

Hawthorne Boulevard Transportation Plan

Staff and Committee Generate Alternatives for Hawthorne

Over the last few months, city staff has been working with the Citizens Advisory Committee (CAC) to come up with alternatives for improving Hawthorne Boulevard. These alternatives are based on comments and concerns heard at the first two workshops, and reflect a variety of opinions held within the community.

Five distinct alternatives have been generated and are outlined in more detail inside.

How Will We Choose a Preferred Alternative?

Community input will be key in helping the CAC and City staff reach a decision on which alternative, or combination of alternatives, will move forward for adoption. The diagram to the right illustrates how the decision making process will work.

There are no easy answers for Hawthorne Boulevard. Each of the alternatives provides some level of benefit for different users, but along with those benefits, there may also be impacts. It is important for us to know how you feel about these benefits and impacts.

Workshop III will provide an opportunity for community members to gather and review these alternatives. We will be using an electronic polling system to measure how people feel about the benefits or impacts which each alternative presents. This will help us to understand what ideas you consider to be the best, and what level of impact is acceptable to you in return for certain improvements.

Citizens Advisory Committee Members

Chair

Mac Prichard, Richmond Neighborhood Association

Vice-Chair

John Sleavin, Bicycle Transportation Alliance

John Benannati, Buckman Neighborhood Assn.

Bill Boyd, Richmond Neighborhood Association

Amy Hammond, Mt. Tabor Neighborhood Assn.

Bruce Kent, Hawthorne Blvd. Business Association

Doug Klotz, Willamette Pedestrian Coalition

John Laursen, Hawthorne Blvd. Property Owner

Don Mack, Sunnyside Neighborhood Association

Young Park, Tri-Met

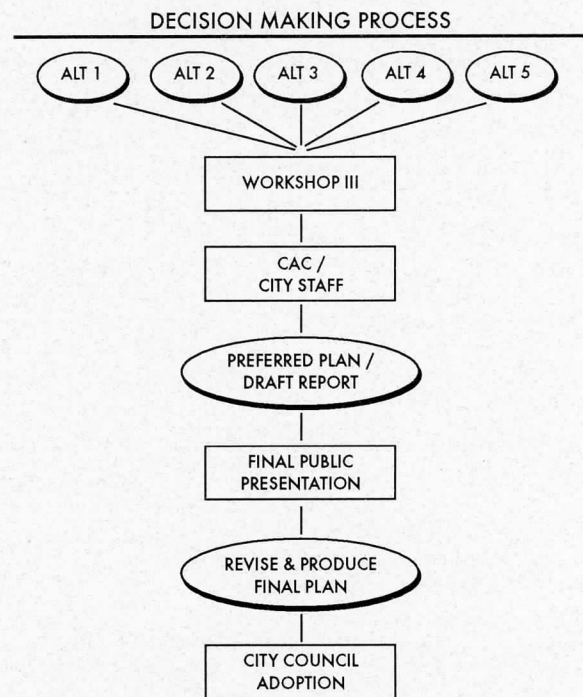
Gary Sands, Hawthorne Blvd. Business Association

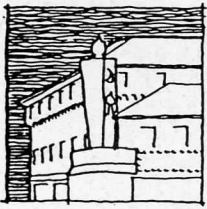
Mary Sellin, El Mundo for Women

Vicki Sordelet, Noah's Bagels

Allison Swann-Ingram, Hosford-Abernethy

Caleb Winter, Sunnyside Neighborhood Association





Hawthorne Boulevard

Alternative 1 - Non-Physical Alternative

Concept: Improve Hawthorne through non-physical means

Notable Features: Traffic Enforcement; Code Enforcement; Education/Outreach; Transit/Business Partnerships; Street/Sidewalk Cleaning; Enhanced Signal Efficiency; Regular Maintenance; Minor Restriping/Signage; Minor Parking Reconfiguration

Major Benefits:

- Does not affect traffic flow adversely
- Some elements (i.e., signage/striping or parking reconfiguration) are low cost

Major Impacts:

- Some elements (i.e., enforcement and education) need adequate resources to be effective
- As a whole, does not provide space for bikes traveling along Hawthorne

Alternative 2 - Minimum Intervention

Concept: Provide improvements while maintaining the existing 4 lane road cross-section

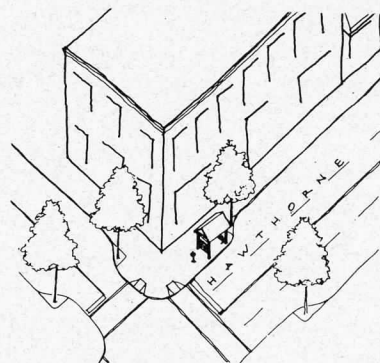
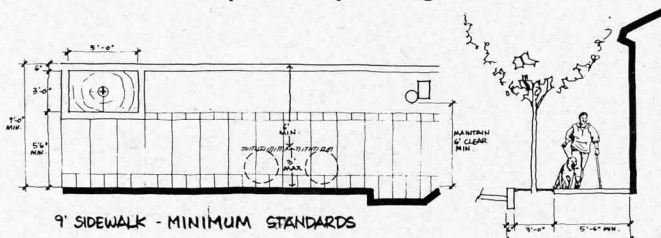
Notable Features: Improved pedestrian crossings at key intersections (those with high activity and/or pedestrian crashes, or around transit stops); improved side street bike routes, including better north/south connections; streetscape improvements (i.e. street trees, benches, lighting, trash receptacles, etc. as space allows); reduction of traffic speeds to less than 20 m.p.h. between 34th and 39th (or potentially 30th and 39th). Can be combined with any or all elements from Alternative 1.

Major Benefits:

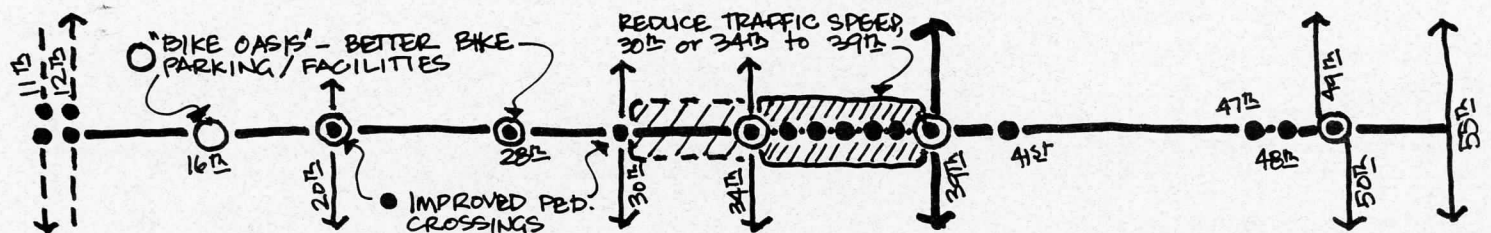
- Maintains existing traffic and transit flow
- Provides safer pedestrian crossings
- Provides better side street and end-of-trip facilities for bicyclists
- Provides streetscape enhancement opportunities
- Slower traffic speeds in busiest zone
- Minimum impact on parking

Major Impacts:

- No physical space for bicyclists traveling along Hawthorne (bicyclists will continue to use Hawthorne as they do today)



TYPICAL CURB EXTENSION WITH BUS SHELTER & BIKE PARKING



Transportation Plan



Alternative 3 - Select Intervention

Concept: Provide improvements for bikes and/or pedestrians by removing one westbound travel lane in key locations.

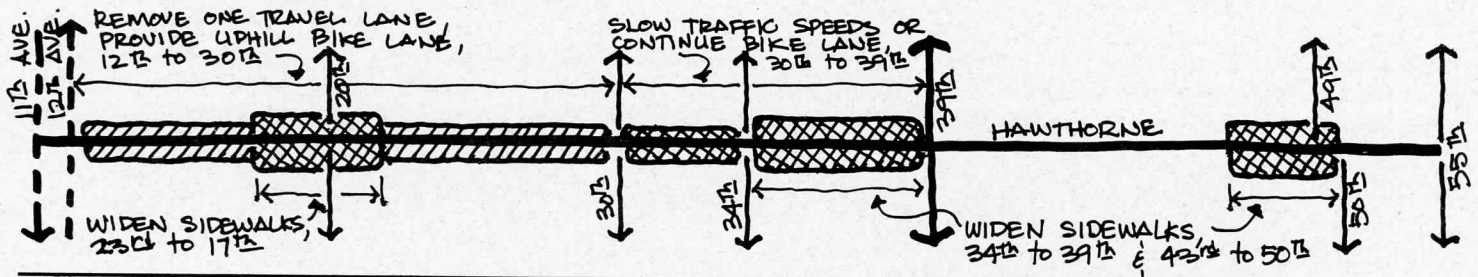
Notable Features: Alternative 3A - Remove one westbound travel lane and provide an uphill climbing lane for bicyclists from 12th to either 30th or 34th; Alternative 3B - Remove one travel lane and provide wider sidewalks in key locations along Hawthorne: 17th to 23rd and 34th to 39th (remove one lane) and 46th to 50th (no lane removal required); Alternatives 3A and 3B could be combined together; all elements from Alternatives 1 and 2 can be incorporated.

Major Benefits:

- Provides a bike lane for bicyclists where the speed difference between bikes and cars is the greatest (Alt. 3A)
- Provides 12' sidewalks (currently 9') in the busiest pedestrian zones (Alt. 3B)
- Slower traffic speeds
- Traffic not impacted in eastbound direction

Major Impacts:

- Some traffic diversion into neighborhoods or to other SE streets (3A and 3B)
- Additional delay for vehicles traveling along Hawthorne (including transit)



Alternative 4 - Corridor Intervention

Concept: Remove one (40th to 50th) or two (12th to 40th) travel lanes to provide continuous bike lanes and wider sidewalks in key locations.

Notable Features: Bike lanes on both sides from 12th to 55th; wider sidewalks (11') in key areas (see Alternative 3); all elements from Alternatives 1 and 2 can be incorporated.

Major Benefits:

- Provides a continuous, safe bike route from 55th to the Hawthorne Bridge
- Provides wider sidewalks in busiest pedestrian zones
- Slower traffic speeds along all of Hawthorne

Major Impacts:

- Traffic diversion into neighborhoods and onto other SE streets
- Delay increases significantly for vehicles traveling along Hawthorne
- Transit service impacted by additional delays/congestion

