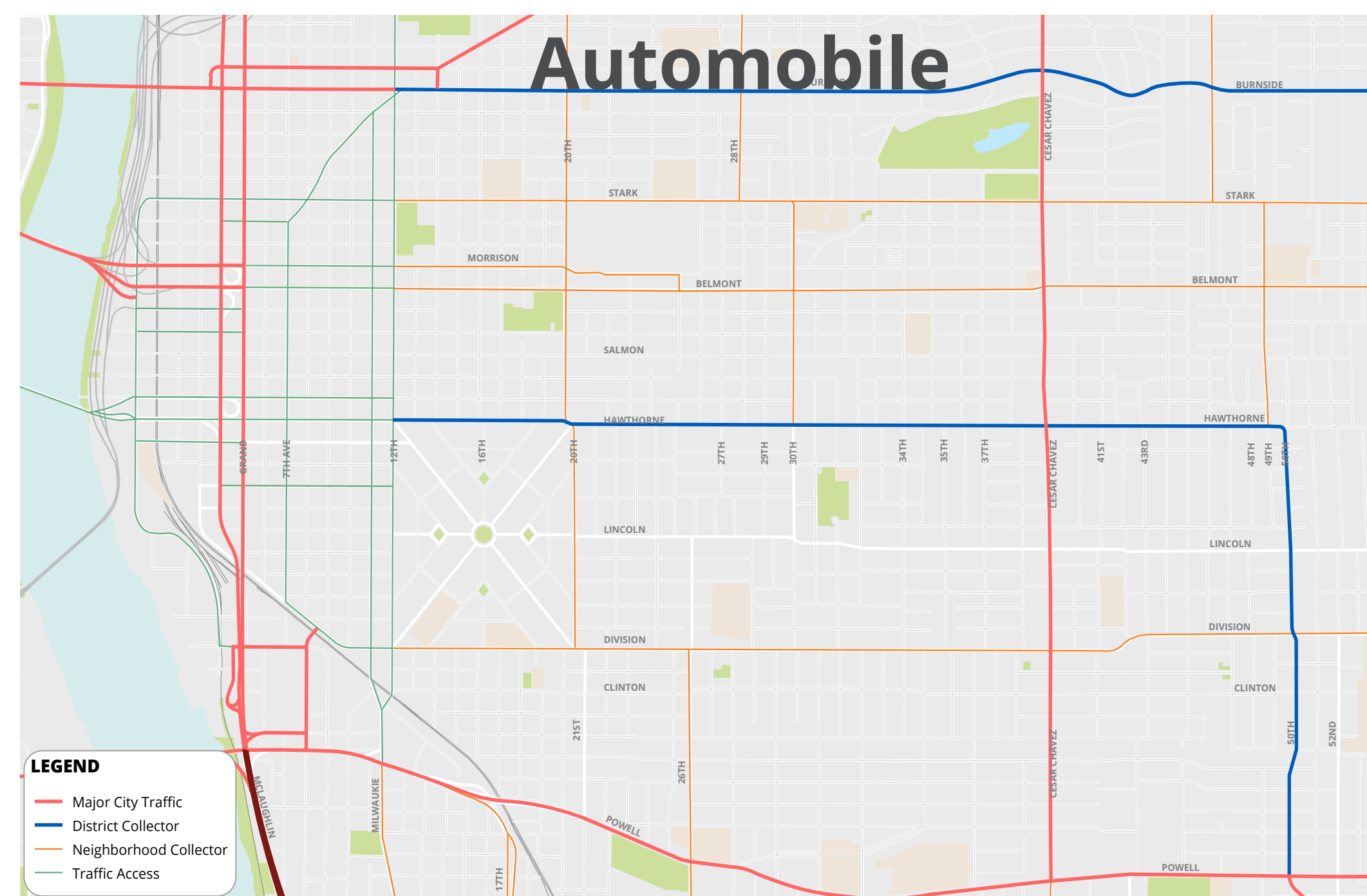
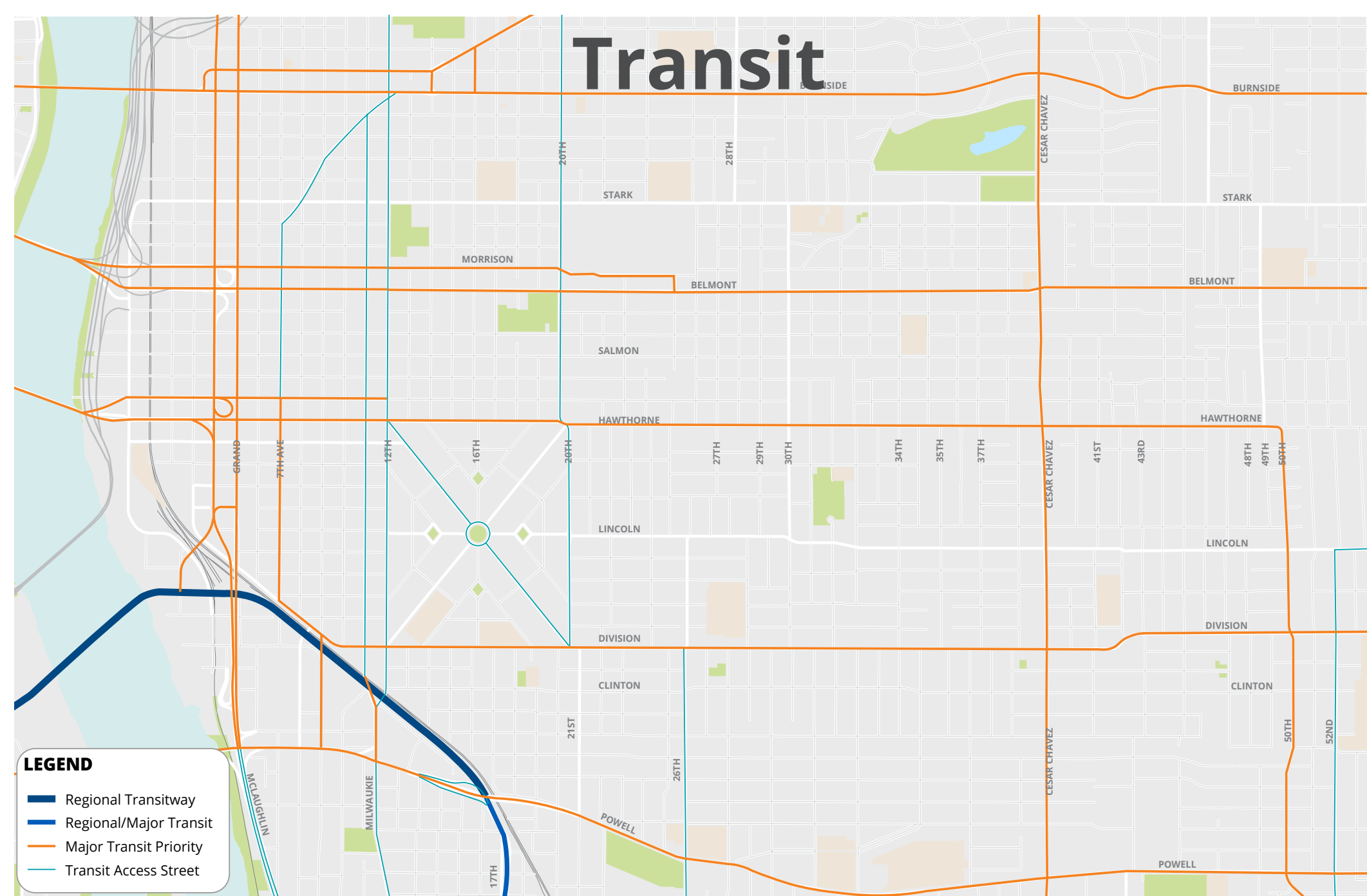
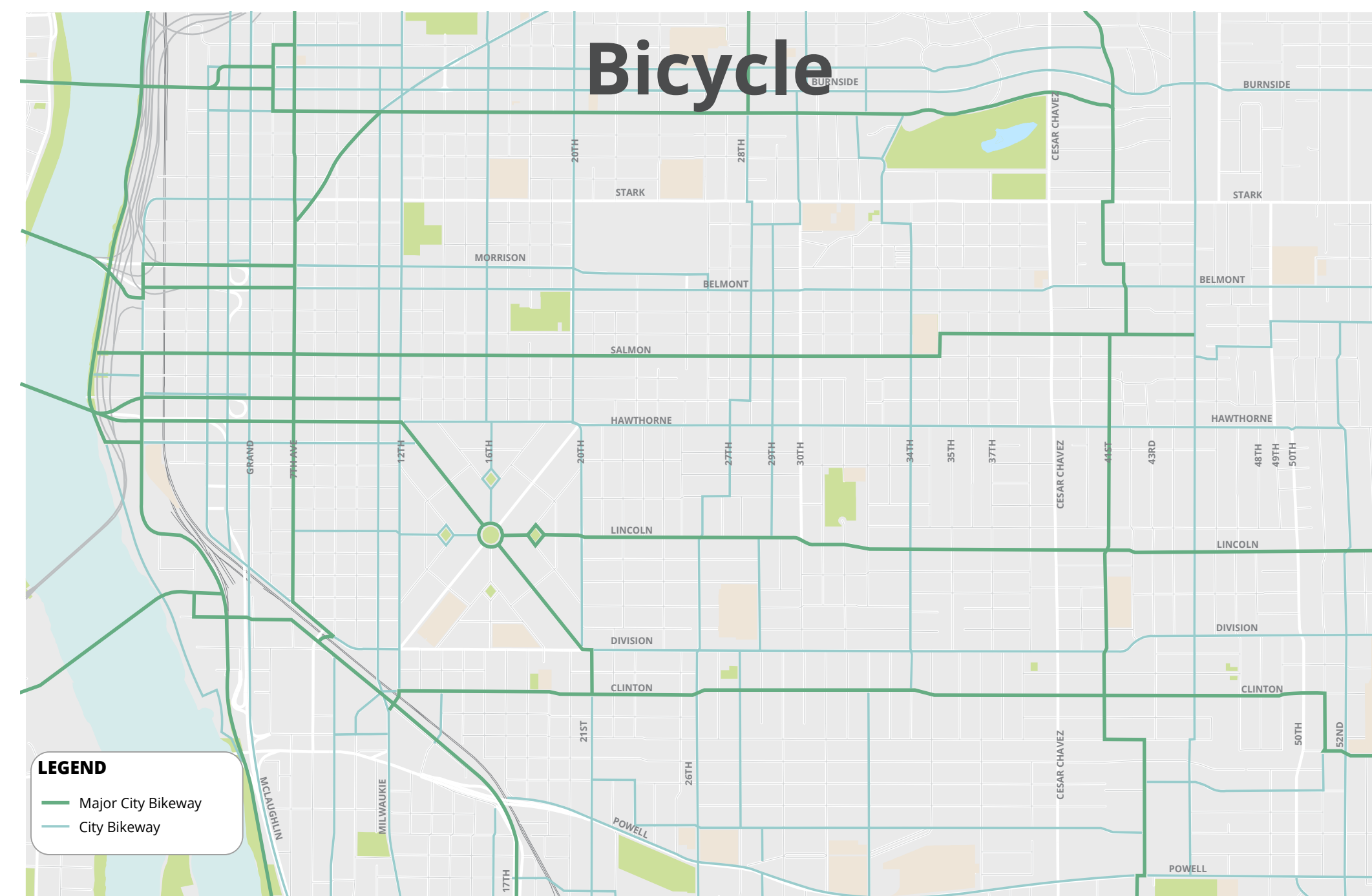
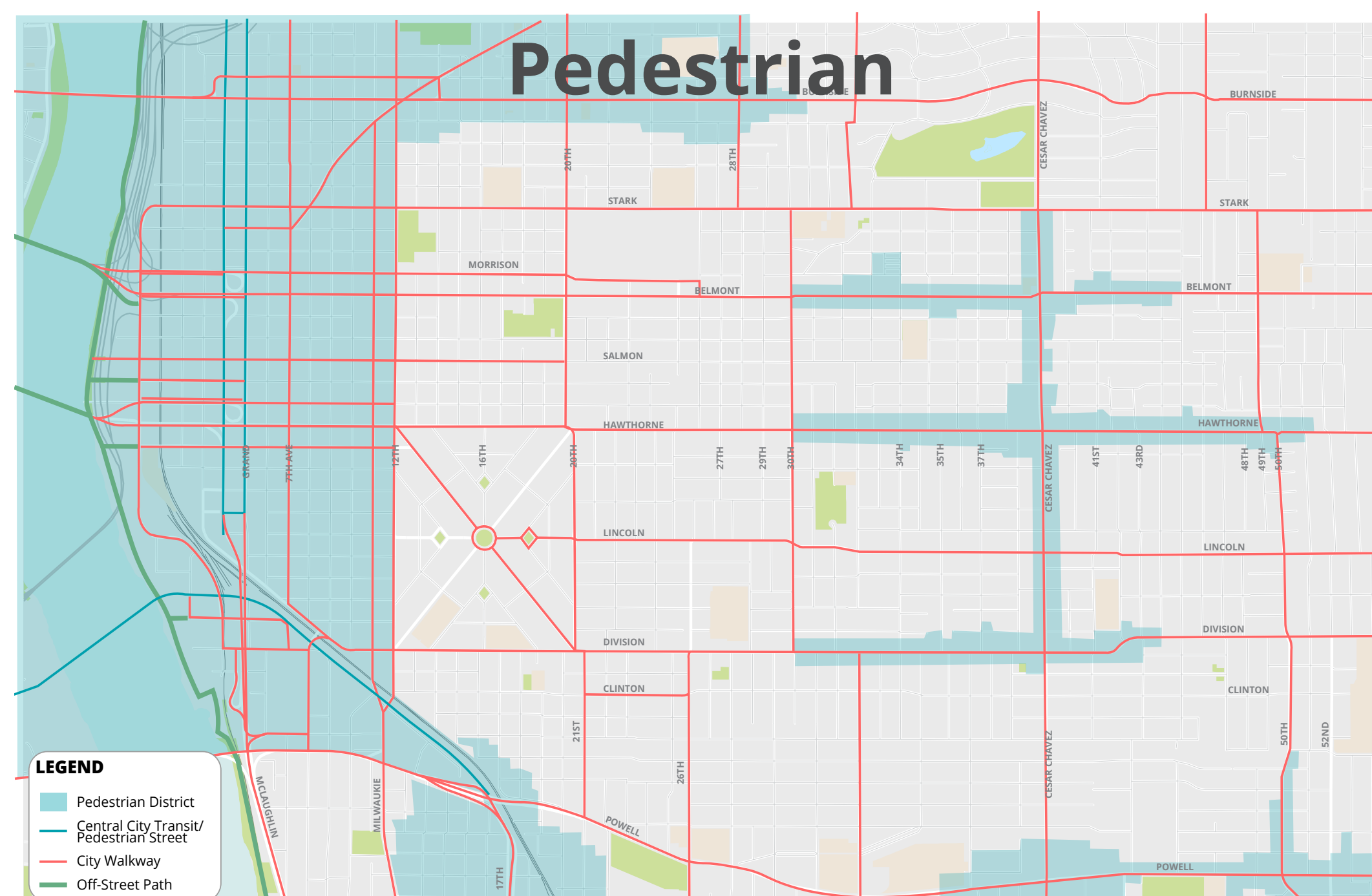


Sidewalks are typically wider where more recent development has occurred, but are as narrow as 8 feet in other locations. The general travel lanes are 9 feet wide west of César E Chávez - a foot less than PBOT's standard lane width.

3 TRANSPORTATION SYSTEM PLAN 2035

What is the Transportation System Plan?

Portland's 2035 Transportation System Plan (TSP) is a roadmap for the next 20 years of transportation policy and investment, helping us face the challenges of a growing city. It includes "functional classifications" for various travel modes, as shown in the maps below. The classifications help guide implementation of the plan.



Hawthorne is also classified as a Civic Main Street

Design for a Civic Main Street emphasizes multi-modal access:

- Two to four lanes, with transit lanes or treatments if needed to improve transit speed and reliability
- Pedestrian access to destinations is prioritized
- Curb zone should emphasize access and placemaking functions (such as parking, loading, transit stops, street trees, curb extensions, and street seats)
- Bike and pedestrian facilities should be separated, and crossings should be signaled or improved with refuge islands
- Closely-spaced crossings, low vehicle speeds, and medians or turn lanes as needed.



4a VISION ZERO CRASHES ON HAWTHORNE

What is Vision Zero?

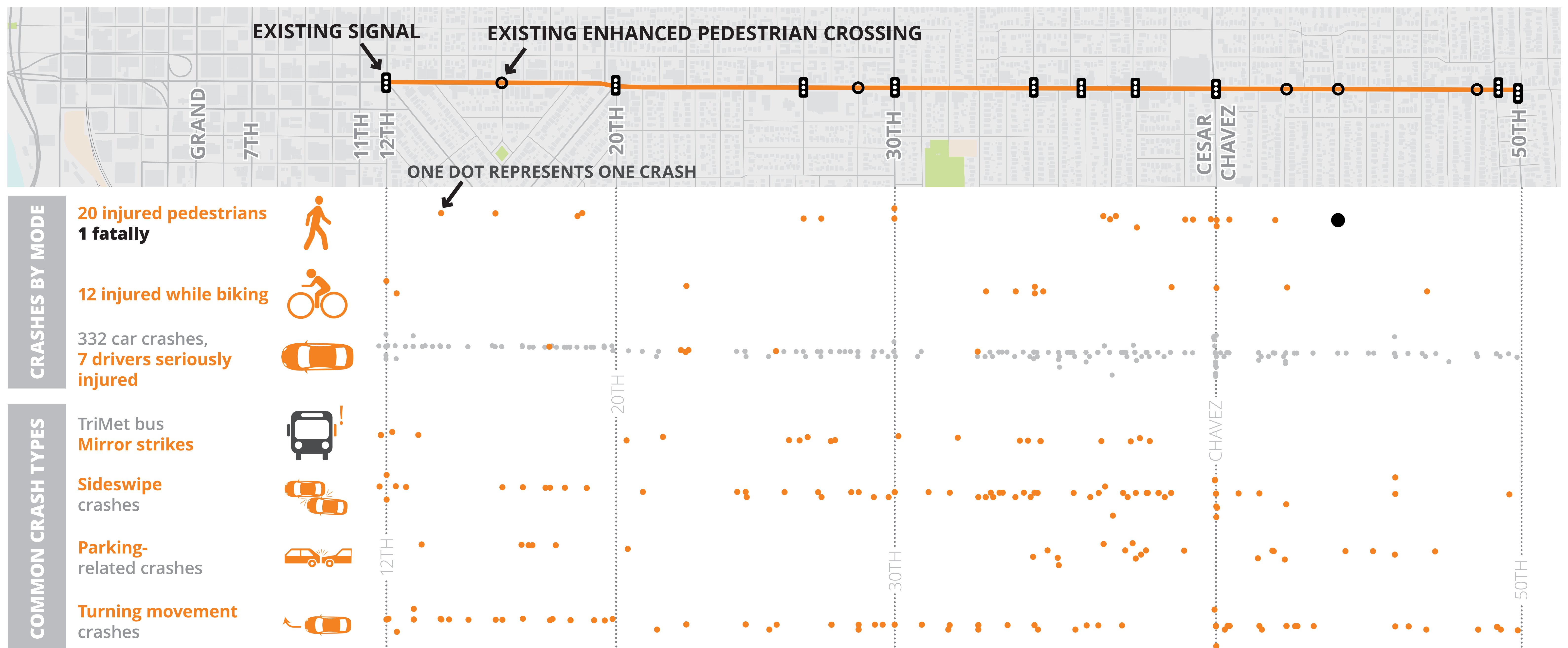
Portland is committed to ending traffic violence in our communities. **The City and our partners are working to eliminate deaths and serious injuries on our streets.** Portland City Council adopted Vision Zero in 2015.



Hawthorne Today

PBOT's Vision Zero team has identified SE Hawthorne Boulevard as one of the 30 most dangerous streets in Portland. **Collisions with pedestrians were the most common Vision Zero crash type*** and occurred at 2 to 3 times the rate of other streets in the city.

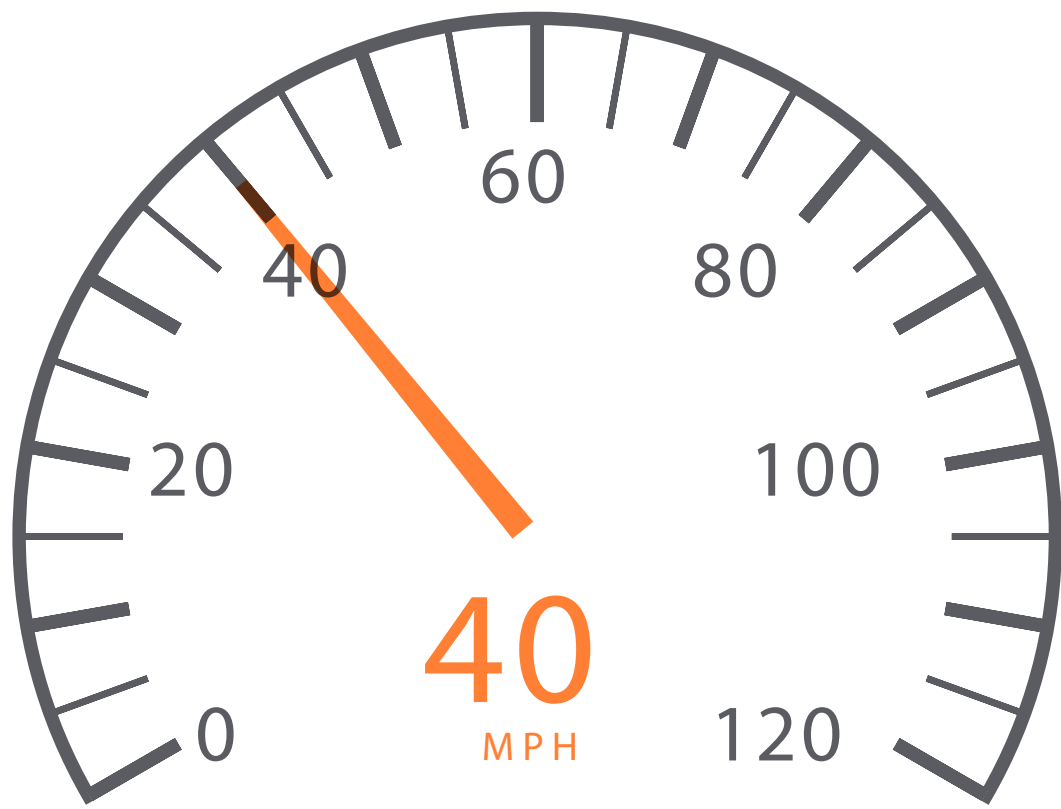
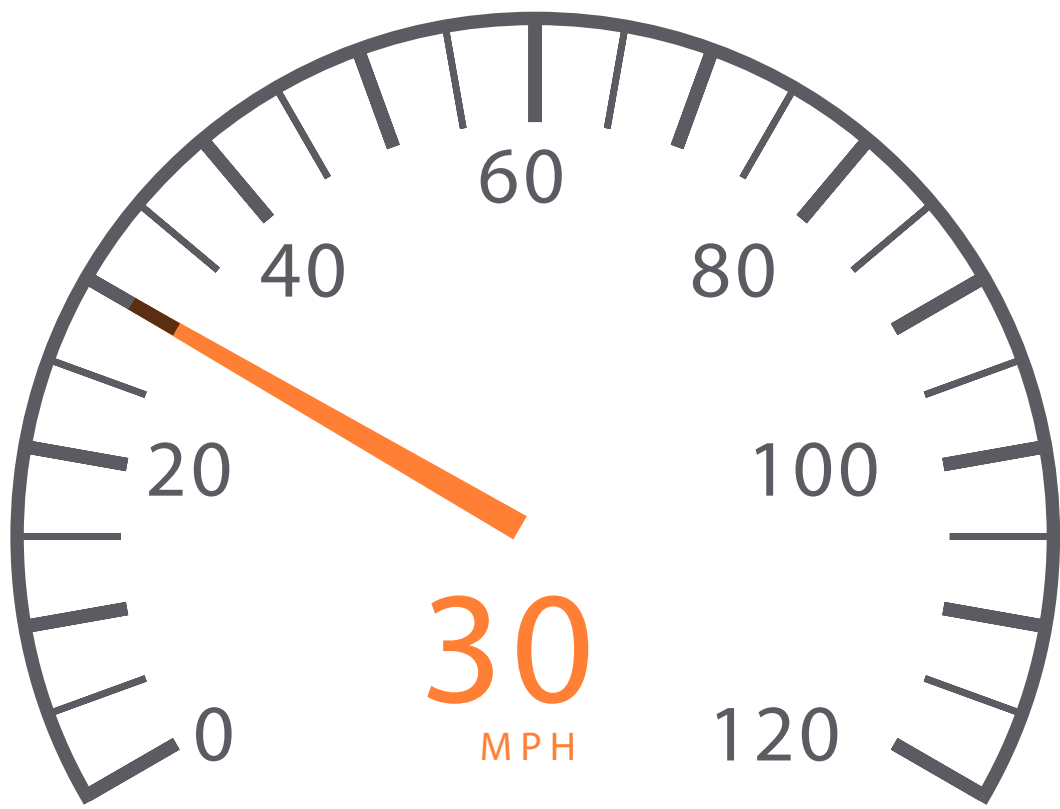
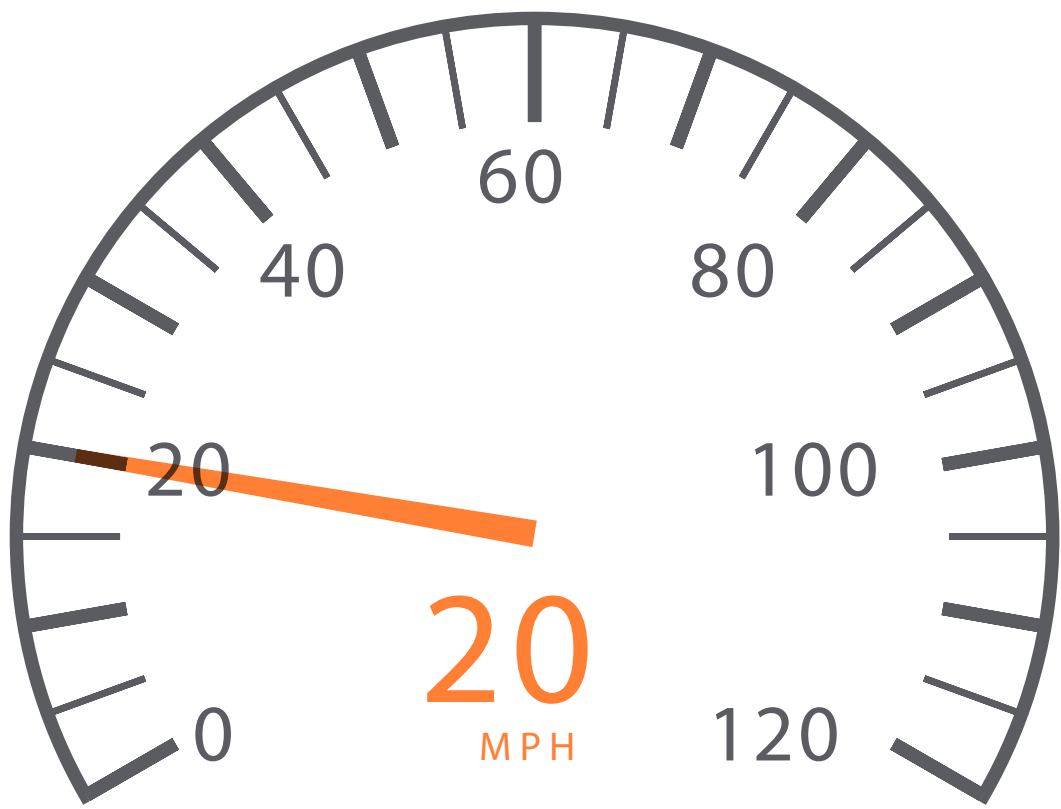
* Any crash that involves a pedestrian or person biking or where a person in or operating a vehicle is seriously injured or killed.





Consequences of Speeding

Increased vehicle speeds increases the **likelihood of death for all road users**, especially pedestrians. Speeding also increases the stopping distance of a vehicle, as well as the potential of losing control of a vehicle.



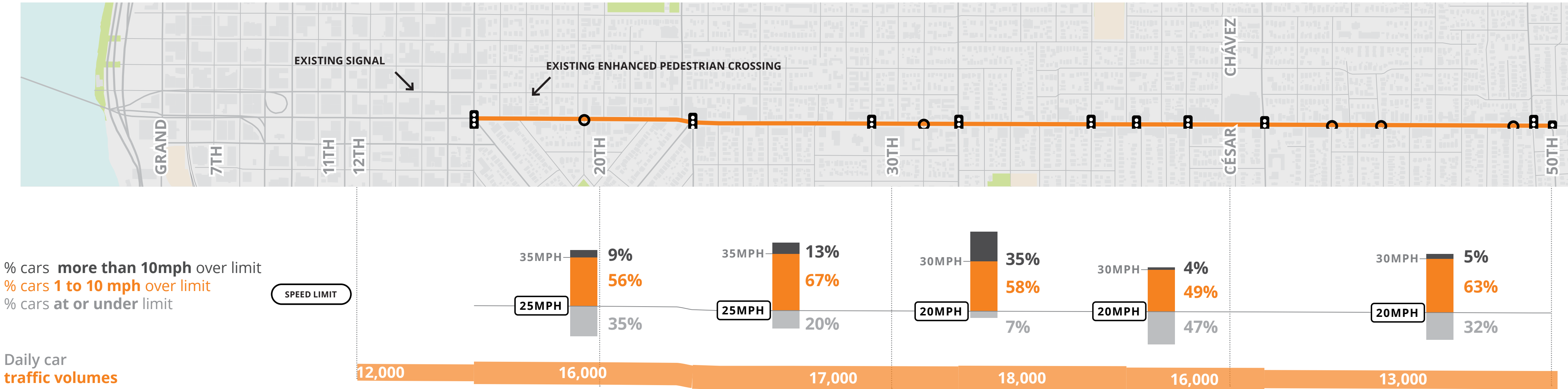
DEATH DUE TO SPEED

U.S. Department of Transportation, Literature Reviewed on Vehicle Travel Speeds and Pedestrian Injuries, March 2000.
www.NHTSA.gov/about/nhtsa/traffic+techs/current/literature+reviewed+on+vehicle+travel+speeds+and+pedestrian+injuries



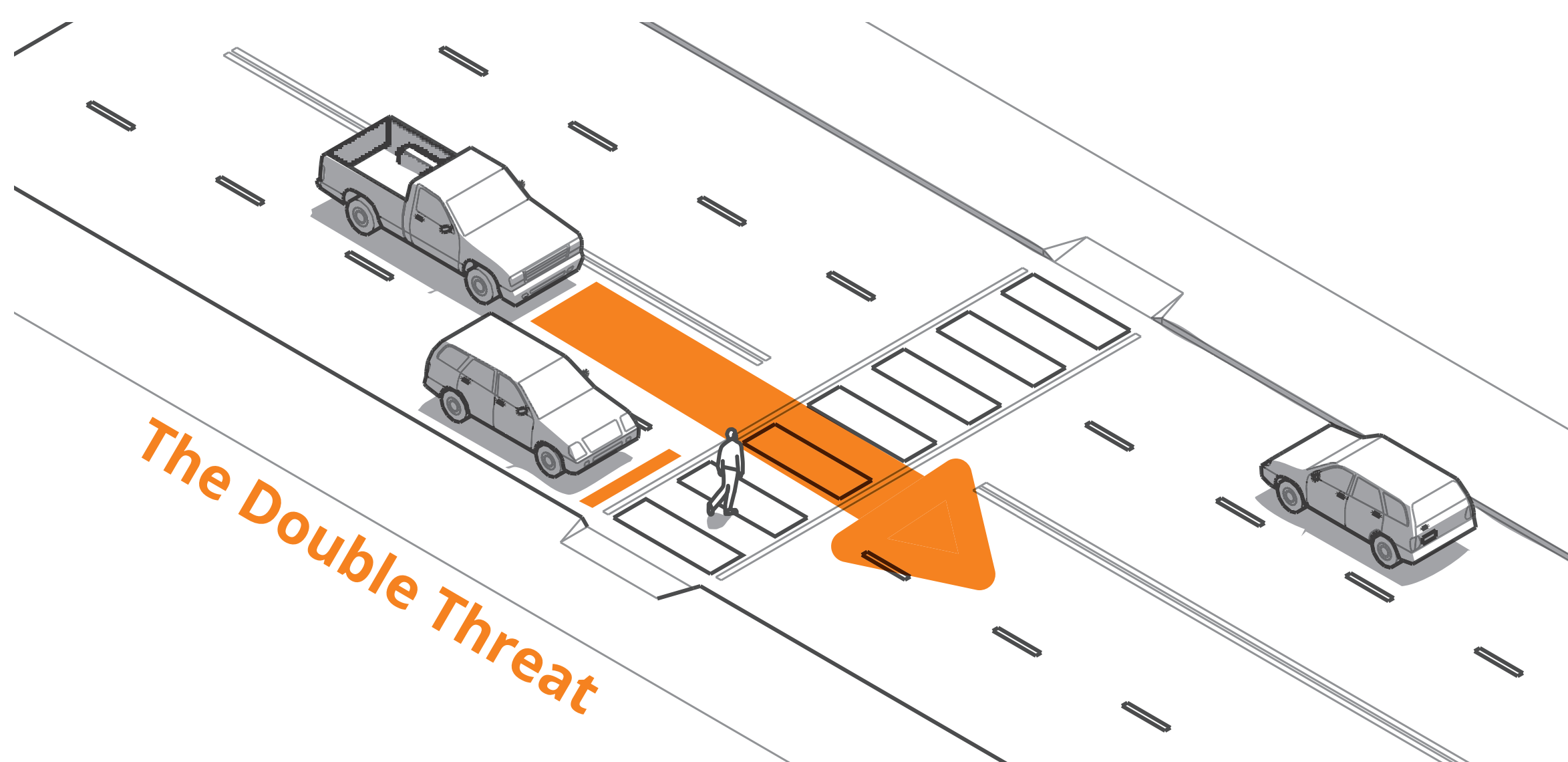
Speeds on Hawthorne

On Hawthorne, particularly west of SE 34th Avenue, **drivers are going too fast**. At 31st Avenue, **35 percent of drivers went more than 10mph over** the speed limit.



Hawthorne is a **bustling commercial corridor** classified as a Civic Main Street, emphasizing pedestrian access to destinations. East of 30th Avenue, it lies within a **pedestrian district**. Yet, we frequently hear of **challenges people face crossing Hawthorne**.

Crossing at marked, unsignalized crosswalks



- Drivers often don't yield at crosswalks.
- Without a signal, there is less assurance for pedestrians that drivers will yield.
- This design results in the "double threat" on 4-lane streets.
- Can be hard for drivers to see people crossing or waiting to cross.

Crossing at signalized intersections



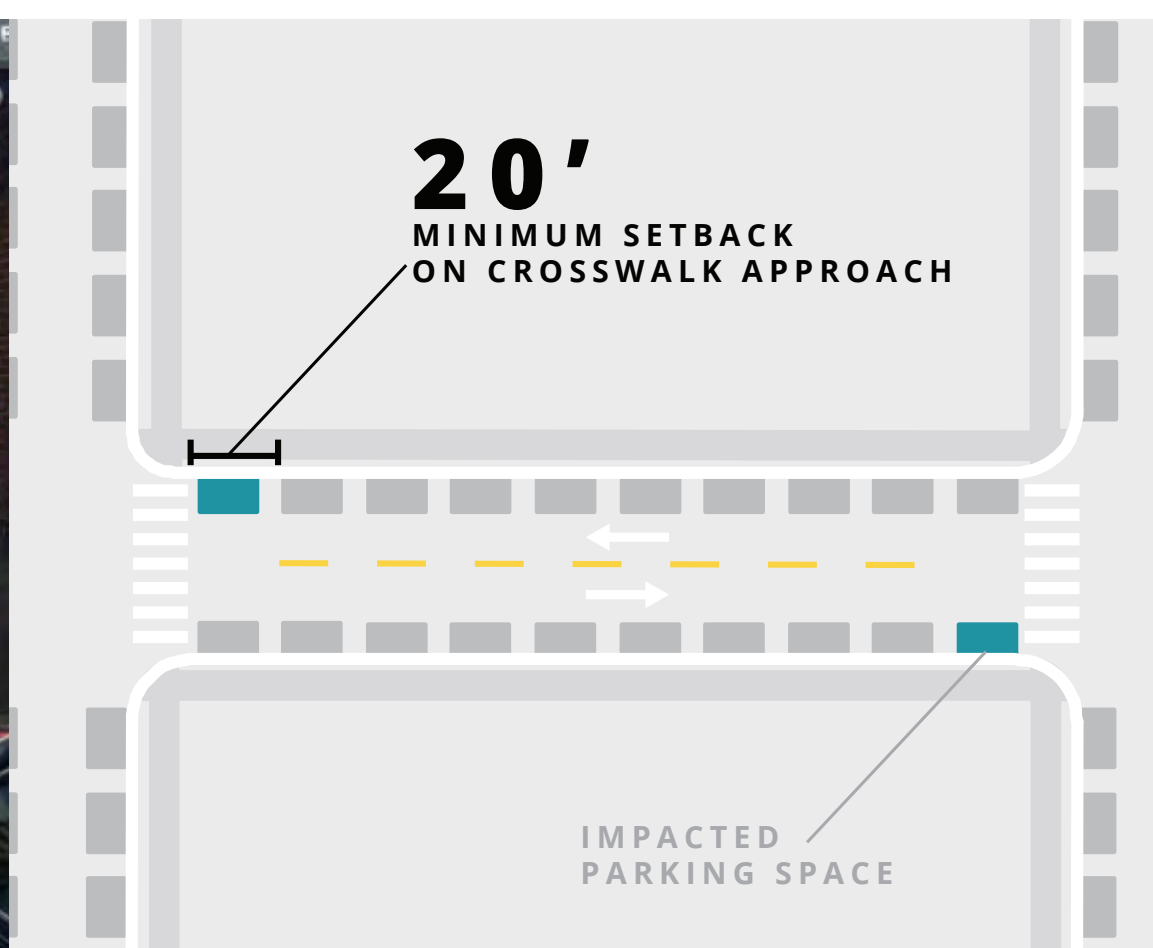
- Often there are conflicts between pedestrians and turning vehicles.
- In some cases, drivers disregard or do not understand the left-turn prohibition on Hawthorne.
- Curb ramps are not all accessible, and some have significant pooling in wet weather.

Long gaps without marked crossings



- In some locations, there are long stretches of Hawthorne without marked crossings.
- Destinations or transit stops on both sides of the street create a need to cross. For example, many people use unmarked crossings at 23rd Avenue and 32nd Avenue.
- Every corner of every intersection is a legal crossing regardless of whether it is marked, unless it is closed.

Vision clearance at intersections



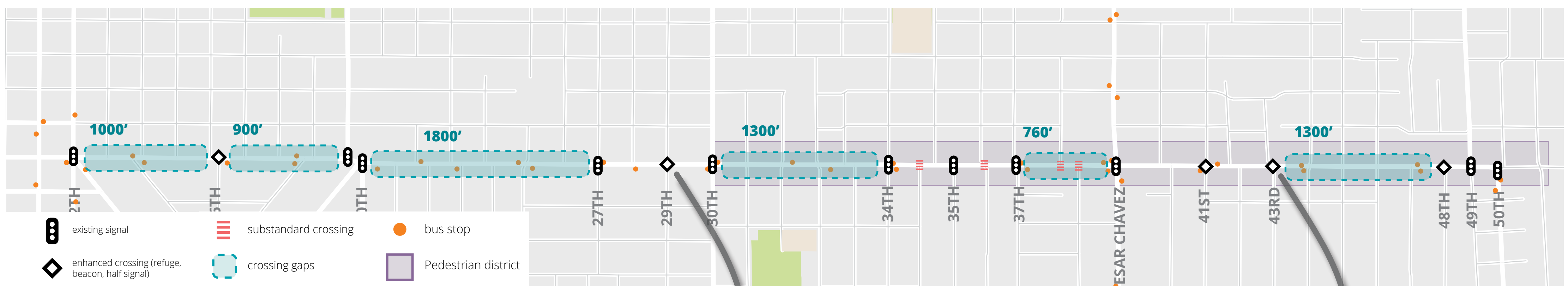
- Cars parked near intersections obstruct visibility for people approaching from side streets or crossing Hawthorne.
- In these cases, PBOT will pull back parking from intersections to improve visibility and safety.

5b CROSSING HAWTHORNE

HOW TO IMPROVE

What can be done to improve crossings?

PedPDX, Portland's citywide pedestrian plan, provides guidance on spacing of enhanced crossings. It also has guidance on design of enhanced crossings for different types of streets. The map below shows the locations of signalized crossings, "enhanced" crossings that meet current design guidance, and substandard marked crossings that don't meet current design practices. It also shows "gaps" – locations where enhanced crossings are too far apart to meet PedPDX guidance.



PBOT has recently installed some crossing improvements on Hawthorne. Both of these examples meet current design guidance for an enhanced crossing, based on the street characteristics and conditions at each location.



Constructed 2018



Constructed 2017

Pedestrian Hybrid Beacons:

This is an **effective option on streets with high speeds, multiple lanes, and/or high traffic volumes**. It has a red indication triggered by a person waiting to cross. However, this treatment is **approximately 10 times more costly** than a pedestrian island. This treatment is **beyond the budget of the repaving project**, but could potentially be implemented separately in the future.

Pedestrian Islands:

This treatment is **affordable and effective**. Providing a median refuge island allows pedestrians to cross each direction of traffic separately, with a stopping place in the middle. This treatment **may be possible through the repaving project** in places where Hawthorne has one general travel lane in each direction.

6 TRANSIT ON HAWTHORNE

HAWTHORNE AND THE ROSE LANE PROJECT

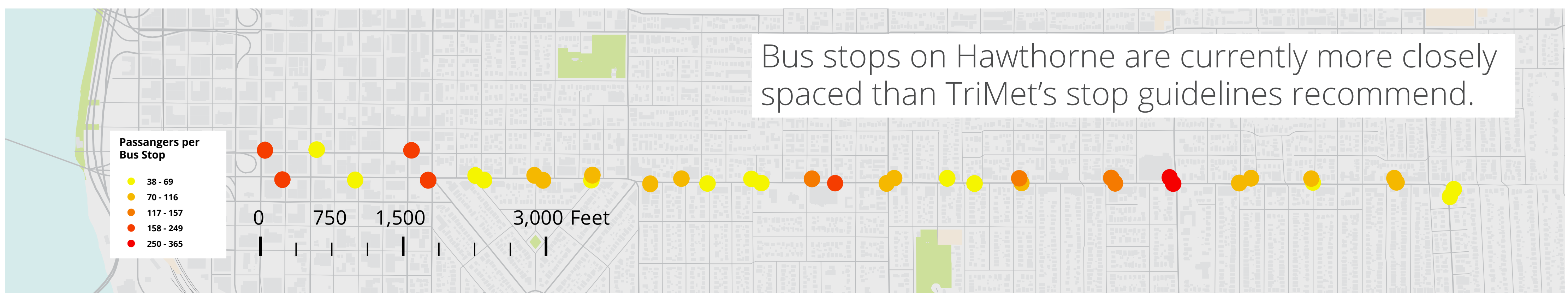
The Rose Lane Project is a city-wide initiative exploring how transit priority treatments can be used to get buses and streetcars out of traffic, helping more Portlanders get where they need to go.



Bus lane on SW Main St

Hawthorne is an important TriMet route and has been identified as a Rose Lane Project pilot corridor. In coordination with the Rose Lane Project, the SE Hawthorne Pave and Paint project **will consider a variety of transit priority treatments** to speed up transit or make it more reliable. Some transit priority elements may be incorporated into the repaving project. Other treatments may need to be done separately, either following or leading up to the repaving. Some things we know:

Transit Stops and Ridership



West of César E Chávez:

- Lanes are too narrow (9 feet) for a bus
- A bus is 10.5' feet wide, mirror-to-mirror
- There are more bus mirror strikes compared to other streets



Transit Delay on Hawthorne:

Within this project study area, transit is primarily delayed by:

- Frequent bus stops for boarding/alighting
- Approaching César E Chávez in both directions, due to traffic queuing.



7 NEXT STEPS

PBOT will compile and analyze feedback and ideas from the online survey and meetings like this. From this, we will develop a set of implementable design options. We will then evaluate the design options in alignment with key project goals and share what we learn in May 2020. At that time, we will be looking for further input to inform the selection of a design to move forward.

	Project Goals	Potential metrics to evaluate design options	Which goals/ metrics are most important to you?
1	Take advantage of near-term repaving opportunity	Project cost	
		Implementation timeline	
2	Improve safety	Top end speeding	
		Number of crashes	
		Number of safe crossing opportunities	
		Design features addressing vision zero crash types (pedestrian, bicycle, serious injury, fatal)	
		Design features addressing other common crash types (e.g. sideswipe, parking-related)	
		Change in traffic volumes on greenways or local streets	
3	Support Hawthorne’s Main Street function and help people get to destinations there	Opportunities for placemaking (art, street seats)	
		Opportunities for greening (landscaping)	
		Spacing of enhanced crossings	
		Parking for automobiles	
		Parking/stations for bikes, scooters, etc.	
		Access/ease of loading / deliveries	
4	Connect people to other parts of the city	Travel time for transit	
		Travel time for cars	
		Bicycle network connections	

PROJECT TIMELINE

