

POTENTIAL IMPLEMENTATION with the repaving project

FUTURE VISION beyond the repaving project

VOTE FOR
YOUR FAVORITE
IDEAS!

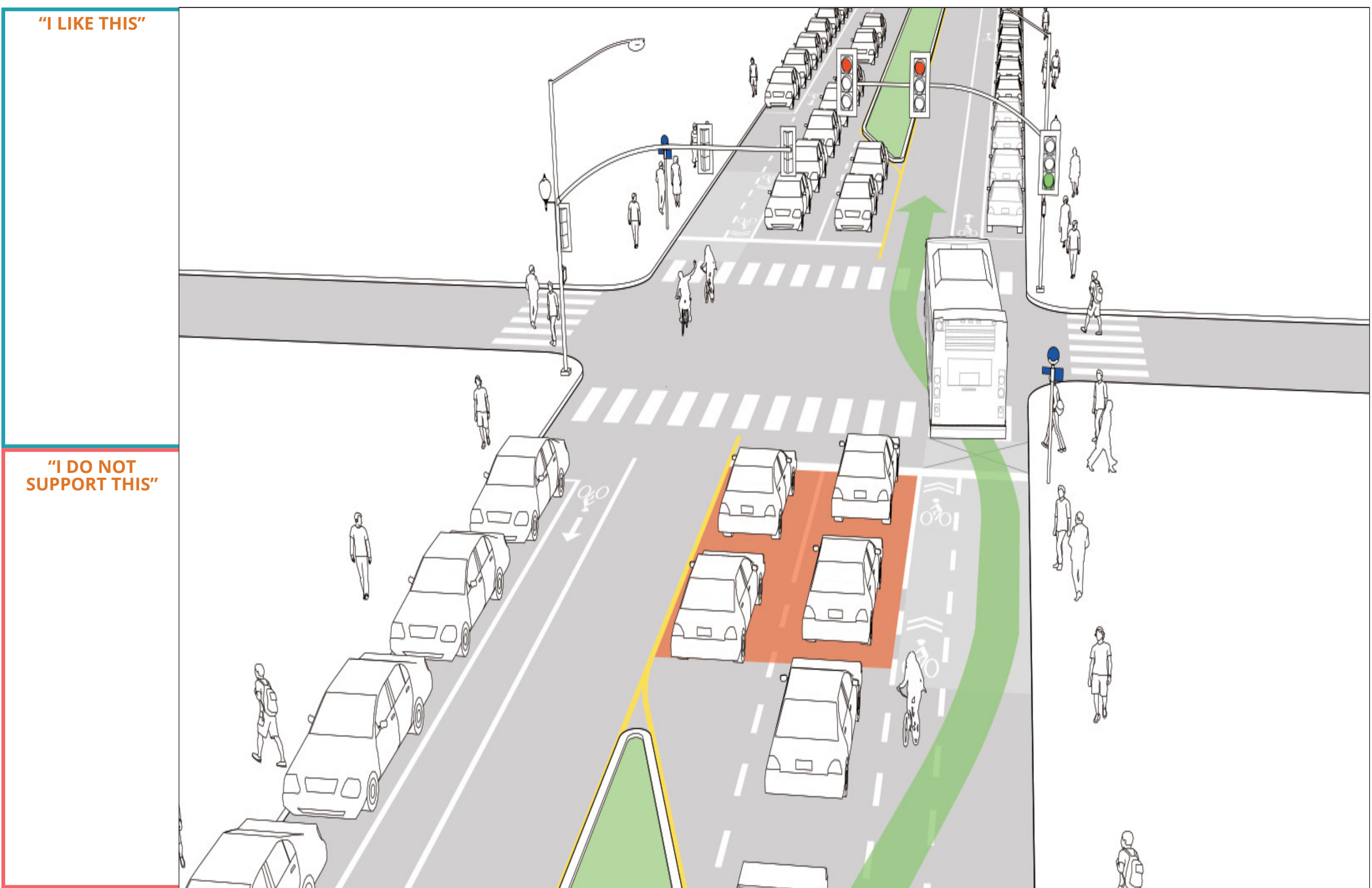
Place a sticker to tell us your
opinion of Hawthorne-specific
suggestions we've heard from
the community.



Continue the 3-lane layout to the area west of SE César E Chávez Blvd. This layout includes a center left turn lane and allows space to install **pedestrian refuge islands**.



Convert existing parking spaces to other uses, such as street-seating (pictured), or parklets. **Have ideas?** Please mention them in our suvey at the end of the open house!



Install **bus priority treatments**, such as transit signal priority, queue jump lanes, or bus-and-turn (BAT) lanes.



Install **bike access enhancements** to and from the commercial corridor, such as better connections to the **existing greenways** on either side of Hawthorne, improved bikeway crossings, and better wayfinding signage.



Creative crosswalks or other street art can **add character and identity** to areas of a city. PBOT can work with **local artists** and community groups to develop potential designs to be **considered for installation** in the Hawthorne district.



Install a **'pedestrian scramble crossing'** at SE 37th Ave, and maybe other locations. This design provides a **dedicated pedestrian signal phase for the whole intersection**, allowing pedestrians to cross diagonally.



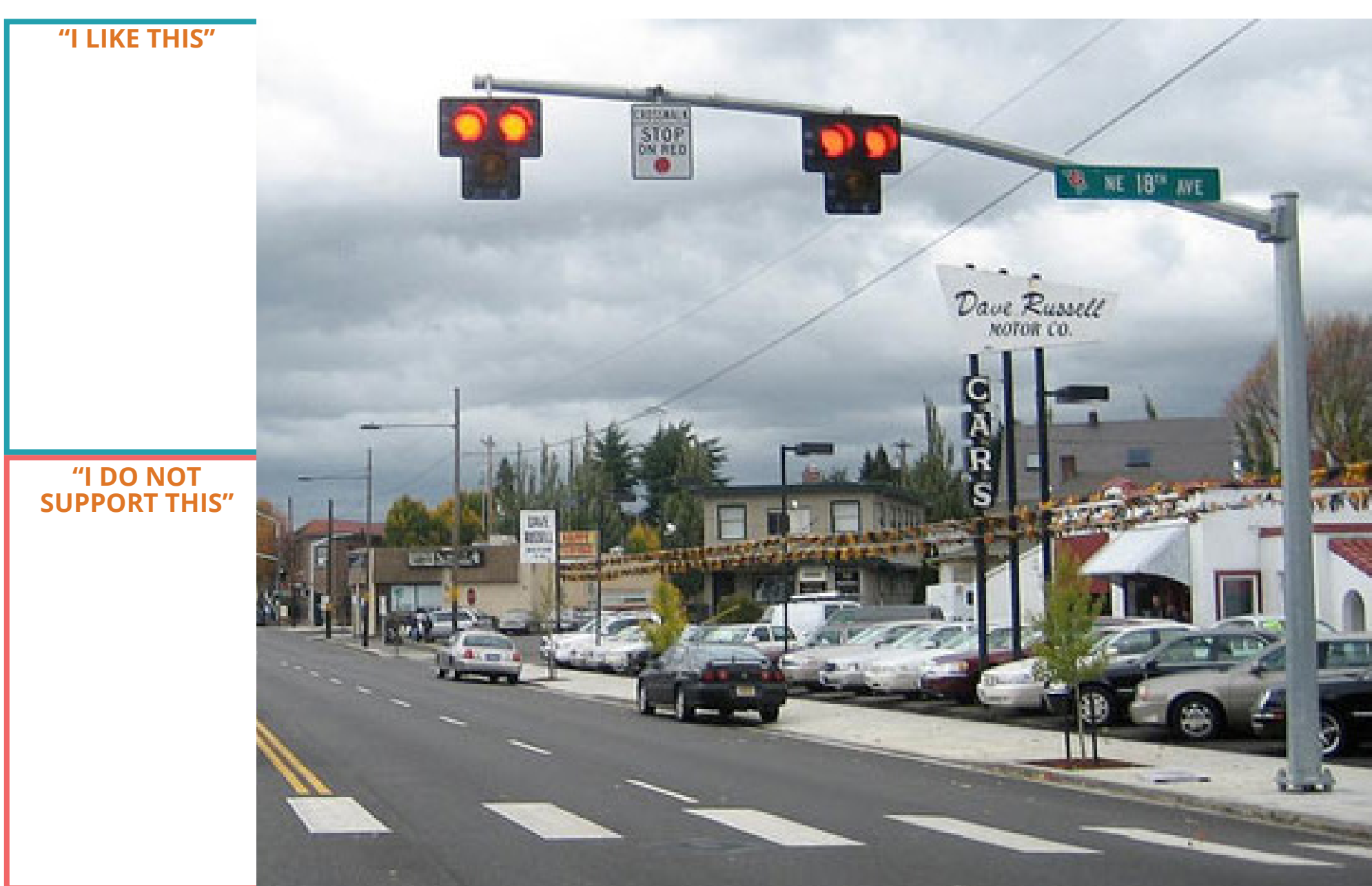
Provide loading zones so that businesses can **easily make and receive deliveries**. These spaces could change from delivery zones to **uber/lyft/taxi pick-up and drop-off** zones depending on time of day.



Build additional **pedestrian refuge islands** to improve safety and comfort for people crossing the street. These islands are an affordable and effective treatment for improving crossings.



Curb extensions can shorten the crossing distance of a street. They also allow a safe space for pedestrians to **wait and look both ways** before crossing.



Additional **pedestrian hybrid beacons** could be added in the future. This type of crossing treatment is used most often for high traffic, high speed, or multi-lane conditions.



Physically **protected bike lanes** provide comfortable spaces for people biking and can improve safety for all users.



Wider sidewalks along all of Hawthorne align with the Civic Main Street vision. They allow more space for people to **comfortably walk side-by-side**, pass one another, and spend time in the district.



Pedestrian malls dedicate significant **space to people-oriented use**, while still allowing emergency vehicle access. Depending on the design, this treatment could allow for access to bus, bike, and delivery vehicles.



Trees and green streets treatments have a wide variety of benefits. The location options vary based on the street design.