



SE HAWTHORNE PAVE AND PAINT

Mid-project report - Draft: May 2020



PBOT
PORTLAND BUREAU OF TRANSPORTATION

AREA + PROJECT PLANNING

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AREA + PROJECT PLANNING

SE HAWTHORNE PAVE AND PAINT

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IMPACTS OF COVID-19

As we release this report, the State of Oregon is operating under Executive Order No. 20-12 – Stay Home, Save Lives, in response to the global COVID-19 pandemic. This global event has impacted Portlanders in many ways. We still don't know its full impacts.

Within the Portland Bureau of Transportation (PBOT), we are continuing our work to plan, build, manage and maintain an effective and safe transportation system. We continue to move forward with the SE Hawthorne Pave and Paint project – though COVID-19 has changed how we can do that, in several ways:

Our schedule for some project elements has changed.

PBOT's Maintenance and Operations teams are running at decreased capacity due to social distancing requirements, which prevent crew members from sharing vehicles, for example. These teams are focused on critical infrastructure and urgent repair needs to keep our systems running. As a result, PBOT is looking at ways to partner with contractors to ensure that important work within the next year or two (originally planned for PBOT's maintenance teams) can still be delivered. This will allow us to stick to our original project completion schedule, but means we need to complete portions of the design earlier than we originally anticipated, while other aspects of the design may be completed later. In addition, PBOT has been coordinating closely with the Bureau of Environmental Services (BES) on their SE Hawthorne project. The BES project includes sewer work on SE Hawthorne Blvd between SE 30th and 40th Avenues. This work was initiated in early May and is being accelerated to ensure it precedes repaving work, to take advantage of contractor mobilization, and to shorten the overall timeline of the project.

We have revised our outreach and communication approach.

We are currently unable to move forward with in-person meetings due to the "Stay Home, Save Lives" order. Even as restrictions start to lift, we do not anticipate holding any large in-person gatherings in the foreseeable future. However, we still want to make sure we hear from you as the project moves forward. We are developing virtual opportunities to share information and gather your feedback.

Funding has become more limited.

Since the "Stay Home, Save Lives" order was initiated, PBOT's revenue sources have decreased, with a reduction of over \$7 million per month. Going forward, PBOT is evaluating ways to continue to deliver vital projects while addressing with this unanticipated budget gap. For the SE Hawthorne Pave and Paint, we have secured funding for repaving, restriping, and reconstructing curb ramps to meet Americans with Disabilities Act standards, but funding for any additional investments (e.g., median islands, wayfinding signage) is not yet secured, and may be more difficult to secure going forward. We intend to continue to develop and design these investments, where appropriate, so that they can be implemented as funding becomes available.

CHAPTER 01

INTRODUCTION AND PROJECT GOALS

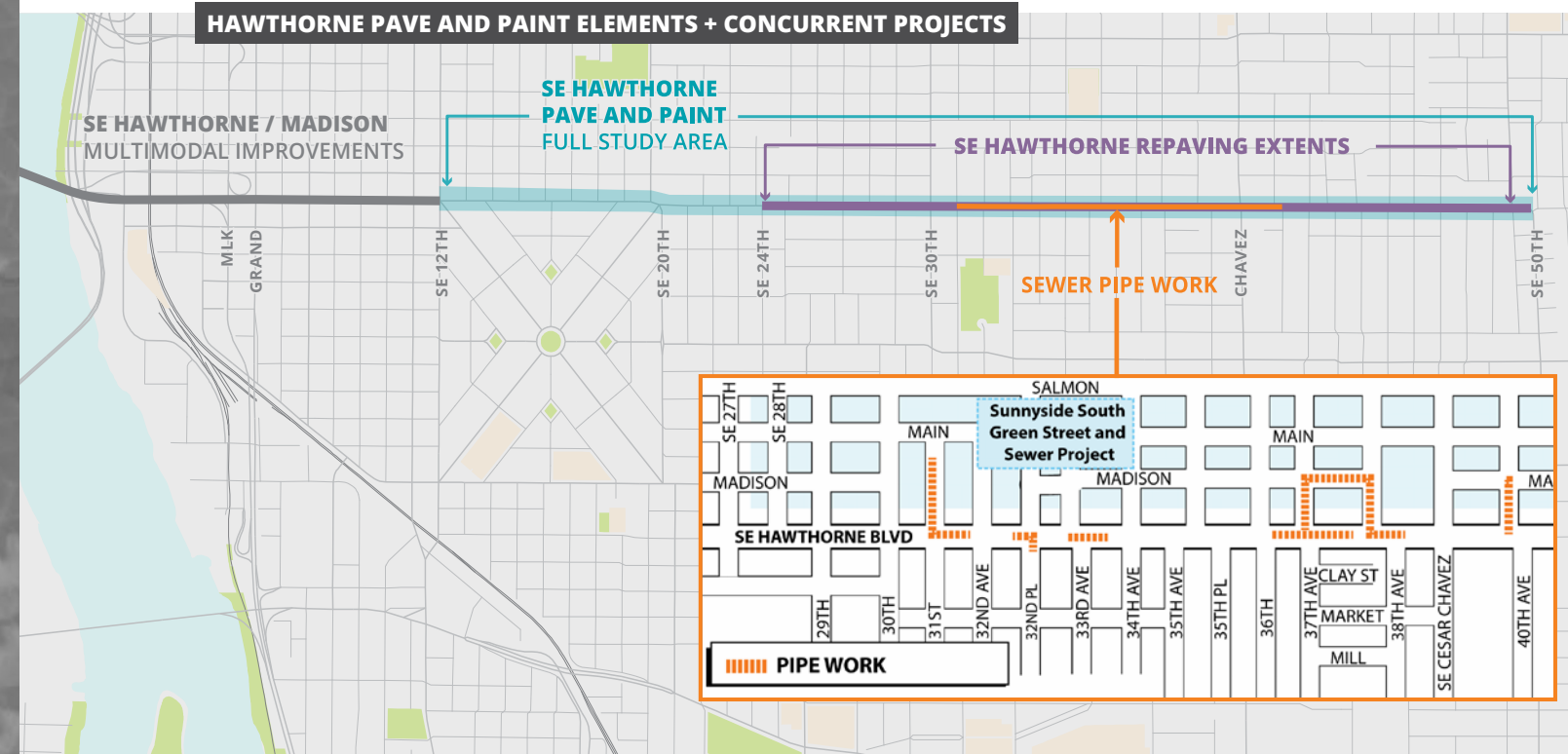
SE Hawthorne Boulevard is due for maintenance paving during summer 2021. This leaves us with an opportunity.

The SE Hawthorne Pave and Paint project was initiated to consider ways to leverage maintenance paving as an opportunity to improve safety, reduce transit delay, and make other changes to better serve people and businesses on Hawthorne.

Our Vision Zero team has identified SE Hawthorne as one of 30 high crash corridors within the city. SE Hawthorne is also a candidate corridor for potential transit priority treatments through the Rose Lanes Project.

PBOT is closely coordinating with other projects on SE Hawthorne Blvd, including Central City in Motion's [SE Hawthorne / Madison Multimodal Improvements](#) and the Bureau of Environmental Services (BES) [SE Hawthorne Boulevard Sewer Project](#).

HAWTHORNE PAVE AND PAINT ELEMENTS + CONCURRENT PROJECTS





PROJECT GOALS

The SE Hawthorne Pave and Paint project seeks to further the following goals, with an understanding that the scope and budget of this specific project will not be able to implement all the needs on Hawthorne.

1. Take advantage of near-term opportunity

Within a repaving project, there are some elements that can be added or changed without significantly increasing the cost of the project. One goal of the SE Hawthorne Pave and Paint is to identify and implement these elements as part of the repaving in summer 2021. At the same time, we will be documenting other needs and ideas that could be implemented through a future project.

2. 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 people walking and biking. Typical driving speeds on SE Hawthorne are significantly higher than the speed limits, and higher speeds contribute to more severe crashes. This project will consider how to improve safety through repaving as well as other potential low-cost improvements.

3. 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, SE Hawthorne Blvd needs to be a place that supports safe access to its destinations for people traveling in a variety of ways.

4. Connect people to other parts of the city

SE Hawthorne Blvd also serves as a key link in our city’s transportation network. It needs to safely connect people to areas beyond the Hawthorne District, while also allowing north-south travelers to safely move across SE Hawthorne Boulevard. Hawthorne carries the Line 14 TriMet bus, connecting people between the Lents neighborhood and Downtown, and has been identified as a priority corridor for improving transit through the Rose Lane Project.

WHAT WE CAN DO THROUGH THIS PROJECT		
SCHEDULED FOR 2021 (FUNDED)	POTENTIAL (NOT FUNDED YET)	OUT OF REPAVING PROJECT SCOPE (NOT FUNDED)
<ul style="list-style-type: none">• Repaving and restriping from 24th to 50th Aves (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 from SE 12th to 24th Aves• Other investments for the extent of the corridor

The scope of this project is limited to repaving, restriping, and reconstructing curb ramps that do not meet Americans with Disability Act (ADA) standards, but it will also identify and document changes that PBOT may be able to make in a potential separate future project; these may include changes between SE 12th Avenue and SE 24th Avenue.



CHAPTER 02

WHAT DO OUR POLICIES SAY ABOUT HAWTHORNE BLVD?

The SE Hawthorne Pave and Paint effort will build on prior work related to SE Hawthorne Boulevard and will seek to align with and carry forward the most current city policies and priorities. This section describes key documents our team has used to inform our approach to this project.

Hawthorne Boulevard Transportation Plan (1997)

The 1997 Hawthorne Boulevard Transportation Plan aimed to create a greater balance among all roadway users with an emphasis on walking, biking, and transit modes of travel as well as providing and enhancing access to the various destinations along the corridor. The final adopted plan in 1997 described five overall “alternatives” that were developed, considered, and evaluated in collaboration with the community, ranging from a “Non-physical Alternative” to a “Hawthorne Streetcar” alternative. It ultimately selected a combination of the “non-physical alternative” and the “minimum intervention”. The Plan recommendation included:

- The lane configurations that are on the street today
- Curb extensions and bus stop extensions
- Parallel and intersecting bikeway investments
- Additional signals
- Other specific recommendations at intersections

The 1997 Hawthorne Boulevard Transportation Plan was written over 20 years ago. The SE Hawthorne Pave and Paint project aims to build on elements of this Plan but will provide recommendations in alignment with the current conditions along the corridor. For example, the 1997 Plan indicates that SE Hawthorne (between 12th and 39th avenues) carries 24,000 motor vehicles each weekday. In 2019, SE Hawthorne carried fewer vehicles—approximately 18,000 on an average weekday. Even though Portland population has grown over the past twenty years, traffic volumes in some places have decreased. This is in part due to a high number of residents in the Hawthorne District (and in adjacent neighborhoods to the Hawthorne District) who have opted to travel in other ways (see Chapter 3 of this report).

IMPLEMENTATION STATUS

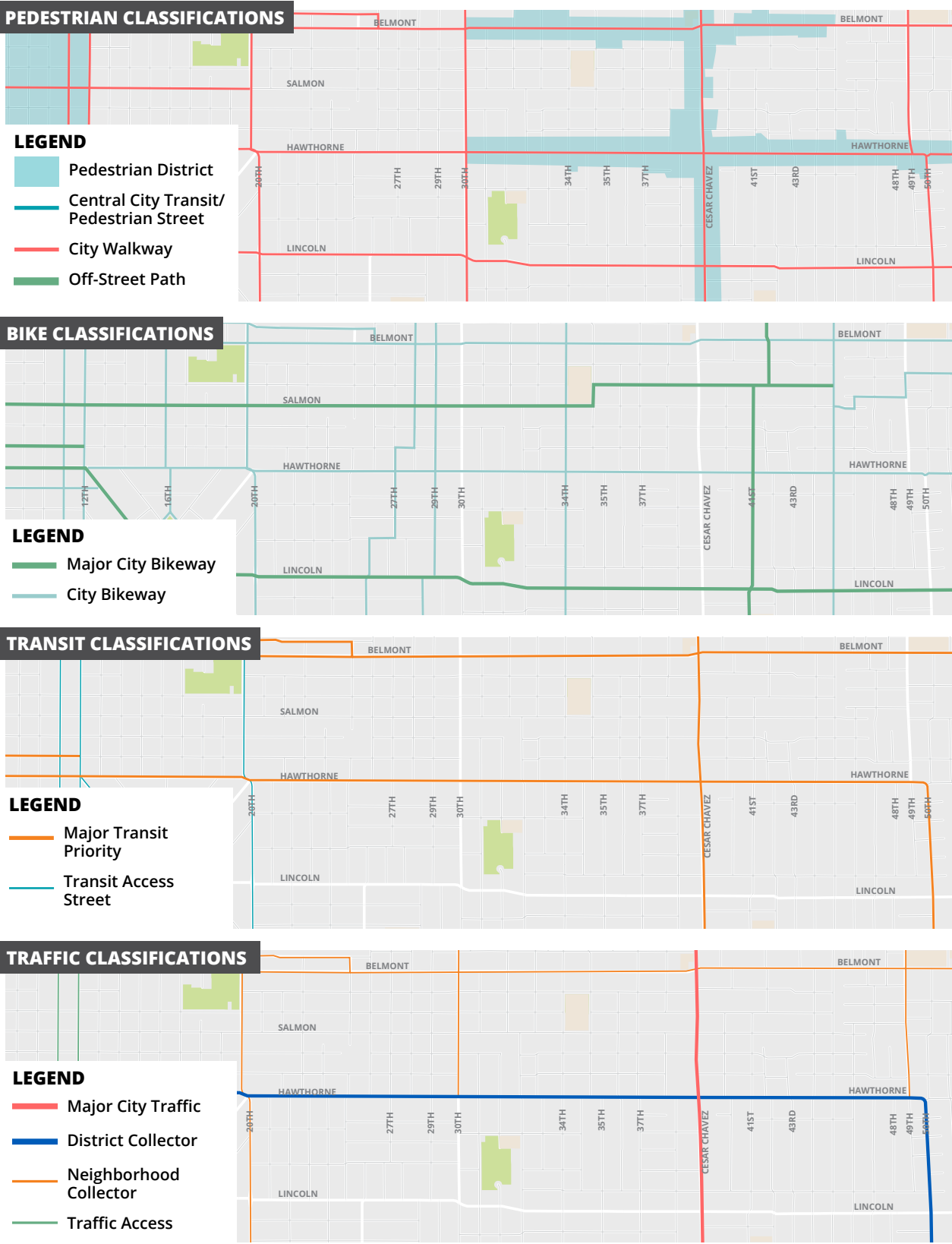
A complete list of the recommendations (including the implementation status) from the 1997 Hawthorne Boulevard Transportation Plan can be found in Appendix A.

Transportation System Plan: 2035

Portland’s 2035 Transportation System Plan (TSP), most recently updated in 2019, is a roadmap for the next 20 years of transportation policy and investment, helping us face the challenges of a growing city. The 2035 TSP is the most recent citywide look at the transportation networks, and it includes “functional classifications” for various travel modes, shown in the maps on the facing page and described in the table below. These classifications do not prescribe a street design, but help to guide decision-making, particularly on streets with constrained width that serve a variety of functions.

STREET CLASSIFICATIONS ON HAWTHORNE (SE 12TH TO SE 50TH)

Mode of travel	Classification	Explanation
Pedestrian	Major City Walkway, Pedestrian Distrct	The Major City Walkway classification is the highest possible pedestrian classification, indicating this is a street where pedestrians should be prioritized. Streets classified as Major City Walkways have wide sidewalks on both sides of the street, regular and frequent crossing spacing, and a pedestrian realm that can accommodate high pedestrian traffic.
Bike	City Bikeway	City Bikeways are intended to provide access to destinations and fill in the gaps in the network of Major City Bikeways (the highest bikeway classification). City Bikeways may be located on the street that has the City Bikeway designation or on an adjacent route that provides comparable access.
Transit	Major Transit Priority	Major Transit Priority streets accommodate frequent transit with safe operating lane widths, priority at intersections when possible, and where/when the space is needed, providing transit operational improvements comes before on street parking. Where street, crossing, and sidewalk connectivity is to city standard, bus stops should be spaced ¼ to ½ mile apart.
Freight	Truck Access Street	Truck Access Streets serve as last mile access and circulation routes for deliveries to neighborhood-serving commercial and employment areas
Traffic	District Collector	District Collectors are to disperse traffic from higher order/busier streets to neighborhoods as well as serving shorter trips which start and end within the same district. It is not primarily to serve as a conduit for long range or regional trips.
Design	Civic Main Street	Civic Main Streets have a multimodal focus with an ideal Main Street including high quality dedicated space for pedestrians, bicyclists, and transit where needed. Civic Main Streets also prioritize people accessing destinations along the street over mobility. Curb zone should emphasize access and placemaking functions (such as parking, loading, transit stops, street trees, curb extensions, and street seats)
Emergency	Major Emergency Response	Major Emergency Response routes serve the longest and most direct legs of emergency response calls. As such, measures that slow traffic significantly (speed bumps) are not usually permitted as they may interfere with emergency response times.





Vision Zero

No person should die or be incapacitated in the everyday act of moving about. But each year dozens of Portlanders lose their lives doing just that. In 2015, Portland made a commitment to eliminate traffic deaths and serious injuries on city streets. The 2016 Vision Zero Action Plan mapped out actions to make that commitment a reality. The Vision Zero 2-Year Update, *Saving Lives with Safe Streets*, was released in 2019 and included a refined and focused set of strategies to reflect lessons learned.

1. Protect pedestrians

Improve pedestrian safety with traffic signal changes, better lighting, better visibility at pedestrian crossings, and safety improvements to truck fleets.

2. Reduce Speeds Citywide

Set safe speed limits, redesign dangerous streets to encourage safe speeds, educate Portlanders about the impact of speed, and enforce the speed limit.

3. Design Streets to Protect Human Lives

Transform wide, fast streets into streets that are safer for all modes.

4. Create a Culture of Shared Responsibility

Mark the locations of tragic deadly crashes and raise public awareness of the importance of driving safely; improve driver stopping compliance for pedestrians at crosswalks.

Rose Lane Project

The Rose Lane Project is an in-process effort to get buses and streetcar trains out of traffic, helping more Portlanders get where they need to go more reliably and quickly. The project report was adopted by City Council in February 2020, and PBOT is now working on implementation. The Rose Lane project identified corridors where a range of transit priority treatments can be used to get buses and streetcars out of traffic. SE Hawthorne Boulevard is one of these corridors. Primary goals of the Rose Lane Project are as follows:

- Advance equity, including racial equity and transportation justice. Concretely, success results in People of Color experiencing average commute times comparable to white people.
- Reduce carbon emissions and combat climate change by encouraging more transit ridership.
- Improve the resiliency and safety of our transportation system.
- Provide transportation options for a growing city.

Streets 2035

The public right-of-way (ROW) is the space between private parcels of land: the street and the area along the street including sidewalks and curbs, both above and below the ground. It is increasingly crowded since it includes transportation, utilities, trees and greenery, and places for community gathering and events.

Current policies are clear for individual uses of the ROW (e.g. transit, trees, or water lines). Limited space in the ROW, however, can make it difficult to adhere to all applicable policies in all situations. Case-by-case decisions to balance competing demands on the ROW can at times result in inconsistent application and missed opportunities for achieving citywide objectives.

Streets 2035 is a citywide framework that binds these various policies and guides decision-making for the ROW. Though this effort is still in progress, its valuable findings to date are informing our work.



CHAPTER 03

WHAT DO WE KNOW ABOUT HAWTHORNE BLVD?

Hawthorne-area neighborhoods

Hawthorne is immediately surrounded by the Buckman, Hosford-Abernethy, Richmond, Sunnyside, and Mount Tabor neighborhoods. These neighborhoods are generally a mix of single-family and multi-family residences, with commercial businesses concentrated along the main streets. PBOT’s online equity matrix shows census data for these neighborhoods, including race, income, and limited-english proficiency households. Equity scores for these neighborhoods range from 2 to 5, on a scale of 2 to 10, with none of them higher than the city-wide average for limited-english proficiency.

Compared to other parts of the city, the neighborhoods around Hawthorne have lower portions of both persons under 18 and those 65 and older.

We also looked at census data related to the means of transportation that people use to get to work at a neighborhood level. In general, the neighborhoods surrounding Hawthorne have higher rates of walking,

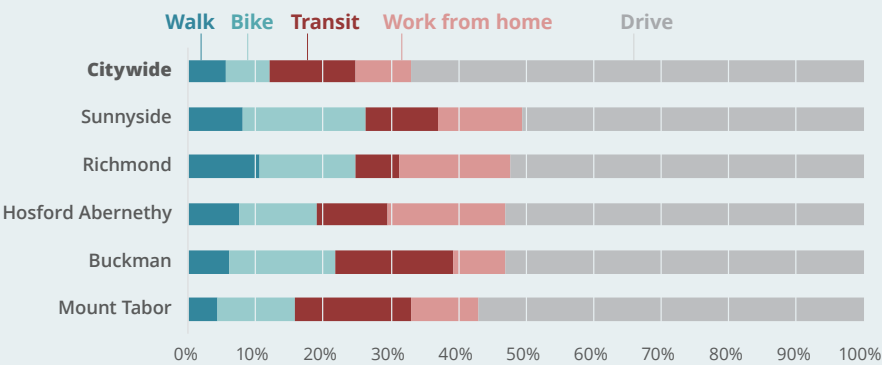
biking, and working from home than Portland as a whole. Transit use is about the same, though it varies by neighborhood, and driving to work is lower. Part 2 of this report, the alternatives evaluation, will include more information about travel patterns on SE Hawthorne Boulevard itself.

Hawthorne’s business district

The Hawthorne District has almost 600 businesses across numerous business categories, mostly concentrated in retail and entertainment. SE Hawthorne generally has some of the lowest vacancy rates in the city for both retail and office spaces. Businesses are particularly concentrated between 30th and 50th avenues. Retail and entertainment is primarily located between SE 30th Avenue and SE César E Chávez. East of SE César E Chávez there is a higher concentration of office and professional services.

NEIGHBORHOOD DEMOGRAPHIC SNAPSHOT

Commute mode share by neighborhood
2018 American Community Survey



Age distribution
2018 American Community Survey

AGE GROUP	UNDER 18	18 - 64	OVER 65
Hawthorne Area	14%	77%	9%
Portland Citywide	18%	70%	12%



SIDEWALK 8 - 12 FEET **PARKING** 8 FEET **LANE** 9 FEET **LANE** 9 FEET **LANE** 9 FEET **LANE** 9 FEET **PARKING** 8 FEET **SIDEWALK** 8 - 12 FEET



SIDEWALK 8 - 12 FEET **PARKING** 9 FEET **LANE** 11 FEET **TURN LANE** 12 FEET **LANE** 11 FEET **PARKING** 9 FEET **SIDEWALK** 8 - 12 FEET

Hawthorne street configuration

Within the study area of this project, there are two general street configurations (shown above). West of SE César E Chávez Boulevard, Hawthorne has two general travel lanes in each direction, with no separate turn lanes (except approaching César E Chávez). The general travel lanes are 9 feet wide, which is narrower than the city standard and narrower than the TriMet buses that travel down SE Hawthorne Blvd; buses measure 10.5 feet from mirror to mirror. Depending on context (from a mixed use urban environment like Hawthorne to a eighteen-wheeler-friendly industrial corridor), PBOT uses standard travel lane widths ranging from 10 to 12 feet. There is also on-street parking on both sides. Parking lanes west of César E Chávez are the standard 8 feet wide but because of the narrow adjacent travel lanes, they feel constrained.

East of César E Chávez, the street has one general travel lane in each direction, with a continuous center left turn lane. The general travel lanes are 11- feet wide. There is also on-street parking on both sides in this part of the street, approximately 9 feet wide.

Throughout the corridor, sidewalk width varies: in places where new development has occurred and property was dedicated for increased sidewalk space, the sidewalks meet the 12 foot standard width for a Pedestrian District (designed such that it allows for high pedestrian traffic and people to easily pass one another); however, sidewalks in some locations can be as narrow as 8 feet.

Safety on Hawthorne

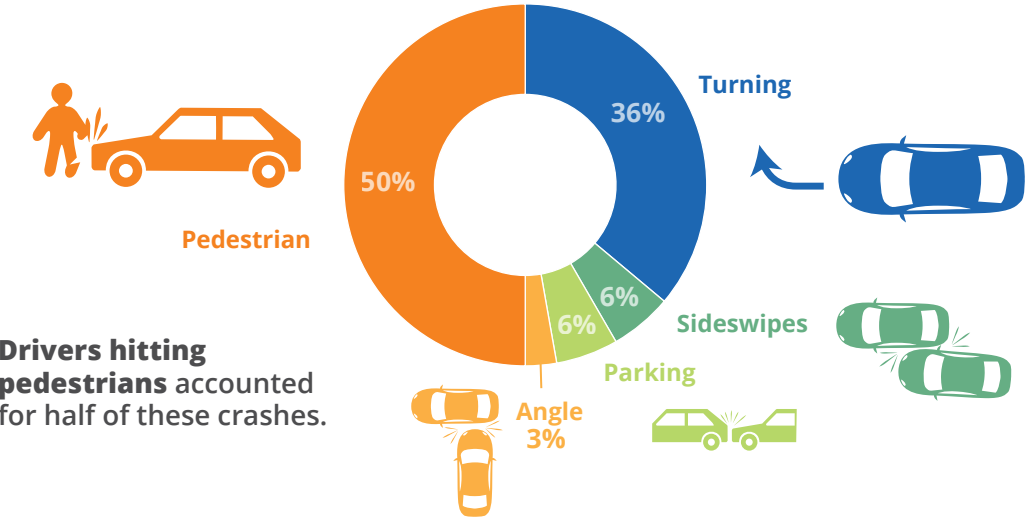
Vision Zero

In 2015, Portland City Council adopted Vision Zero—a commitment to ending traffic violence in our communities; as a city, we reject the premise that people being killed and maimed while traveling is an unfortunate but unavoidable byproduct of moving around our city. After adoption of the Vision Zero goal, the city completed a Vision Zero Action Plan which identified the most dangerous streets and intersections in Portland, the most common factors leading to crashes that result in a fatal or serious injuries, and strategies to address these factors. PBOT has been working since to develop safer street designs for the 30 most dangerous streets in Portland. SE Hawthorne Boulevard was identified as one of these streets.

ON HAWTHORNE 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



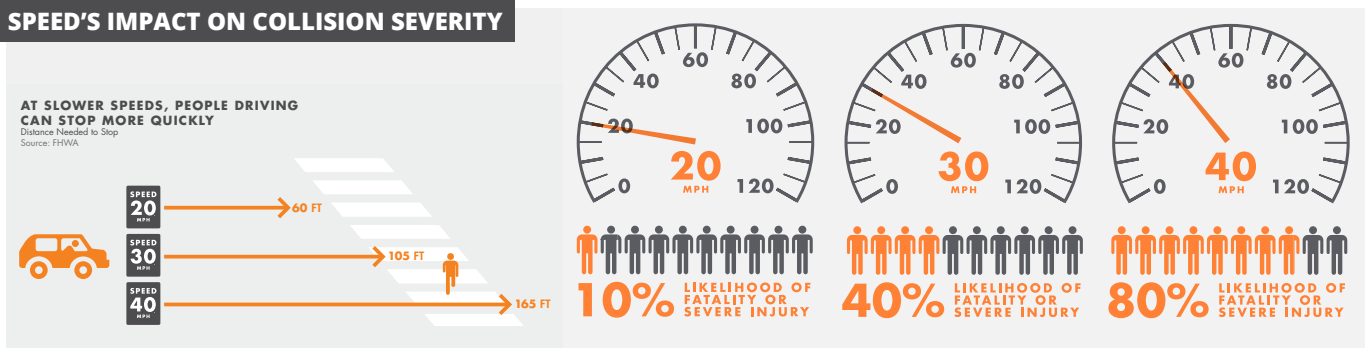
Drivers hitting pedestrians accounted for half of these crashes.

Crashes on Hawthorne

SE Hawthorne Blvd is particularly dangerous for pedestrians; collisions with pedestrians were the most common Vision Zero crash type, occurring at 2 to 3 times the rate of other streets in the city.

Speeds on Hawthorne

Faster vehicle speeds increase the likelihood of death for all road users, especially people walking and biking. Speeding also increases the stopping distance of a vehicle, as well as the potential of losing control of a vehicle. 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.



SE HAWTHORNE RECENT CRASH HISTORY (2013-2017) AND CROSSING SPACING

- EXISTING SIGNAL
- ENHANCED CROSSING (REFUGE, BEACON, HALF SIGNAL)
- SUBSTANDARD CROSSING
- CROSSING GAP
- PEDESTRIAN DISTRICT
- CRASH

CRASHES BY MODE

20 injured pedestrians
1 fatally

12 injured while biking

332 car crashes,
7 drivers seriously injured



COMMON CRASH TYPES

TriMet bus
Mirror strikes

Sideswipe crashes

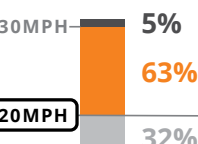
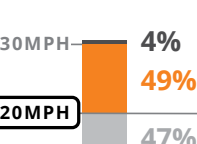
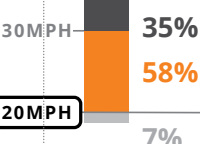
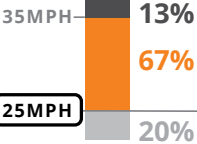
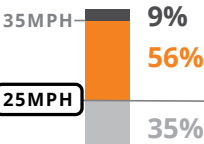
Parking-related crashes

Turning movement crashes



CONTEXT

% cars more than 10mph over limit
% cars 1 to 10 mph over limit
% cars at or under limit



Daily car traffic volumes

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16,000

17,000

18,000

16,000

13,000

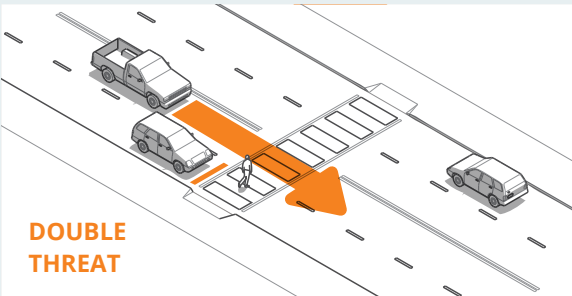
Crossing Hawthorne

City policy elevates pedestrian access to destinations on Hawthorne, yet people face many challenges crossing the street. The graphic on the previous page shows locations of signalized crossings, “enhanced” crossings that meet current city design guidance, and substandard marked crossings that don’t meet current design practices. It also shows stretches where enhanced crossings are too far apart to meet

city guidance, circled in blue. Citywide, the guideline for acceptable distance between crossings is 800 feet, or roughly 3 city blocks; in Pedestrian Districts (including Hawthorne from 30th to 50th), the guideline for crossing spacing is 530 feet. In addition to crossing spacing, at least 4 crossings between 34th and César E Chávez Blvd don’t meet our current design standards.

WITH THE EXISTING STREET CONFIGURATION, CROSSING THE STREET IS CHALLENGING

Crossing at marked, unsignalized crosswalks can be challenging for people walking. Without an enhancement like a traffic signal or pedestrian island, there is less assurance for pedestrians that drivers will yield. This design results in the “**double threat**” on 4-lane streets. It can also be hard for drivers to see people crossing or waiting to cross the street.



At signalized intersections, there are often 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.



Some locations on Hawthorne have **long stretches without marked crossings**. Destinations or transit stops on both sides of the street create a need for people to cross frequently. 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.



Intersections along Hawthorne also have vision clearance issues. 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.



Recent improvements

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

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.

SE 29TH & HAWTHORNE



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.

SE 43RD & HAWTHORNE





NARROW LANES

A TriMet bus straddles both of SE Hawthorne's narrow eastbound travel lanes to maintain a safe distance from parked cars

Transit on Hawthorne

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. 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.

Street configuration

On SE Hawthorne Boulevard between SE 12th Avenue and SE César E Chávez Boulevard, the travel lanes are too narrow to accommodate TriMet buses. Each lane is 9 feet wide, while buses are 10.5 feet wide, including mirrors. As a result, buses navigating the corridor often straddle the two lanes. Also, “mirror strikes” – where bus mirrors strike parked cars or are struck by other moving vehicles – are much more common on this part of Hawthorne than on other streets in the city.

Bus stop spacing and ridership

TriMet's current stop spacing guidance is to locate bus stops with spacing of approximately 1000 to 1600 feet, particularly seeking to locate stops in alignment with pedestrian crossing infrastructure and intersecting bus lines. This distance aims to balance frequent bus stops for convenient rider access with overall bus travel time along a corridor. On average, a bus spends 10-20 seconds in decelerating and accelerating for each stop, in addition to the time spent for passengers boarding or alighting. Bus stops on Hawthorne are generally much closer together than TriMet's current guidance.

The Line 14 on Hawthorne is one of TriMet's highest ridership routes, with more than 6,000 people using it per day. Frequent bus stop locations, paired with high ridership, mean that the Line 14 bus frequently

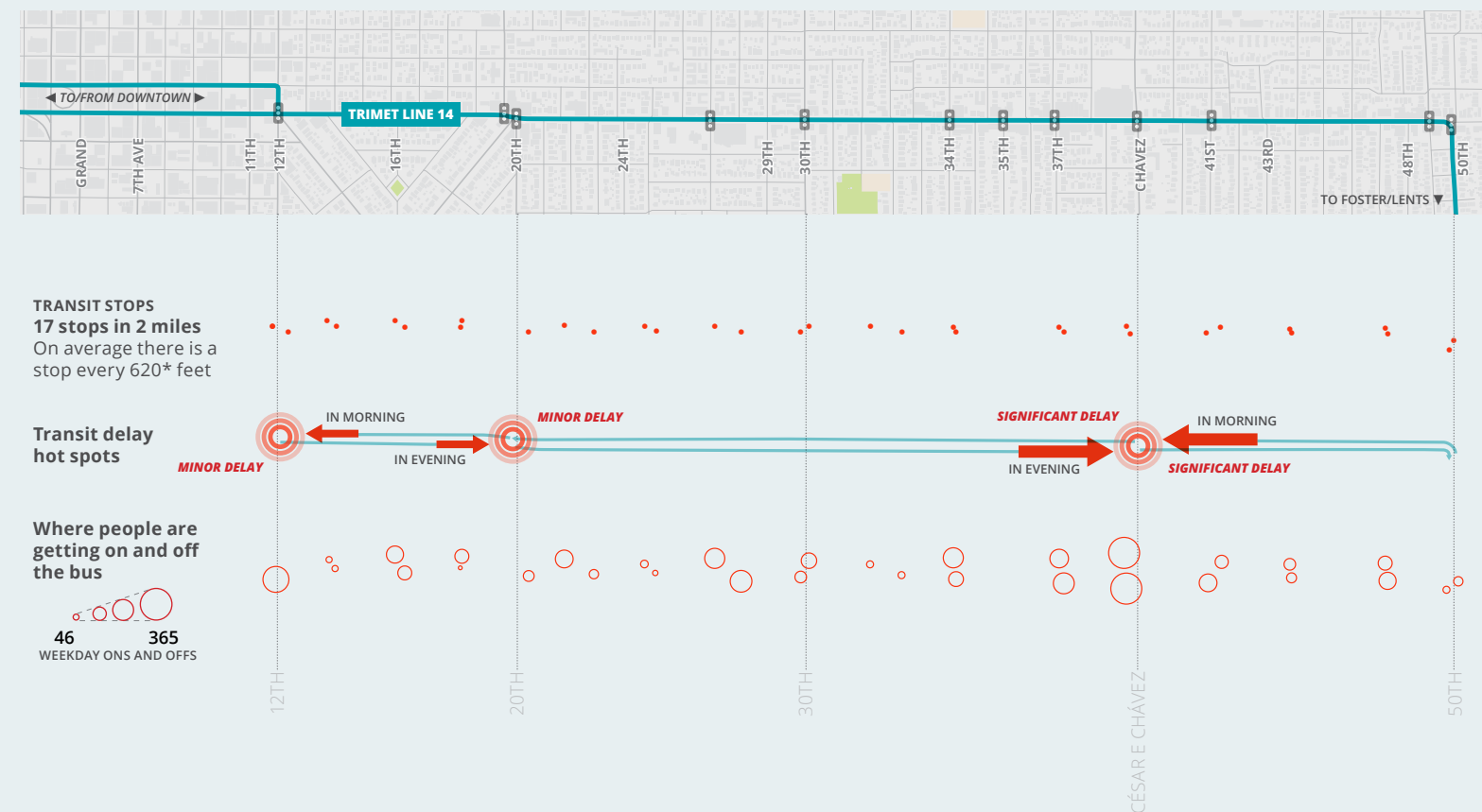
stops at most or all of the stops along the corridor, with a relatively low number of people getting on and off at each stop. The highest ridership stops on SE Hawthorne Blvd include SE 12th, SE 28th, and SE César E Chávez.

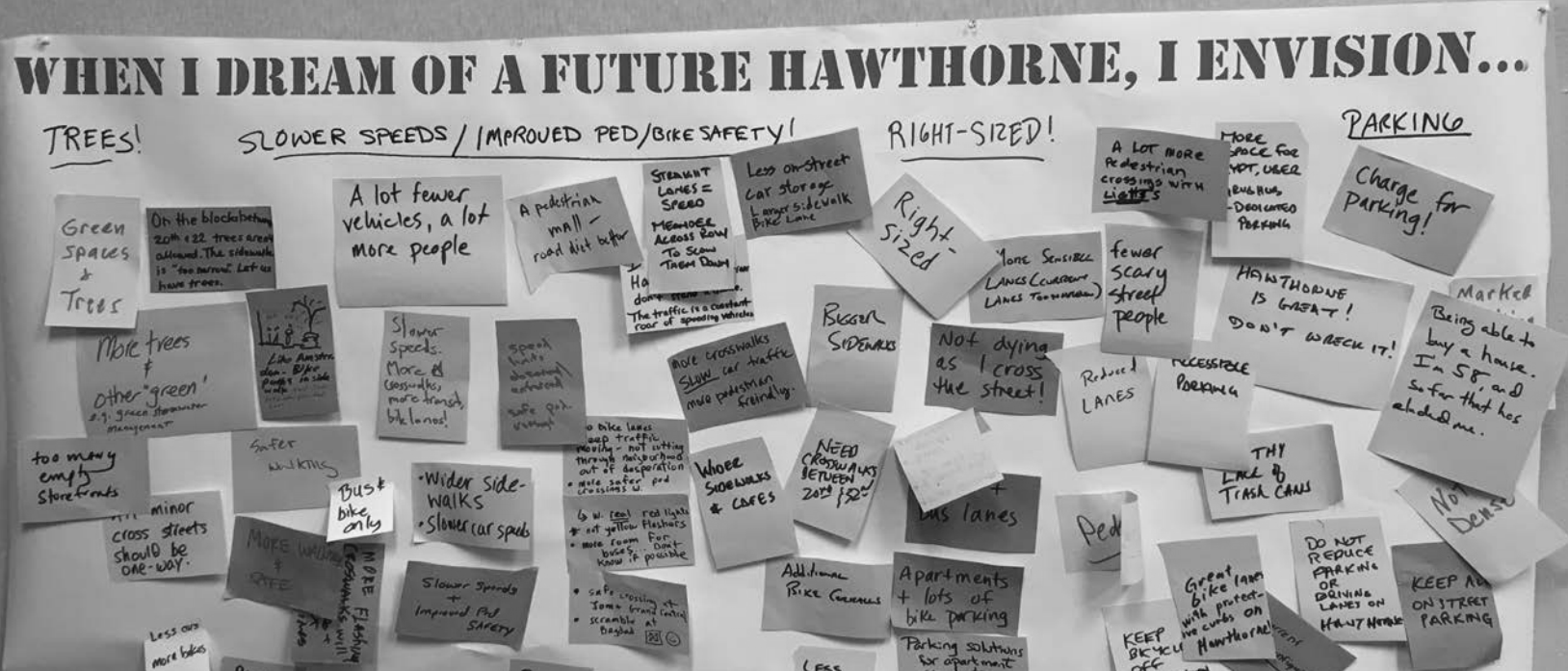
Bus delay on Hawthorne

The primary location of bus delay on Hawthorne is approaching César E Chávez Blvd. This delay occurs in both directions, typically in line with the peak direction of traffic—it is highest westbound in the mornings and eastbound in the evenings. At times, the bus is also delayed in morning traffic at SE 12th Avenue or in evening traffic headed eastbound at 20th Avenue.

Frequent stopping (approximately every two blocks) also means the bus travels much slower than most vehicle traffic along Hawthorne.

SE HAWTHORNE TRANSIT DASHBOARD





SNAPSHOTS FROM OUR COMMUNITY WORKSHOPS

CHAPTER 04

WHAT HAVE WE HEARD FROM YOU?

From January to March 2020, our team connected with people in the Hawthorne community to hear their thoughts, ideas, and needs for the street.

GETTING THE WORD OUT

- **17,000** POSTCARDS to surrounding neighborhoods
- **250+** INVITATIONS & POSTERS hand-delivered to corridor businesses
- **200** POSTCARDS distributed to Line 14 bus riders
- **26,000** SE EXAMINER copies with story and advertisement
- **12** community, advocacy, and neighborhood organizations helped spread the word
- **SE Hawthorne Pave and Paint project website**
- **Posts on twitter, facebook, nextdoor**

HOW WE REACHED PEOPLE

- **At approximately 20** community, advocacy, business, and neighborhood organization meetings, where we spoke with over 150 different people
- **At a business-focused workshop** where we engaged with people representing approximately 20 Hawthorne businesses
- **Open community workshops** featuring informational boards and interactive stations for people to learn more about the project and provide input about the future of Hawthorne
- **Online survey with over 400 respondents**
- **Direct email communication** with SE Hawthorne Pave and Paint email subscribers

Throughout our outreach with community members, businesses, and organizations, a few common themes emerged.

Love and Pride for Hawthorne

An experience focused on people

03

Safety

Community workshop input

PBOT held two workshops on March 7th and 10th to share the project and hear what people had to say about their street.

What I like most about Hawthorne is...

The first station of the community workshops allowed attendees to tell us about what they currently like most about Hawthorne and about their vision for the future of the street. Participants recorded their thoughts on post-it notes and discussed with staff and others. These conversations let people think big without being constrained to the scope of the near-term repaving project.

Some comments:

"Funky, fun, open, walkable!"

"I love the old-time charm."

"Lots of businesses I would like to visit more (if the street weren't so unsafe/unpleasant)."

"We love being able to take the bus reliably downtown!"

"Welcoming friendly people & stores."



When I dream of a future Hawthorne, I envision...

The conversation about a future vision for Hawthorne revealed a variety of recurring themes and a range of opinions within those themes.

Pedestrians and safety

Many responses focused on additional and improved safe crossing opportunities, as well as overall pedestrian safety and comfort.

“A lot fewer vehicles, a lot more people.”

“We would love to see a ‘car-lite’ Hawthorne with robust bus service, lots of trees and art that make a walkable paradise where people are safe from traffic.”

“More pedestrian-friendly crossings to make Hawthorne a nice place for a neighborhood stroll.”

“Lose the weekly near-death experiences trying to cross it!”

“More crosswalks, slower car traffic.”

“I imagine a street that is very similar to Hawthorne today – lots of businesses, pedestrians – but without the fast, dangerous traffic running through.”

Bicycle Facilities

Many agreed that Hawthorne does not feel like a safe place to bike now, but ideas for addressing this varied, with some requesting bike facilities on Hawthorne and others seeking to encourage use and improve the parallel Neighborhood Greenway network.

“Great bike lanes with protective curbs!”

“Bus and bike only”

“Like Amsterdam – bike paths in the sidewalk and trees between parked cars.”

“Keep bicycles off Hawthorne.”

VISIONING BOARD

A photo of community member feedback from a March 2020 open workshop

Parking

Many people mentioned parking, and shared a variety of opinions.

“Charge for parking!”

“More space for Lyft, Uber, Grub Hub – dedicated parking.”

“Less on-street car storage.”

“Maintain parking to keep businesses alive.”

Placemaking and Street Beautification

Many people had ideas about how to improve the public space on the street.

“Green spaces & trees.”

“Let us have trees.”

“Filthy lack of trash cans.”

No Major Changes

Some people were cautious about making changes to aspects of the street.

“Hawthorne is great! Don’t wreck it!”

“Do not reduce parking or driving lanes on Hawthorne.”

See the appendix for an expanded list of ideas raised by community members throughout this phase of outreach (forthcoming - to be included in part 2 of this report)



Location-specific comments

At each workshop, PBOT staff also asked people to share specific comments, needs, or ideas on a large map of the Hawthorne area, seeking to learn from their daily experiences. Participants were also able to agree with, or 'second', comments that had already been left on the map. Some of the common needs expressed:

Need for improved crossing opportunities

Many participants made comments around the inadequate crossing opportunities on Hawthorne. Some participants requested marked crosswalks at specific locations, others requested more crosswalks along specific stretches of Hawthorne, and some requested improved crossing infrastructure, such as signalized crosswalks or concrete islands in the center lane. The two most requested locations for installing new marked crosswalks were at SE 23rd Ave and SE 32nd Ave.

Participants also noted needs for improvements to existing crossings at SE 16th Ave and SE 41st Ave, both of which are push-button activated half-signals.

"Very hard to cross Hawthorne between 29th and 34th. No crossings and very fast cars."

"Clear the corners on all intersections. If a pedestrian can legally cross, it needs to be possible to see them from a driver's seat"

Transit Priority

Hawthorne is an important transit street, primarily served by the Line 14 TriMet bus, which connects Hawthorne to downtown, as well as to east Portland neighborhoods. Some people noted that Hawthorne should remain a transit-priority street and encouraged ways to improve the transit experience, while others recommended against transit-only lanes.

"When I look at the satellite image, I see greenways nearby on two streets and dozens of streets for cars and all users. But Hawthorne is the only place that accommodates transit."

"Transit should take priority."

"No Rose Lanes on Hawthorne!"

"Lents & East Portland are served by the 14 bus line. Improvements to transit are important to mitigating displacement. Equity must be factored into design considerations."

SPOT-SPECIFIC COMMENTS

Community members leave spot-specific feedback at a series of workshops in March 2020

Bicycle Facilities

Many people asked for improved bicycle access to Hawthorne Boulevard, though the specific needs varied. Some asked for wayfinding to/from the greenways, some requested improved crossings of Hawthorne, and others would like to see protected bicycle lanes on Hawthorne. People contributed ideas about ways to further improve the surrounding neighborhood greenways on SE Salmon St and SE Lincoln/Harrison St, including increased automobile diversion away from the greenways and changes to the speed-bumps.

"Parallel bikeways aren't close enough to actual corridor. They are fine for thru travel, but not for corridor access. Corridor itself needs bike access."

"Add signage on greenways to direct cyclists to destinations on Hawthorne."

"Bikes shouldn't be on Hawthorne – too narrow and dangerous."

Traffic Calming

Some participants of this activity requested changes to slow traffic on Hawthorne. This included a variety of specifically requested tactics, such as reduced speed limits, chicanes, increased enforcement, a lane reconfiguration, and others.

"20 mph the whole way!"

"Dangerous speeds on Hawthorne!"

"Single lane in each direction the whole way."

See the appendix for an expanded list of ideas raised by community members throughout this phase of outreach. (forthcoming - to be included in part 2 of this report)

Specific street design suggestions

Our team's initial meetings with community and neighborhood groups generated a number of street design ideas on Hawthorne, some which could be considered within the scope of the Pave and Paint and others which are longer-term possibilities beyond the near-term project scope. For the community workshops, we asked people to use sticky-dots to express support (or lack of support) on these ideas.

The table below summarizes input from both workshops. In the near-term, pedestrian scramble crosswalks (where there is "walk" signal phase for all directions, including diagonal crossings) and pedestrian refuge islands were the most strongly supported suggestions.

Street layout exercise

Participants shared their ideas through a street layout exercise. Starting with an unmarked street layout scaled to the dimensions of Hawthorne Boulevard, people constructed their own ideas for the street, using a series of lane options in varying widths, also printed to scale. The options included general travel lanes, center left turn lanes, bus-and-turn (BAT) lanes, bike lanes, buffer zones, and other uses, such as bike parking, street seats, and passenger zones.

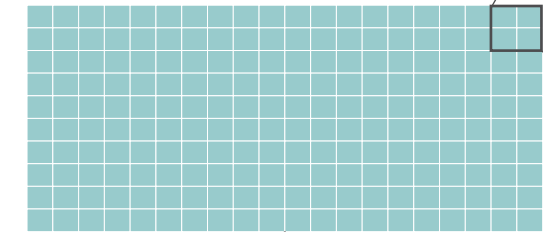
People created both options with near-term potential (using the existing curb locations) and longer-term visions (narrowing or widening the curb locations).

Our project team has reviewed these ideas as we developed the three overarching alternatives outlined and evaluated in the following section of this report. We anticipate releasing an appendix to this report with a collection of longer-term ideas gathered through this process. These ideas can continue to be evaluated, discussed, and refined for consideration in the future.

To filter the community design ideas for Hawthorne Blvd for further analysis, we asked ourselves three questions...

note: the diagram below is illustrative and does not represent the actual number or proportion of ideas received or considered

ALL COMMUNITY DESIGN IDEAS

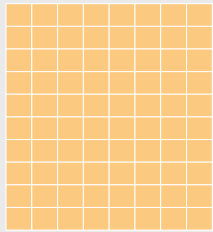
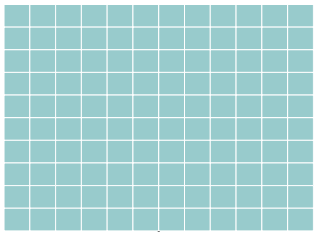


Four of the many design ideas participants submitted during community outreach

1. Can it physically fit on Hawthorne today?

YES

NO

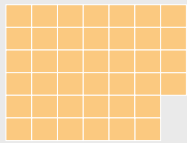
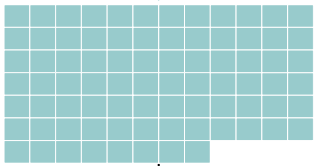


Document these ideas for any future conversation about Hawthorne Blvd

2. Can it be done entirely through this paving process?

YES

NO

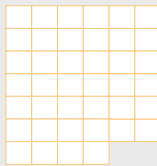
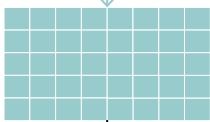


Document these ideas for any future conversation about Hawthorne Blvd

3. Can it support city policies and project goals?

YES

NO



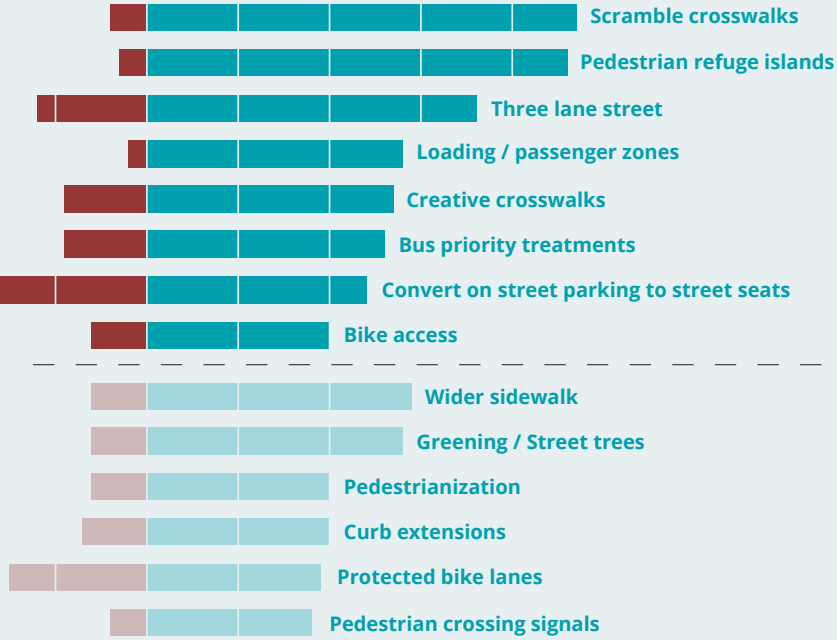
Concepts not likely to be considered further

Forward to technical alternatives evaluation (results forthcoming in part 2 of this report)

SUMMARIZED RESPONSES FROM WORKSHOP PARTICIPANTS

Community workshop voting on design suggestions

"I do not support this" "I like this"



The near-term potential enhancements are elements that could fit within the scope of the SE Hawthorne Pave and Paint project or could be done concurrently; each still will undergo a technical evaluation and would potentially need to secure additional funding.

NEAR-TERM

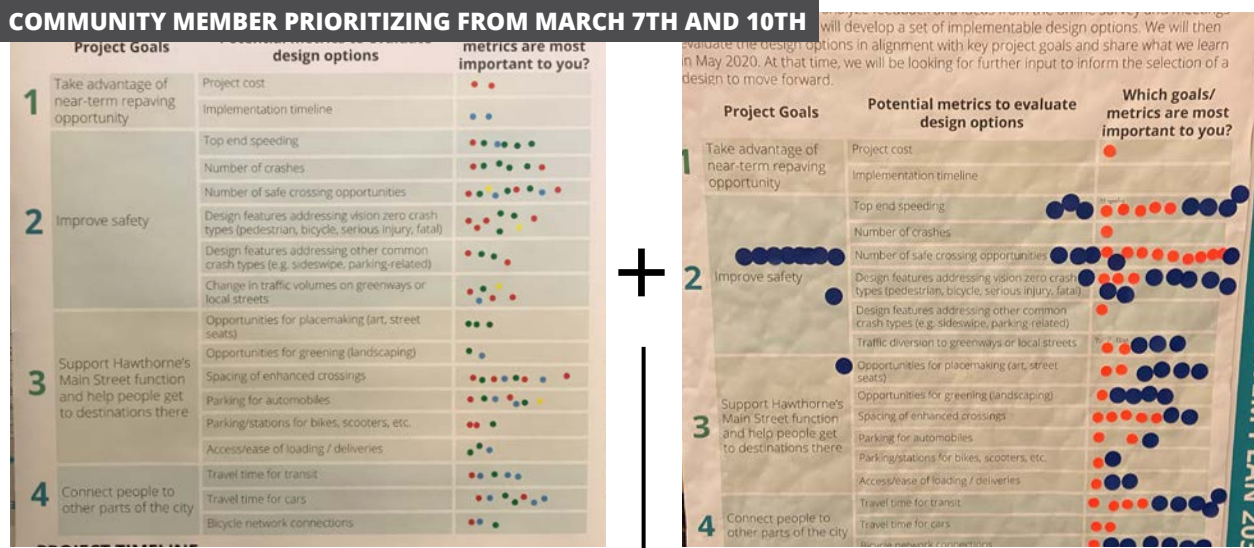
LONG-TERM

Longer-term potential enhancements are design ideas that are likely not within the scope and budget of the SE Hawthorne Pave and Paint, but which could be possibilities for future investments on Hawthorne Boulevard.

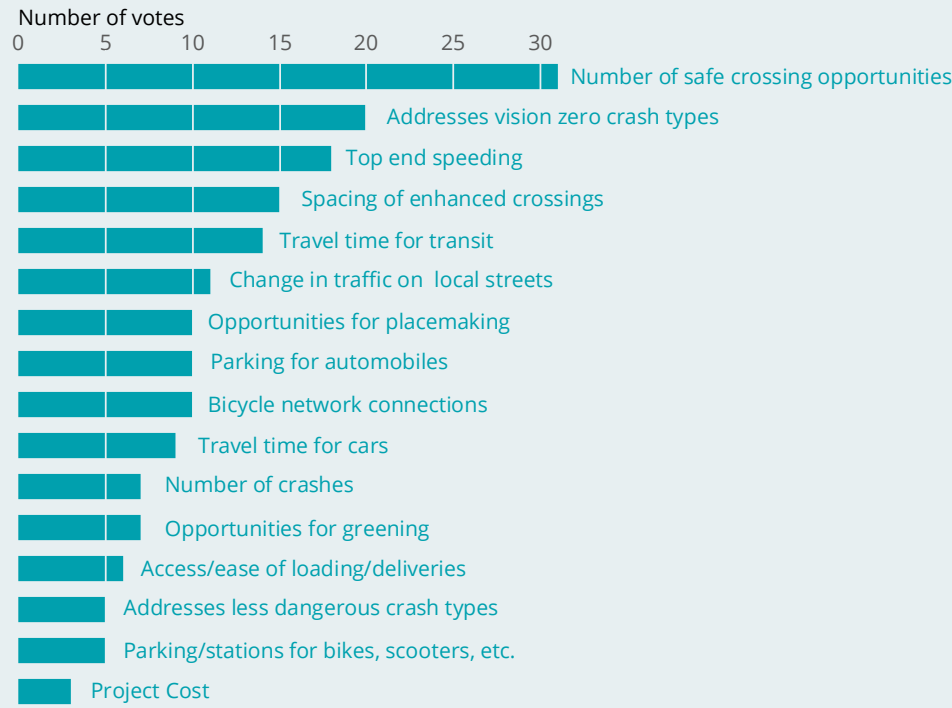
Criteria for alternatives evaluation

Finally, we polled workshop attendees on potential metrics that could be used to evaluate and compare the alternatives on Hawthorne, asking people which metrics they felt were most important.

This exercise encouraged people to think about their top priorities for Hawthorne. Across both workshops, the top evaluation metric was the number of safe crossing opportunities.



Community member priority metrics



Business workshop feedback

PBOT and the Hawthorne Boulevard Business Association held a focused workshop with businesses where we discussed their needs and aspirations for their street

Business owners at the workshop spent several hours exploring options and discussing specific needs and issues occurring at various locations on Hawthorne. This location-specific input, along with that from the community workshops, is helping guide the technical analysis and review by PBOT's project team. Major topics and points from the discussion are summarized below.

Overall street design

"Speeding and the current lane configuration causes drivers to make split second decisions while driving too fast, leading to close calls."

"Reducing the number of lanes and widening the lanes would slow traffic and could make Hawthorne much safer."

"Remove one lane in each direction and add a center turn lane to slow down traffic and make SE Hawthorne a pleasant place to walk."

"Reduce the number of lanes to one lane in each direction and 20 MPH the entire length of SE Hawthorne."

"Consider a bus lane with combined bike lane option."

"Agree with the project goal of making SE Hawthorne a civic main street rather than a thoroughfare for traffic."

"Make the street better for both people walking and driving."

"Encourage walkability. If the street becomes unwalkable, everyone loses—the businesses and the people visiting the street."

Crossings

"The Double Threat (one car stops for a pedestrian crossing while someone in the adjacent lane does not) is a very serious risk."

"People have issues with the offset crosswalk at SE 37th Ave, especially at night when it's wet."

"Create pedestrian circulation loops with crossings so businesses on both sides of the street get pedestrian traffic."

"Median islands make it easier to cross the street."

"Flashing lights at crosswalks help grab peoples' attention among all the visual noise and busyness on the street, especially at night."

"Street marking leading up to approaching crosswalks could alert people driving to know that a crossing is coming up."

Traffic signals

"There is not much time for cars to turn from side streets onto SE Hawthorne because pedestrians are crossing at the same time."

"Signal at SE 41st and SE Hawthorne takes a long time to turn green for pedestrians to cross SE Hawthorne."

"Driver education about left turning traffic calming bumps."

Placemaking

"More green spaces (e.g., bioswales and trees) on the street and in the center lanes/medians."

"Street painting could feature an iconic Portland artist and community history or engage local schools – potential for painted crosswalks or other elements."

"Consider Pedestrian Scramble crosswalks at SE 37th/ Hawthorne – could better serve the businesses and pedestrians and create a unique identity."

Bicycling

"Better wayfinding signage along SE Hawthorne and adjacent bikeways (SE Lincoln and SE Salmon) would help direct people to the best bike routes and destinations on Hawthorne."

"Crossing Hawthorne on a bike can be difficult. Half of bicycle crashes on Hawthorne are at places where bike routes cross the street. Improve the crossings where major bike routes cross SE Hawthorne."

Loading zones

"More loading zones and short-term parking that are quickly accessible (e.g., first spot on the corner). Loading zones are not used much in the evenings and could be converted to ride share loading and unloading."

Online survey input

To gather feedback from community members who couldn't meet with PBOT in person, we developed an online survey for them to explore materials and share ideas

A PROFILE OF SURVEY RESPONDENTS

400+
SURVEY RESPONDENTS

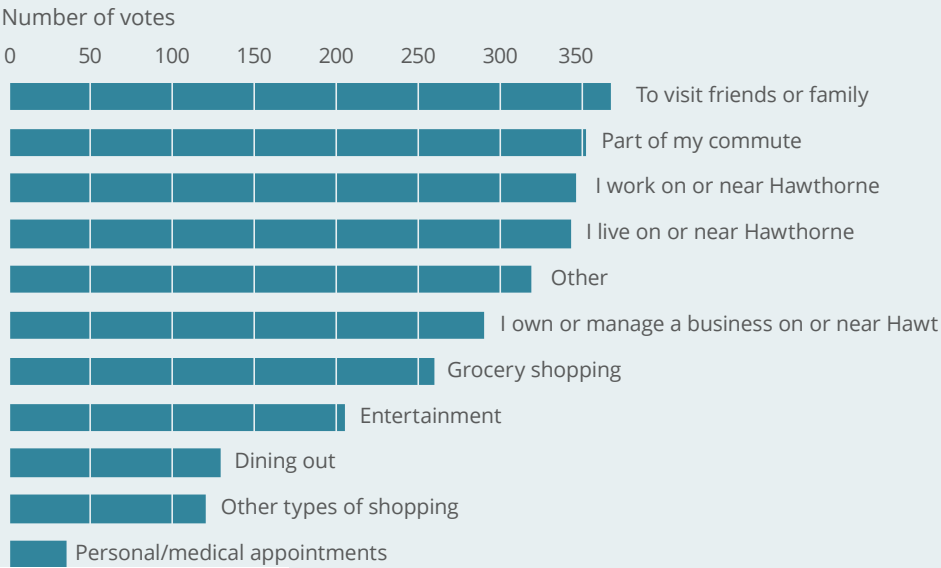
3 out of 4
RESPONDENTS live in a zip code that overlaps with SE Hawthorne

50% PRIMARILY WALK
to reach destinations on SE Hawthorne Boulevard

12% RESPONDENTS WERE PEOPLE OF COLOR
compared with 10-20% people of color in adjacent census tracts

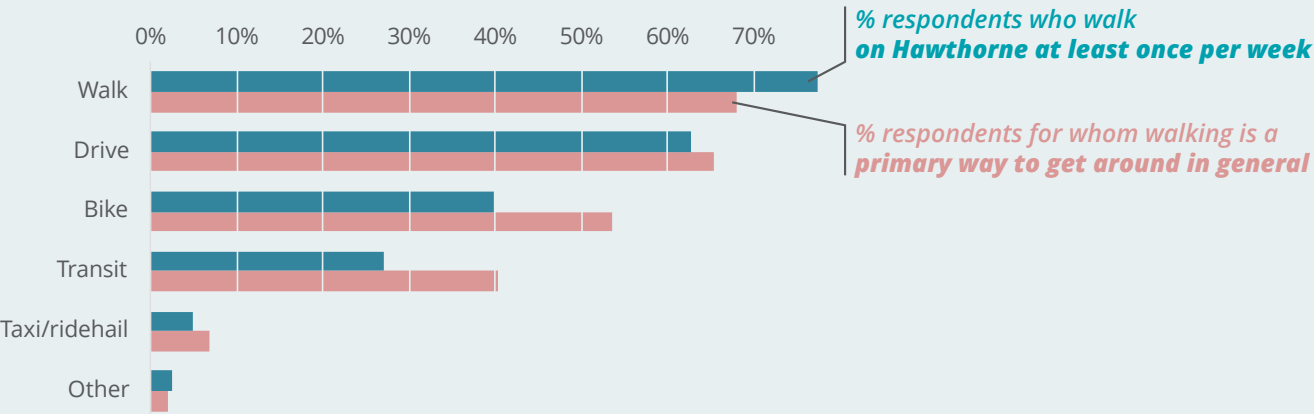
SUMMARIZED RESPONSES FROM SURVEY PARTICIPANTS

Why survey participants go to Hawthorne Blvd



SUMMARIZED RESPONSES FROM SURVEY PARTICIPANTS

How survey participants travel on Hawthorne and around town



word clouds showing responses to two questions, with the most common responses appearing in larger text

Similar to the in-person workshops, the survey asked people to share three words to express what they currently like most about Hawthorne, and three words to share what they would most like to improve.

Perceptions about conditions on the street

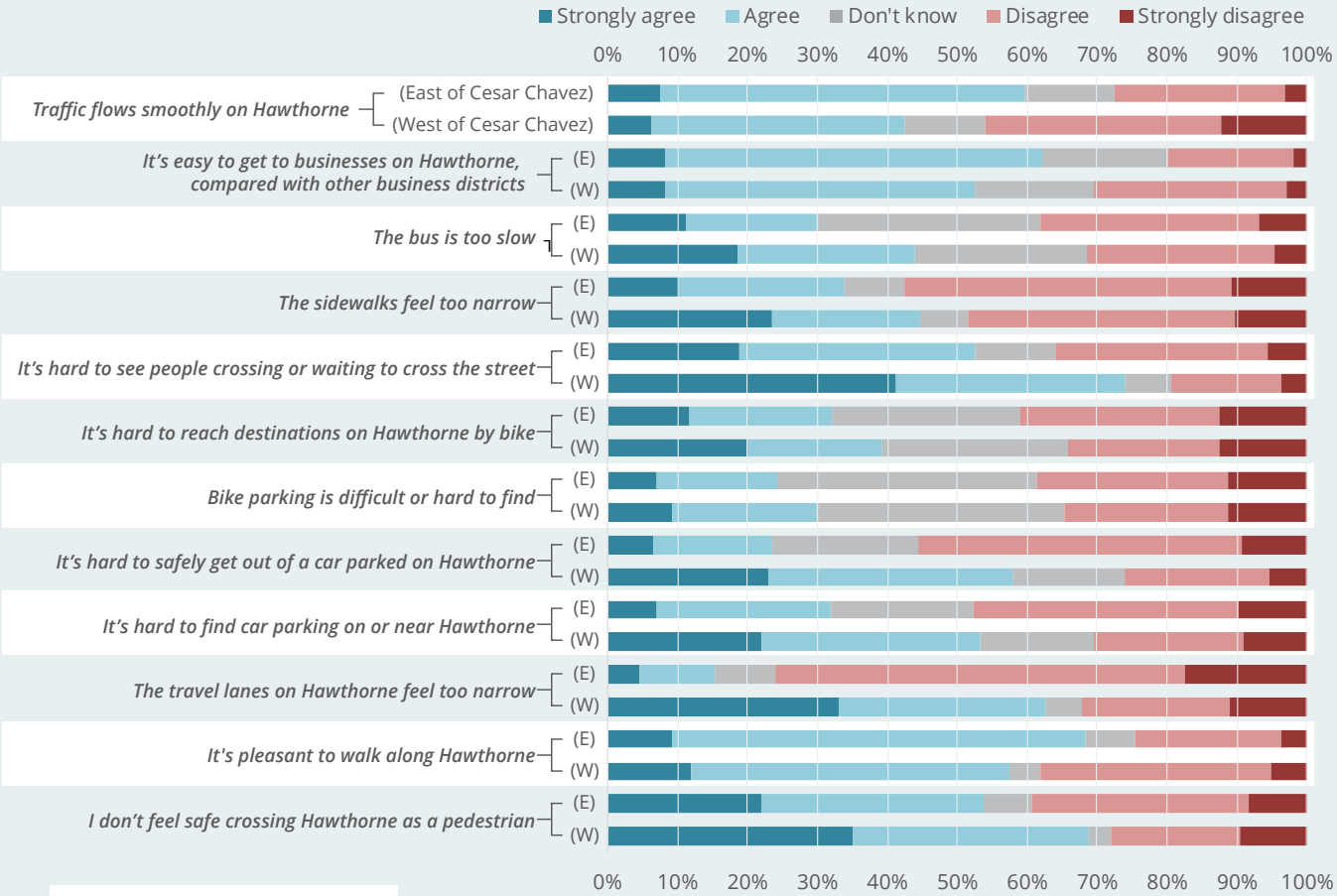
The survey asked people to respond with the extent they agree or disagree with a series of statements, asking them to think separately about the part of the street west of César Chávez and the part east of César Chávez. On some aspects, there is a clear split in perceptions about the street to the east and to the west of César E Chávez.

Generally, there was a high level of agreement that crossing Hawthorne didn't feel safe and that it was difficult to see people waiting to cross the street. Respondents were more split on whether they thought traffic flowed smoothly on Hawthorne or not and whether the sidewalks felt too narrow.

Some answers also varied significantly depending on whether respondents were asked about Hawthorne Blvd east of César Chávez vs west of César Chávez. For example, most respondents agreed with the statements “the travel lanes feel too narrow” and “it’s hard to safely get out of a parked car” when applied to Hawthorne west of César Chávez but disagreed when those same statements were applied to Hawthorne west of César Chávez.

SUMMARIZED RESPONSES FROM SURVEY PARTICIPANTS

"How much do you agree or disagree with these statements?"



Highest priority changes to the street

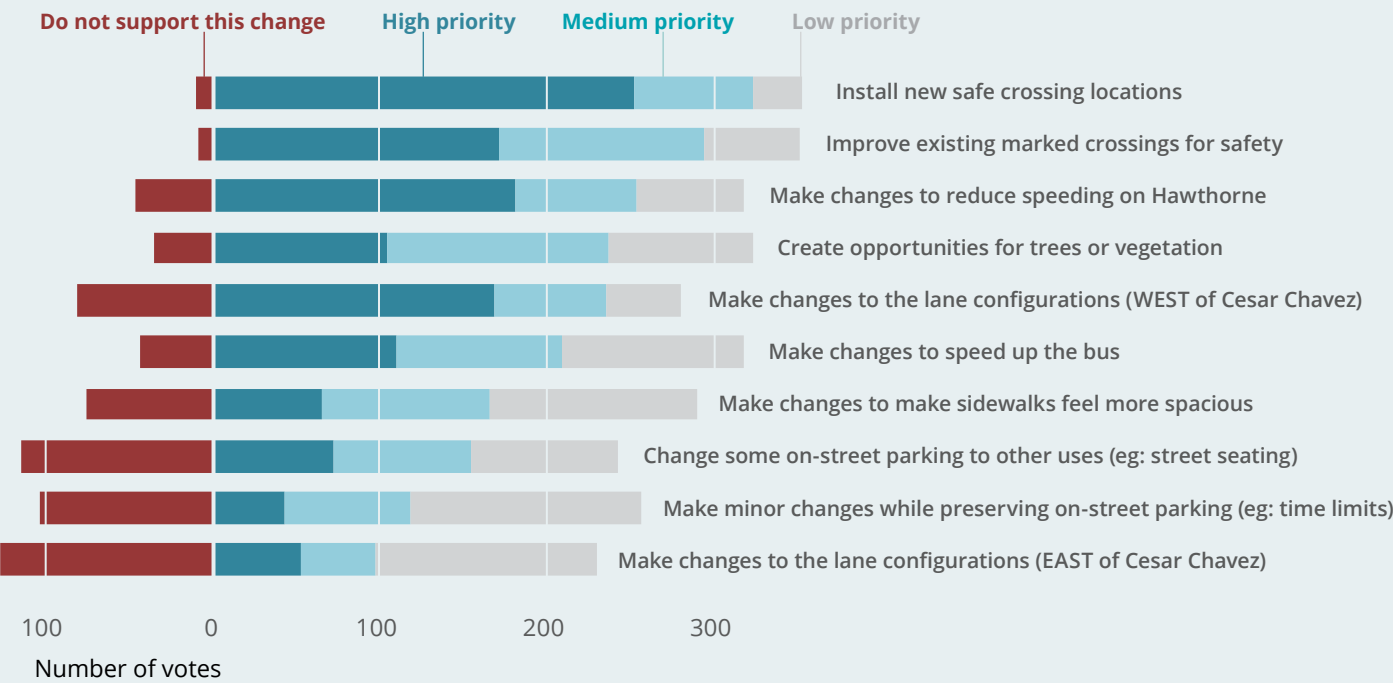
The survey also asked survey respondents to indicate their level of priority for a number of potential changes we had previously heard from community members.

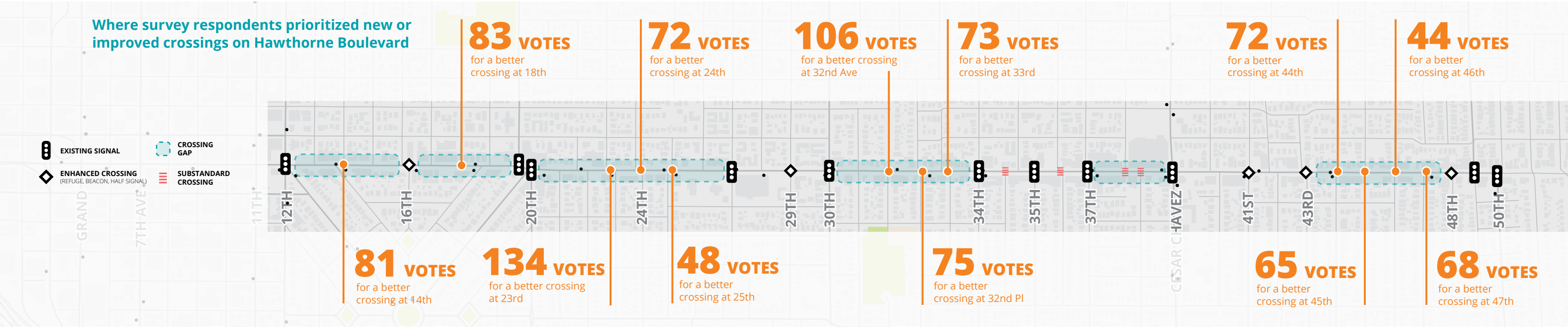
Installing new pedestrian crossings and improving existing crosswalks were the two highest priorities, closely followed by changes to reduce speeding on Hawthorne and adding trees or vegetation to the street.

There was less agreement on changes to parking (either managing parking or using the space for something other than parking) and making changes to Hawthorne Blvd between César E Chávez and SE 50th Ave

SUMMARIZED RESPONSES FROM SURVEY PARTICIPANTS

"Please indicate your level of priority for the following potential changes"





Open-ended questions

Finally, the survey asked people to respond to an open-ended question regarding anything further to share on their experience, needs, or changes they'd like to see on Hawthorne. Of the 405 respondents, 226 entered a response. We reviewed and coded the responses to identify common themes:

Summary of needs expressed in open-ended comments



“Buses can’t fit in the super narrow lanes, we should scale it down. Though not perfect, it’s so much better east of César Chávez.”

“I bike regularly and I’m a huge fan of the current bike streets north and south of Hawthorne. My main concern on Hawthorne is the ability of pedestrians to cross at regular intervals which is lacking from 12th to 30th.”

“I would really like to see a lane reconfiguration in the area west of César Chávez... All of the space on Hawthorne is reserved for cars; I don’t think that makes sense...”

“I ride my bike A LOT. I do NOT think bikes should be encouraged / allowed on Hawthorne.”

“Do NOT reduce number of lanes west of Chávez, this will create chaos and very long backed-up lines of traffic.”

“People continue to drive way too fast on Hawthorne. Buses are too wide for the narrow lanes. Traffic calming and public transport would be my two main priorities with this project.”

“The width and traffic speed of Hawthorne goes completely against what everyone loves it for.”

“Drivers are too overwhelmed [on Hawthorne today] and pedestrians are the ones who suffer.”

“Bus is huge victim of congestion on the street during rush hour and probably has a few too many stops.”

“Speeding is one of the biggest hurdles on Hawthorne.”

“Pedestrian safety is #1 with the density of cars, cross streets, and pedestrians.”

“West of César Chávez, the multiple and narrow lanes creates a mix of driving speeds that allows dangerous, aggressive passing that is dangerous for people driving, biking and walking.”



CHAPTER 05

WHAT DESIGN OPTIONS ARE WE STUDYING?

In developing a set of alternatives for further evaluation in the Pave and Paint project, PBOT's project team considered the following questions:

- **What options and ideas did we hear from community members that we can evaluate further?**
- **What alternatives can be implemented as part of the repaving project, within the timeline and budget?**
- **From an engineering perspective, what are the alternatives that physically fit without moving curbs?**

We developed three over-arching alternatives for further evaluation. Within each alternative there are options and variations that our team can continue to consider and refine. At this point, any alternative implemented through the SE Hawthorne repaving covers the area between SE 24th and SE 50th avenues and also includes rebuilding of curb ramps that do not currently meet Americans with Disabilities Act guidance for accessibility.

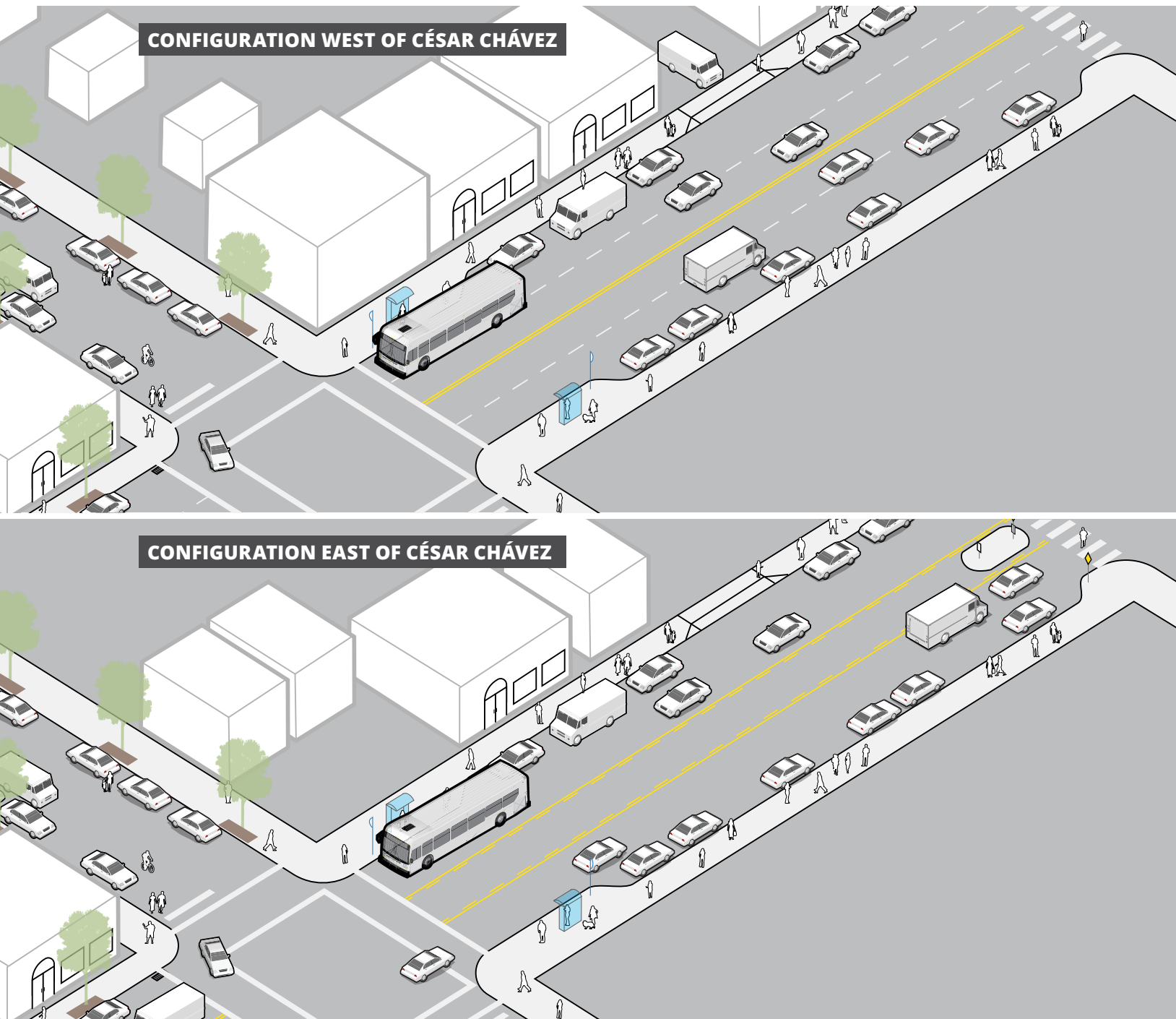
The intent in developing this set of alternatives was not to capture every possible option, but to further evaluate a representative range. PBOT is currently working on this evaluation and we anticipate updating this report during Summer 2020 with the technical evaluation. After this point, we will seek further input from the community to determine which alternative to move forward into design.

As part of the evaluation of each alternative, the project team will consider opportunities to include bus priority, pedestrian crossing treatments, and other community-generated ideas. Some of this will be shared with part 2 of this report, while other details (e.g. detailed crossing treatments by location) will be developed following the selection of a preferred alternative in Fall 2020.

Alternative 1

Existing lane configurations remain

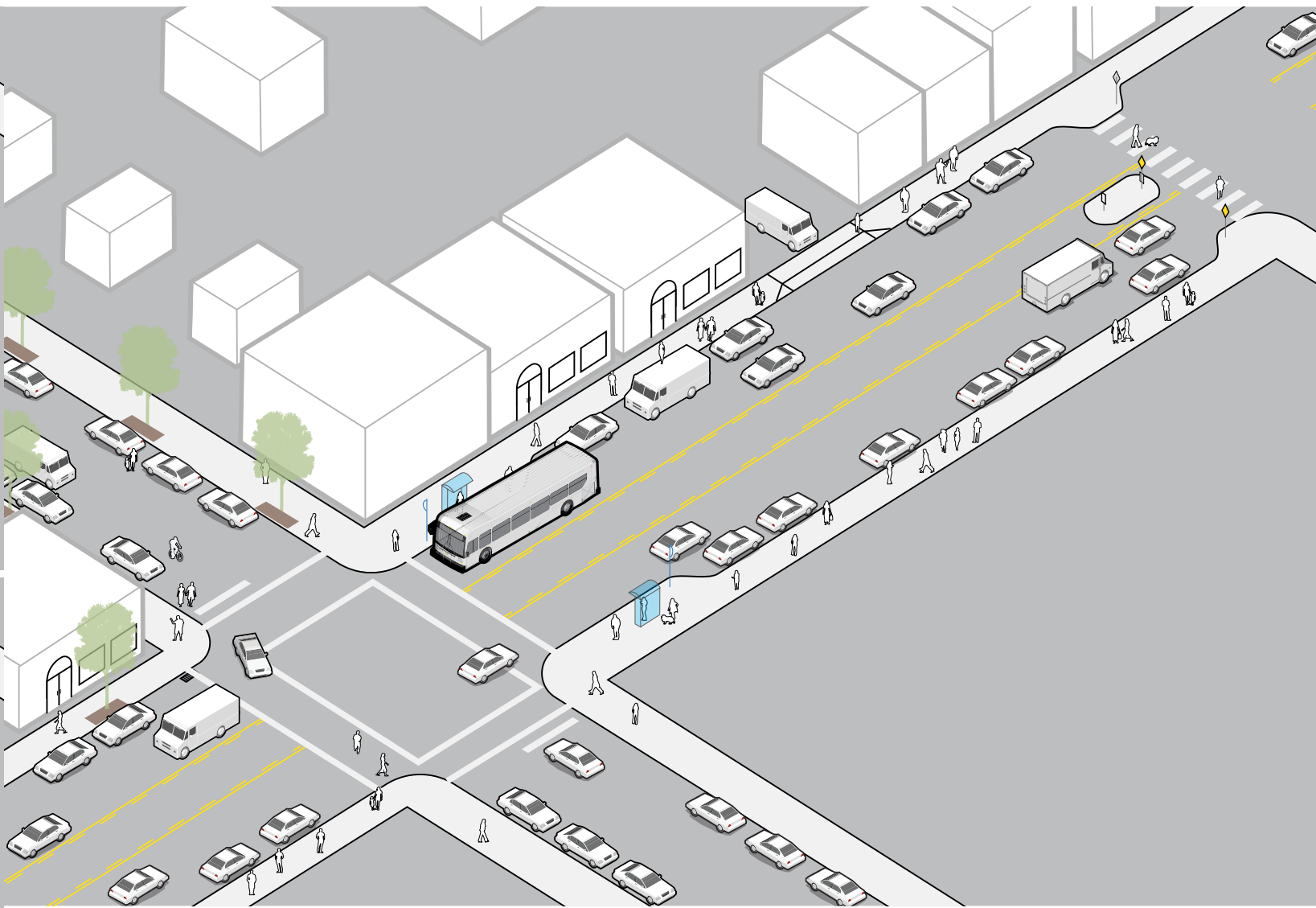
In this alternative, the SE Hawthorne Pave and Paint would maintain the existing lane configurations, with four general travel lanes west of César E Chávez and three general travel lanes east of César E Chávez. This alternative also includes space for on-street parking on both sides of the street.



Alternative 2

Three-lane configuration for full extent of repaving

Alternative 2 extends the three-lane configuration from east of César E Chávez to the portion of SE Hawthorne to the west providing one general travel lane in each direction, and a center left-turn lane. This alternative also includes space for on-street parking on both sides of the street.

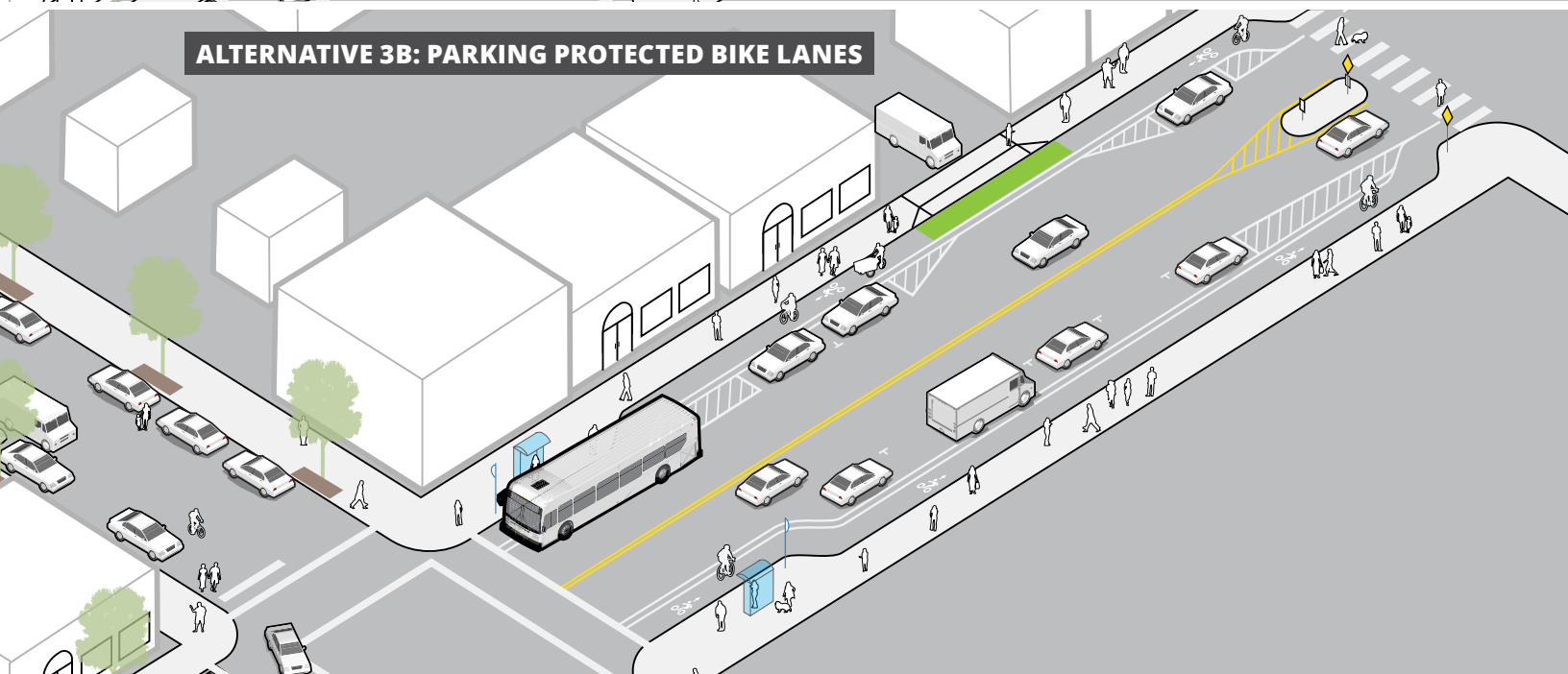
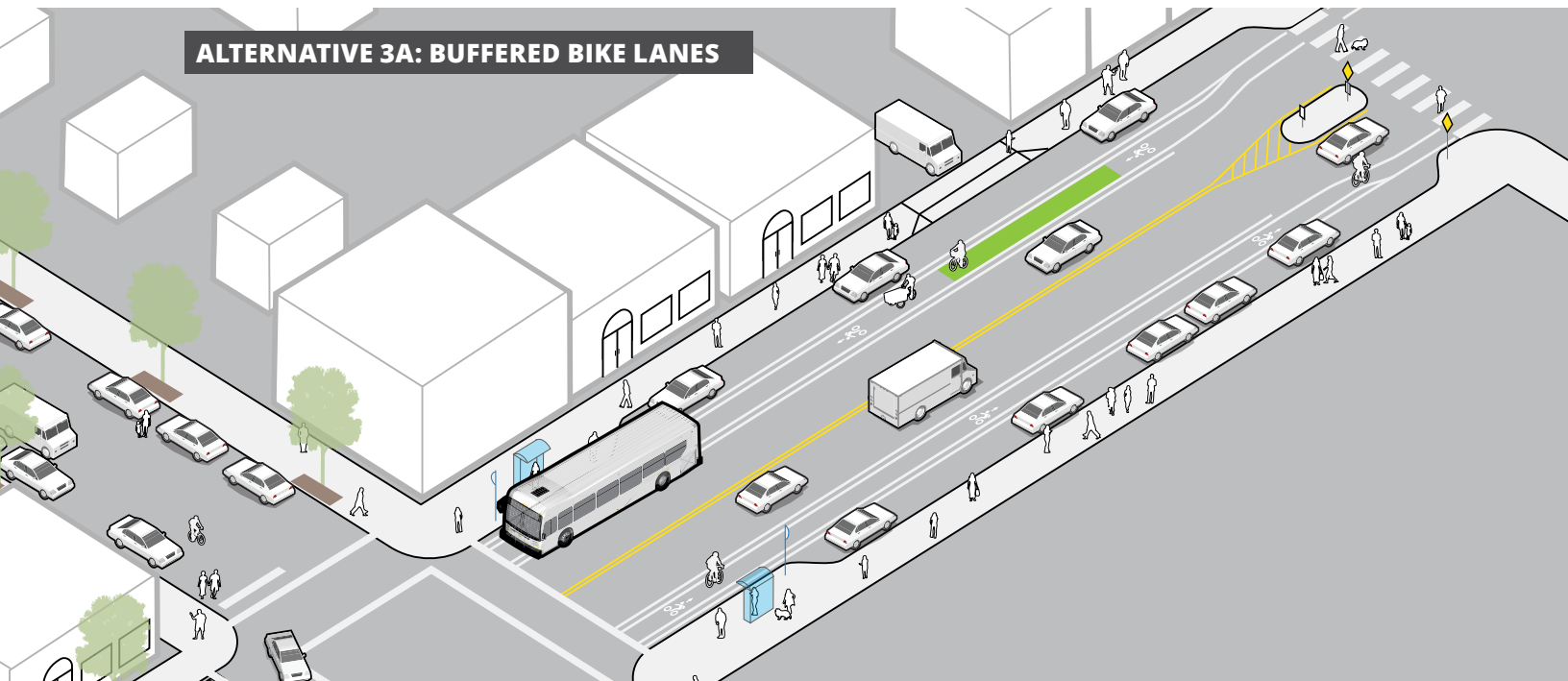


Alternative 3

Two-lane configuration with bike lanes

In alternative 3, the baseline configuration of the street includes two general travel lanes and two bike lanes without the center left turn lane. This alternative also includes space for on-street parking on both sides of the street. Within Alternative 3, the project team is considering two sub-options:

- Alternative 3a maintains 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.



Forthcoming alternatives evaluation

PBOT is developing a technical analysis and report to share the evaluation of these alternatives. In the upcoming month, this report will be amended to include Chapter 6: What does our alternatives evaluation tell us?

Within Chapter 6, we will report on a variety of criteria for each alternative, including benefits and impacts related to the key overarching goals of this project:

- Take advantage of near-term opportunity
- Improve safety
- Support Hawthorne’s Main Street function and help people get to destinations there
- Connect people to other parts of the city

Following the publication of the report, we will be facilitating virtual opportunities for input and feedback from the community.



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