

SE Hawthorne Boulevard

Evaluation Report



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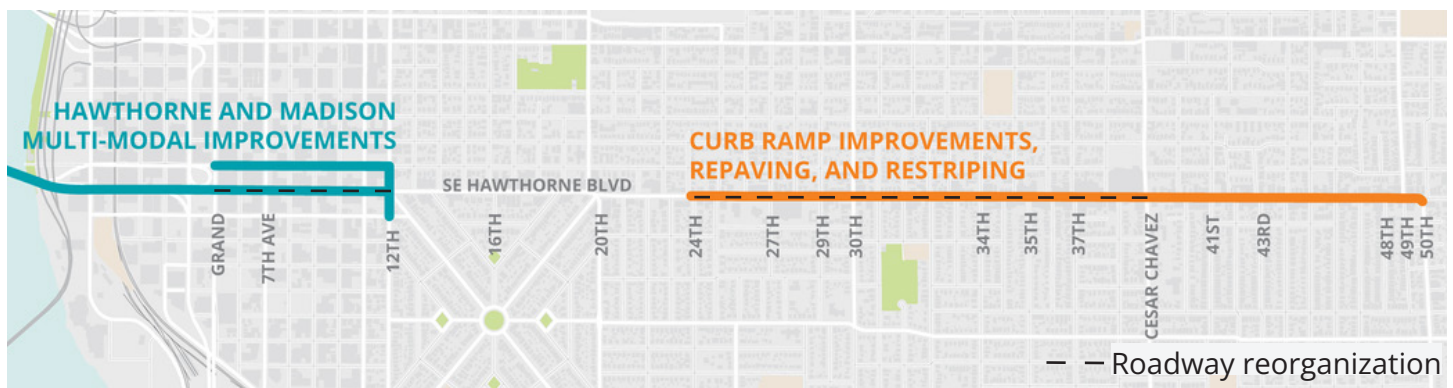
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SE HAWTHORNE BOULEVARD



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SE Hawthorne Boulevard Multimodal Improvements and Pave & Paint projects evaluation October 2023 (updated June 2025)



SE Hawthorne and Madison Multimodal Improvements (Grand to 12th)

This project implemented recommendations from the Central City in Motion plan, improving safety by upgrading pedestrian crossings and bike lanes. SE Hawthorne Boulevard went from three vehicle lanes, a bike lane, and parking on both sides to a parking protected bike lane, a bus and turn (BAT) lane, a vehicle travel lane, and a pro-time parking lane. The project also upgraded the existing bus lane on SE Madison Street. Completed summer 2021.

Project goals: Advance safety, efficiency, equity, and sustainability by upgrading walking, biking, and transit facilities.

Project funding: \$1.1 million from Metro's Regional Flexible Funds.

Learn more: portland.gov/Hawthorne-Madison

SE Hawthorne Pave & Paint (23rd to 50th)

PBOT crews repaved 28 blocks on SE Hawthorne Boulevard from 23rd to 50th avenues to create a smoother street and extend its lifespan while redesigning it as a safer, three-lane street from its previous four-lane configuration. The project also upgraded 163 curb ramps to meet the standards of the Americans with Disabilities Act (ADA), improved 10 pedestrian crossings with median islands and crosswalks, and installed 14 new streetlights. The project also retimed 10 traffic signals for improved traffic flow, added red bus-and-turn lanes approaching SE César E Chávez Boulevard and modified the signal at SE César E Chávez Boulevard. Completed fall 2021.

Project goals: Improve safety, reduce transit delay, support Hawthorne's Main Street, limit impact to equity focus communities riding the bus, and leverage an existing paving project.

Project funding: \$4.23 million (\$800,000 for the safety project).

Learn more: portland.gov/Hawthorne-repave

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EVALUATION

The Hawthorne and Madison Multimodal Improvements project and the Hawthorne Pave & Paint project were constructed in 2021. PBOT staff collected data before and after the project construction to evaluate changes to speed, transit travel time, vehicle travel time, diversion onto neighborhood streets, and compliance with active transportation guidelines.

Preliminary crash data is also available, however **one year of crash data is not enough to establish meaningful trends for this project.** Crash data will be updated as more data becomes available.

RESULTS

The evaluation shows the projects achieved desirable outcomes in-line with the project goals with minimal undesirable side effects.

Safety: Both projects improved safety by lowering vehicles speeds, especially top-end speeding. The Multimodal Improvements Project also provided safer bike lanes and the Pave & Paint project provided new crossings.

Transit: New transit lanes and transit system priority result in faster bus service on SE Hawthorne Blvd. Faster bus times provide a direct impact to equity focus communities that ride the Line 14 bus through SE Hawthorne Boulevard.

Traffic operations: Traffic volumes stayed consistent following the project. Vehicle travel time increases matched pre-project modeling expectations.

KEY FINDINGS

- There were **no bike crashes in the project area** in the year after the project was completed.
- **Top-end speeding decreased substantially** on SE Hawthorne Boulevard. Median and prevailing speeds also decreased substantially.
- In some instances, **transit became faster and more reliable** - 45 to 90 seconds faster during peak periods.
- **Bus trips on SE Hawthorne Boulevard were more consistent by almost a full minute** in the Multimodal project during the evening peak.
- **Median travel time for vehicles** did not change substantially between SE Grand and 20th avenues. Between SE 20th Avenue and César E Chávez Boulevard, median travel time increased about 20-30 seconds overall, and 40-60 seconds in the directional peaks. This is roughly in line with expected travel time increases.
- After **ten new crossings were built**, there is a crossing within the PedPDX desired distance on 95% of the corridor.
- After the new crossings were built, **16 of the 17 bus stops are within 100 feet of a crossing and meet PedPDX guidelines.**

QUICK GUIDE

Crashes on SE Hawthorne Boulevard.....	4
Speed on SE Hawthorne Boulevard.....	6
Transit Travel Time and Reliability.....	8
Vehicle Travel Time.....	11
Speed and Volume on Neighborhood Streets.....	16
Active Transportation Improvements.....	17
Conclusions and Next Steps.....	19
Appendix - Analysis Methodology.....	20

SE HAWTHORNE BOULEVARD PROJECTS | Evaluation Report

PRELIMINARY CRASH ANALYSIS ON SE HAWTHORNE BOULEVARD

Key findings: There were no bike crashes in the project area in the year after the project was completed.

There were two pedestrian crashes and two serious injury crashes in the project area in the year after the project was completed.

PBOT staff focus on five key crash categories:

- Deadly and serious injury crashes
- Pedestrian crashes
- Bicycle crashes
- Vision Zero focus crashes: crashes where a pedestrian or person biking is injured or where anyone is killed or seriously injured
- All crashes

With only one year of post-project crash data, the number of crashes is too low for staff to confidently run a comparative analysis. The appendix contains the methodology used to determine how many years of crash data are needed and shares when this report will be updated with a comparative analysis.

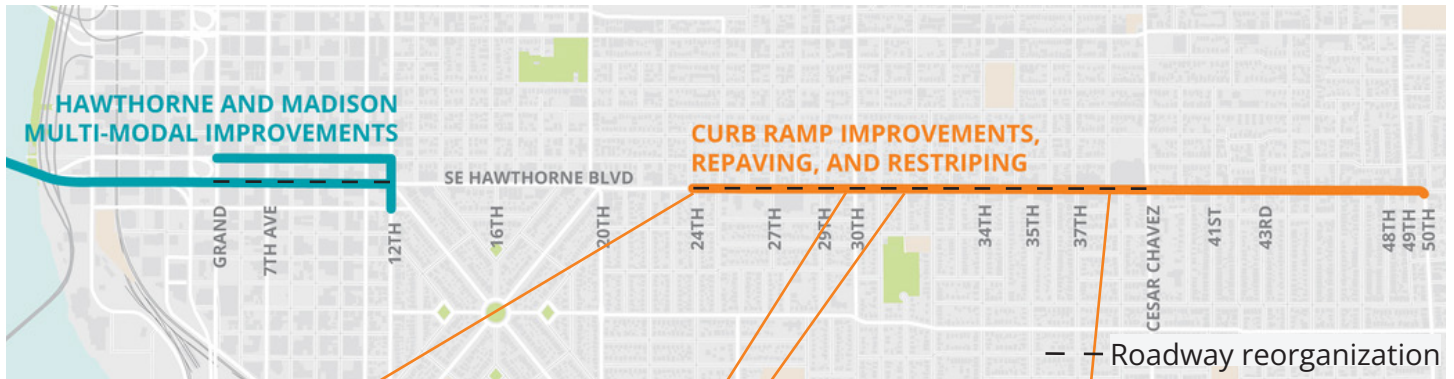
The SE Hawthorne Boulevard projects were built in 2021. Pre-project data includes five years of crash data from 2016 to 2020. Post-project data includes one year of crash data from 2022. The following tables show the annual average number of crashes along different segments.

- Full extent - SE Grand to 50th avenues*
- Multimodal project - SE Grand to 12th avenues*
- Pave & Paint - SE 20th to 50th avenues
- Pave & Paint (roadway reorganization only) - SE 20th Avenue to César E Chávez Boulevard

*Excludes crashes at SE Grand Avenue

Crashes on SE Hawthorne Boulevard				
Crash Category	Annual average crashes for full project extent		Annual average crashes for Multimodal project	
	Pre-project (2016 - 2020)	Post-project (2022)	Pre-project (2016 - 2020)	Post-project (2022)
Deadly and serious injury	2.8	2	0.8	0
Pedestrian	2.4	2	0.2	0
Bicycle	4.4	0	3.2	0
Vision Zero focus	8.4	4	3.4	0
All	60.8	35	15.2	11
Crash Category	Annual average crashes for Pave & Paint		Annual average crashes for Pave & Paint (roadway reorganization only)	
	Pre-project (2016 - 2020)	Post-project (2022)	Pre-project (2016 - 2020)	Post-project (2022)
Deadly and serious injury	1.8	2	1.6	2
Pedestrian	2.0	2	1.4	2
Bicycle	1.0	0	1.0	0
Vision Zero focus	4.4	4	3.8	4
All	38.2	22	32.8	20

SE HAWTHORNE BOULEVARD 2022 VISION ZERO FOCUS PRELIMINARY CRASHES ANALYSIS



SE 24th Avenue

Car crash causing a serious injury.

A driver traveling eastbound rear-ended a driver that was stopped waiting for a pedestrian to cross. Increasing the number of pedestrian crossings may increase the rate of people driving yielding to pedestrians.

Near SE 30th Avenue

Motorcycle crash causing a serious injury.

A motorcycle rider was driving westbound at high speed and tried to pass a driver who was turning left into a driveway.

SE 38th Avenue

Pedestrian crash causing a moderate injury.

A driver traveling westbound failed to yield to a pedestrian who was crossing southbound at one of the newly built crossings and crashed into them. Lower speeds reduce the severity of these types of crashes.

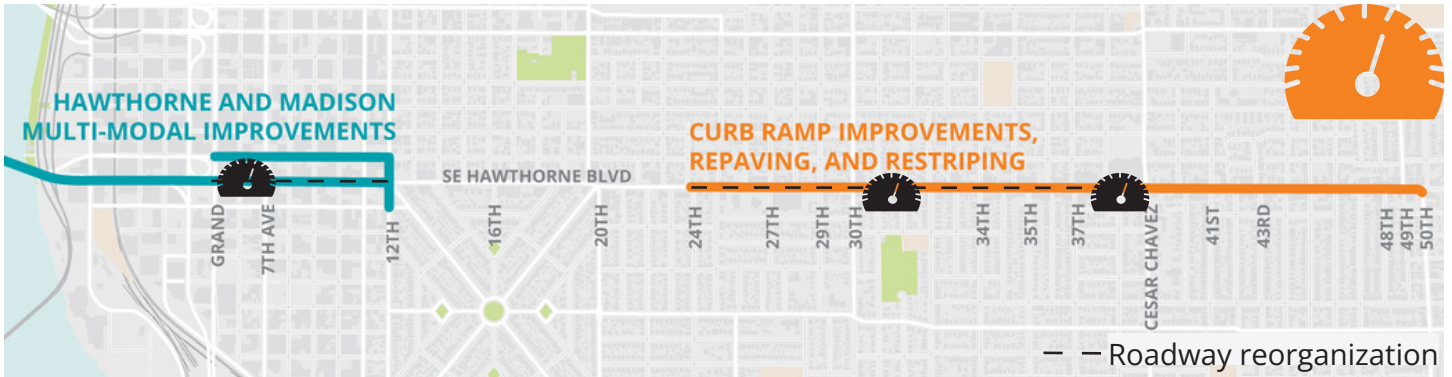
SE 32nd Avenue

Pedestrian crash causing a moderate injury.

A driver traveling westbound failed to yield to two pedestrians who were crossing northbound at one of the newly built crossings and crashed into them. Lower speeds reduce the severity of these types of crashes.

PBOT staff will continue monitoring the crash data closely to track trends. One year of crash data is not enough to establish meaningful trends especially in such a small area. If staff continue to see crashes at the newly built crossings, PBOT will investigate to see if there are possible design changes to improve safety for crossing pedestrians on SE Hawthorne Boulevard or if there are design lessons to carry forward to future projects that add crossings around the city.

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SPEED ON SE HAWTHORNE BOULEVARD

Key findings: Top-end speeding decreased substantially on SE Hawthorne Boulevard. Median and prevailing speeds also decreased substantially.

SE 6th Avenue saw the biggest drop in the percentage of people top-end speeding. SE 31st Avenue saw the biggest drop in the total number of people top-end speeding.

One of the primary goals of the two Hawthorne projects was to improve safety. Reducing vehicle speed, and top-end speeding in particular, is a powerful tool for improving safety.

PBOT measured speed at three locations on SE Hawthorne Boulevard: SE 6th, 31st, and 37th avenues. The speed limit was lowered from 25 mph to 20 mph from SE Grand to 30th avenues in February 2022.

Three speed measures were evaluated:

- Median speed (50th percentile)
- Prevailing speed (85th percentile)
- Top-end speeding (driving more than 10 mph over the speed limit)

Where the speed limit was changed between before and after counts, top-end speeding measures people driving more than 10 mph over the new speed limit.

See the appendix for more details on speed analysis.

	Median Speed	Prevailing Speed	Top-End Speeders
SE 6th Avenue	15.8% ↓	15.4% ↓	71.7%* ↓
SE 31st Avenue	13% ↓	10.9% ↓	63.1% ↓
SE 37th Avenue	17.5% ↓	10% ↓	41.5% ↓

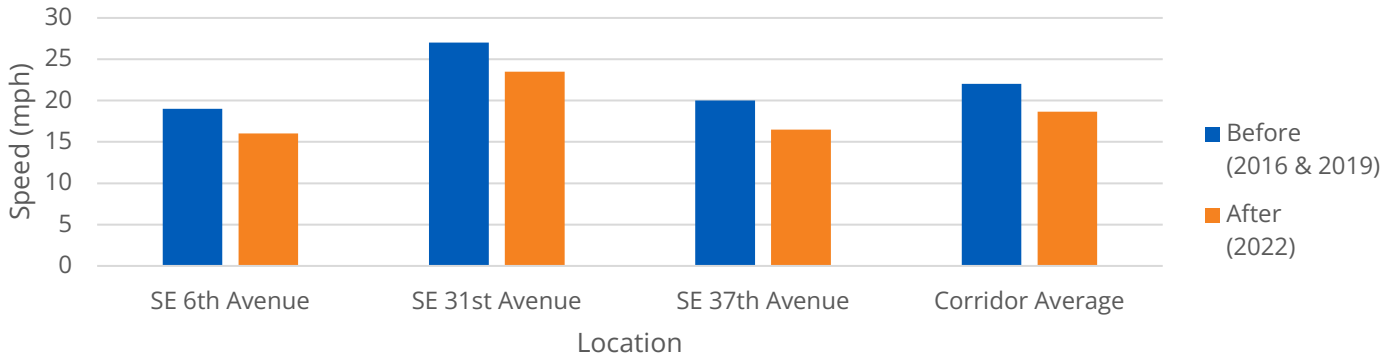
* The speed limit was reduced at this location.

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CHANGE IN SPEED ON SE HAWTHORNE BOULEVARD

Median speed, prevailing speed, and top-end speeding all decreased in both SE Hawthorne Boulevard project areas. Top-end speeding decreased substantially in both project areas.

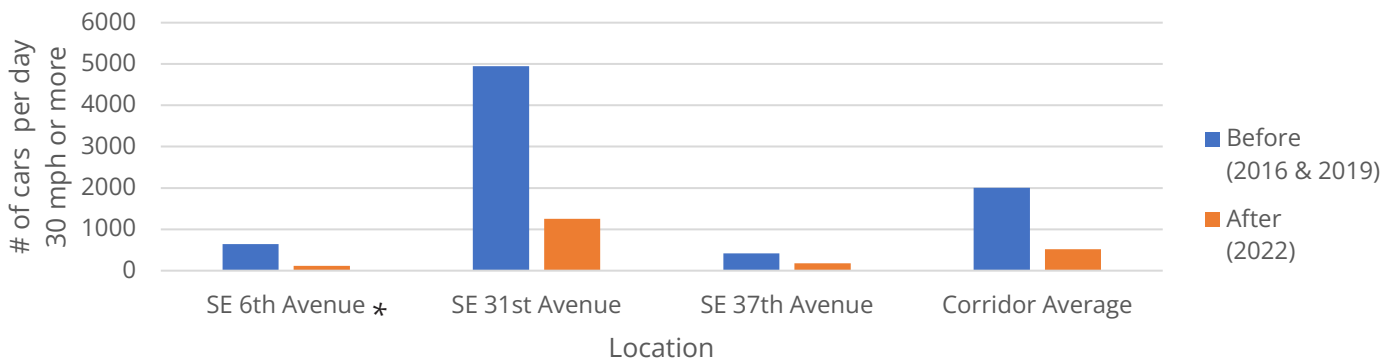
Median Speed



Prevailing Speed

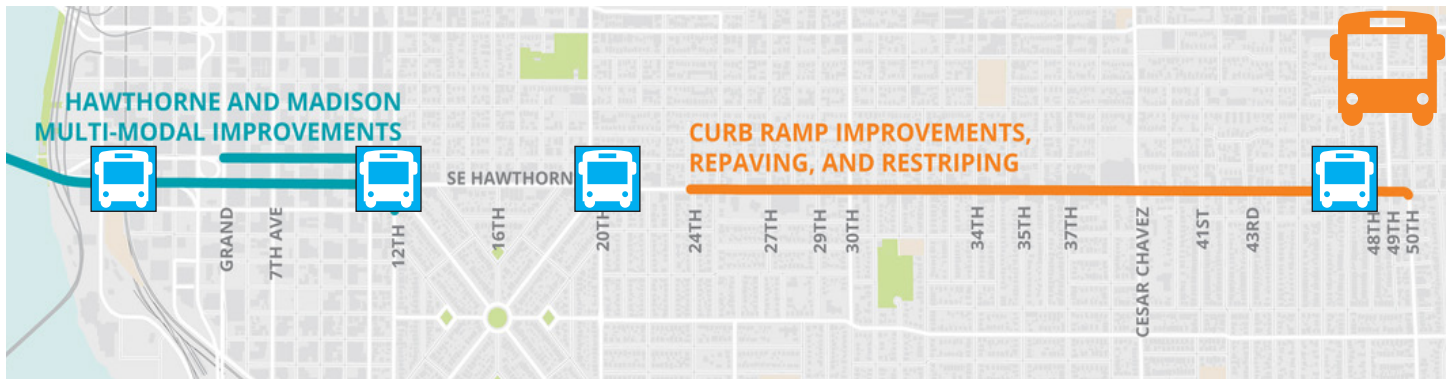


Top-End Speeders



* The speed limit was reduced at this location.

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TRANSIT TRAVEL TIME AND RELIABILITY

Key findings: Transit travel time, delay, and variability mostly stayed the same or decreased along SE Hawthorne Boulevard.

Median run time for buses stayed about the same throughout the day but was shortened between 45 seconds and a minute and a half during peak periods.

Peak delay was shortened 10 to 20 seconds in the Pave & Paint project, representing roughly a 10% reduction. Peak delay was shortened almost a full minute in the Multimodal project during the evening peak.

Variability stayed very similar before and after project implementation, however it increased over 10 percentage points in the multimodal project. This is likely because the 10th percentile runtime was much shorter.

PBOT staff used data from TriMet to evaluate impact to bus service. TriMet's high quality data is also used as a proxy to measure project impact on congestion.

TriMet provided data for bus Line 14 for both projects and bus Line 10 for the Multimodal project. The data was collected for March 4th to May 31st in 2019 (before) and January 9th to May 14th 2022 (after) on weekdays only.

Three measures were evaluated:

- **Median Run Time:** Half of trips were faster than this speed, and half were slower.
- **Peak Delay:** The difference between the 90th percentile run time and the 10th percentile run time.
- **Variability:** Peak delay divided by the 10th percentile run time.

Median run time indicates about how long it takes to travel along the corridor. Peak delay and variability show the difference between bus trips during congestion and free-flow conditions. Both are key indicators used by TriMet to evaluate transit trips.

Data limitations: The corridor end points are at the nearest bus stops, indicated in the map above, rather than project extents. Data was collected from the Hawthorne bridge stop to SE 12th Avenue, from SE 20th to 47th avenues, and from SE 47th to 22nd avenues.

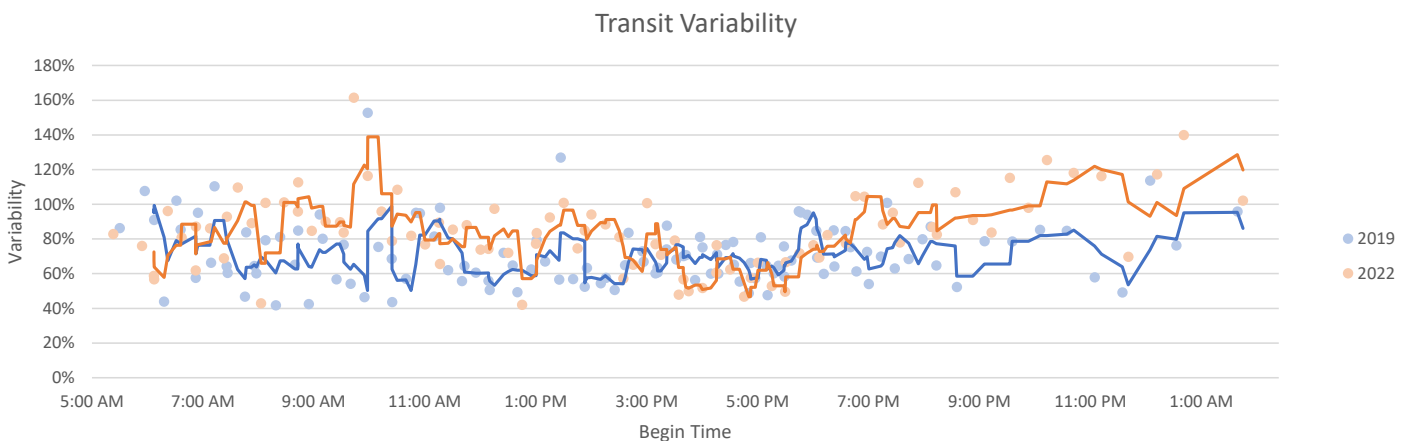
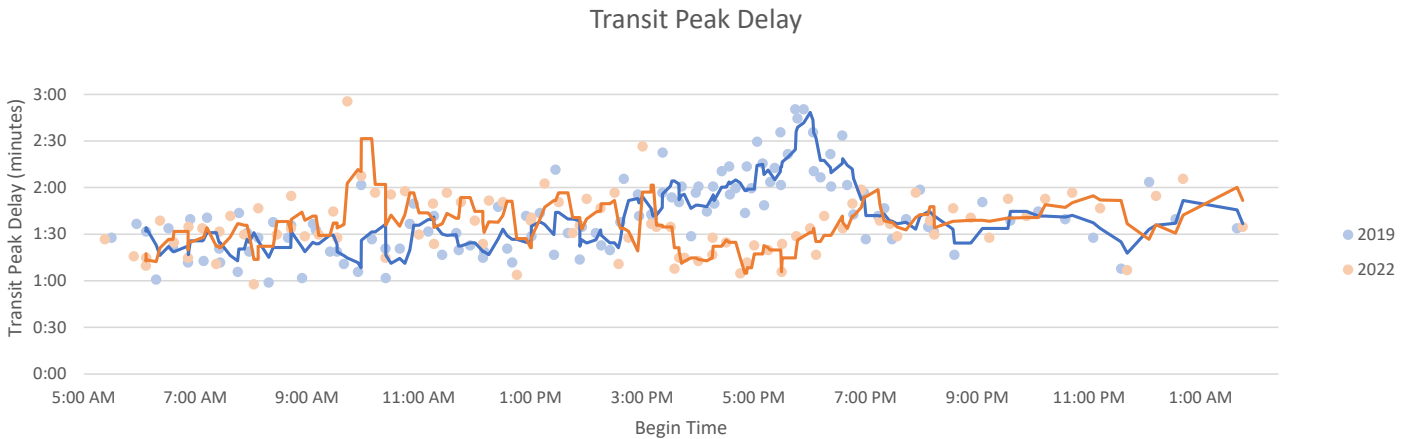
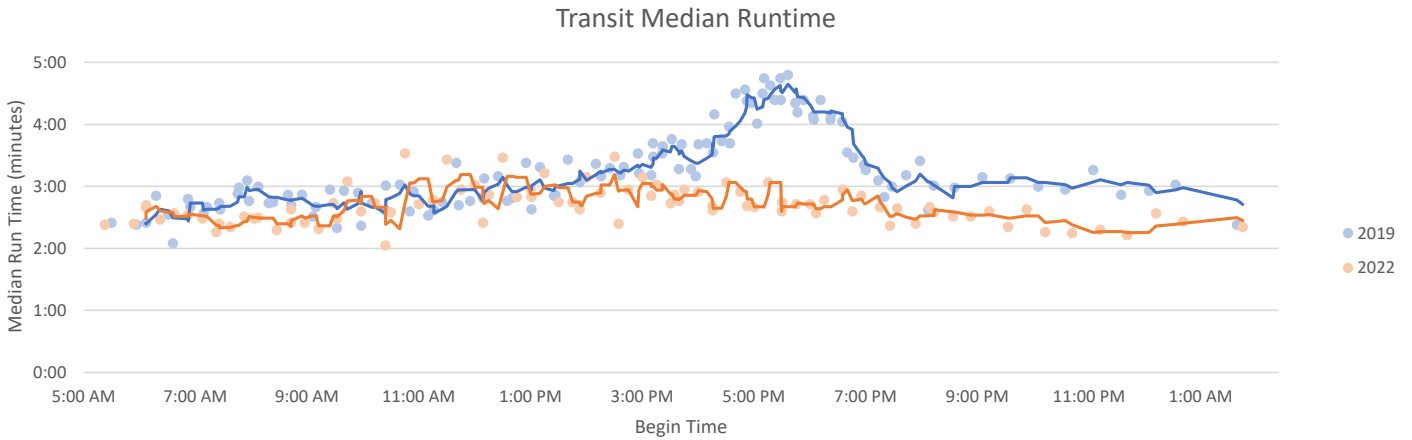
COVID-19 pandemic impacts on travel patterns likely had a significant effect on this data. Citywide, vehicle traffic was getting close to pre-pandemic levels by 2022. However, peak period travel near downtown was not at pre-pandemic levels. Bus ridership was also well below pre-pandemic levels, which can reduce transit travel times.

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SE HAWTHORNE MULTIMODAL PROJECT (GRAND TO 12TH | LINES 10 AND 14)

Median run time on this stretch of SE Hawthorne Boulevard was shortened by over 30 seconds and evening peak run times were shortened by almost a minute and a half, a 34% reduction in travel time for people riding the bus.

Peak delay for buses was shortened by almost a minute in the evening peak, a 40% reduction.



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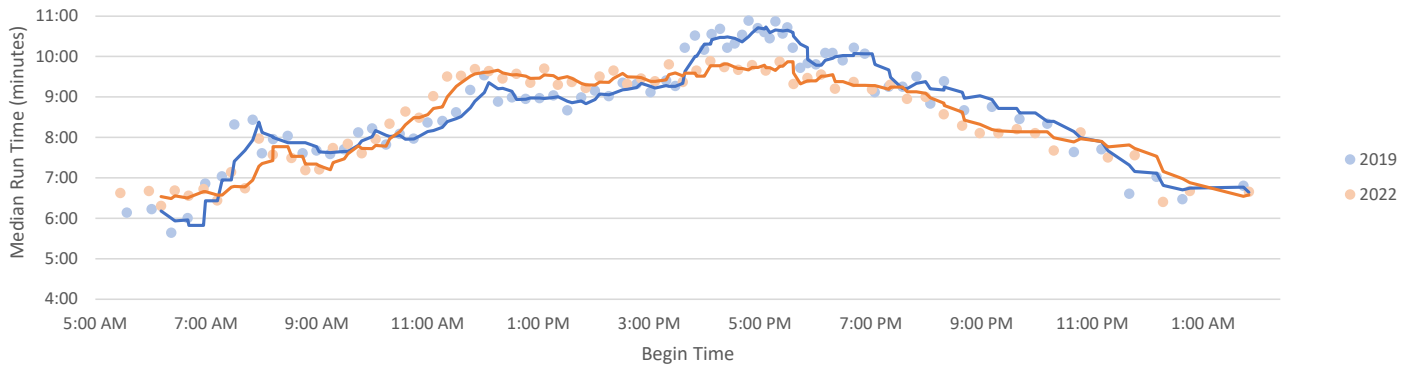
EASTBOUND SE HAWTHORNE PAVE & PAINT (20TH TO 47TH | LINE 14)

Median run time during the evening peak period was shortened by 45 seconds, a 7% reduction in travel time for people riding the bus.

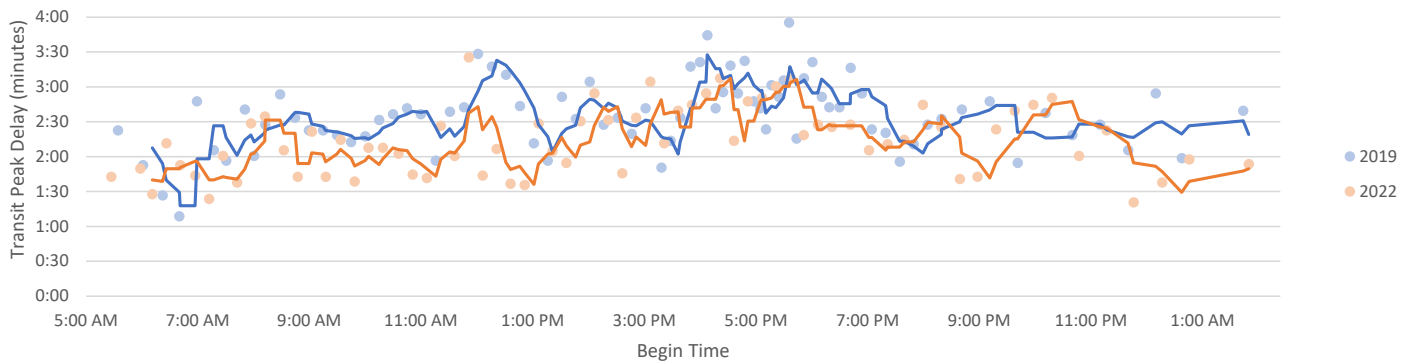
Peak delay for buses was shortened by 20 seconds, a 15% reduction.

Other changes to median runtime, peak delay, and variability are too small to report.

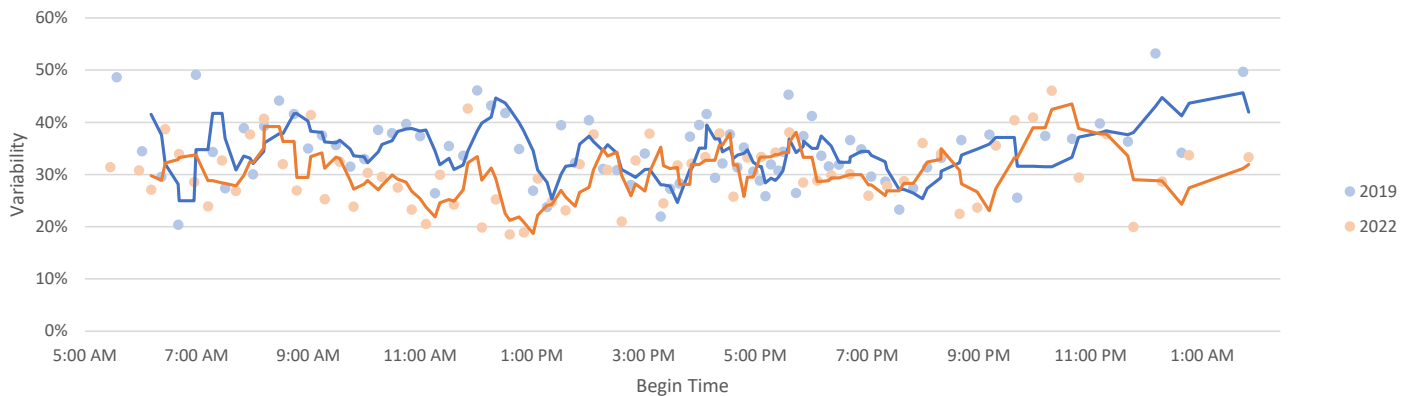
Transit Median Runtime



Transit Peak Delay



Transit Variability



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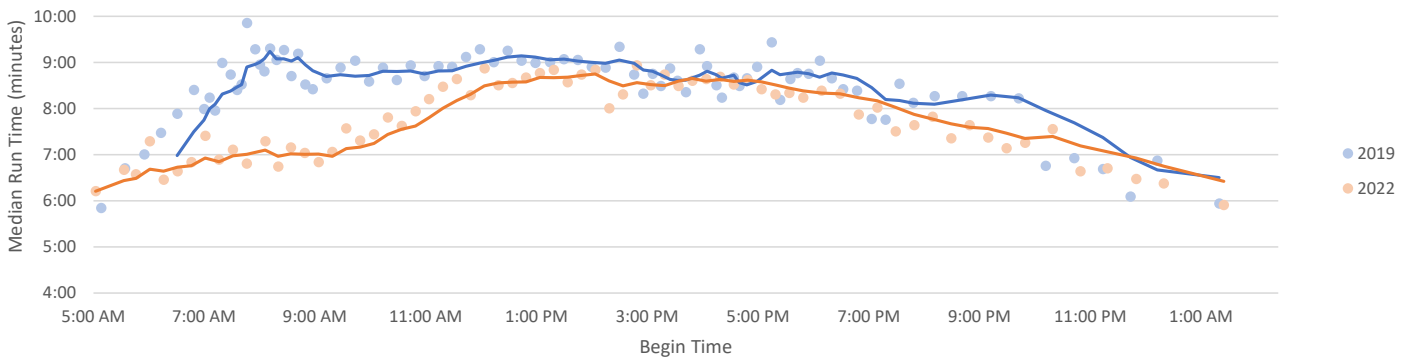
WESTBOUND SE HAWTHORNE PAVE & PAINT (47TH TO 22ND | LINE 14)

Median runtime during the morning peak was shortened by over a minute and a half, a 20% reduction in travel time for people riding the bus.

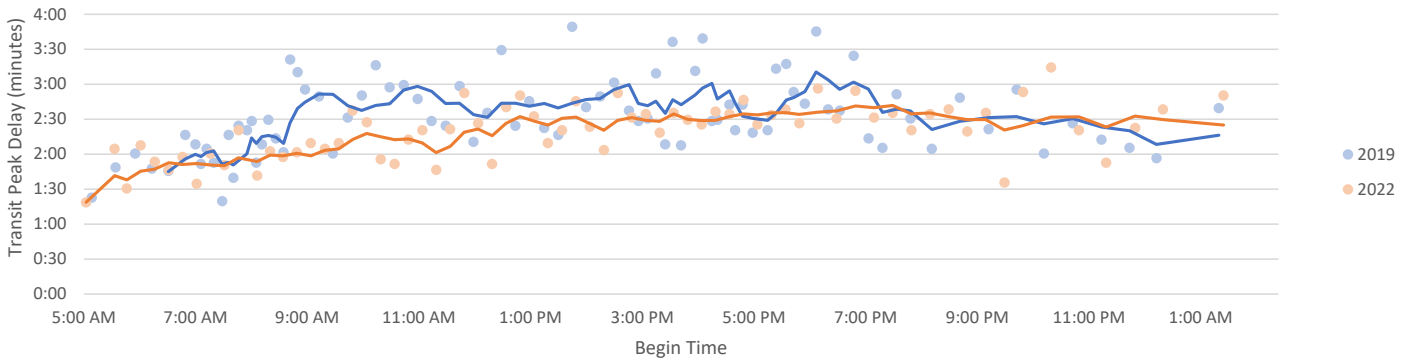
Median runtime throughout the day was shortened by 45 seconds, a 9% reduction in travel time.

Peak delay for buses in the morning peak was shortened by 17 seconds, a 12% reduction.

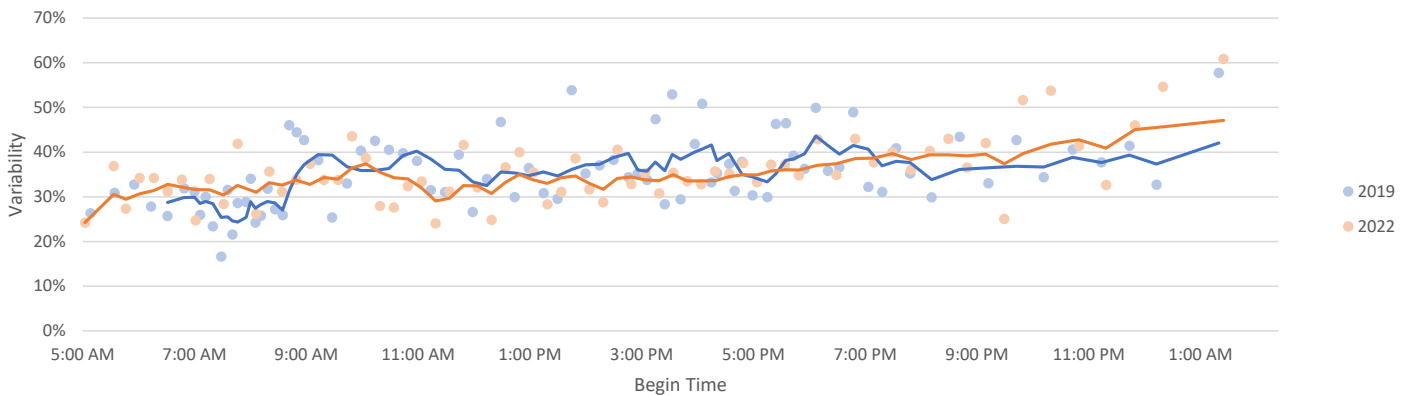
Transit Median Runtime



Transit Peak Delay



Transit Variability



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VEHICLE TRAVEL TIME

Key findings: Median travel time for vehicles did not change significantly between SE Grand and 20th avenues. Between SE 20th Avenue and César E Chávez Boulevard, median travel times increased 20-30 seconds, and 40-60 seconds in the directional peaks. This is less than half of the travel time increases PBOT expected based on pre-project modeling.

The 90th percentile travel time for vehicles between SE Grand and 20th avenues changed little, but dropped 30 seconds in the evening peak. Between SE 20th Avenue and César E Chávez Boulevard, 90th percentile travel time for vehicles increased 30-50 seconds, with no peak hour impacts.

Roadway reorganization projects like these two Hawthorne projects often raise concerns over congestion and travel time. PBOT used an INRIX data set to measure travel time in the segment. PBOT staff analyzed weekday data for March 2019 (before) and March 2023 (after).

The data include corridor travel times from SE Grand to 20th avenues, which is the smallest available segment in the dataset. The other segment PBOT analyzed is from SE 20th Avenue to SE César E Chávez Boulevard in order to focus on the segment of the project where driving lanes were reallocated.

Two measures were evaluated:

- **Median Travel Time:** Half of the data were faster than this speed, and half were slower.
- **90th Percentile Travel Time:** Only 10% of data were slower than this travel time.

Median travel indicates about how long it takes to travel along the corridor segment. Ninetieth percentile travel time indicates about how long slower trips take along the corridor segment.

The graphs on the next page discuss median and 90th percentile travel time in greater depth.

Pre-project modeling projected a travel time increase of over two minutes in the eastbound evening peak. Actual travel time increases are less than half of that. **Such travel time increases correlate with slower and safer travel speeds.**

As a control, travel time was also analyzed on SE Belmont Street from 25th Avenue to César E Chávez Boulevard, where the roadway was not changed. Travel time decreased very slightly on this segment, with slightly larger decreases (15-25 seconds) in the eastbound PM peak.

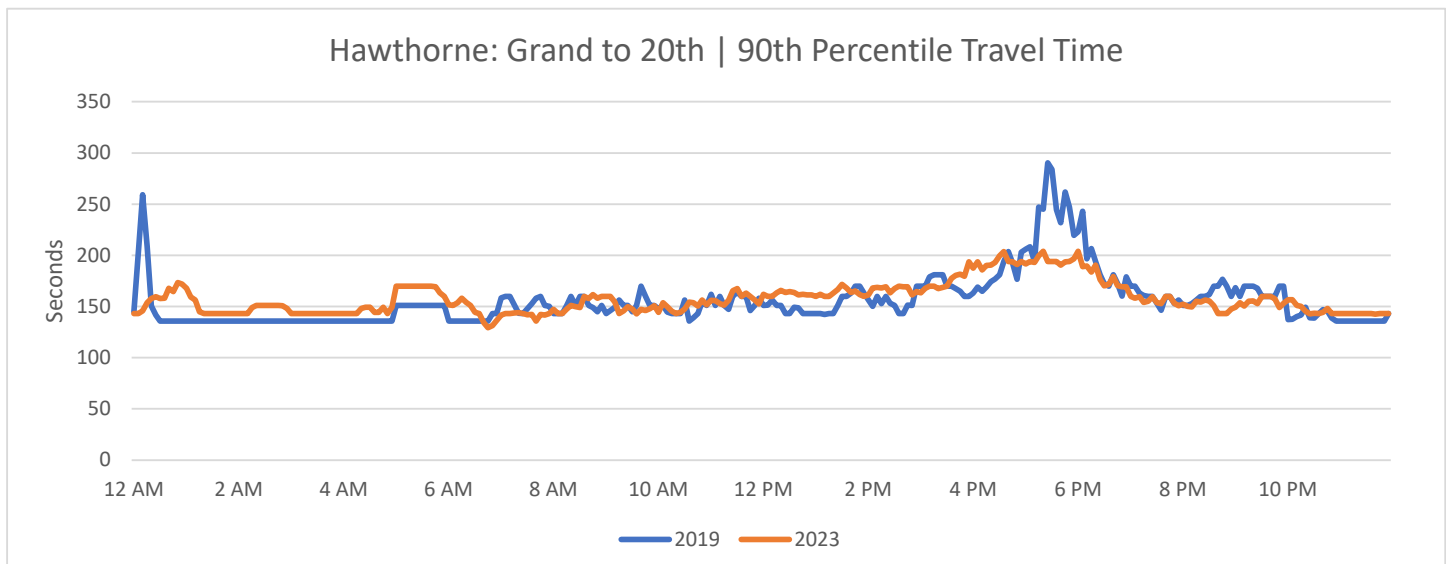
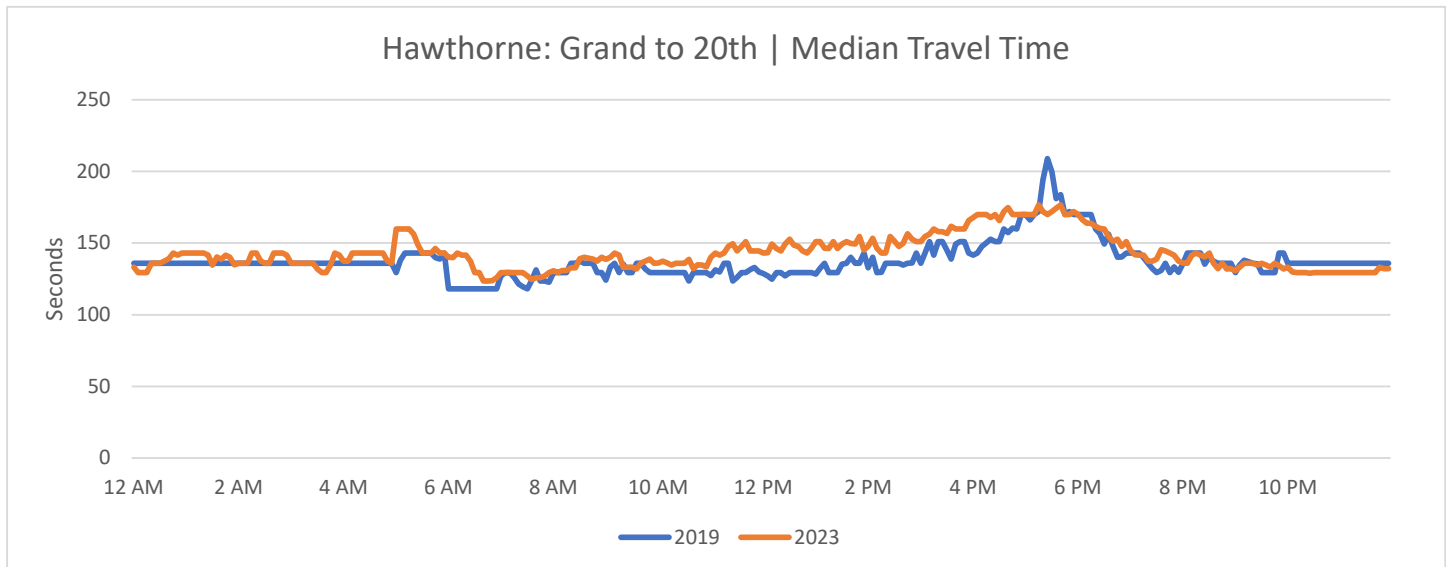
See the appendix for more details on travel time analysis.

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SE HAWTHORNE BOULEVARD CORRIDOR TRAVEL TIME SE GRAND TO 20TH AVENUES (EASTBOUND)

The graphs below show vehicle travel time along SE Hawthorne Boulevard from Grand to 20th avenues eastbound. The data is averaged over five-minute increments.

The graphs show a very slight increase in median travel time for people driving throughout the day, which is consistent with the slight decrease in speed. The graphs also show a meaningful decrease in the evening peak travel time, especially for the 90th percentile travel times. This means the most intense congestion has decreased, likely because of travel pattern changes related to the COVID-19 pandemic.

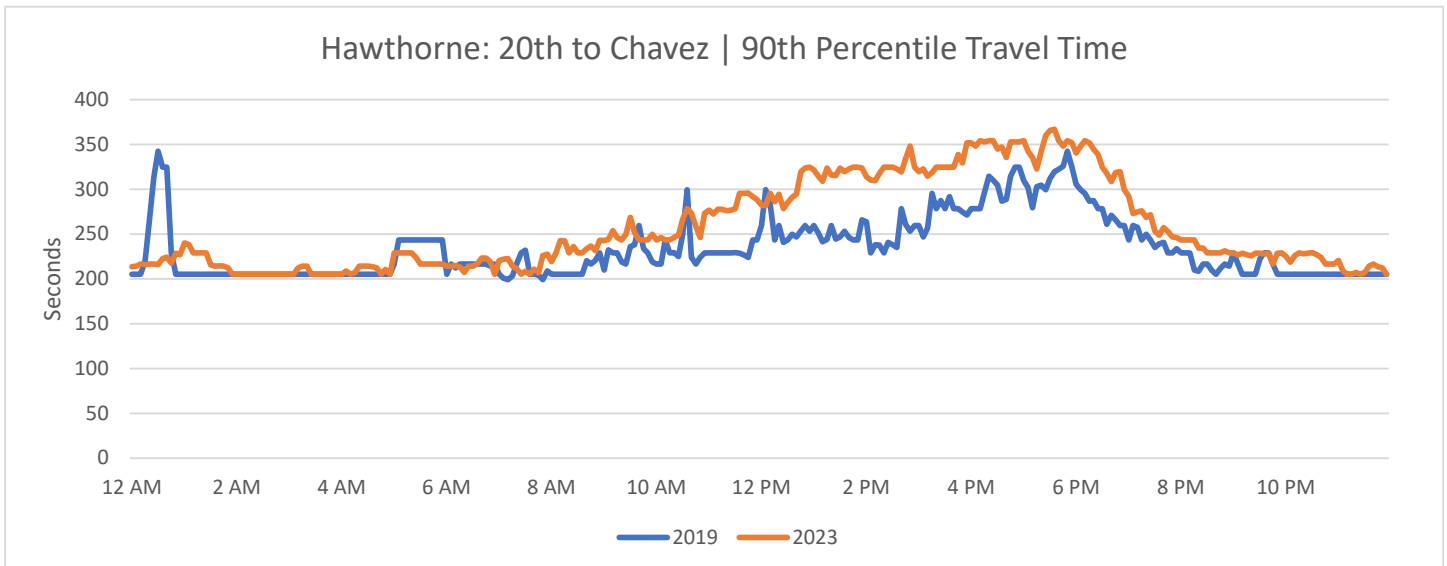
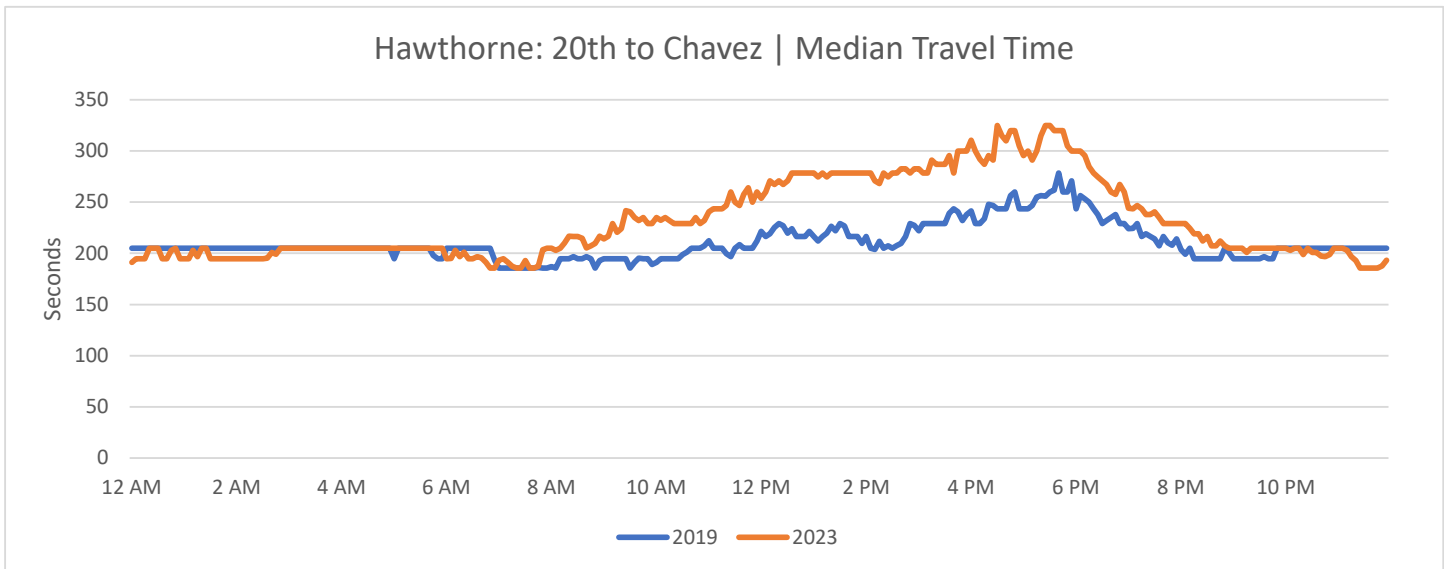


SE HAWTHORNE BOULEVARD CORRIDOR TRAVEL TIME SE 20TH AVENUE TO CÉSAR E CHÁVEZ BOULEVARD (EASTBOUND)

The graphs below show vehicle travel time along SE Hawthorne Boulevard from 20th Avenue to César E Chávez Boulevard eastbound. The data is averaged over five-minute increments.

The graphs show median and 90th percentile travel times increased consistently from about 8 AM to about 9 PM for people driving. Similar before and after results overnight may be due to a lack of data.

The increased vehicle travel time generally stayed below one minute, which is in line with desired speed reductions and more pedestrian crossings. The graphs do not show large, concentrated travel time increases or peaks, which are the normal indicators of significant congestion.

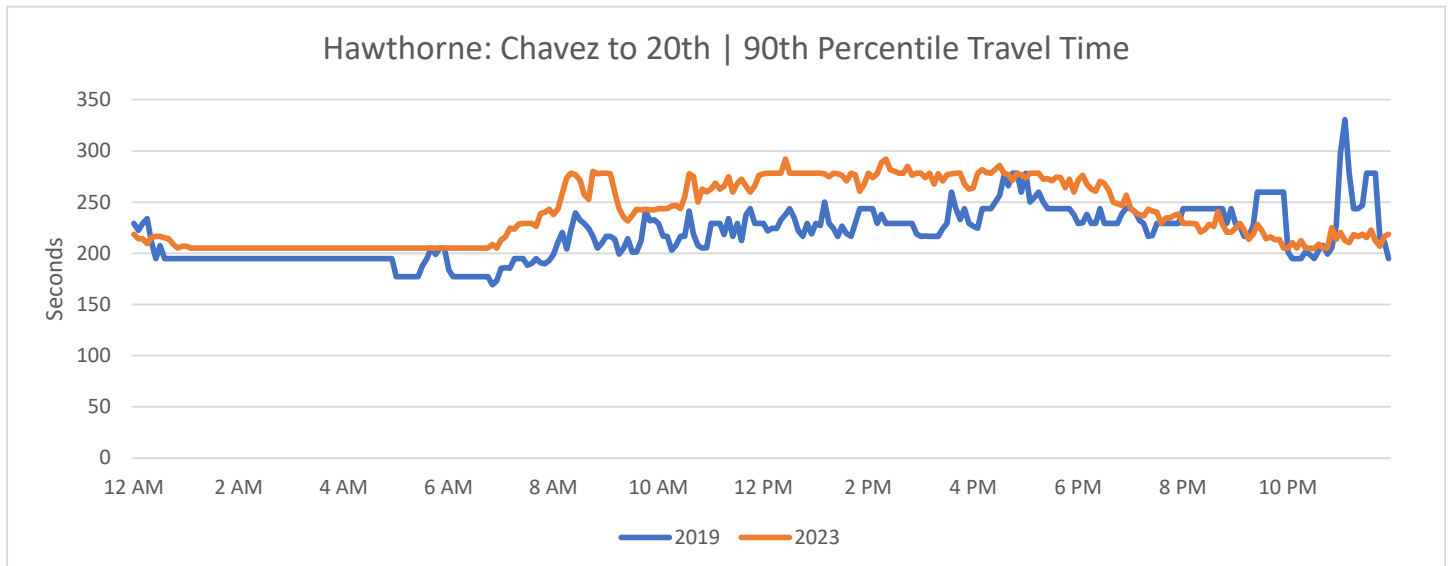
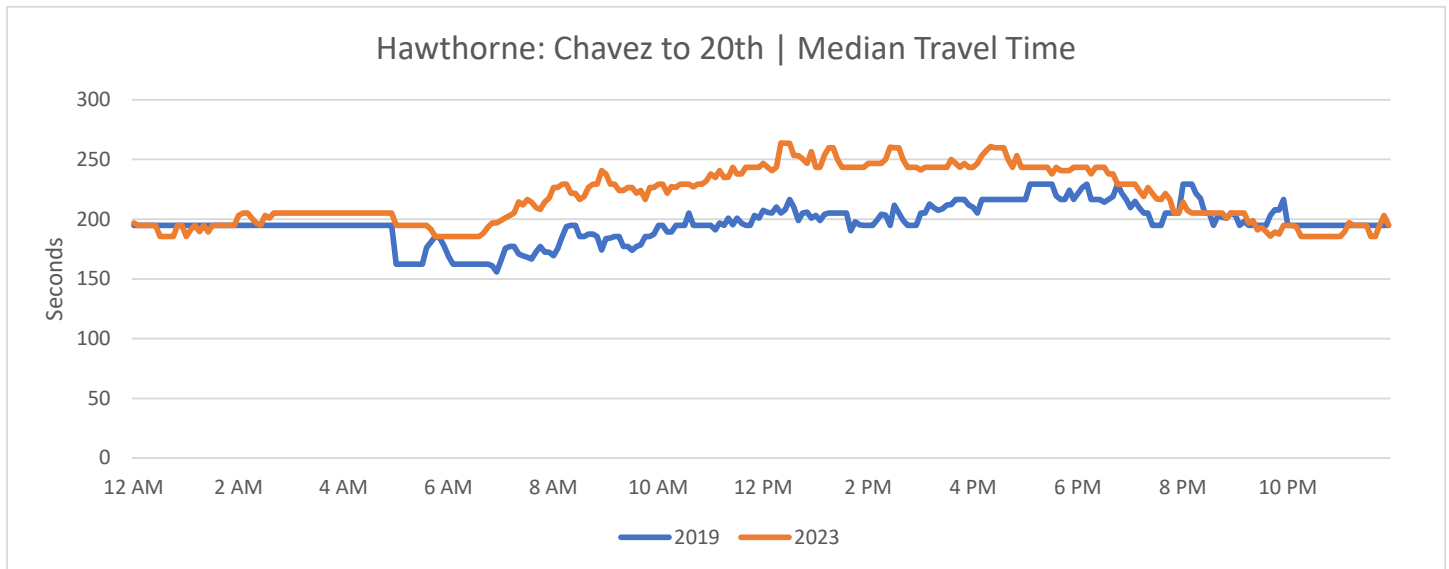


SE HAWTHORNE BOULEVARD CORRIDOR TRAVEL TIME SE CÉSAR E CHÁVEZ BOULEVARD TO 20TH AVENUE (WESTBOUND)

The graphs below show vehicle travel time along SE Hawthorne Boulevard from César E Chávez Boulevard to 20th Avenue eastbound. The data is averaged over five-minute increments.

The graphs show median and 90th percentile vehicle travel times increased consistently from about 5 AM to about 7 PM for people driving. Similar before and after results overnight and the large spikes in the 90th percentile data from 2019 in the late evening may be due to a lack of data.

The increased vehicle travel time generally stayed below one minute, which is in line with projected travel times, desired speed reductions, and more pedestrian crossings. The graphs do not show large, concentrated travel time increases or peaks, which are the normal indicators of significant congestion.



MOTOR VEHICLE SPEED AND VOLUME ON NEIGHBORHOOD AND PARALLEL STREETS

Key findings: Volumes decreased significantly along SE Hawthorne Boulevard, 25% to 30% throughout the day, and as much as 45% in the peak period.

Volumes stayed the same or decreased on all measured neighborhood streets and on SE Division Street.

When PBOT staff propose a roadway reorganization that reduces vehicle travel lanes, community members are sometimes concerned that drivers will shift to neighborhood streets or parallel routes. Previous projects have not led to this type of traffic pattern. However, PBOT staff collected before and after speed and volume counts on neighborhood streets to monitor.

On the SE Hawthorne Multimodal project, neighborhood diversion was not a concern, so data was not collected there. For the SE Hawthorne Pave & Paint project, PBOT collected data on the following street segments:

- SE Salmon Street east of 23rd Avenue
- SE 25th Avenue south of Clay Street
- SE Harrison Street west of 28th Avenue
- SE 29th Avenue north of Market Street
- SE Lincoln Street east of 35th Avenue
- SE Salmon Street west of 37th Avenue
- SE Division Street west of 28th Avenue
- SE Division Street east of 37th Avenue

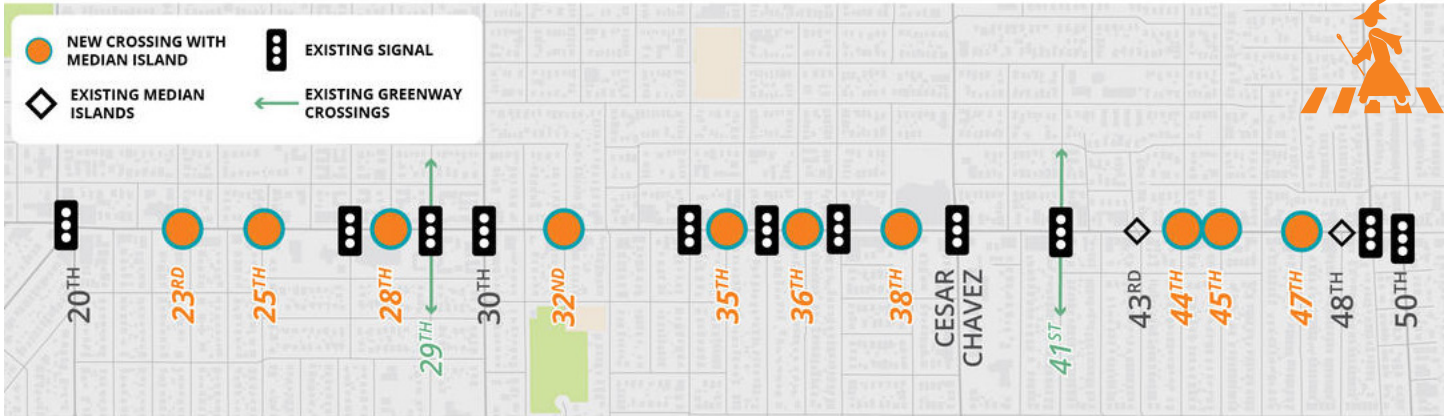
Before counts are mostly from 2019, and early 2020, and one from 2017. After counts were collected in late May and early June of 2022.

Speed did not change substantially on any of the neighborhood streets. Speed increased significantly on nearby SE Division Street at 28th Avenue, by as much as 7 mph in the eastbound direction. There is no reason to associate that change with the safety project.

Volumes generally stayed the same or went down on neighborhood streets, in some cases by as much as 50%. Volumes also went down on SE Division Street, by over 20% at 28th Avenue. The decrease in volume on SE Division Street is one likely reason for the increase in speed. Volumes at SE Salmon Street and 37th Avenue increased substantially, however the before data for this location is from December 2020, when traffic volumes were much lower because of the COVID-19 pandemic.

COVID-19 pandemic impacts on travel patterns likely had a significant effect on this data. Citywide, vehicle traffic volumes were getting close to pre-pandemic levels by 2022. However, peak period travel near downtown was not at pre-pandemic levels. Volumes on SE Hawthorne Boulevard were also down 25% to 30%. The significant decrease in volume in the locations measured is not likely in response to the safety project.

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ACTIVE TRANSPORTATION IMPROVEMENTS

Crossing spacing

[PedPDX](#), Portland’s citywide pedestrian plan, offers recommended guidelines for crossing spacing.

Crossing gaps can be identified by finding segments between crossings that don’t meet guidelines, as shown on [PBOT’s PedPDX online map](#). They can also be identified by finding areas that are more than half the guideline distance from the nearest crossing.

See the appendix for more details on calculating crossing spacing.

After ten new crossings were built on this one-and-a-half mile stretch, an additional half-mile of SE Hawthorne Boulevard meets the crossing spacing guidelines.

Percent of SE Hawthorne Blvd (20th-50th Ave) within desired distance of nearest crossing

Before	After
66%	95%

Percent of SE Hawthorne Blvd (20th-50th Ave) meeting PedPDX crossing spacing guidelines

Before	After
32%	83%

Bicycle Infrastructure

The SE Hawthorne and Madison Multimodal Improvements projects made significant upgrades to the bicycle infrastructure.

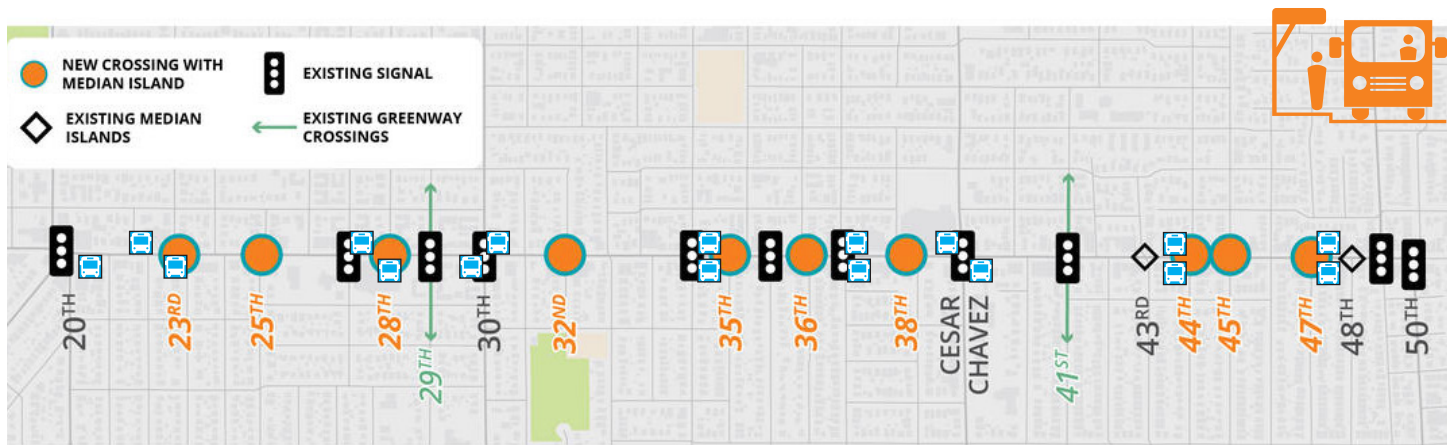
Before the project, people biking had a striped bike lane running along the door zone of parked vehicles. The project upgraded the infrastructure to a **parking protected bike lane, with bike signals to avoid right-hook conflicts, and a transit platform to avoid bus incursion into the bike lane.**

The upgrade designates the current bike facilities as appropriate for all ages and abilities according to city and national guidance. See the appendix for details.



Transit platform at SE Hawthorne Boulevard and 6th Avenue

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Shared Micromobility Ridership

BIKETOWN and e-scooter ridership increased substantially on SE Hawthorne Boulevard between 23rd and 38th avenues. The increases are similar to those seen on other similar streets.

PBOT has limited access to volumes of people walking or biking. However, PBOT staff has detailed data of where people were riding BIKETOWN e-bikes (Portland's bike-share system) and shared e-scooters. Data is aggregated to street segments using the Ride Report data tool.

PBOT staff looked at all trips between June 1st and September 30th in 2021 and 2022. Staff recorded trip volumes at equal spacing at SE 23rd, 28th, 33rd, and 38th avenues and averaged across the corridor. The analysis includes volumes on SE Belmont and Division streets as a comparison to account for other factors that impact ridership.

Ridership change

Mode	Hawthorne	Belmont	Division
BIKETOWN	+9.4%	+19.8%	+19.9%
E-scooters	+50%	+50.3%	+38.4%
Combined	+25.2%	+34.8%	+26.9%

Note: PBOT staff did not analyze Ride Report data for the segment between SE Grand and 12th avenues because they could not establish a proper comparison segment.

Transit Access Guidelines

PedPDX, Portland's citywide pedestrian plan, recommends that all transit stops have a crossing within 100 feet.

There are 17 bus stops on SE Hawthorne Boulevard between 20th and 50th avenues. Before the project, only 10 of those stations had a crossing within 100 feet. **After the new crossings were built, 16 of the 17 bus stops are within 100 feet of a crossing.**

Percent of transit stops that meet crossing spacing guidelines

Before	After
59%	94%

SE HAWTHORNE BOULEVARD PROJECTS | Evaluation Report

CONCLUSIONS

The findings in this report point to a safer and more accessible SE Hawthorne Boulevard. Preliminary crash data shows a decrease in deadly and serious injury crashes. Vehicle speeds, especially top-end speeding, have substantially decreased. Accessibility, comfort, and safety has improved for everyone, especially pedestrians, people biking, and people taking transit. Meanwhile transit travel time improved, and travel time increases for people driving were relatively small and in-line with expected travel time increases when driving speed is reduced.

NEXT STEPS

Crash Evaluation

The Oregon Department of Transportation (ODOT) releases full crash data in calendar year batches with a two-year delay. At the time of writing this report, PBOT staff only have access to one year of crash data. This report will be updated in 2026 and 2028 to evaluate crash impacts once the data is published.

Further Improvements and Modifications

In 2024 and 2025 PBOT partnered with Metro and TriMet to add a bus signal queue jump and extended Bus and Turn lane on SE Hawthorne Boulevard at 11th Avenue. PBOT also built Next Generation Transit Signal Priority (TSP) in the SE Hawthorne and Madison couplet between SE Grand and 12th avenues and along SE Hawthorne Boulevard between SE Grand and 50th avenues. Early results show substantial decreases in travel time for the bus.

In addition, PBOT plans to replace temporary rubber modular platforms at SE 6th and SE 12th avenues with permanent concrete platforms. This will occur once final stop locations and street design are firm and funding is identified. PBOT has funded a project that will replace the plastic delineators with concrete separators in the next few year.

PBOT has a few projects coming soon to improve conditions on SE Salmon Street, a neighborhood greenway that runs parallel to SE Hawthorne Boulevard. In summer 2025, PBOT will improve the crossings at SE 11th, 12th, and 30th avenues. In the next few years PBOT will repave SE Salmon Street and add speed bumps, sharrows, and signage.



Parking protected bike lane and bus only Rose Lane on SE Hawthorne Boulevard at 7th Avenue .

Questions?

PBOT's Vision Zero Contact

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APPENDIX - ANALYSIS METHODOLOGY

The Vision Zero evaluation webpage has an [Evaluation Methodology Appendix](#) that offers more details on how staff conduct evaluation analysis for crashes, speed, vehicle travel time, and active transportation improvements.

This appendix includes values used in the evaluation that are specific to the Hawthorne and Madison Multimodal Improvements project and the Hawthorne Pave & Paint project.

Crashes

Based on the threshold analysis described in the methodology appendix, the following number of years of post-project crash data are needed for comparative analysis by crash category and segment:

	SE Grand to 50th avenues	SE Grand to 12th avenues	SE 20th to 50th avenues	SE 20th Avenue to César E Chávez Boulevard
Deadly and serious injury crashes	3 years	5 years	5 years	5 years
Pedestrian crashes	3 years	more than 10 years	3 years	5 years
Bicycle crashes	3 years	3 years	5 years	5 years

Given these thresholds, **staff used five years of pre-project crash data for the analysis.**

Both Hawthorne projects are in District 3, therefore District 3 crash data is used for establishing the normalization coefficient in the comparative analysis.

Speed

This report used the following speed counts:

- East of SE 6th Avenue: pre-project Oct 2016, post-project June 2022
- East of SE 31st Avenue: pre-project Jan 2019, post-project Feb 2022
- East of SE 37th Avenue: pre-project Jan 2019, post-project Feb 2022

Vehicle travel time

Standard practice for these evaluations is to use probe data averaged at 15-minute intervals, as noted in the evaluation methodology appendix. This report was created before that standard was adopted and uses probe data averaged at 5-minute intervals.

For this evaluation staff used a minimum confidence score of 0 for statistical analysis and for graphing, a C-Value of 0 for graphing, and a C-value of 50 for statistical analysis.

Active transportation improvements

This project is in a pedestrian district along SE Hawthorne Boulevard from Grand to 12th avenues and from 30th to 50th avenues. The segment from SE 12th to 30th avenues is not in a pedestrian district.