

SE HAWTHORNE BLVD

Crash Analysis Summary



Repaving and an opportunity

The Portland Bureau of Transportation is scheduled to repave SE Hawthorne Boulevard between SE 24th and 50th avenues in the Summer of 2021. We hope to use this opportunity to make Hawthorne a safer street that better serves the people and businesses making use of it. In addition to repaving, as a part of this project, PBOT will:

- Reconstruct curb ramps to make them ADA accessible;
- Evaluate different ways to restripe the road when paving is complete - this includes different lane markings and crosswalks;
- Identify any other changes PBOT can't address now but may be able to address in the future.

A High Crash Corridor

PBOT's Vision Zero team has identified SE Hawthorne Boulevard as one of the 30 most dangerous streets in Portland. Hawthorne is particularly dangerous for pedestrians and people biking. **Collisions with pedestrians were the most common** Vision Zero-focused crash type, followed by crashes where a driver was turning.



50%
**COLLISION WITH
PEDESTRIANS**



36%
TURNING CRASHES



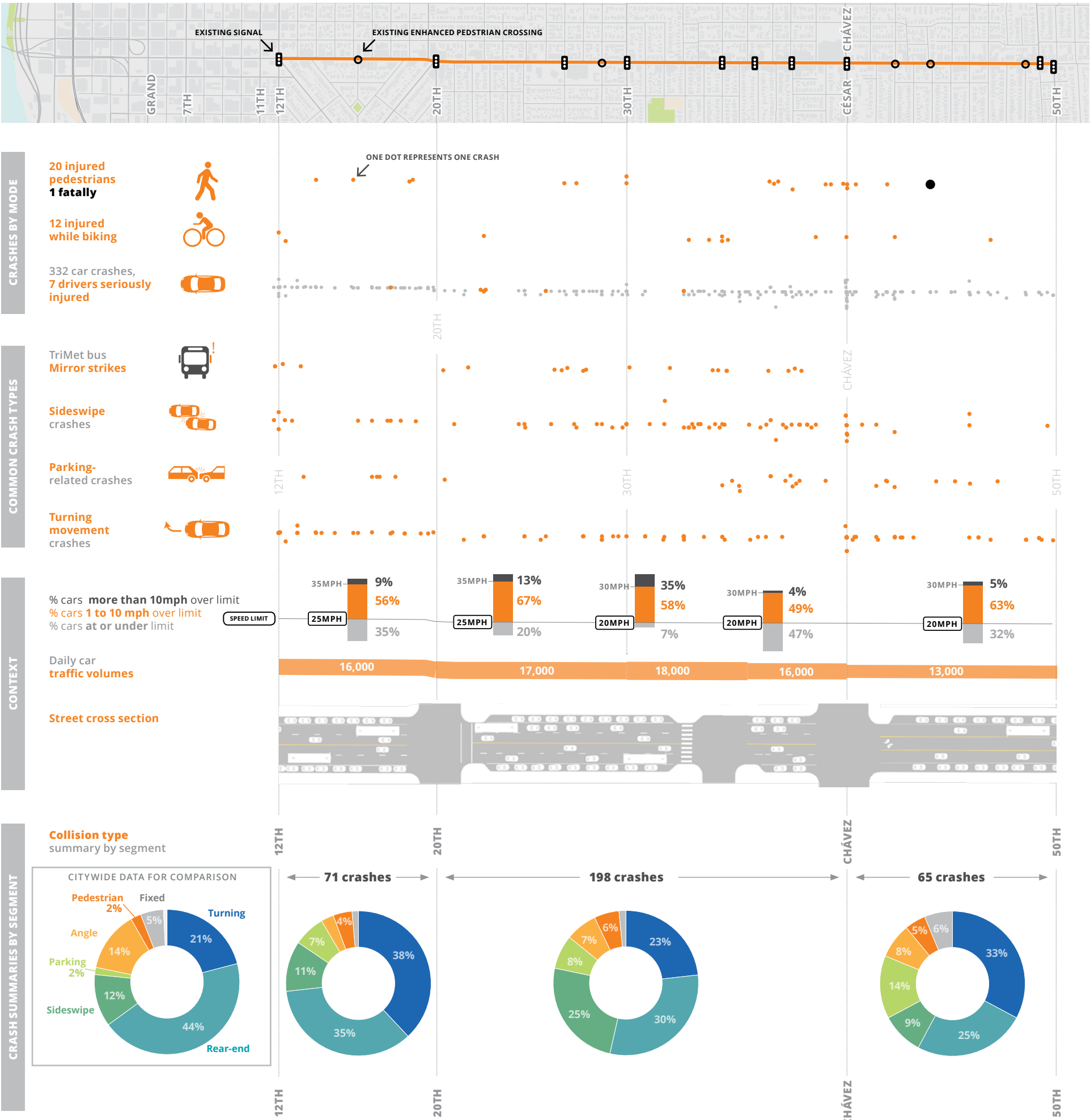
6%
SIDESWIPES



PBOT
PORTLAND BUREAU OF TRANSPORTATION

AREA + PROJECT PLANNING

SE HAWTHORNE BLVD DETAILED CRASH HISTORY (2013-2017)



TAKEAWAYS

by segment

- There is a **higher concentration of turning crashes** compared to other parts of the corridor
- There is a **higher concentration of sideswipes and bus mirror strikes** compared to other parts of the corridor and throughout Portland
- The intersection of **Hawthorne and César Chávez** has the highest concentration of crashes resulting in injury to vulnerable road users
- The percentage of collisions with pedestrians is three times higher than the citywide percentage of collisions with pedestrians
- The only fatality in the most recent five years of crash data (2013-2017) took place in this segment. A safer pedestrian crossing was later built at this location
- This segment has the lowest number of Vision Zero-focused* crashes compared to other segments in the corridor (*any crash that involves a person walking or biking or that results in a serious injury to a person in or operating a vehicle)

for the corridor

- Collisions with pedestrians in the corridor account for 2 to 3 times as many crashes than they do city-wide**
- Parking crashes** made up a higher proportion of crashes on the corridor than they do citywide
- There is a **high level of speeding in the corridor**, especially near SE 30th Ave where 35% of drivers are going faster than 30mph, more than 10mph over the speed limit.
- Half of the crashes involving bicyclists were at locations where well-traveled bicycle routes cross or join Hawthorne Blvd

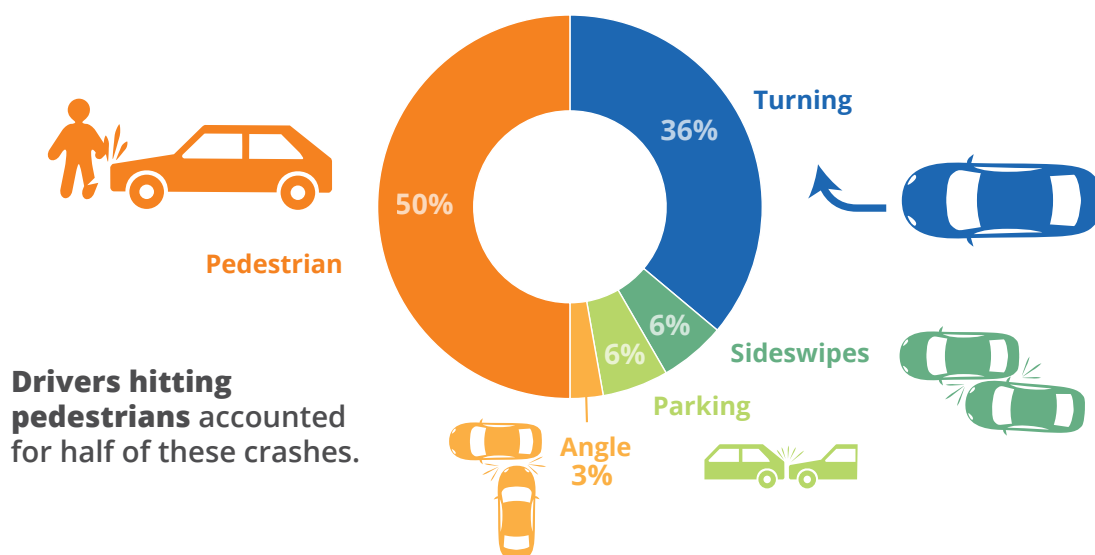
A VISION ZERO LOOK

On Hawthorne (between SE 12th and 50th avenues) between 2013 and the end of 2017, there were...

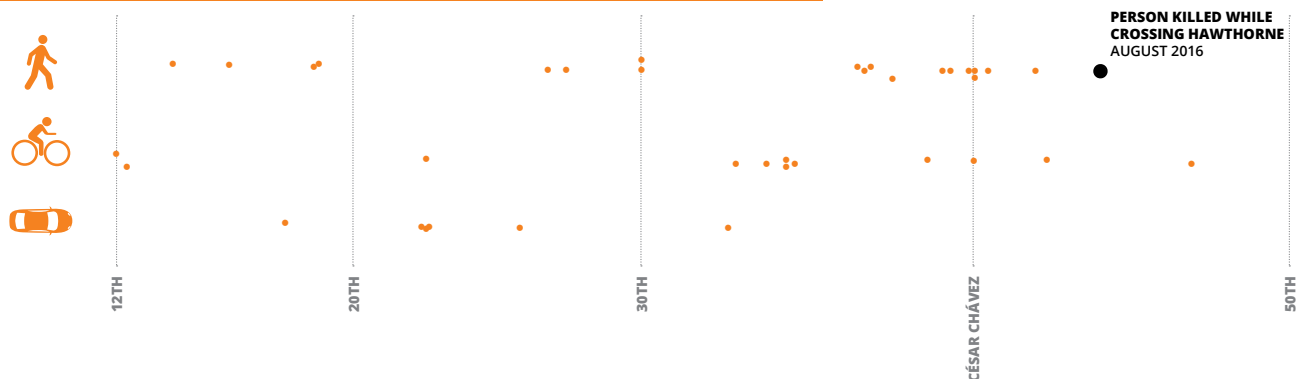
36

**VISION ZERO-
FOCUSED*
CRASHES**

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



WHERE VISION ZERO-FOCUSED CRASHES TOOK PLACE ON THE CORRIDOR



Injuries to pedestrians and people biking were more concentrated in the eastern half of the corridor, especially between SE 30th and 43rd Avenues, where business and pedestrian activity are high.

Serious injuries to people in cars were concentrated in the western half of the corridor, where the speed limit and rate of speeding were highest.

For more information on the project visit our website

www.portlandoregon.gov/transportation/hawthorne-repave

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