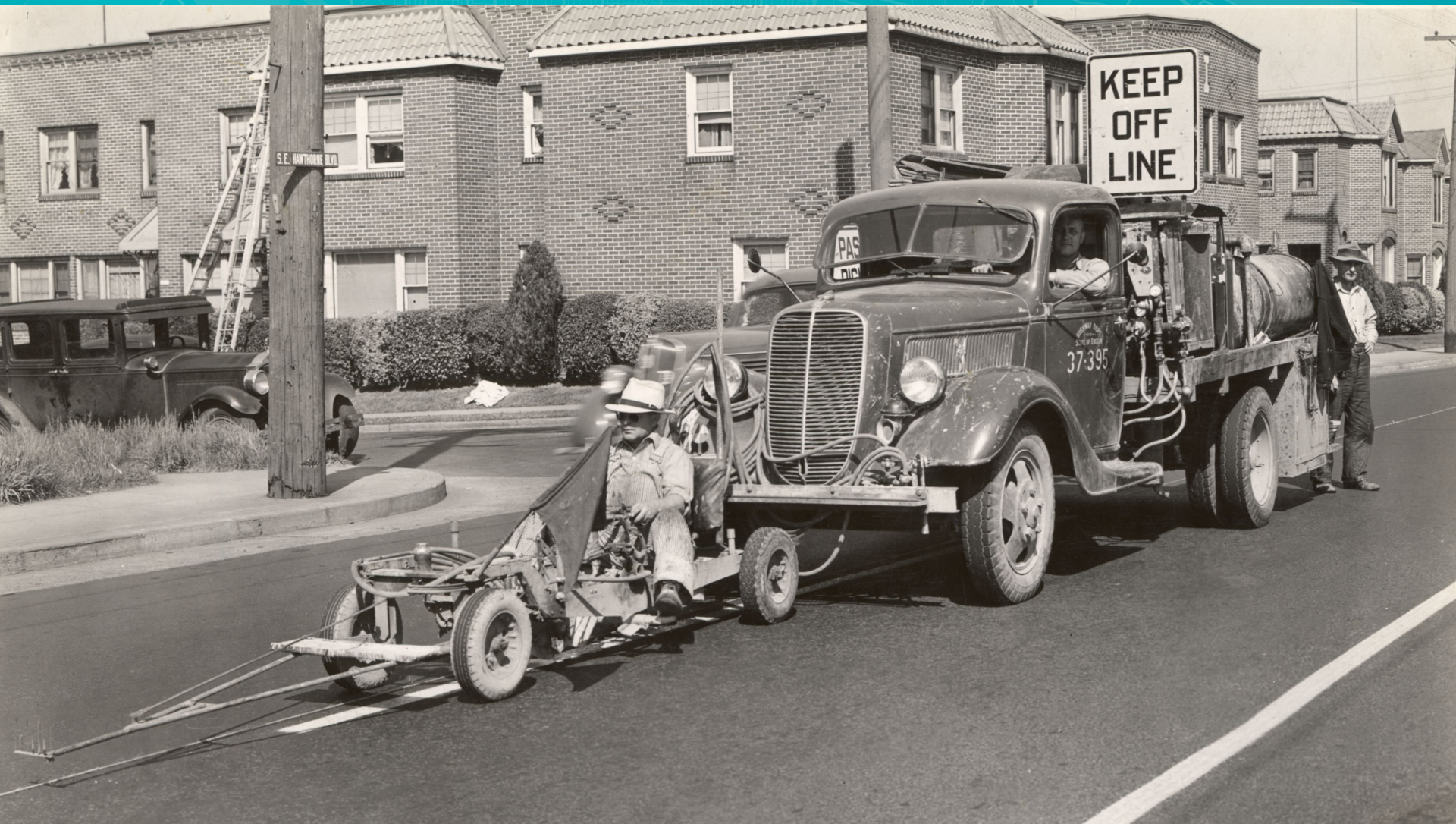


SE Hawthorne Pave and Paint

OPPORTUNITY IN REPAVING



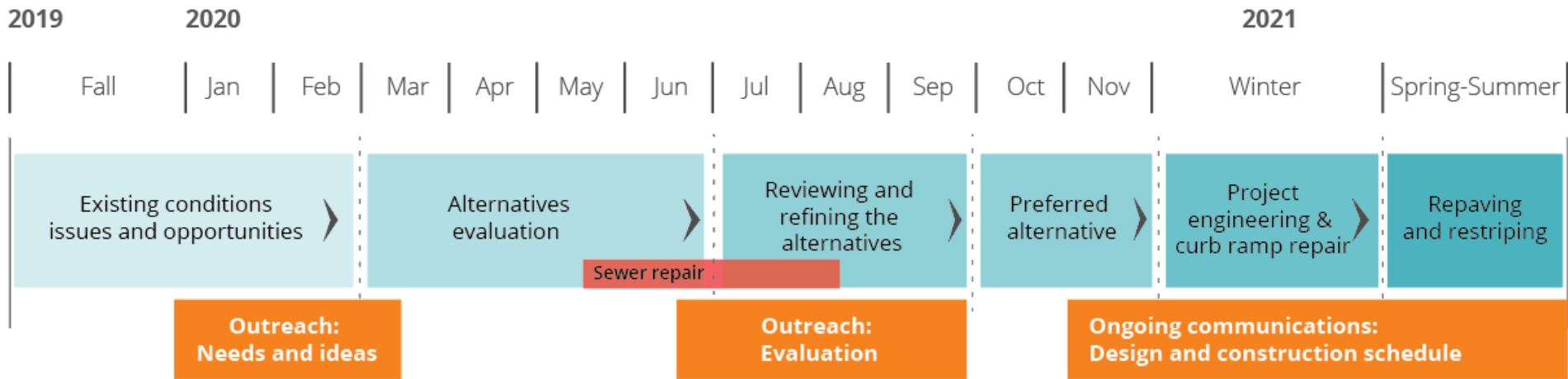
Hawthorne Repaving - Background

- PBOT repaving Hawthorne from 24th Ave to 50th Ave, scheduled for Summer 2021
- Bureau of Environmental Services (BES) sewer pipe work happening prior (right now)
- SE Hawthorne Pave and Paint planning effort started in Fall 2019 to consider changes to **improve safety, comfort, and functionality**



Schedule and related efforts

SE Hawthorne Pave and Paint



Citywide COVID-19 Response

Potential for near-term responses on Hawthorne to meet public health guidance and support business district

Hawthorne Repaving - Scope

WHAT WE CAN DO THROUGH THIS PROJECT

SCHEDULED FOR 2021 (FUNDED)

- **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

POTENTIAL (NOT FUNDED YET)

- New **crossings** (depending on street layout)
- **Transit** efficiency enhancements
- Other **low-cost** improvements

OUT OF REPAVING PROJECT SCOPE (NOT FUNDED)

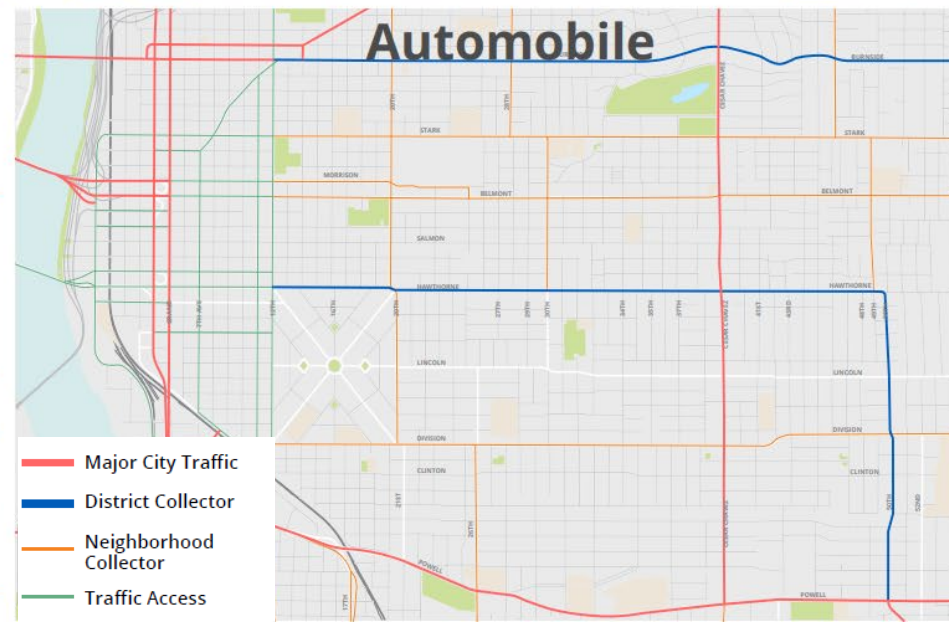
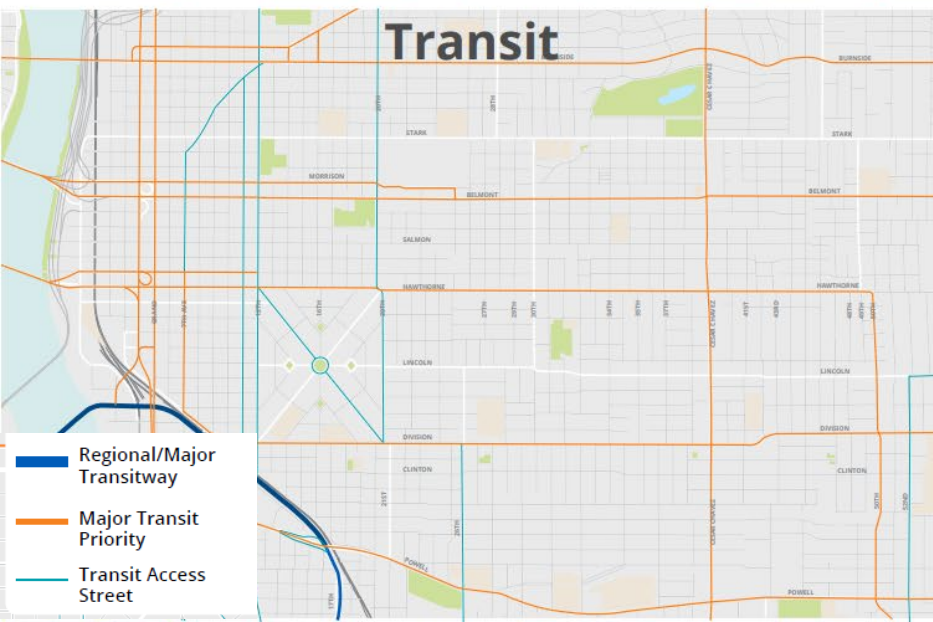
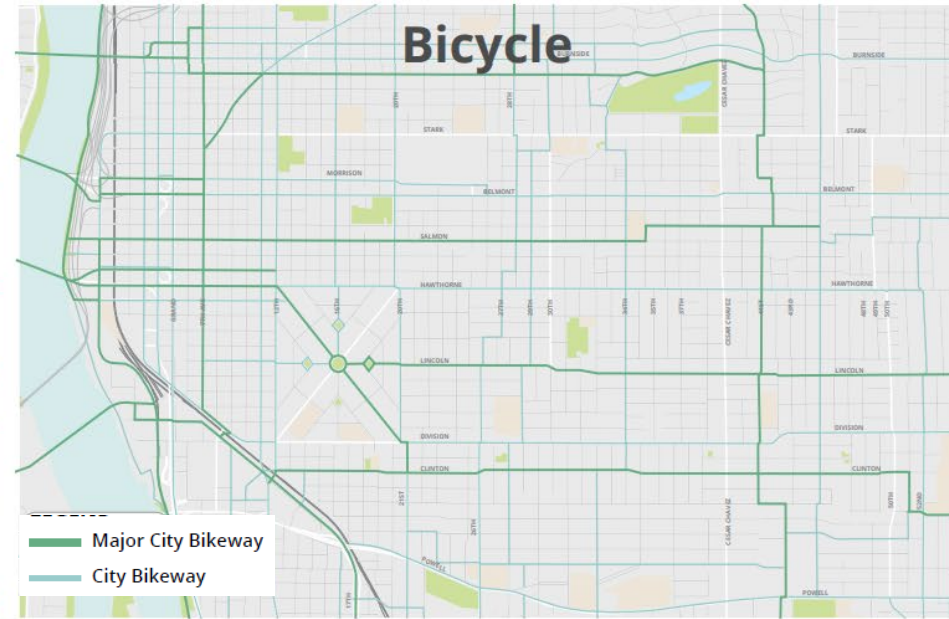
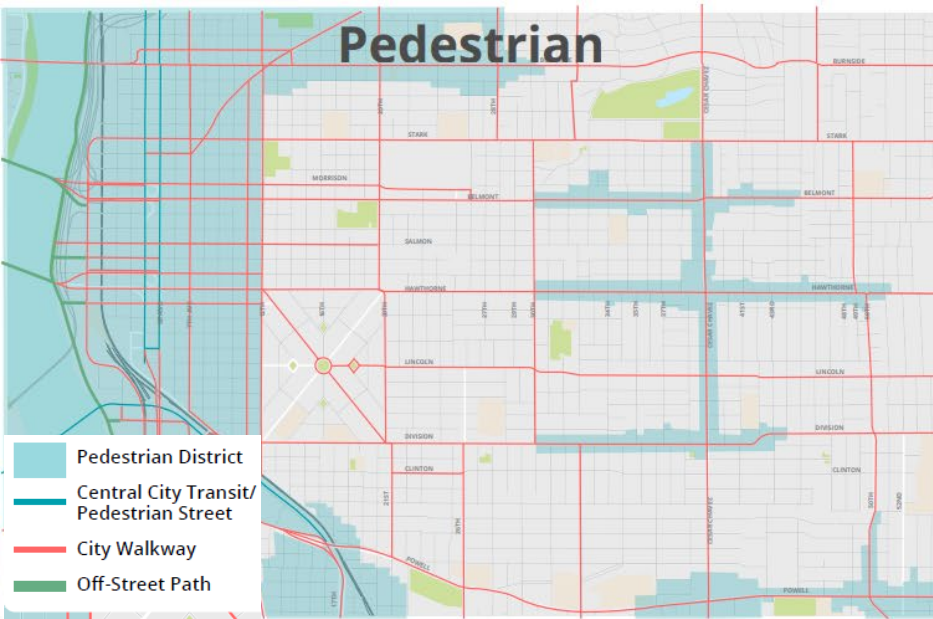
- Changes to the current location of **curbs/ sidewalks**
- Changes to Hawthorne from **SE 12th to 24th** Aves
- **Other investments** for the extent of the corridor

Hawthorne Repaving - Key Goals

- 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

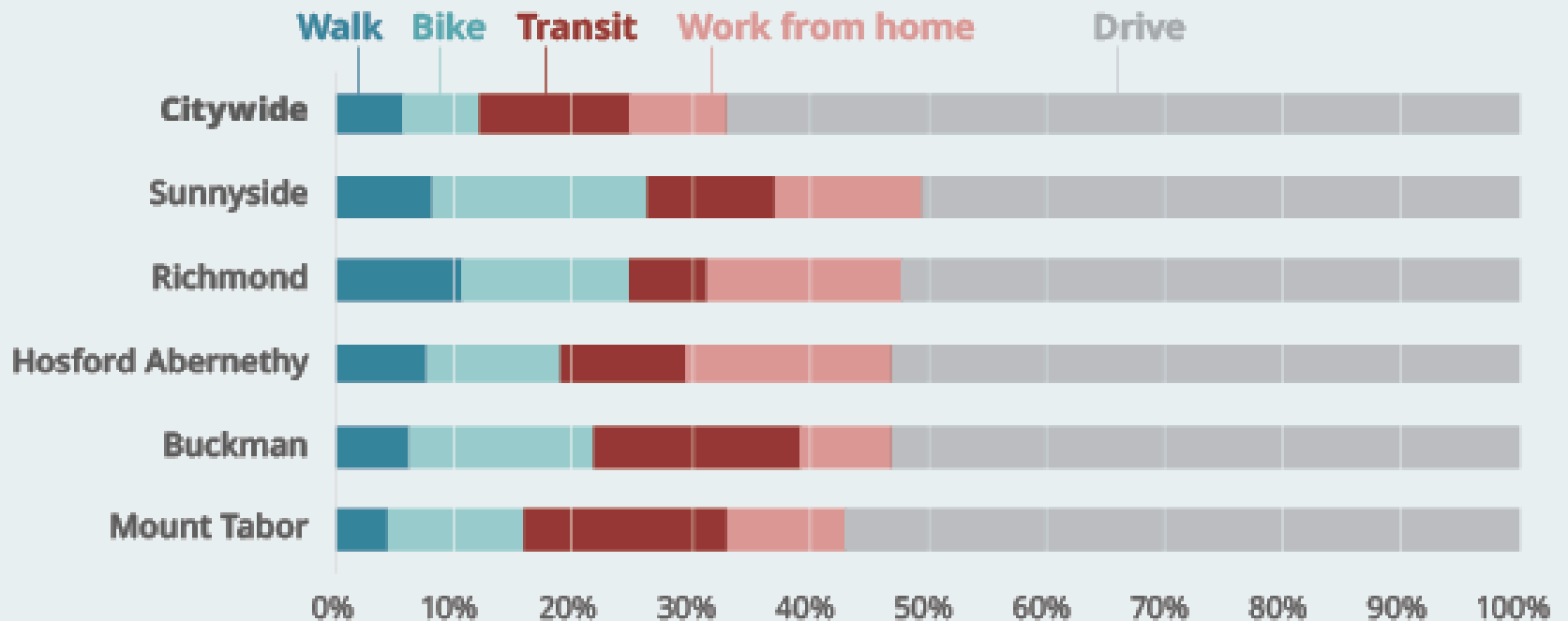


Transportation System Plan classifications



Hawthorne area commute mode

Commute mode share by neighborhood
2018 American Community Survey



SE HAWTHORNE BLVD, WEST OF CESAR CHAVEZ BLVD



SIDEWALK
8 - 12 FEET

PARKING
8 FEET

LANE
9 FEET

LANE
9 FEET

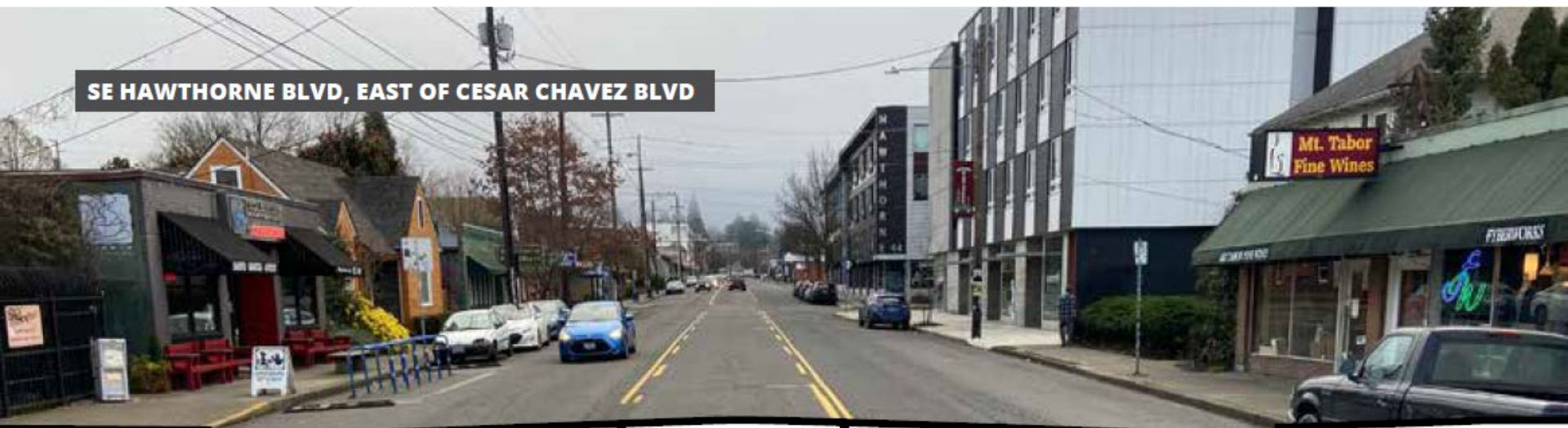
LANE
9 FEET

LANE
9 FEET

PARKING
8 FEET

SIDEWALK
8 - 12 FEET

SE HAWTHORNE BLVD, EAST OF CESAR CHAVEZ BLVD



SIDEWALK
8 - 12 FEET

PARKING
9 FEET

LANE
11 FEET

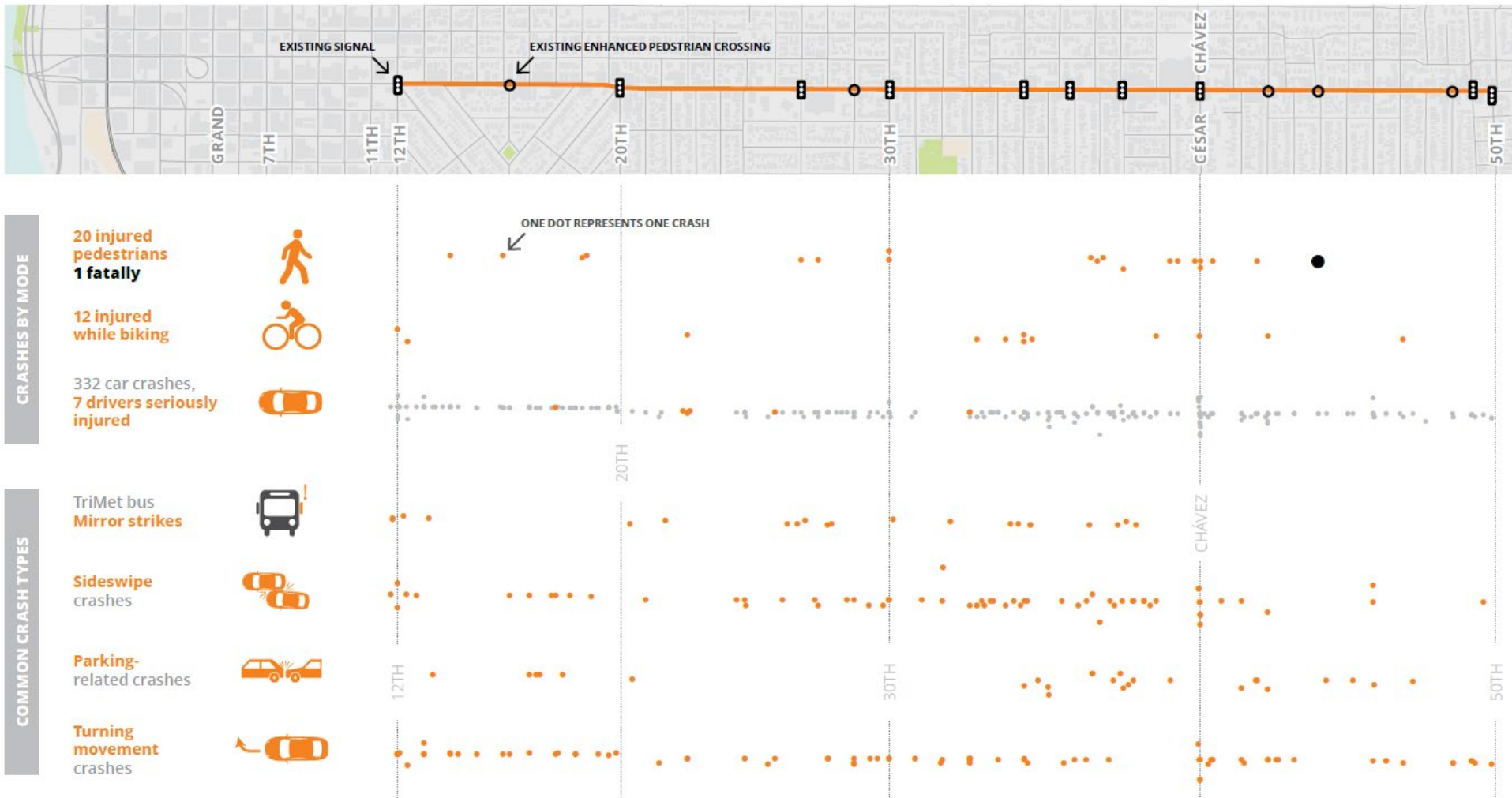
TURN LANE
12 FEET

LANE
11 FEET

PARKING
9 FEET

SIDEWALK
8 - 12 FEET

SE Hawthorne Blvd - Crashes (5 years)



Safety and Speeds

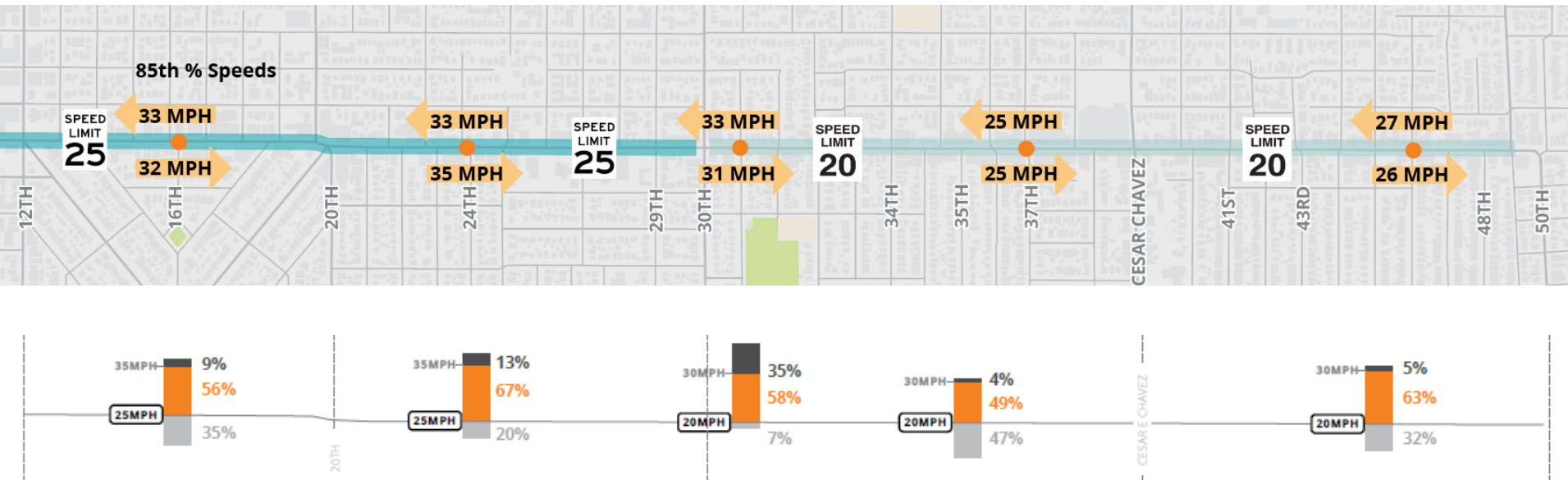


DEATH DUE TO SPEED

U.S. DEPARTMENT OF TRANSPORTATION, LITERATURE REVIEWED ON VEHICLE TRAVEL SPEEDS AND PEDESTRIAN INJURIES. MARCH 2000.

[HTTP://WWW.NHTSA.GOV/ABOUT+NHTSA/TRAFFIC+TECHS/CURRENT/LITERATURE+REVIEWED+ON+VEHICLE+TRAVEL+SPEEDS+AND+PEDESTRIAN+INJURIES](http://www.nhtsa.gov/about/nhtsa/traffic+techs/current/literature+reviewed+on+vehicle+travel+speeds+and+pedestrian+injuries)

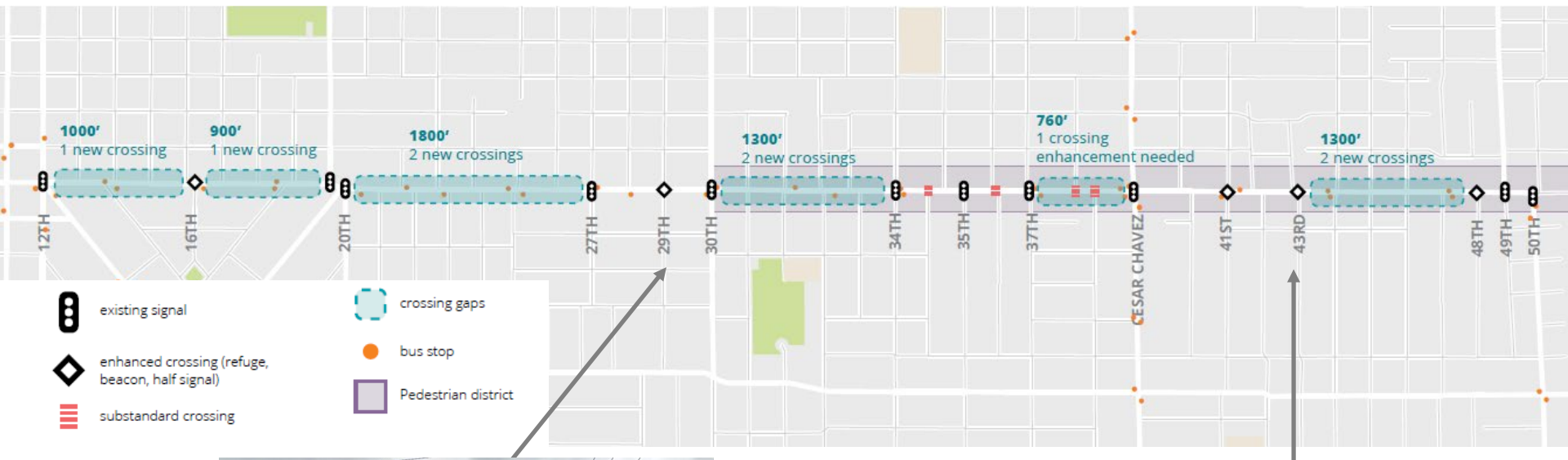
SE Hawthorne Blvd - Vehicle Speeds



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

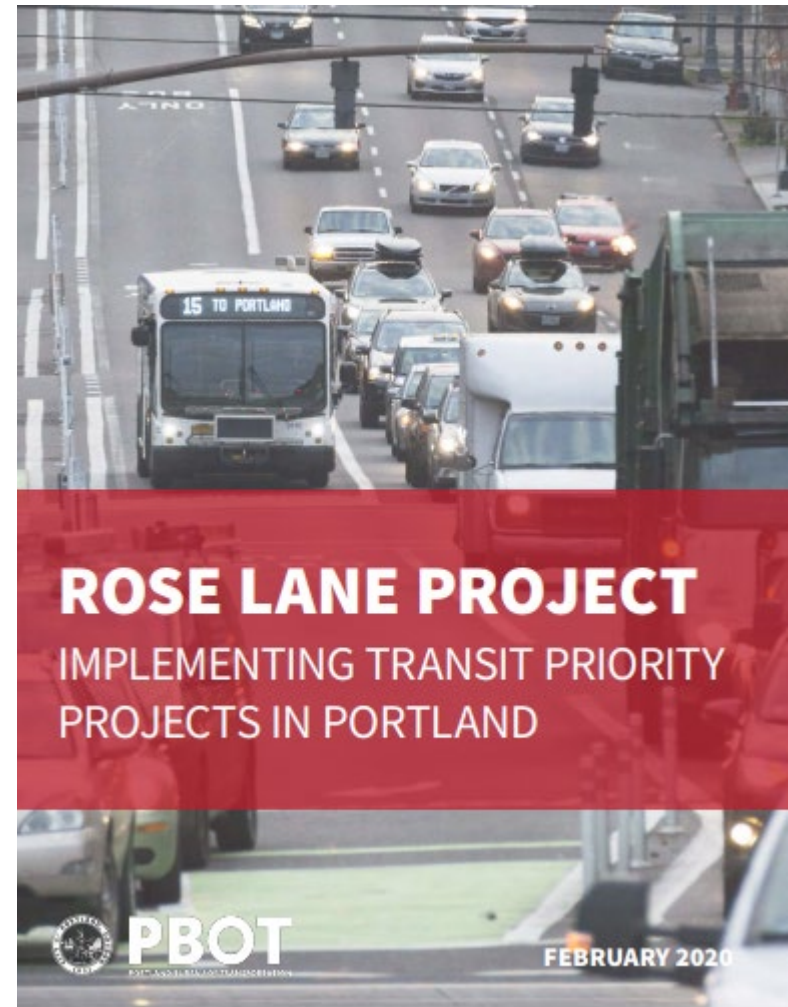
At 31st Avenue, 35 percent of drivers went more than 10mph over the speed limit.

Crossings - gaps in spacing



Rose Lane Project

- Adopted by City Council in February 2020
- Goal to make transit better
 - more reliable, quicker, and more attractive.
- Hawthorne is a Rose Lane Project pilot corridor - aligns with its role as a Major Transit Street.





Community Discussions: January - March 2020



SNAPSHOTS FROM OUR COMMUNITY WORKSHOPS

Round #1 Community Discussions: Common Themes

Love and pride for Hawthorne

An experience
focused on people

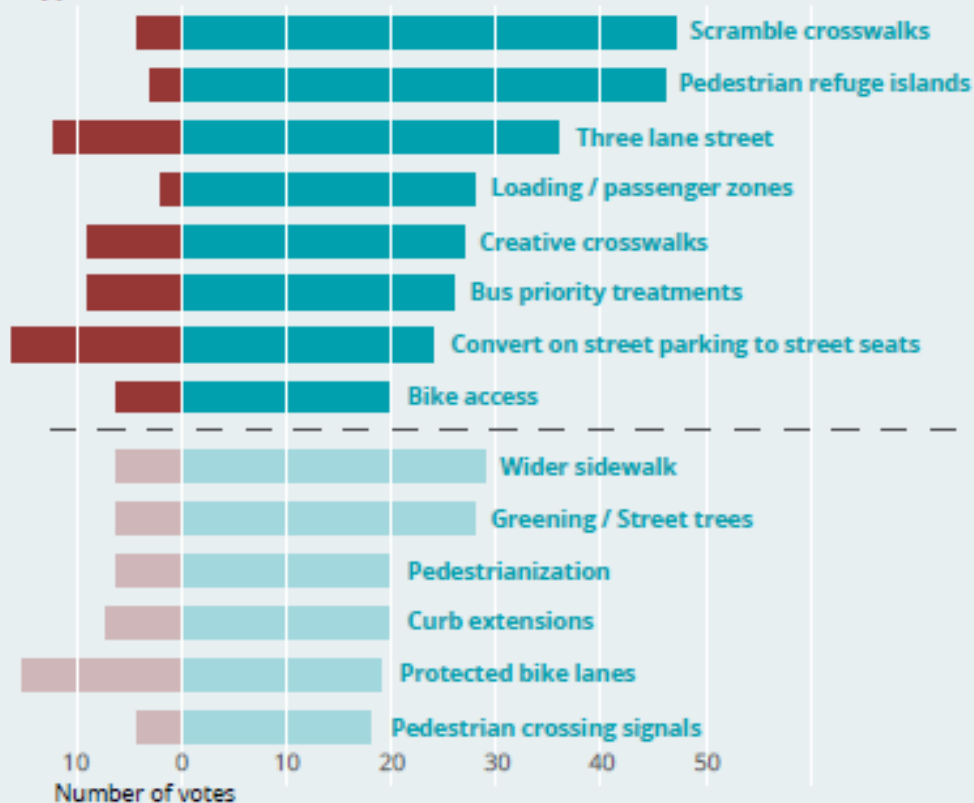
Safety



Round #1 Community Discussions

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.

Round #1 Community Discussions



Development of alternatives for evaluation

What ideas will physically fit without moving the curbs?

What ideas can be implemented within the repaving?

What ideas can support city policies and project goals?

Alternative 1 - Existing lane configurations remain

Alternative 2 - Three-lane configuration for full extent

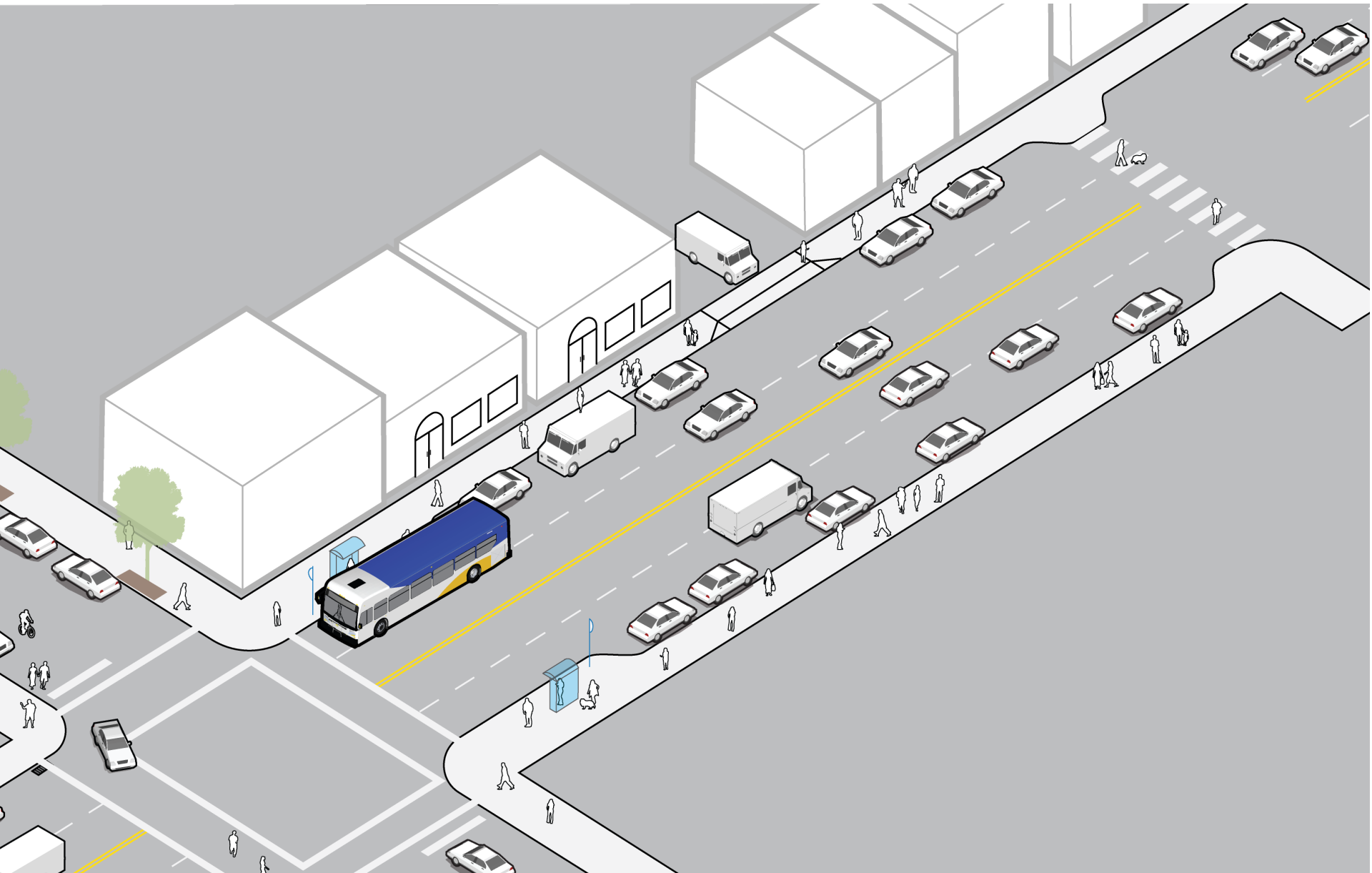
Alternative 3 - Two-lane configuration with bike lanes

Within each overarching alternative, we are looking at ways to include bus priority treatments and crossing improvements.

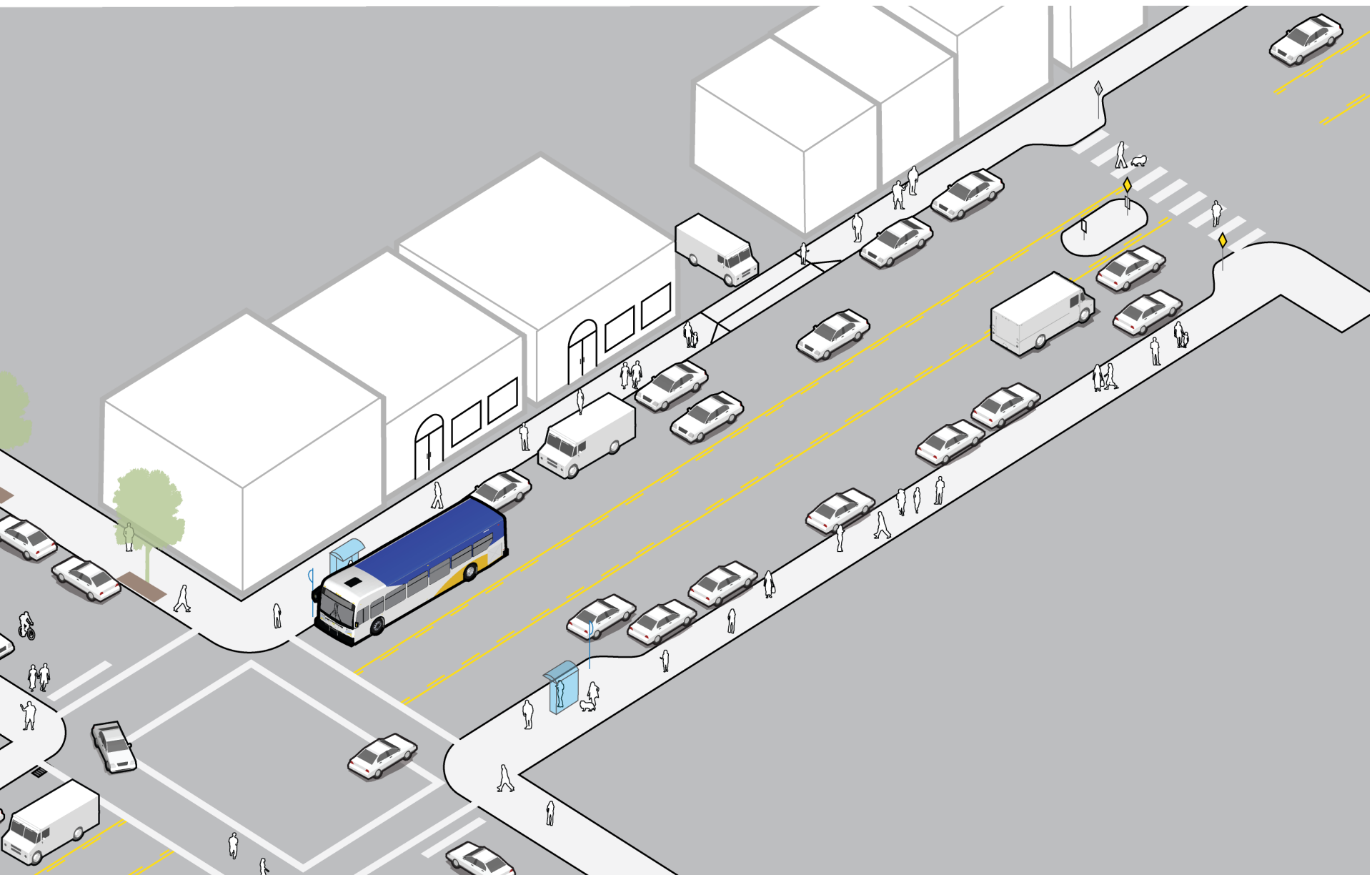
And other community-generated ideas for evaluation



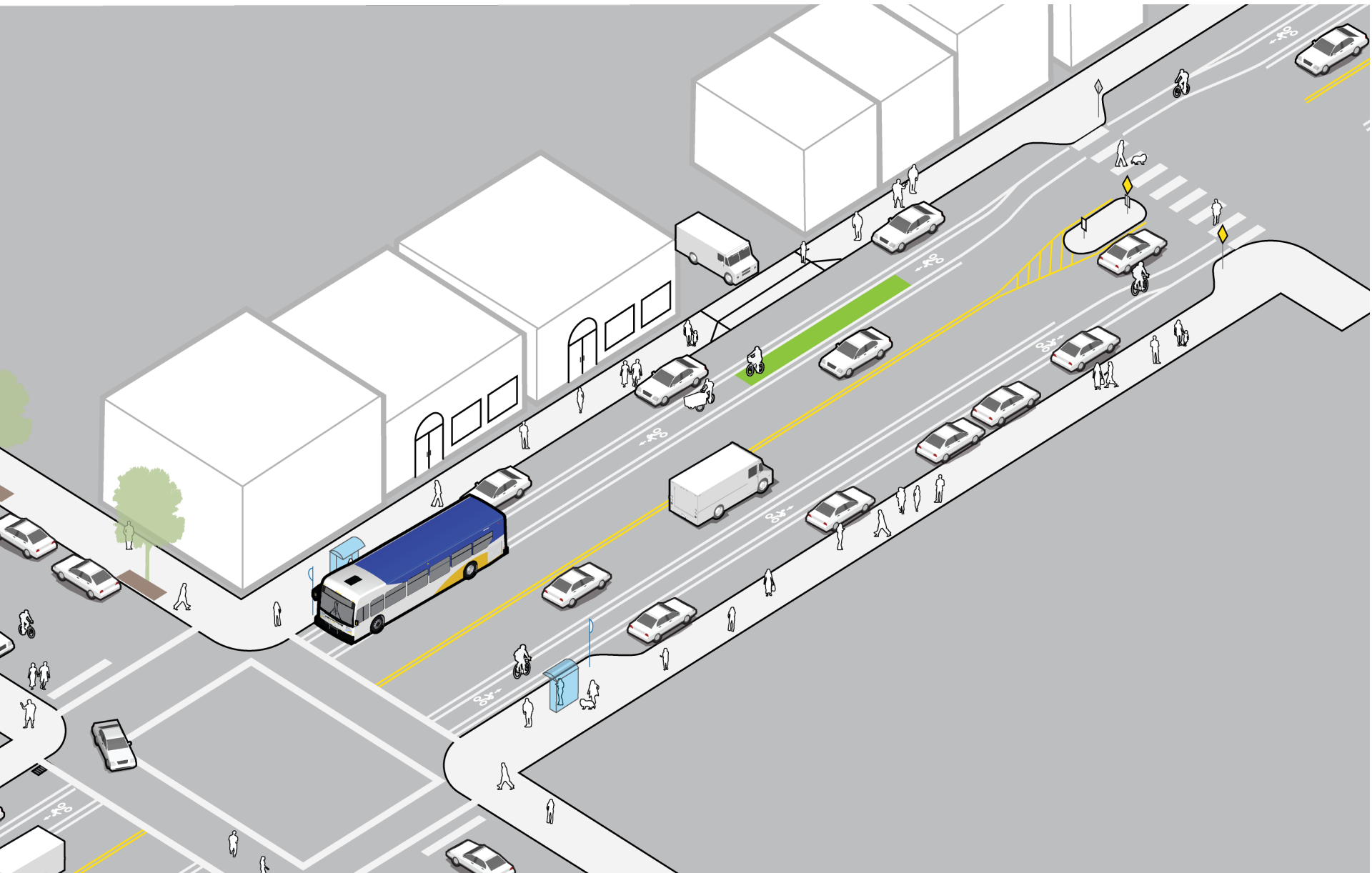
Alternative 1 - Maintain Existing Lane Configurations (image represents west of SE César E Chávez)



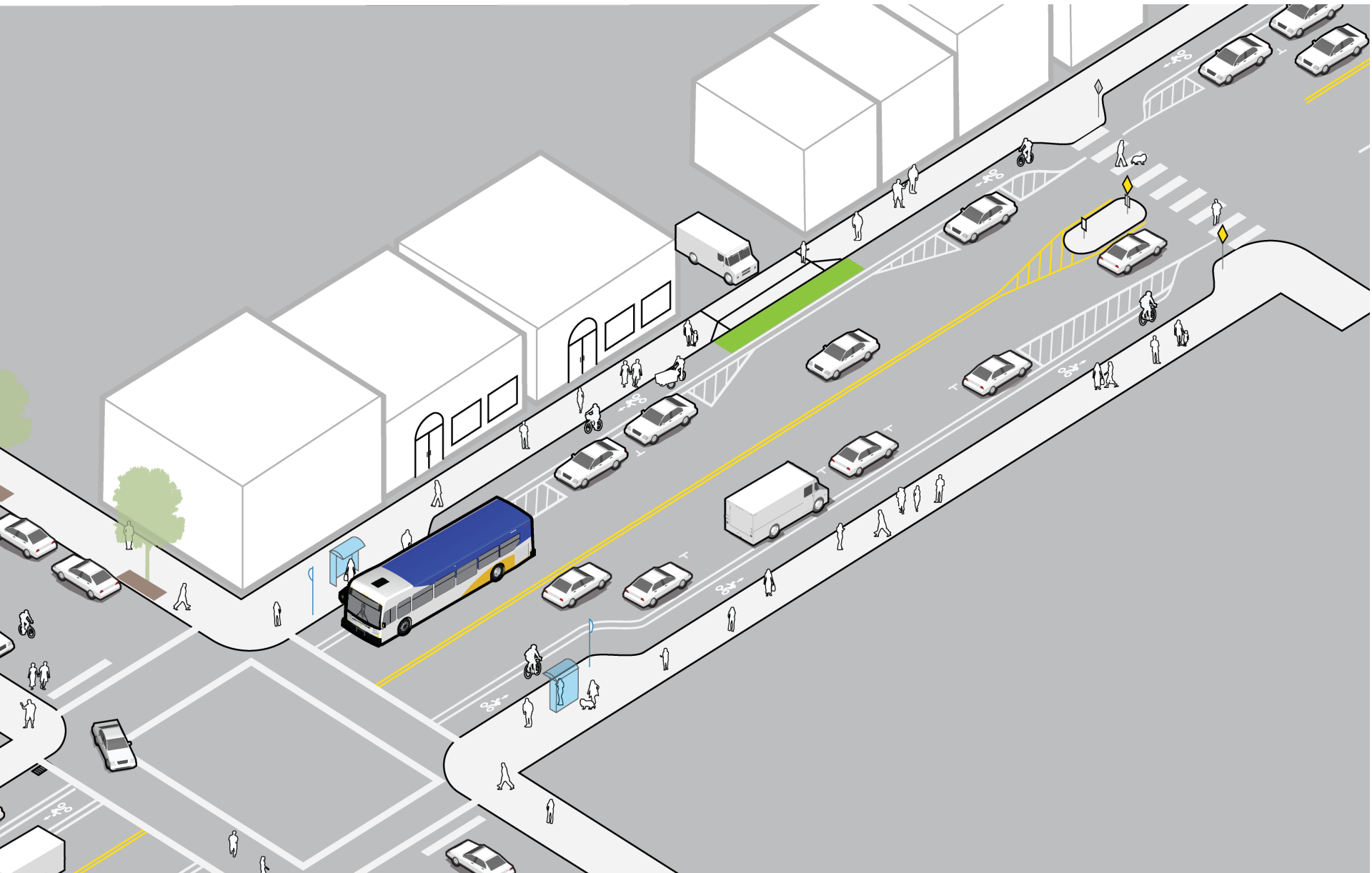
Alternative 2 - Extend 3-lane configuration for the full project length



Alternative 3a - 2 general lanes with bike lanes (buffered)

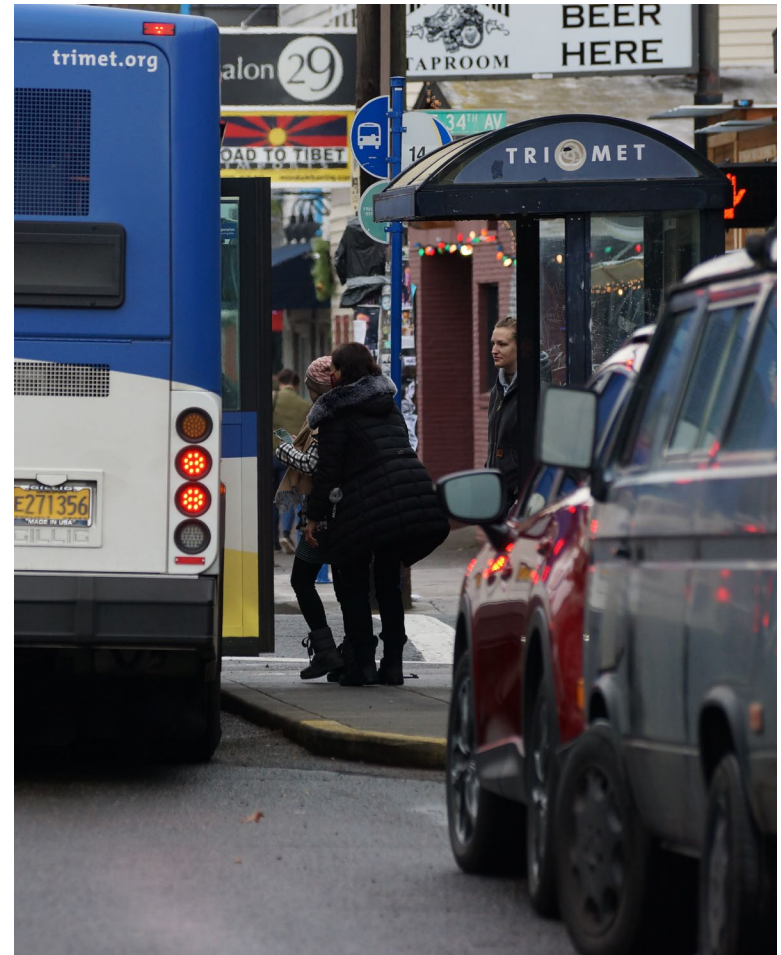


Alternative 3b - 2 general lanes with bike lanes (parking-protected)



How are we evaluating the alternatives?

- Take advantage of **near-term** opportunity
 - Fit within scope of re-paving
- Improve **safety**
 - Reduce speeding
 - Reduce crashes through design
 - Improve pedestrian crossings
- Support Hawthorne's **Main Street** function and help people get to **destinations** there
 - Access to Hawthorne via all travel modes
 - Business operations
 - Place-making and space for people
- **Connect people** to other parts of the city
 - Travel along and across Hawthorne via all travel modes



Next Steps

SE Hawthorne Pave and Paint



Thank you!
Questions or comments? Please contact us:

HawthorneRepave@portlandoregon.gov

www.portlandoregon.gov/transportation/hawthorne-repave