

# **~~Hawthorne Boulevard Transportation Plan~~**

# **Hawthorne Boulevard Transportation Plan**

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**Portland, Oregon**

**ADOPTED  
July 30, 1997**

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# Hawthorne Boulevard Transportation Plan

## City of Portland City Council

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## Acknowledgements

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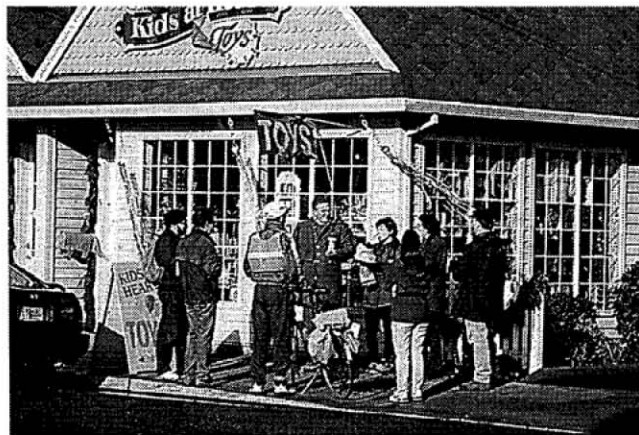
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*Special thanks to all the citizens of Southeast Portland and the Hawthorne community who participated in creating a shared vision for the future of Hawthorne Boulevard.*

*Thank you also to the Western Seminary, Echo Theatre, Sunnyside Elementary School and Hawthorne Rhapsody for their generosity in allowing public meetings and workshops to be held in their facilities.*



*Hawthorne CAC walking down the Boulevard, December, 1995.*

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**Portland, Oregon**

**City of Portland, Oregon  
Office of Transportation  
Bureau of Transportation Engineering and Development  
Pedestrian Transportation Program**

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# Hawthorne Boulevard Transportation Plan

## Introduction

Hawthorne Boulevard has been the center of a vital Southeast Portland community since the early 1900's, when streetcar lines linked the fast growing East Portland area to Portland proper on the west side of the Willamette. Today, Hawthorne continues to serve not only as an important transportation link to downtown Portland, but has become in itself a destination for both the Southeast community and the region.

Hawthorne's two faces - one as transportation linkage and the other as a community-oriented main street - increasingly come into conflict with each other as the Portland area grows and the inner southeast neighborhoods continue to attract residents and businesses. These conflicts are obvious in the battles that pedestrians must wage every day against vehicular traffic as they attempt to cross Hawthorne on their way to various destinations.

Less evident, however, are problems which Hawthorne's other users face. Bicyclists must compete with cars for the narrow travel lanes; buses which are wider than the travel lanes carry the greatest number of passengers per mile than any other bus line in Portland; drivers through all of this are asked to stay alert and operate safely within a narrow space.

For reasons like these, the City of Portland's Pedestrian Transportation Program undertook a study of Hawthorne Boulevard. The planning process sought to produce a greater balance among the users of Hawthorne, with an emphasis on alternative modes of travel as well as providing and enhancing access to the variety of activities found along the Boulevard.



View of Hawthorne Boulevard



Community participation was crucial to the success of the planning process.

## Planning Process

The planning process for Hawthorne Boulevard was based on very simple premise: the final plan must balance the uses of the street in order to provide the greatest benefit for the greatest number of users. The process focused on asking the community where that balance could be found, and used a variety of methods to inform and involve the community in the decision making process. These methods included:

- Surveying 8500 homes and businesses at the start of the project, from which 2500 surveys were returned;
- Distributing three newsletters containing project information to as many as 11,000 residents and businesses;
- Working with a Citizens Advisory Committee (CAC) composed of neighborhood residents, business and property owners, and special interest groups;
- Holding three public workshops and an open house for community review and feedback on ideas.

The Hawthorne Boulevard Transportation Plan represents a preferred direction for Hawthorne based on community values and a thorough investigation of possibilities. A number of improvements are outlined within this report which provide benefits for all users of the Boulevard.

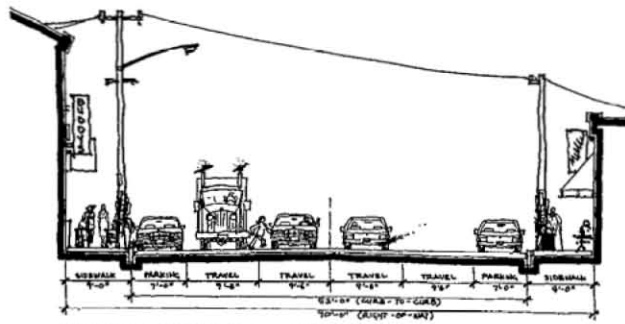
This plan should be seen as a living document. For some, the plan represents a fulfillment of a vision of how Hawthorne can best work to meet their needs. For others, it is but a first step in the continuing transformation of Hawthorne Boulevard and Southeast Portland. The common ground is that this plan presents an opportunity to enhance Hawthorne Boulevard by providing carefully designed improvements which are widely supported within the community.

# Hawthorne Boulevard Transportation Plan

## Existing Conditions

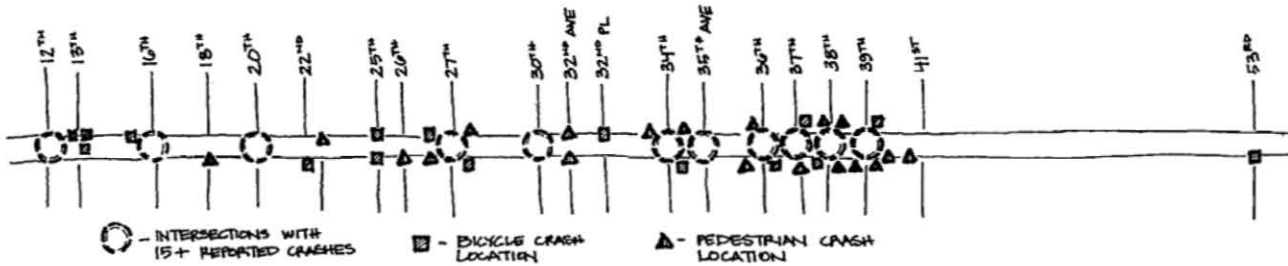
Considering all that we ask it to accommodate, Hawthorne Boulevard is one of the most constrained roadways in Portland. Within a space of 70 feet, pedestrians, cars, bicyclists, buses, and trucks vie for space, often coming into conflict. In addition, Hawthorne has become a commercial hot spot within the City, attracting even more people to the area as new businesses crop up and old ones continue to flourish.

Within this 70 feet of travel space, a great deal of activity is occurring. Up to 1200 pedestrians an hour attempt to negotiate nine foot wide sidewalks cluttered with various obstructions. Each weekday, the four travel lanes between 12th and 39th carry 24,000 vehicles and buses shuttling 9700 riders. Bicyclists either avoid Hawthorne, given the narrow, heavily used travel lanes and availability of parallel bike routes, or attempt to ride with the heavy flow of traffic. Customers jockey for the parking spaces which serve businesses on both sides of the road.

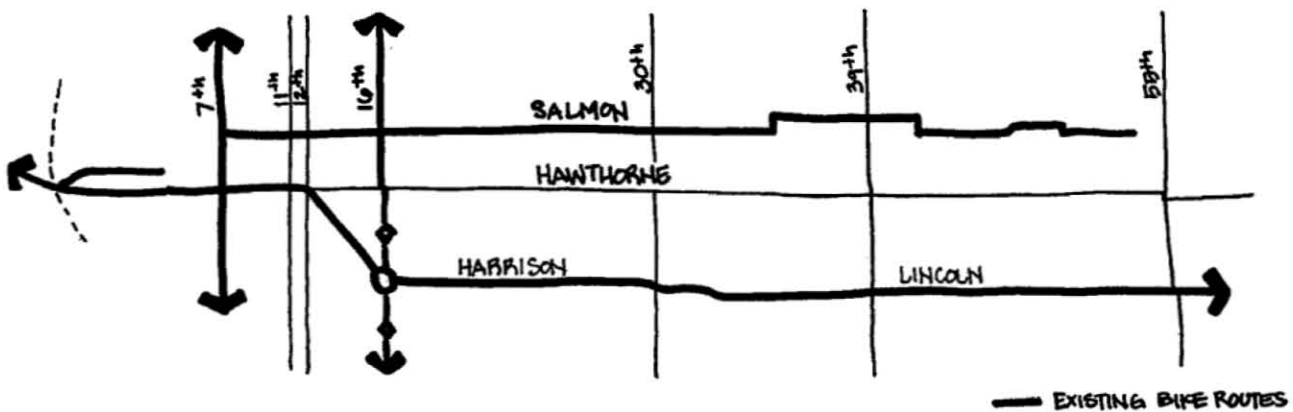


Existing Cross Section of Hawthorne Boulevard

With all the demand for this narrow space, it is easy to imagine how intimidating some parts of Hawthorne can be for certain users. Crash data shows that the most congested and most active areas along Hawthorne, such as the five block stretch between 34th and 39th, are also the areas with the highest number of crashes for all users - motorists, pedestrians, and bicyclists.



Hawthorne Boulevard Accident History, 1993 - 1996



Existing Bike Network

# Hawthorne Boulevard Transportation Plan

## Urban Framework

Hawthorne Boulevard has served as a main street for inner southeast Portland from the days when a streetcar line linked the neighborhood to the west side of the Willamette. Nodes of commercial activity formed around the streetcar line, following the growth of Portland to the east. As an example, the active "center" of Hawthorne (the area between 34th and 39th) grew up around what was then the terminus of the streetcar line.

Later, as the line was expanded to the east, a new node of activity grew up around 50th, where the streetcar turned to the south. Today, these nodes of activity are still clearly visible, although many other commercial uses have grown up along the Boulevard.

Today, Hawthorne can be broken into some distinct districts, each with a unique character. To the west, the Boulevard runs through the Central Eastside Industrial District, where light industrial and warehouse uses take up most of the land. Three distinct pedestrian-oriented commercial nodes are present along Hawthorne: 17th to 23rd, 34th to 39th, and 46th to 50th.

Between these nodes, a variety of uses and environments can be found. For example, between 23rd and 34th, there are a number of higher-density residential uses which fit in with a greener, more vegetated environment. Between 39th and 46th, the area is largely commercial, though it does not have the same pedestrian orientation as the nodes on either side. To the east of 50th, Hawthorne travels past the Western Seminary College to the west side of Mt. Tabor, terminating at the foot of this Southeast Portland landmark.



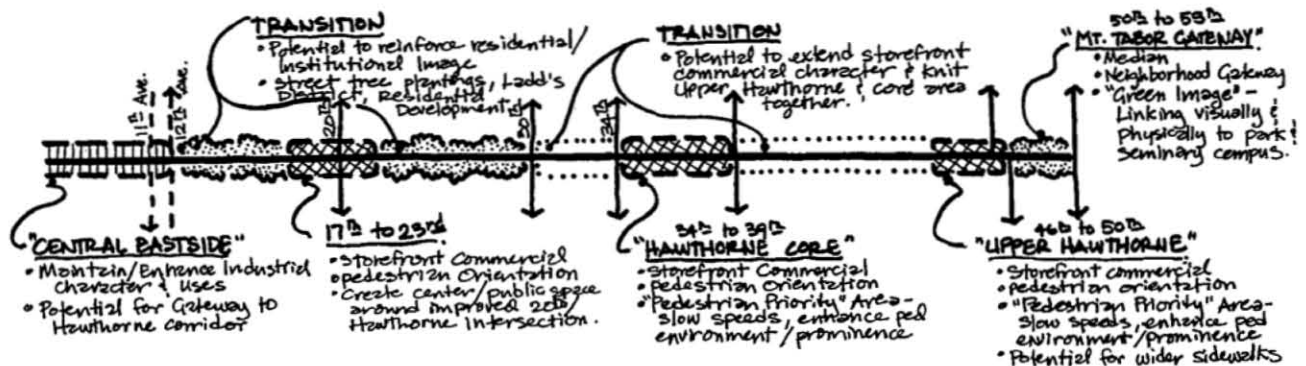
Oregon Historical Society, #OHS 45753

Historic view of streetcar line on Hawthorne



Same view today

The variety of areas and uses found along Hawthorne attract a corresponding variety of users who access the street by a number of different ways. Because of this variety, there is an opportunity to structure an approach which takes these differences into consideration, thereby creating a plan which is responsive to and reinforces Hawthorne's unique characteristics.



Hawthorne Boulevard Urban Framework showing "districts" and the potential for a variety of treatments within each one.

# Hawthorne Boulevard Transportation Plan

## Alternative Plans for Hawthorne Boulevard

Following the second public workshop in April, 1996, staff and the CAC produced five distinct alternatives for Hawthorne Boulevard. These alternatives were structured to provide the full range of possibilities for Hawthorne based on ideas that came directly from various sectors of the community.

The five alternatives were laid out as an iterative group of ideas; that is, each alternative built upon the one that preceded it to form a complete idea for how Hawthorne Boulevard should be improved. This continuum was based upon the amount of intervention that would be required to implement the alternative, outlined as follows:

### Alternative 1 - Non-Physical Alternative

Implement ideas like traffic and code enforcement, minor maintenance, or business partnerships.

### Alternative 2 - Minimum Intervention

Provide pedestrian crossing improvements, slower traffic speeds, bike improvements and more while maintaining the existing four lane road cross-section

### Alternative 3 - Select Intervention

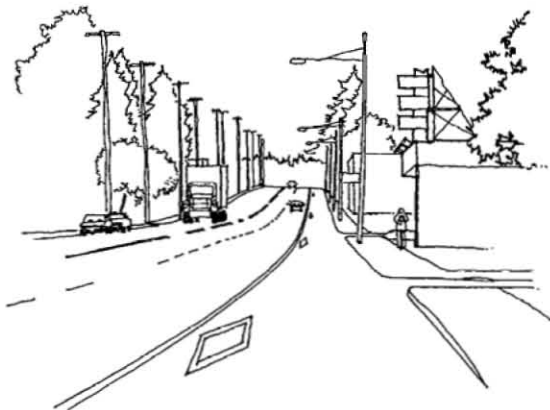
Provide improvements for bikes and/or pedestrians by removing one westbound travel lane in key locations.  
(Alternative 3A - Eastbound bike lane, 12th to 30th)  
(Alternative 3B - Wider sidewalks, 17th to 23rd, 34th to 39th, 46th to 50th)

### Alternative 4 - Corridor Intervention

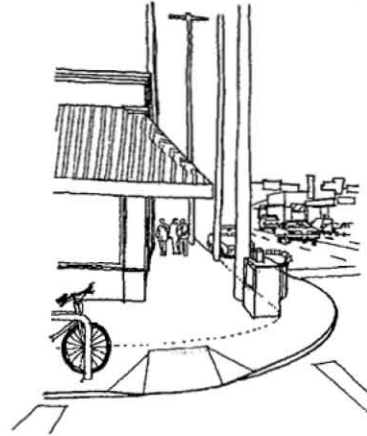
Remove one (40th to 50th) or two (12th to 40th) travel lanes to provide continuous bike lanes and wider sidewalks in key locations.

### Alternative 5 - Hawthorne Streetcar

Reintroduce a streetcar line to Hawthorne Boulevard



Alternative 3A suggested removing one westbound travel lane to provide an uphill (Eastbound) climbing lane for bicycles between 12th and 30th.



Alternative 2 contained elements like curb extensions at key crossing locations, as shown here, to help pedestrians cross Hawthorne. Other elements of Alternative 2 included additional signals to help slow traffic, improvements to side street bike routes, improved transit operations, and streetscape improvements.

## Alternatives Analysis

Each of the Alternatives for Hawthorne Boulevard were thoroughly analyzed across a number of issues to determine the benefits and negative impacts that each presented, such as the potential impacts of lane removal as well as the potential mitigation of lane removal.

A basic principle, obvious even before the analysis was performed, is that any solution for Hawthorne Boulevard must represent a compromise between the various functions that the right-of-way is asked to accommodate. What the analysis sought to accomplish was the generation of information that would allow the community to balance these uses in a way that provided the greatest benefit to the greatest number of people while still meeting community, city, regional and state transportation goals.

A summary of the analysis findings for each of the alternatives is presented below, with the major benefits and negative impacts outlined for each.

### Alternative 1 - Non-Physical Improvements

#### Benefits

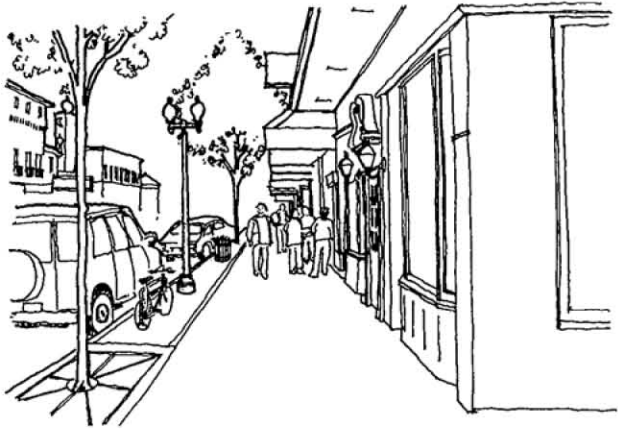
- No impacts on traffic flow
- Relatively low cost

#### Negative Impacts

- No designated space for bikes on Hawthorne
- No potential to widen sidewalk area



# Hawthorne Boulevard Transportation Plan



Alternative 3B suggested removing one westbound travel lane in order to widen sidewalks in key pedestrian activity locations, like the area between 34th and 39th.

## Alternative 2 - Minimum Intervention

### Benefits

- Maintains existing traffic and transit flow
- Safer pedestrian crossings
- Better side street and end-of-trip facilities for bikes
- Streetscape enhancement opportunities
- Slower traffic speeds, 30th to 39th

### Negative Impacts

- No designated space for bikes on Hawthorne
- 60-90 seconds additional travel time due to new signals - could cause minor diversion to south of Hawthorne

### Potential Mitigation

Restrict left turns from 34th to Lincoln to prevent diversion

## Alternative 3 - Select Intervention

### Benefits

- Provides a bike lane 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

### Negative Impacts

- Traffic diversion into neighborhoods or to other SE streets  
Alt. 3A - 600-640 cars diverted, 7-9 a.m. weekdays  
Alt. 3B - 450-480 cars diverted, 7-9 a.m. weekdays
- Travel time increase (existing travel time westbound is 6-7 minutes between 50th and 12th)  
Alt 3A - 13-16 minutes  
Alt 3B - 7-9 minutes
- Transit delays  
Alt 3A - 7-9 minutes delay, \$240,000 additional annual cost to maintain level of service

### Potential Mitigation

- Remove parking northside parking lane during morning peak period (7-9 a.m.) to accommodate traffic/transit and minimize delays

## Alternative 4 - Corridor Intervention

### Benefits

- Provides continuous, safe bike route
- Provides wider sidewalks in busiest ped zones
- Slower traffic speeds

### Negative Impacts

- Traffic diversion into neighborhoods or to other SE streets - 600-640 cars diverted, 7-9 a.m. weekdays, 1400-1450 cars diverted 3-7 p.m. weekdays
- Travel time increase (existing travel time is 7-9 minutes between 50th and 12th)  
Eastbound, p.m. - 15-17 minutes
- Transit delays - 8-12 minutes delay, \$450,000 additional annual cost to maintain level of service

### Potential Mitigation

- None

## Alternative 5 - Hawthorne Streetcar

### Benefits

- Reinforces historic character
- Creates transit-dominant street
- Can work within any street cross-section

### Negative Impacts

- Very costly
- Long-term solution - 20 year horizon
- Major construction disruption
- Tracks are problematic for bikes



Alternative 4 provided bike lanes in both directions and wider sidewalks by removing two travel lanes between 12th and 39th and one travel lane from 39th to 50th.

# Hawthorne Boulevard Transportation Plan

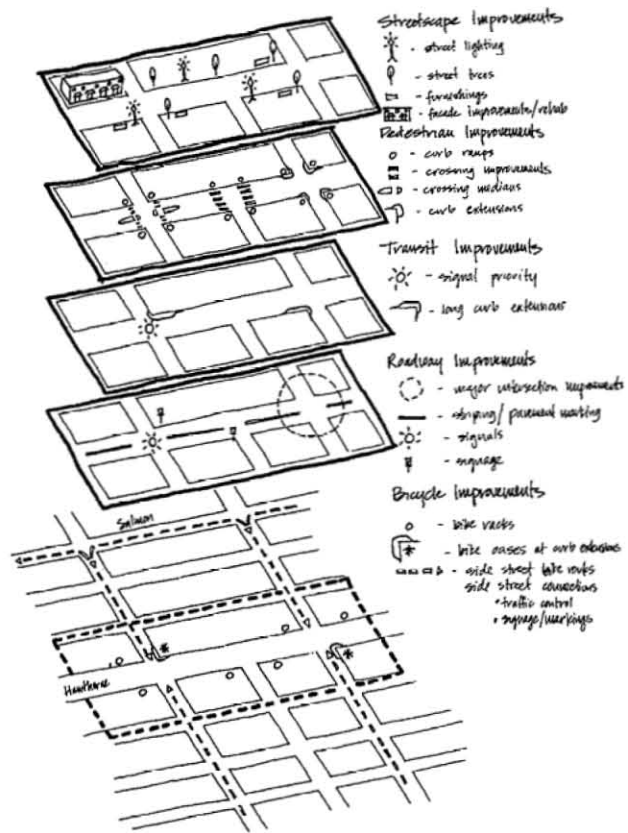
## Concept Framework for Hawthorne Boulevard

The Hawthorne Boulevard Transportation Plan contains recommendations which will improve conditions for all users of Hawthorne. In general, the plan can be broken into a number of different layers relating to the different modes of travel along Hawthorne and the kinds of improvements that will benefit each mode. Combined together and applied to specific locations along the Boulevard, these layers form the physical structure of the Plan.

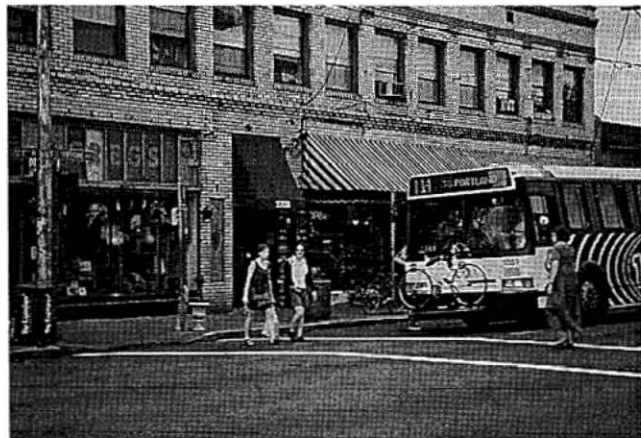
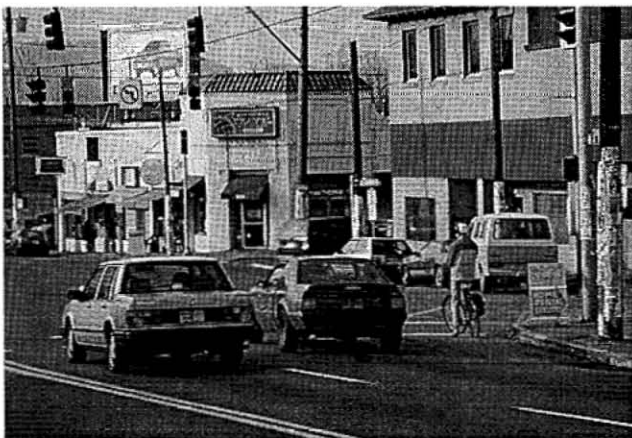
As the diagram to the right depicts, the improvements to Hawthorne layer atop one another, providing a framework where one type of improvement (e.g., a curb extension) can make other types of improvements (e.g., bike oases or transit stop amenities) possible.

At a neighborhood level, the bike network (bottom layer) is based on providing access along north south connectors between parallel bike routes and Hawthorne. Along Hawthorne, curb extensions are used primarily as a means for providing improved pedestrian crossings, but also to provide space for transit shelters, bike racks, and sidewalk obstructions like newsracks or traffic signal poles.

The top layer for Hawthorne (streetscape) includes the kinds of amenities that businesses, shoppers, and residents may want to see along the Boulevard. These streetscape elements could include ornamental street lighting, street furnishings (e.g., trash receptacles or benches), kiosks, or street trees.



All modes of travel will be accommodated on or near Hawthorne, creating a plan which meets the needs of all of the boulevard's users.



# Hawthorne Boulevard Transportation Plan

## Overall Recommendations

After considering the five alternatives for Hawthorne Boulevard, City staff and the Citizens Advisory Committee agreed to pursue a combination of Alternatives 1 (Non-Physical Alternative) and 2 (Minimum Intervention) as the recommended plan for Hawthorne Boulevard. These two alternatives contain elements which will address a number of community issues, including:

- Safer/more comfortable pedestrian crossings
- Slower traffic speeds
- Better transit operations/stop areas
- Streetscape enhancements
- Improved side street bike routes/bike parking
- Improved safety for all users

The improvements recommended for use on Hawthorne Boulevard work within the existing curb-to-curb cross section, maintaining the current number of travel lanes on Hawthorne. A number of advantages for choosing Alternatives 1 and 2 were identified by the CAC, including:

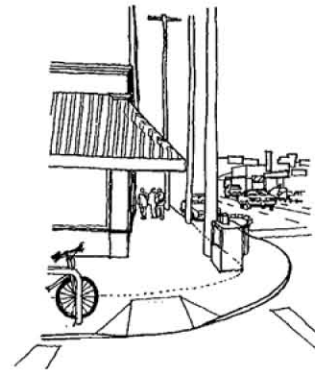
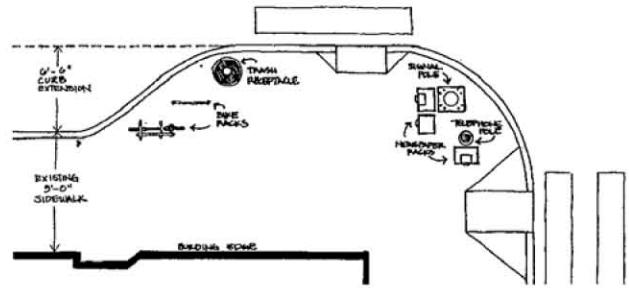
- Maintaining/improving existing level of transit service
- Potential to add signals for slowing traffic
- Minimizing parking impacts
- Minimizing traffic diversion/travel time delay
- Community support for maintaining four lanes
- Ability to move immediately into implementation
- Cost

## Pedestrian Crossings

A recurring theme heard throughout the planning process was the need for safer and easier ways for pedestrians to cross the street. The plan makes a number of different recommendations which help to fill this need, such as building curb extensions to decrease crossing distance and increase visibility; creating median refuge islands to allow pedestrians to cross short distances at a time (see page xx); new signals to provide protected and/or more frequent crossings; and slower traffic speeds to minimize dangerous conflicts.

Curb extensions are a common element used throughout the plan. Not only do they improve pedestrian crossing ease and safety, they also help to alleviate sidewalk clutter by providing extra sidewalk space for newspaper racks, bike racks, signal poles, signage, and other elements to reside.

Installing curb extensions may sometimes require the removal of a parking stall. However, the plan recommends replacing bus zones with curb extensions, which would actually increase the overall parking supply for Hawthorne Boulevard.



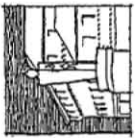
Typical curb extension in plan (above) and a view at the intersection at 37th/Hawthorne (below).

## Transit Improvements

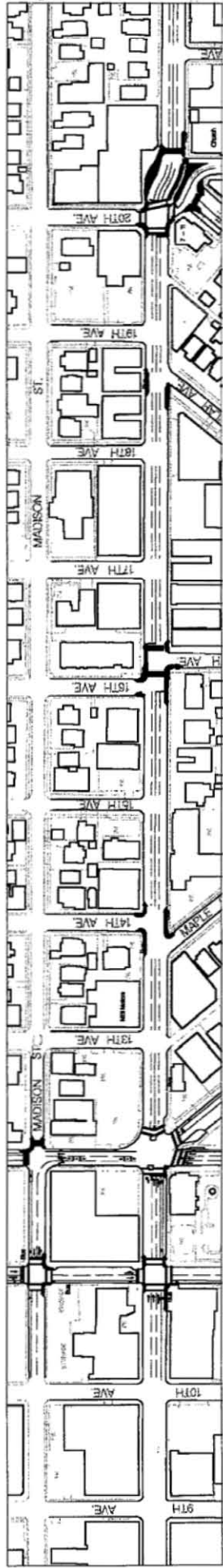
At each transit stop along Hawthorne, long curb extensions ( $\pm 40$  feet) are proposed. Currently, bus zones as long as 100 feet and averaging 80 feet are in place at each stop, requiring buses to pull out of the flow of traffic and minimizing parking availability. By building curb extensions in these locations, space is provided for additional parking as well as for transit shelters outside the flow of the sidewalk. Also crossing distances for transit riders is minimized at every stop location, providing safer and more convenient access to transit.



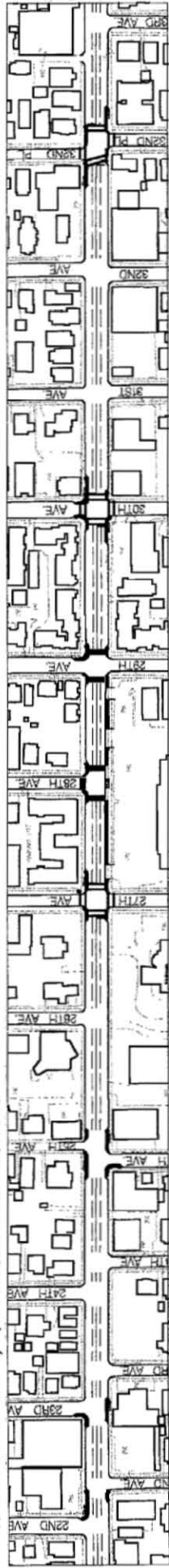
Curb extensions at transit stops provide extra room for shelters and amenities, and allow buses to stop in the travel lane, thereby decreasing the delay for transit.



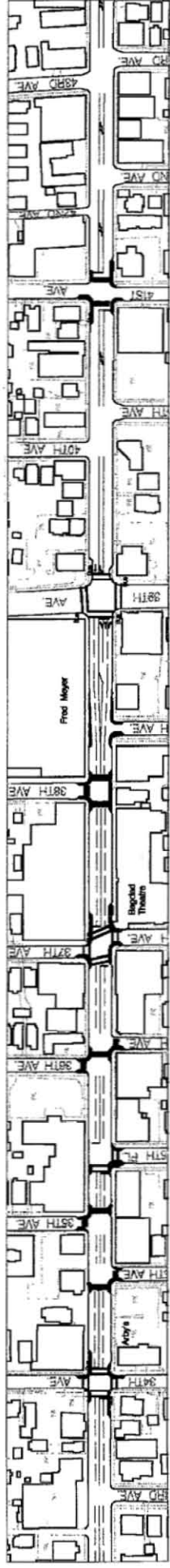
# Nawthorne Boulevard Transportation Plan



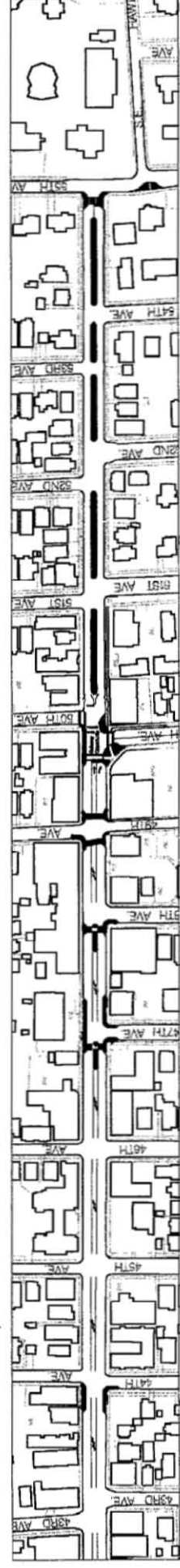
▲ Hawthorne Boulevard, 9<sup>th</sup> Avenue - 21<sup>st</sup> Avenue



▲ Hawthorne Boulevard, 22<sup>nd</sup> Avenue to 33<sup>rd</sup> Avenue



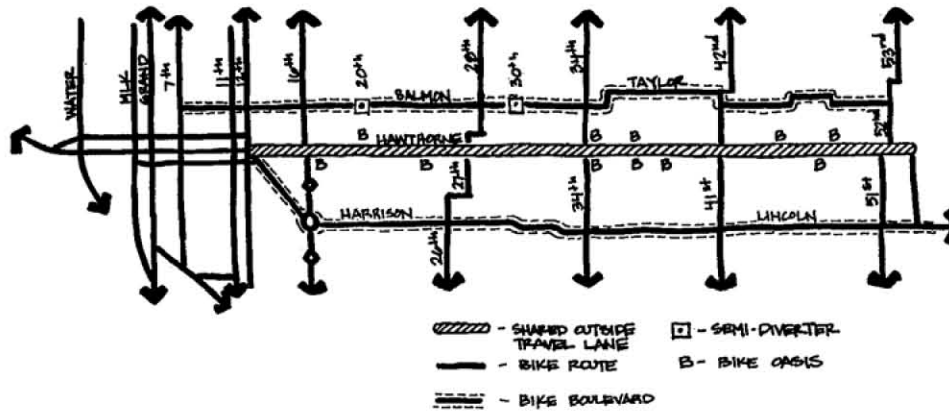
▲ Hawthorne Boulevard, 33<sup>rd</sup> Avenue - 45<sup>th</sup> Avenue



▲ Hawthorne Boulevard, 45<sup>th</sup> Avenue - 55<sup>th</sup> Avenue

\* Note - Proposed improvements shown shaded in black.

# Hawthorne Boulevard Transportation Plan



The proposed bike network for the Hawthorne area emphasizes parallel routes such as Salmon and Lincoln/Harrison Streets and provides north/south connections to Hawthorne from these bike routes.

## Bike Improvements

A great deal of work can be done today to provide safer, more convenient, and more attractive bike access in and around Hawthorne Boulevard. The plan recommends a number of ways of doing this, with an emphasis on improving side street bike routes such as Salmon Street.

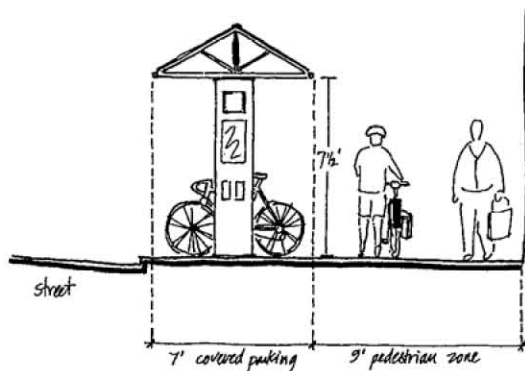
The proposed bike network for the Hawthorne area, shown at the top of the page, emphasizes connections between Hawthorne and the two parallel bike boulevards: Salmon Street and Lincoln/Harrison Streets. The bike routes identified here must be clearly signed along their length, as well as at each cross street, so that bicyclists and motorists alike are aware of the location of the improved bike routes and the likelihood of increased bicycle activity.

For Salmon Street, new "semi-diverters" are proposed at 20th and 30th which will provide continuous access for bicycles but restrict through access for cars. These semi-diverters will be similar to the Lincoln/39th intersection, and will bring Salmon up to the same level of improvement as the Lincoln/Harrison route.

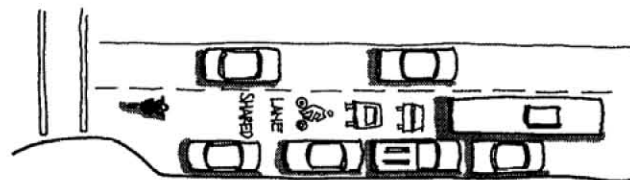
Along Hawthorne, areas of covered bike parking (a "Bike Oasis") are recommended in key locations to provide better end-of-trip facilities for bicyclists. These parking areas also provide an opportunity to locate business directories and bike route maps of the area that will help bicyclists and others find their way in the Hawthorne District.

In terms of providing better access for bicyclists along Hawthorne, a combination of signage and pavement markings can help communicate to drivers and bicyclists that the outside travel lane is a shared facility. Because the plan does not recommend bike lanes, it is important to communicate to motorists and bicyclists alike that there is a need to share the road.

By marking and signing the outside lane as such, bicyclists can be afforded a wide space in which to operate, and motorists are given a clear message that they should expect to encounter bicyclists and slower speeds in that lane. This also will work in tandem with the fact that transit will be stopping in the outside lane, further calming the speed of traffic along Hawthorne.



Bike Oasis concept, showing covered parking and signage on the side street side of a curb extension.



Pavement markings in the outside lane can better communicate that bicyclists will be using Hawthorne.

# Hawthorne Boulevard Transportation Plan

## Specific Recommendations

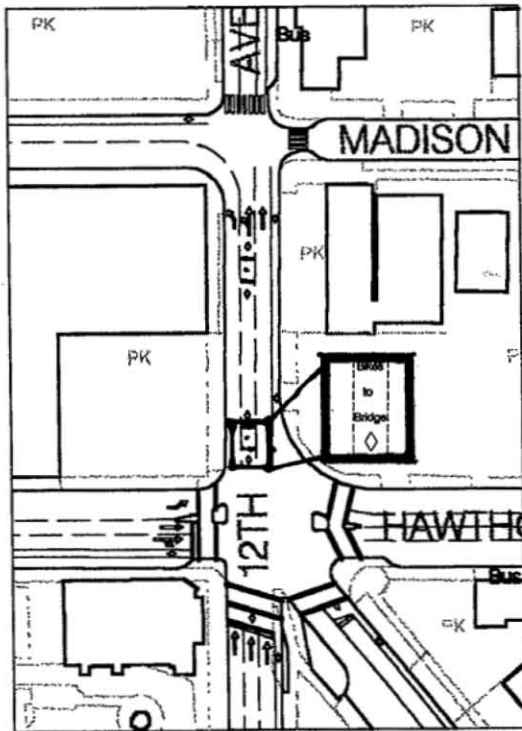
As the diagram above depicts, the improvements laid out on the previous two pages are applied over the entire corridor. For the most part, a bike oasis, transit stop, or curb extension is consistently applied throughout the corridor in the locations show above.

However, there were other areas along Hawthorne which presented opportunities for unique treatment. Specifically, three intersections within the corridor (11th/12th/Hawthorne/Madison, 20th, and 50th) and three segments (32nd to 39th, 46th to 50th, and 50th to 55th) were given specific attention in order to solve or take advantage of unique situations.

## Intersection improvements

### 11th/12th/Hawthorne/Madison

These four intersections at the west end of the study area are difficult and confusing for all of Hawthorne's users. The transition of Hawthorne from a two-way street to a one-way couplet (with Madison) creates a conflict of traffic movements which make it especially difficult for bicyclists, as well as transit riders attempting to transfer between the Hawthorne bus line and the line on 11th/12th.



Improvements at 11th/12th can help all users negotiate a difficult and confusing series of intersections.

The improvements proposed at this intersection help provide a clearer movement pattern for motorists and bicyclists by providing directional signage and pavement markings. For transit riders, relocating two transit stops on Hawthorne will provide direct connections to the north/south transit line on 11th/12th.

The existing stop on Hawthorne at 10th avenue will be relocated to 11th, and the stop at 12th (in front of Burgerville) will be relocated to the far side of the intersection (near Winchell's). Not only will this improve transfers, but transit delay at the 12th and Hawthorne intersection will be reduced by approximately 45-60 seconds.



Existing conditions at 12th/Hawthorne make it difficult for pedestrians, bicyclists and motorists to move clearly and comfortably through the intersection.

# Hawthorne Boulevard Transportation Plan

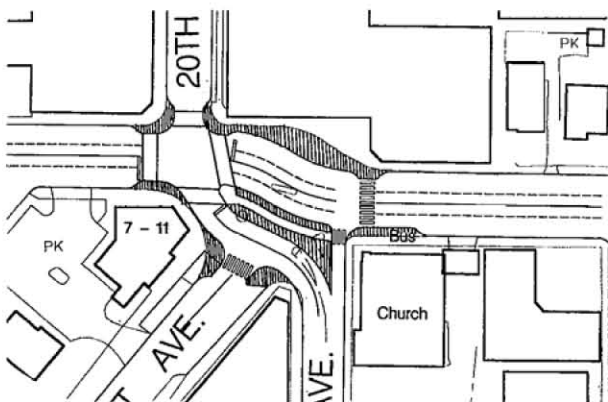
## 20th/Hawthorne

The awkward configuration of this intersection requires that the existing signal be operated on a split-phase. This causes vehicles and pedestrians crossing Hawthorne at 20th to wait through two cycles of the signal before being allowed to proceed. In addition, a great deal of undefined asphalt creates a confusing and dangerous situations for all users.

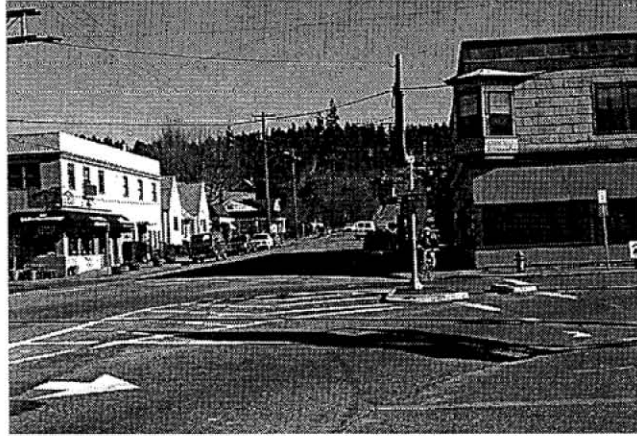
As shown above, the south leg of 20th can be realigned to match the north leg as closely as possible, allowing the split-phase timing to be eliminated. In addition, the amount of asphalt area can be reduced, creating shorter crossing distances and providing additional space for pedestrian areas or landscaping. Elliott will continue to operate as a two-way street, but will link into the new south leg of 20th at a stop sign.



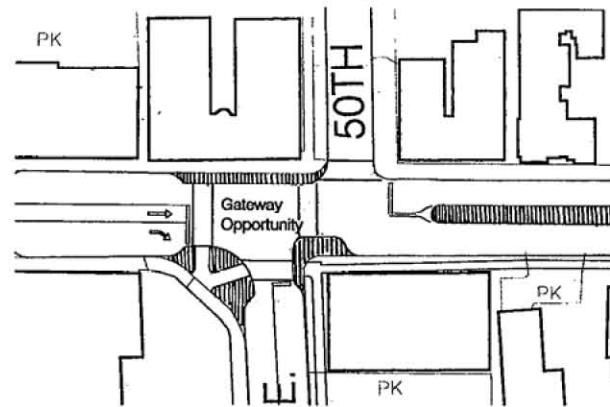
Hawthorne/20th intersection today.



Improvements to the Hawthorne/20th intersection will help reduce crossing distances, clarify traffic movements, and provide side street access once every signal cycle (as opposed to every other signal cycle today).



Hawthorne/50th intersection today.



Reconfiguring the intersection at 50th provides safer pedestrian crossings and gateway opportunities.

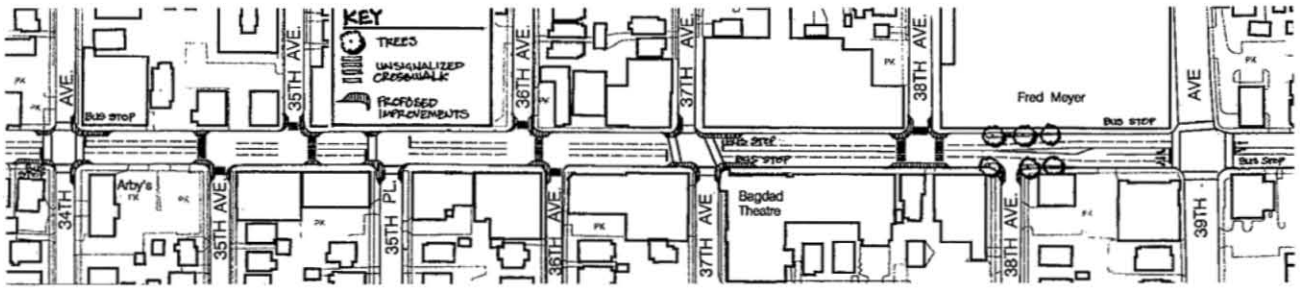
## 50th/Hawthorne

At the eastern end of the Hawthorne study area, the commercial uses end abruptly, and the major flow of traffic occurs between Hawthorne and 50th to the south. Currently, this intersection, like 20th, is difficult for pedestrians to cross due to the excessive width of the roadway and a signal which requires two phases for a protected crossing of 50th.

By reducing the radius of the southwest corner of the intersection (its width is due to the old turning radius required by the streetcar), the crossing distance can be reduced. Eliminating the right turn slip lane and installing a new signal would create a more typical intersection, where the pedestrian would be able to cross 50th on one phase of the signal.

Wide curb extensions on the north and south side of Hawthorne will not only shorten crossing distances, but will also provide a transition between the busier three lane street to the east and the two lane residential portion of Hawthorne to the east. The extra space can be used as a gateway opportunity to the Hawthorne business district and/or the Mt. Tabor neighborhood.

# Hawthorne Boulevard Transportation Plan



The intensity of commercial and pedestrian activity between 30th and 39th drives the need for well marked pedestrian crossings at every intersection between 34th and 39th. Also, two proposed signals at 32nd Place and 35th Place will help slow traffic to around 15 miles per hour, creating a safer environment for all.

## Segment Improvements

### 32nd Avenue to 39th Avenue

The heart of the Hawthorne business district is also the most heavily travelled and congested segment of the corridor. The commercial uses here attract a great number of people arriving by car, bike, bus or foot. On one Saturday afternoon alone, a count recorded 1200 pedestrians in one hour at the 37th intersection.

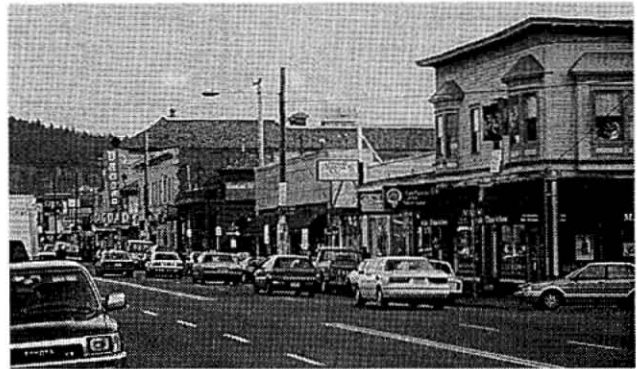
The level of activity here requires pedestrian crossings at every intersection, slower traffic speeds, and improved bike parking. Two new signals, one at 35th Place and the other at 32nd Place, are proposed to help time traffic flow and reduce speed to 15 miles per hour.

The signal at 35th Place would be implemented as a test case before the one at 32nd Place in order to evaluate the effectiveness of this concept.

At least one enhanced pedestrian crossing is provided at each intersection between 34th and 39th, providing safe places to cross and communicating to drivers that they should slow down and yield to pedestrians crossing the street. Bike Oases are provided in key locations to accommodate the high numbers of bicyclists who visit this section of Hawthorne.



Wider sidewalks (12 feet instead of 9) are possible in the area between 41st and 50th due to the extra space that the existing three lane cross section provides.



View into the heart of the Hawthorne commercial district.

### 46th Avenue to 50th Avenue

Another node of pedestrian-oriented activity occurs in this four block area which represents the eastern extent of the Hawthorne business district. Because the cross section in this area was modified from four lanes to three in 19xx, unique opportunities for crossing improvements and sidewalk widening are present.

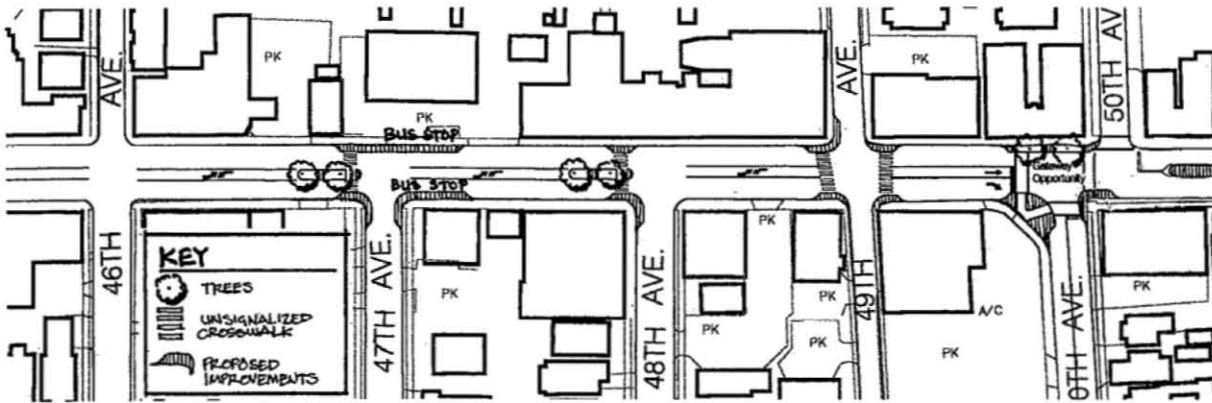
Median refuge islands are proposed at 47th and 48th Avenues. These will improve crossings by providing a place for pedestrians to wait for gaps in traffic. Unlike other medians, such as those on Martin Luther King Jr. Blvd., no parking or vehicular access will be removed in order to accommodate these improvements.

Wider sidewalks are also possible here due to the three lane cross section, since the outside travel lanes could be reduced by as much as three feet each. While widening sidewalks requires moving the existing curb line out into the street and is therefore fairly expensive, this is nevertheless an opportunity that the property owners and merchants may want to take advantage of.

At 49th, a new signal is currently under study to determine whether it is appropriate to implement. This new signal could help provide safer access to Hawthorne.



# Hawthorne Boulevard Transportation Plan



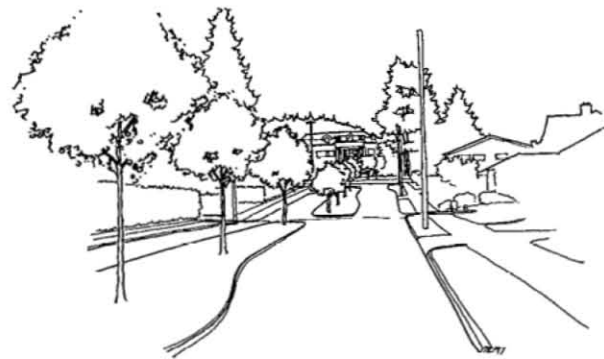
The three lane cross section from 46th to 50th allows improvements like median refuge islands to help pedestrians cross the street. Other possibilities include expanding the sidewalk width to 12 feet and creating a gateway at 50th.



Existing view of 48th/Hawthorne today.



A median refuge island, like the one shown here at 48th, can provide easier crossings for pedestrians without the loss of parking or vehicular access.

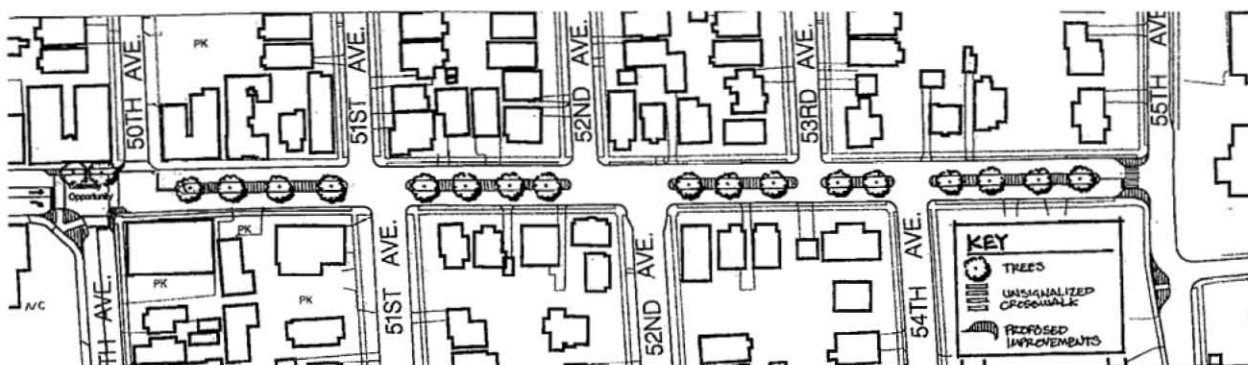


Proposed medians from 50th to 55th can help calm traffic and create a gateway to the Mt. Tabor neighborhood.

## 50th Avenue to 55th Avenue

As Hawthorne transitions from commercial to residential uses at 50th, there is an opportunity to use excess space in the two lane section east of 50th to build medians. These can help to narrow the travel lanes, thereby slowing traffic speeds, and can also signify to drivers that they are entering a residential zone.

At 55th, curb extensions can narrow Hawthorne as it swings around the corner and continues on to 60th. These extensions can be used to not only slow traffic but also to help clarify this confusing intersection.



Plan showing proposed improvements from 50th to 55th, including a landscaped median and curb extensions at 55th.

# Hawthorne Boulevard Transportation Plan

## Sidewalk Guidelines

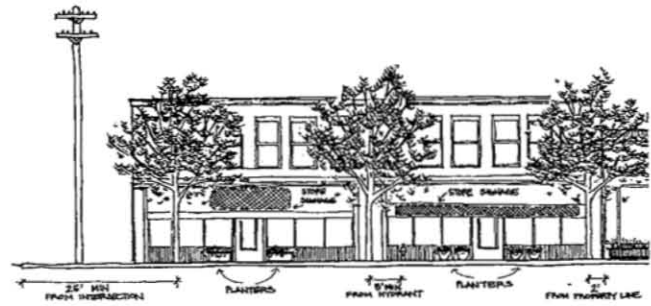
Because Hawthorne Boulevard is such a popular pedestrian destination, and because the space within which pedestrians must be accommodated is very tight, care must be taken in how the sidewalks are improved as well as how they are used. Many participants in the process would like to see more street trees, decorative lighting, street furnishings, but all of these take up precious space in an already crowded environment.

This plan recommends that streetscape elements be placed with care not only so that sidewalk clutter is limited, but also so that the adjacent businesses are enhanced and not degraded by these improvements. Street trees can help provide a comfortable pedestrian environment and create a pleasant streetscape. However, as shown at the right, trees must be carefully placed and the right species selected so that entrances, signage, and displays are still visible and usable.

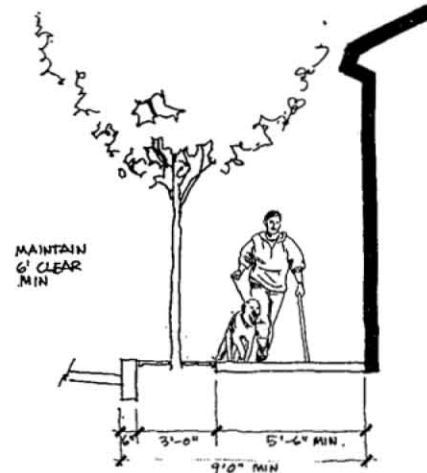
Where space or other factors do not allow for trees, planters may be used. However, any elements placed in the sidewalk, as shown in the diagram below, should maintain a clear zone of at least 6 feet for pedestrian traffic (or 5 1/2 feet in the case of street trees).

In terms of sidewalk use, merchant displays and sidewalk cafes all help to add to the ambience of the street and sidewalk and help to entice customers to enter businesses. Merchant displays and tables should be carefully placed and maintained in order to ensure that the 6 foot clear zone remains intact.

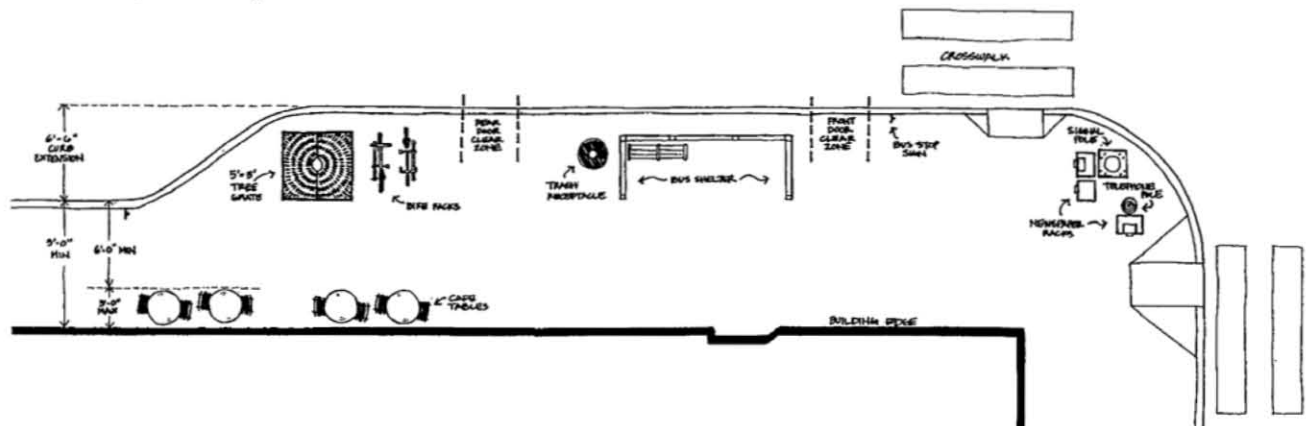
As redevelopment occurs along Hawthorne, it is extremely important that the 9 feet on either side of the roadway be preserved for pedestrian use. To that end, the plan recommends that the sidewalk be widened to 9 feet as part of redevelopment, and that no obstruc-



Streetscape elements such as street trees, decorative lighting, or planters should be carefully located to enhance the adjacent uses.



Street trees can work within a 9 foot sidewalk as long as a clear, level space of at least 5 1/2 feet is maintained for pedestrian traffic.



Maintaining a clear zone within the sidewalk for pedestrian movement is essential to providing good access to businesses. As shown above, many elements like newspaper racks, bike racks, trash receptacles and signal poles can be located on curb extensions, out of the flow of pedestrians at crossings and along the sidewalk

# Hawthorne Boulevard Transportation Plan

## Implementation Strategy

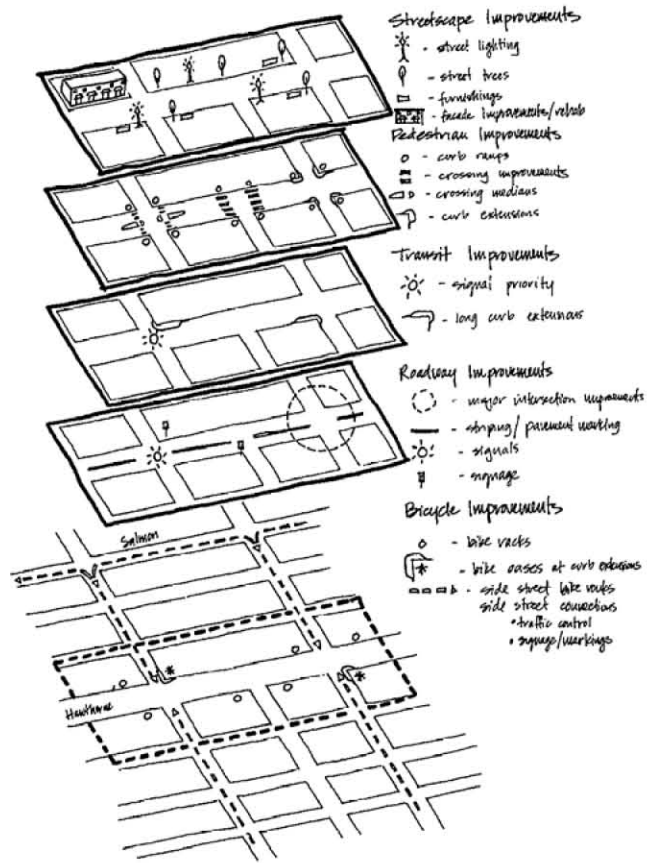
The Hawthorne Boulevard plan can be broken into five distinct layers, each with their own unique opportunities in terms of the benefits they provide for Hawthorne users. Each of these layers also have unique characteristics in terms of implementation in terms of who primarily benefits from a given improvement as well as appropriate funding sources for the different elements of the plan.

The benefits and funding sources can be broken into "primary" and "secondary" categories. For the benefits, this basically means that the main purpose of the proposed improvements are meant to provide a specific benefit (Primary) but may also provide other benefits as well (Secondary).

For funding sources, a "Primary Funding Source" is the way in which a certain project is typically funded; a "Secondary Funding Source" is another way in which a project may have the potential to be funded.

The five basic layers of the plan, as shown in the diagram to the right, are:

- Bike Improvements
- Roadway Improvements
- Transit Improvements
- Pedestrian Improvements
- Streetscape Improvements



Layer	Primary Benefits	Secondary Benefits	Primary Funding	Secondary Funding
Bikes	<ul style="list-style-type: none"> <li>• Better Access</li> <li>• Improved parking</li> </ul>	<ul style="list-style-type: none"> <li>• Less sidewalk clutter with well-placed bike parking</li> </ul>	PDOT	SDC, LID, Grants
Roadway	<ul style="list-style-type: none"> <li>• Improved safety</li> </ul>	<ul style="list-style-type: none"> <li>• Slower speeds</li> <li>• Better communication of roadway function</li> <li>• Provide good access</li> </ul>	PDOT	SDC, LID, Development Process, Grants
Transit	<ul style="list-style-type: none"> <li>• Reduced transit delay</li> <li>• Improved transit stop amenities</li> </ul>	<ul style="list-style-type: none"> <li>• Shelters removed from sidewalk zone</li> <li>• Improved crossings</li> </ul>	Tri-Met, PDOT	SDC, LID, Grants
Pedestrian	<ul style="list-style-type: none"> <li>• Easier/safer crossings</li> </ul>	<ul style="list-style-type: none"> <li>• Better business access</li> <li>• Consolidation of clutter</li> <li>• Provides space for streetscape amenities</li> <li>• Slower traffic (new signals)</li> </ul>	PDOT, LID	Grants
Streetscape	<ul style="list-style-type: none"> <li>• Enhanced street environment</li> <li>• Safety (improved lighting)</li> </ul>		LID	Grants

# Hawthorne Boulevard Transportation Plan

## Potential Funding Sources

A number of potential funding sources which could help implement this plan have been identified as part of the planning process. While it is possible that a project may be funded by only one of these sources, it is more likely in today's fiscal climate that the implementation of all or part of this plan will require a combination of a number of sources. The chart on the previous page outlines what combinations may be appropriate for certain types of improvements.

Very generally, the funding sources available include:

- Portland Office of Transportation (PDOT) through its Capital Improvement Program (CIP), primarily funded by General Transportation Revenues (gas taxes, parking fees, fines and interest)
- System Development Charges (SDC) which are collected through the development process city-wide and applied to identified projects, of which Hawthorne Boulevard is one
- Grants, which can come from a variety of sources including Federal (ISTEA), State, Regional, and private institutions
- Tri-Met (for transit-related improvements)
- Local Improvement Districts (LID), voluntarily formed by adjacent property owners to pay for public improvements
- Development/Land Use Review Process, where new and redevelopment projects are asked to provide street frontage improvements as a condition of approval

While many of the proposed improvements in the Hawthorne Boulevard Plan can be easily linked to a funding source, the most efficient and appropriate approach to implementing this plan will be through the creation of funding partnerships.

By creating these partnerships, it will be possible to implement the plan in a holistic fashion, ensuring that needs for all modes of travel are addressed as part of the improvements. Also, the growing scarcity of public funds for projects like the Hawthorne Boulevard Plan call for creative thinking and joint efforts in ensuring that the plan creates positive change in the community and does not merely sit on a shelf.

## Next Steps

In order to begin the implementation of this plan, there are a few immediate steps that should be taken. A great deal of work will need to be done in the year following adoption of the plan in order to ensure that improvements proposed here become reality. To that end, the City of Portland's Office of Transportation has budgeted \$90,000 in fiscal year 1997-1998 to begin the implementation process of this plan. This process will include:

- City Council adoption, by resolution, of the Hawthorne Boulevard Transportation Plan as the guiding document for public right-of-way improvements along Hawthorne Boulevard;
- Working with Hawthorne Boulevard business and property owners to build a strong base of support and determine amount of interest in creating funding partnerships;
- The potential creation of a "demonstration project," either as a temporary (e.g., painted curb extensions) or permanent improvement
- Writing grants for specific project components, as opportunities arise;
- Working with the Hawthorne Boulevard CAC in an ongoing advisory role for the implementation phase of the project



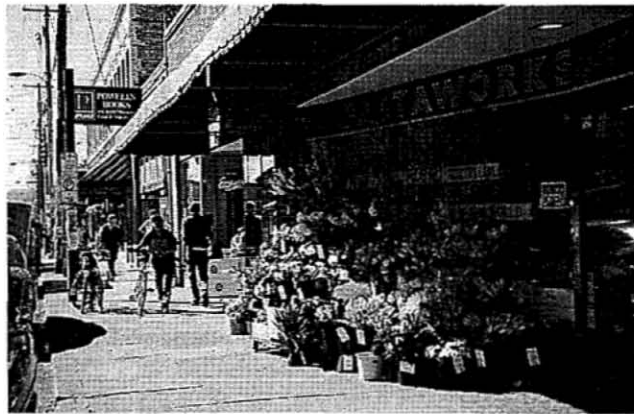
# Hawthorne Boulevard Transportation Plan

## For Additional Information

This plan was prepared by the City of Portland's Pedestrian Transportation Program, in the Bureau of Transportation Engineering and Development. If you are interested in learning more about the improvements planned for Hawthorne Boulevard, please call the Pedestrian Program at 823-7027, or TDD 823-6868.

Copies of Appendix A, which summarizes the technical information used throughout the planning process, are also available through the Pedestrian Program.

*"Think Globally, Walk Locally"*



# **Hawthorne Boulevard Transportation Plan**



# **Hawthorne Boulevard Transportation Plan**



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Charlie Hales, Commissioner**

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