

# **Hawthorne Boulevard Transportation Plan**

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**Portland, Oregon**

## **Appendix A**

# **Technical Appendix to the Hawthorne Boulevard Transportation Plan**

**DRAFT  
July 30, 1997**



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**Hawthorne Boulevard Transportation Plan****Hawthorne Boulevard  
Transportation Plan**

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**Portland, Oregon**

**Appendix A****Technical Appendix  
to the  
Hawthorne Boulevard  
Transportation Plan**

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

**DRAFT  
July 30, 1997**

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# **Hawthorne Boulevard Transportation Plan**

**35632**

## **Values and Goals**

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## **HAWTHORNE BOULEVARD PAN-MODAL TRANSPORTATION PLAN**

### **Values and Goals**

The following values and goals were extracted from comments received at CAC Meetings #1 & #2, Workshop I and through the transportation survey sent out in December, 1995. These value statements represent a starting point for understanding Hawthorne Boulevard and its problems, opportunities and future.

- ***Safety: SE citizens desire a safe environment to live, shop and work in.***
  - Provide for "defensible space" along Hawthorne Boulevard through careful planning and design
  - Provide a safe environment for pedestrians, bicyclists and transit users who travel along Hawthorne Boulevard
- ***Diversity: SE citizens value the diversity which is present in the Hawthorne community.***
  - Maintain and encourage a diverse mix of people, culture, and businesses.
  - Maintain the affordability of housing and transportation options found within the Hawthorne community
- ***Livability: SE residents want to preserve and enhance the livability of their neighborhoods and shopping districts.***
  - Provide a public environment which preserves the active street life along Hawthorne Boulevard
  - Ensure that improvements to Hawthorne Boulevard preserve or enhance the quality of existing neighborhoods
- ***Accessibility: The accessibility of SE neighborhoods and shopping districts, through a variety of methods, is important to SE citizens***
  - Provide safe and convenient access for all users
  - Minimize and/or mitigate the negative impacts of congestion on Hawthorne area businesses and residents
  - Maintain or enhance the quality of transit service and operations
  - Encourage alternatives to the automobile.
  - Discourage the use of Hawthorne Boulevard as a regional commuter route

- ***Vitality SE neighborhoods and business districts are vital, thriving areas due to the dedication and support of SE citizens.***

- Maintain or enhance vitality of the Hawthorne Boulevard business district and neighborhoods by providing activities and settings that support an active street life
- Provide safe and convenient access to Southeast Portland businesses, services and activities

- ***Historic Fabric/Character: SE has a unique historic fabric or character which provides SE citizens with a sense of place and pride.***

- Preserve or enhance Hawthorne's unique sense of place.
- Respect and reinforce the neighborhood character and historic development pattern

- ***Community: SE citizens value the importance of Community as a means to enhance their quality of life.***

- Provide an environment which encourages interaction between Hawthorne area residents and involvement in the daily life of the Boulevard
- Ensure that changes to Hawthorne Boulevard are responsive to both regional and Southeast Portland planning goals and objectives

- ***Environment: SE citizens recognize the importance of protecting their environment, both locally and globally.***

- Reduce Hawthorne's contribution to air, water and noise pollution through the encouragement of "clean" modes of access

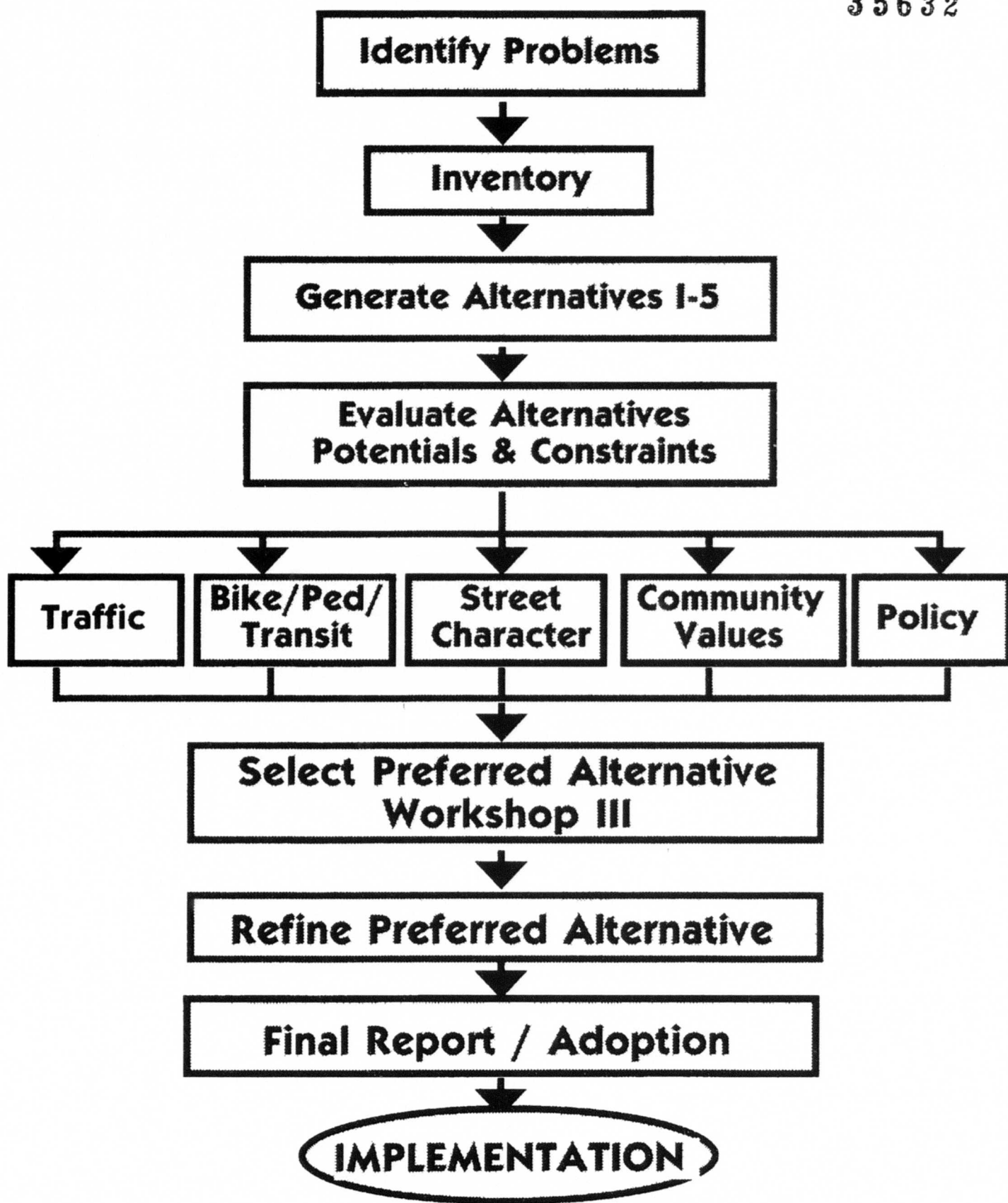
# **Hawthorne Boulevard Transportation Plan**

## **Planning Process**

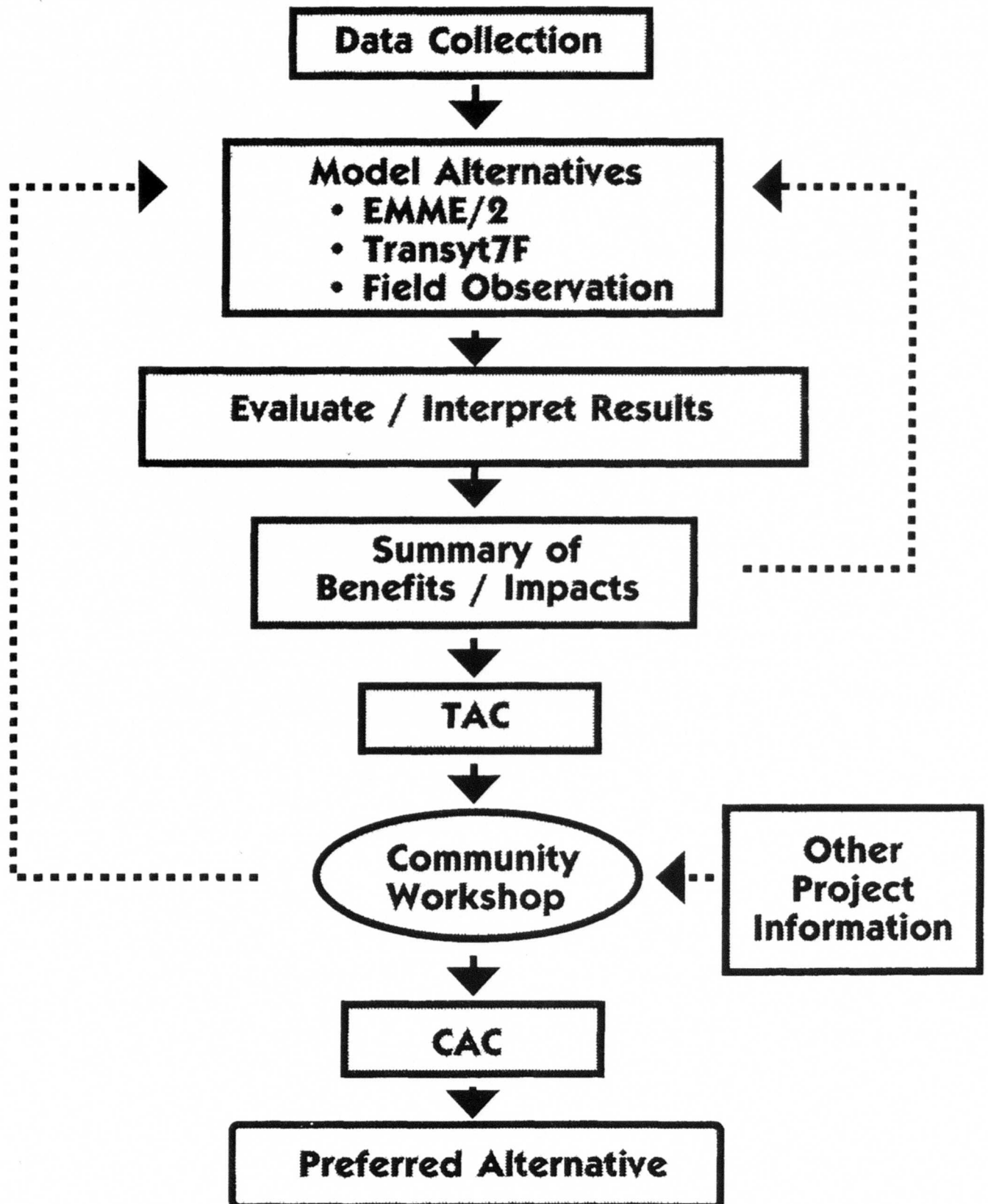
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# Hawthorne Boulevard Transportation Plan Planning Process

35632



# Hawthorne Boulevard Transportation Plan Alternatives Analysis



## **Public Outreach Materials**

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**Initial Survey - sent to 8500 addresses, promoted Workshop I**

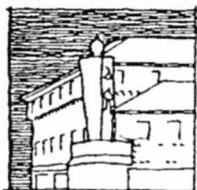
**Posters - Distributed to Hawthorne Businesses to help promote Workshop I**

**Newsletter 1 - Sent to 2000 member mailing list - promoted Workshop II**

**Newsletter 2 - Sent to 11,000 addresses - promoted Workshop III**

**Newsletter 3 - Sent to 2000 member mailing list - promoted Open House**

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# HAWTHORNE BOULEVARD

## Transportation Survey

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Your thoughts on Hawthorne Boulevard are very important to us. Help us plan for future transportation improvements along Hawthorne Boulevard by taking a few moments to fill out this survey. In order for your comments to be incorporated, they must be received by **December 14, 1995**. A postage paid return envelope is enclosed for your convenience.

If you would like to be on our mailing list for the Hawthorne Boulevard Transportation Plan, please fill out your name and address at the end of the survey. Your name and address will only be used for the mailing list for this project, and will not be made available as part of your survey responses.

I visit or spend time along Hawthorne Boulevard for the following reasons (check all that apply):

- |   |                                |                                 |                                  |
|---|--------------------------------|---------------------------------|----------------------------------|
| <input type="checkbox"/> Shopping at Hawthorne Boulevard stores | <input type="checkbox"/> Daily | <input type="checkbox"/> Weekly | <input type="checkbox"/> Monthly |
| <input type="checkbox"/> Visit Hawthorne Boulevard restaurants  | <input type="checkbox"/> Daily | <input type="checkbox"/> Weekly | <input type="checkbox"/> Monthly |
| <input type="checkbox"/> Visit professional offices/services    | <input type="checkbox"/> Daily | <input type="checkbox"/> Weekly | <input type="checkbox"/> Monthly |
| <input type="checkbox"/> Other reasons                          |                                |                                 |                                  |

The days and times most convenient for me to shop or go to a restaurant are (check all that apply).

- |   |   |   |    |   |    |    |
|---|---|---|----|---|----|----|
| M   | T | W | Th | F   | Sa | Su |
| <input type="checkbox"/> 8 a.m. - 11 a.m. |   |   |    | <input type="checkbox"/> 11 a.m. - 2 p.m.   |    |    |
| <input type="checkbox"/> 2 p.m. - 5 p.m.  |   |   |    | <input type="checkbox"/> 5 p.m. - 10 p.m. + |    |    |

How do you usually get to Hawthorne Boulevard (check all that apply):

- |                                |                                  |
|--------------------------------|----------------------------------|
| <input type="checkbox"/> Drive | <input type="checkbox"/> Transit |
| <input type="checkbox"/> Bike  | <input type="checkbox"/> Walk    |

Overall, how do you rate your satisfaction with the function of Hawthorne Blvd. (Please mark the one statement that best reflects your opinion):

- ☐ I am very satisfied with the way Hawthorne Blvd functions and do not want anything changed
- ☐ I am generally satisfied with the function of Hawthorne Blvd and would like to see only minor improvements
- ☐ I haven't given the function of Hawthorne Blvd much thought
- ☐ I am not satisfied with the function of Hawthorne Blvd and believe major improvements need to be made

How often do you use Hawthorne Boulevard? (Check all that apply, and write how many trips per week you make for each)

- |  |   |
|--|---|
| <input type="checkbox"/> Drive to downtown or out-of-neighborhood destinations | <input type="checkbox"/> Drive to businesses          |
| <input type="checkbox"/> Bike to downtown or out-of-neighborhood destinations  | <input type="checkbox"/> Walk to businesses           |
| <input type="checkbox"/> Walk to transit (line #14 on Hawthorne)               | <input type="checkbox"/> Bike to businesses           |
| Nearest transit stop (# of blocks) _____                                       | <input type="checkbox"/> Other (please specify) _____ |

On a scale of 1 to 5, 1 being unsatisfactory and 5 being most satisfactory, please rank the following along Hawthorne Boulevard:

	1	2	3	4	5
Parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian ease and safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle ease and safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transit Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Street lighting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Amenities (ie, street trees, benches, street furniture, etc)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Aesthetic/visual quality	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

What are the most important transportation improvements which would help Hawthorne Boulevard? Please order these from 1-10, with 1 being the most important and 10 the least.

___ Parking improvements	___ Traffic improvements
___ Bicycle access improvements	___ Bicycle parking
___ Sidewalk/Pedestrian access improvements	___ Transit access
___ Pedestrian crossing improvements	___ Street lighting
___ Streetscape amenities	___ Other _____

What one problem would you most like to see addressed as part of the Hawthorne Boulevard Plan?

Is there anything else that you would like us to know as we begin this planning effort?

To be on our mailing list, please tell us your name and address (remember, your answers to this survey will be kept confidential) or call 823-7211 to be placed on the mailing list

Name:

Address:

Remember - Return by December 14!



Does Hawthorne Boulevard work for you?  
Come let us know!

# HAWTHORNE BOULEVARD

## Transportation Workshop

Thursday, December 7, 1995

7:00 p.m. - 9:00 p.m.

Sunnyside Elementary School Auditorium  
3421 SE Salmon Street



Sponsored by:

City of Portland Pedestrian Transportation Program

For more information, or to get on the mailing list, call 823-7211



# Hawthorne Boulevard Transportation Plan

## Over 2500 Surveys Returned by Hawthorne Residents and Businesses

In late November 1995, City of Portland staff prepared a short survey and mailed it to over 8,000 residents and business owners in the Hawthorne area. The response rate was impressive, with nearly 2,500 surveys returned. The survey provides transportation staff with important information about how people use and feel about Hawthorne Boulevard. Highlights from the survey include:

- Respondents were asked how satisfied they were with the overall function of Hawthorne Boulevard, and whether major or minor improvements are needed. 50% responded that they were generally satisfied and felt only minor improvements are needed. Another 33% indicated that they were not satisfied and that major improvements should be made (Figure 1)
- When asked to rate their level of satisfaction on a variety of transportation issues, four issues were rated unsatisfactory by 50% or more of the respondents. These were: bicycle ease and safety, parking; traffic; and pedestrian ease and safety. The issues rated most satisfactory included transit service, street lighting, and amenities. (Figure 2)
- When the respondents were asked to rank transportation issues in terms of priorities for improvement, three issues were ranked as most important by more than 50% of the respondents. These were: pedestrian crossings, parking and traffic. (Figure 3)

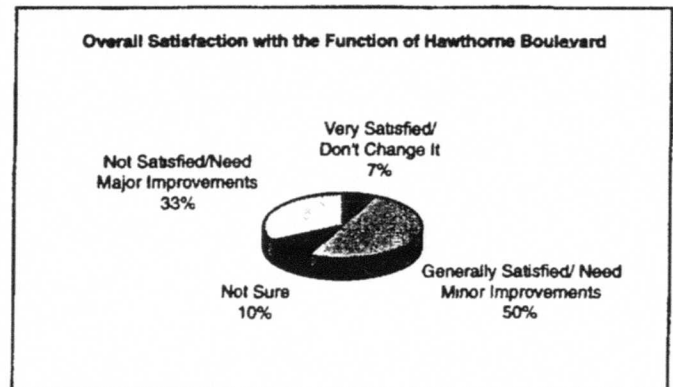


Figure 1 - Overall Satisfaction

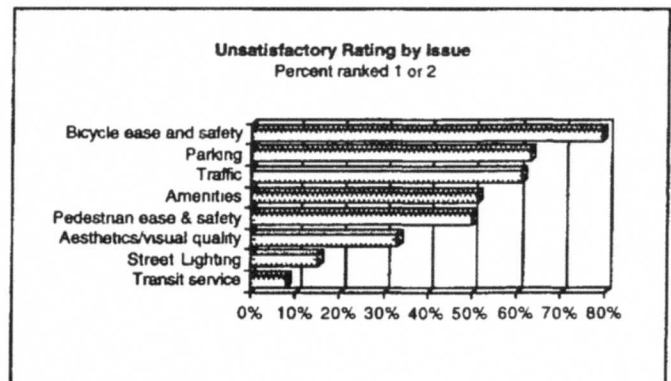


Figure 2 - Unsatisfactory Elements

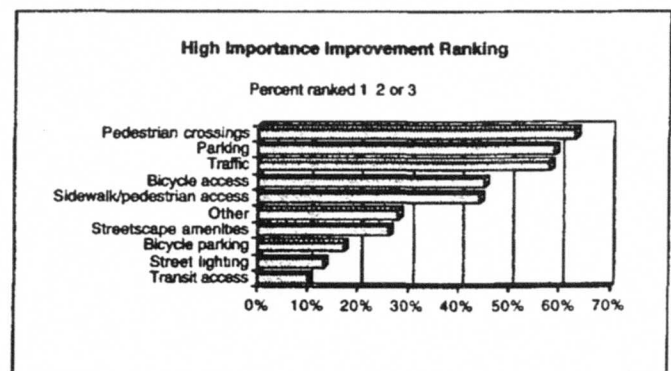


Figure 3 - Priorities for Improvement



# Hawthorne Boulevard

## Over 120 Citizens Attend First Workshop in December

On December 7, 1995, the first workshop was held for the Hawthorne Boulevard Plan. Over 120 residents, property owners and business owners attended and shared their concerns with City staff. The main purpose of the workshop was to give staff enough feedback to tailor a work program which would meet the community's needs

After a brief introduction and slide show of some of the existing features found along Hawthorne Boulevard, participants were asked to respond to four questions. After all of the ideas had been recorded, participants were asked to rank their responses in terms of what they felt was most important or critical. This ranking is outlined below, in descending order, for three of the questions

### 1. What is special or unique about Hawthorne Boulevard?

- Convenient/easy to walk
- Diversity of Neighborhood (income, ethnic, etc.)
- Pedestrian oriented
- You can live/work/shop here
- Historic Architecture
- Diversity of shops
- Adjacent neighborhoods with good access
- Good transit

### 2. What are the positive features of Hawthorne Boulevard?

- Diversity of people
- Neighborhood oriented, daily needs businesses
- Trolley line
- Transit
- Lincoln/Salmon are great bike routes
- Local owned businesses
- Pedestrian oriented businesses
- Variety of businesses

### 3. What problems or constraints does Hawthorne Boulevard face?

- Cars too dominant
- Not enough safe crossings for peds
- Emphasize alternative routes for bicycles
- Lack of ID on Hawthorne for side street bike routes
- Lack of bike lanes
- Lack of street trees
- Don't overdo planning (e.g., MLK Blvd)
- Narrow sidewalks
- Keep bikes off Hawthorne
- Need to move people without cars
- Not enough safe crossing points
- Too much graffiti

**What do you think should be done  
along Hawthorne Boulevard?**

**Come share your ideas with us!**

**Public Workshop #2**

**Thursday, April 4, 1996**

**6:30 - 9:00 p.m.**

**Echo Theatre**

**1515 SE 37th, Portland OR**

**(Across 37th from the Bagdad Theatre)**

**For more information, call 823-7211  
Portland Pedestrian Program**



# Transportation Plan

## Citizens Advisory Committee Formed for Hawthorne Boulevard Plan

In December 1995, a Citizens Advisory Committee (CAC) was appointed by Commissioner Earl Blumenauer to help formulate ideas and provide feedback to City staff on the Hawthorne Boulevard Transportation Plan. The CAC is a 15 member committee composed of various neighborhood, business, and advocacy associations, Tri-Met, and Hawthorne Boulevard property and business owners. The role of the CAC is not only to help guide city staff, but also to listen to and represent the Hawthorne Community during the planning process.

### CAC Members:

Mac Prichard, CAC Chair  
(Richmond Neighborhood Association)  
John Sleavin, CAC Vice-chair  
(Bicycle Transportation Alliance)

John Benannati (Buckman Community Association)  
Bill Boyd (Richmond Neighborhood Association)  
Elizabeth Humphrey (Tri-Met)  
Bruce Kent (Hawthorne Blvd Business Association)  
Doug Klotz (Willamette Pedestrian Coalition)  
John Laursen (Business/Property Owner)  
Don Mack (Sunnyside Neighborhood Association)  
Gary Sands (Hawthorne Blvd Business Association)  
Allison Swann-Ingram (Hosford-Abernethy Neighborhood Development)  
Caleb Winter (Sunnyside Neighborhood Assn )  
\_\_\_\_\_ (Mt Tabor Neighborhood Association)  
\_\_\_\_\_ (Hawthorne Business Owner)  
\_\_\_\_\_ (Hawthorne Property Owner)

(The last three slots are still open, so if you are interested in serving on this committee, please call Matt Brown at 823-7027 )

### Value Statements

After reviewing results from the first workshop and the survey, the CAC assisted in generating the following "Value Statements" for the Hawthorne Boulevard Plan. The CAC believes that these value statements are a common set of beliefs shared by residents of inner Southeast Portland. These will be used to help the CAC and City staff generate ideas and evaluate alternatives with the community's needs and values in mind.

- **Safety:** SE citizens desire a safe environment to live, shop and work in
- **Diversity:** SE citizens value the diversity which is present in the Hawthorne community
- **Livability:** SE residents want to preserve and enhance the livability of their neighborhoods and shopping districts
- **Accessibility:** The accessibility of SE neighborhoods and shopping districts, through a variety of methods, is important to SE citizens
- **Vitality:** SE neighborhoods and business districts are vital, thriving areas due to the dedication and support of SE citizens
- **Historic Fabric/Character:** SE has a unique historic fabric or character which provides SE citizens with a sense of place and pride
- **Community:** SE citizens value the importance of Community as a means to enhance their quality of life
- **Environment:** SE citizens recognize the importance of protecting their environment, both locally and globally

DATED MATERIAL ENCLOSED

Hawthorne Boulevard Transportation Plan  
City Of Portland Office of Transportation  
Pedestrian Transportation Program  
1120 SW Fifth Avenue, Room 802  
Portland, OR 97204

Presorted First Class Mail  
U S Postage  
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Portland, OR  
Permit # 653



# Hawthorne Boulevard Transportation Plan

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*Got an idea for Hawthorne Boulevard?*

*Come share it with us!*

**Public Workshop #2**

**Thursday, April 4, 1996**

**6:30 - 9:00 p.m.**

**Echo Theatre**

**1515 SE 37th, Portland OR**

**(Across 37th from the Bagdad Theatre)**



# 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

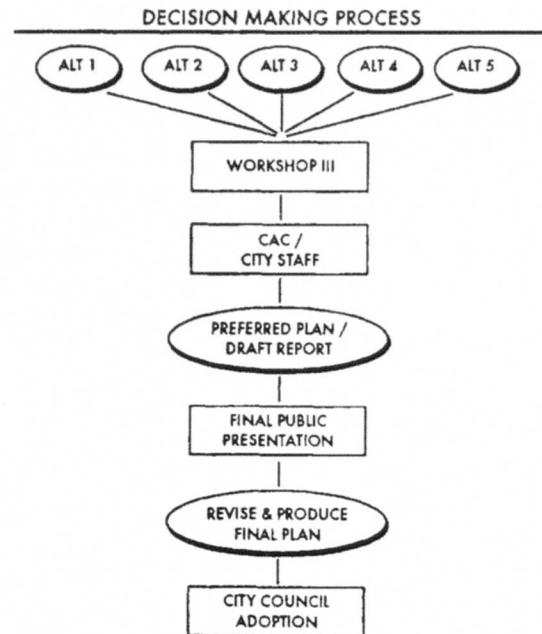
Gary Sands, Hawthorne Blvd. Business Association

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

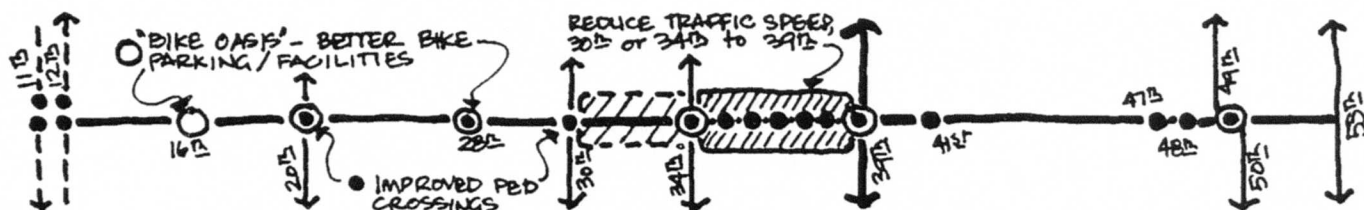
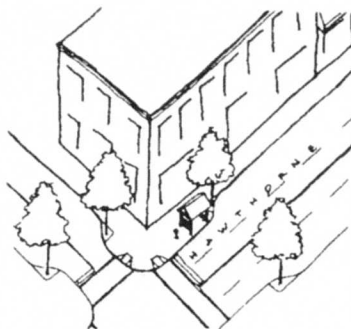
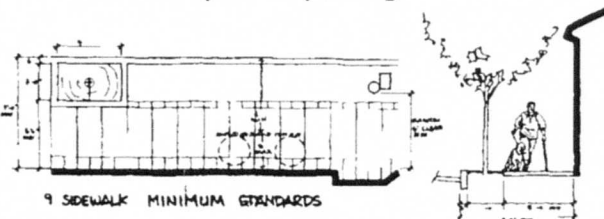
**Notable Features.** Improved pedestrian crossings at key intersections (those with high activity and/or pedestrian crashes, or around transit stops), improved side street bike routes, including better north/south connections, streetscape improvements (i.e. street trees, benches, lighting, trash receptacles, 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)





# Transportation Plan

## Alternative 3 - Select Intervention

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

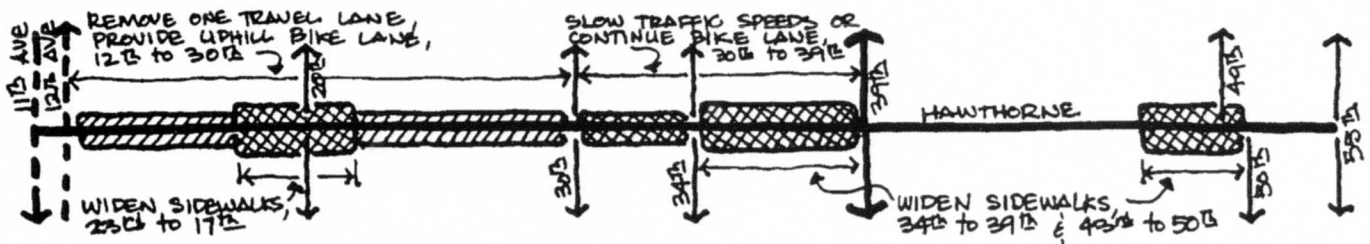
**Notable Features.** Alternative 3A - Remove one westbound travel lane and provide an uphill climbing lane for bicyclists from 12th to either 30th or 34th, Alternative 3B - Remove one travel lane and provide wider sidewalks in key locations along Hawthorne 17th to 23rd and 34th to 39th (remove one lane) 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

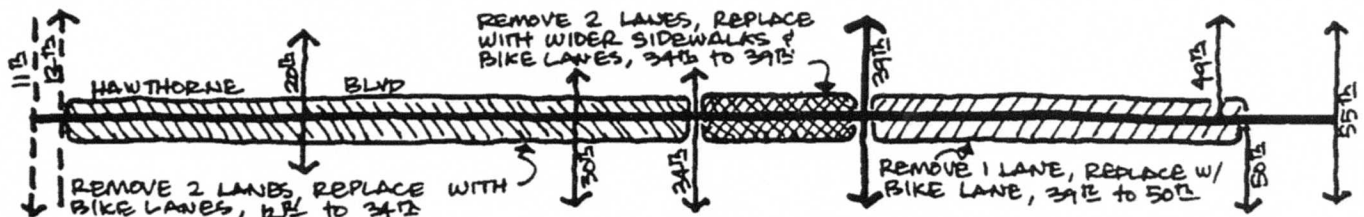
**Notable Features.** Bike lanes on both sides from 12th to 55th, wider sidewalks (11') in key areas (see Alternative 3), all elements from Alternatives 1 and 2 can be incorporated

### 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





Hawthorne Boulevard Transportation Plan  
City of Portland Office of Transportation  
Pedestrian Transportation Program  
1120 SW Fifth Avenue, Room 802  
Portland, OR 97204

Bulk Rate  
U S Postage  
PAID  
Portland Oregon  
Permit No 653

\*\*\*\*\*ECRWSS  
POSTAL CUSTOMER



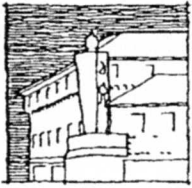
# Hawthorne Boulevard Transportation Plan

What will Hawthorne Boulevard look like in 10 years?  
Come share your thoughts with us!

## Public Workshop #3

Thursday, November 7th, 1996  
6:30 - 9:30 p.m.

Echo Theatre  
1515 SE 37th, Portland, OR  
(Across 37th from the Bagdad Theatre)



# Hawthorne Boulevard Transportation Plan

## Workshop III Draws 240 Participants

Workshop III for the Hawthorne Boulevard Plan drew over 240 citizens to the Echo Theatre on November 7, 1996. The workshop gave participants an opportunity to answer a series of questions relating to the positive benefits and negative impacts for each alternative.

By using electronic polling devices, immediate feedback was presented to the audience, allowing people to see how the group felt about different issues. This polling was followed by an hour-long session of small group discussions which confirmed a great deal of what was learned through the polling process.

The alternatives which participants were asked to evaluate were:

**Alternative 1 - Non-physical Alternative**  
Improve Hawthorne through non-physical means

**Alternative 2 - Minimum Intervention** -  
Provide improvements while maintaining the existing 4 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 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 along Hawthorne Boulevard as a long term vision for the corridor

A few highlights of what people told us:

- Two new traffic signals to help slow traffic speeds and provide better pedestrian crossings were seen as positive additions



- Curb extensions are good solutions for providing better pedestrian crossings, space for sidewalk furnishings, space for bike parking, better sight distance for vehicles, and opportunities for transit stop amenities
- Removing travel lanes along Hawthorne in order to provide for wider sidewalks and/or bike lanes is worrisome due to increased vehicle travel times, impacts on transit service and operations, and traffic diversion to other SE streets and neighborhoods

*Join us to review the DRAFT  
Hawthorne Boulevard Plan!*

## Open House

Thursday, June 5th, noon - 8 00 p m

Friday, June 6th, 8 00 a m - 5 00 p m

Saturday, June 7th, 8 00 a m - noon

Hawthorne Rhapsody (formerly the  
Sunnyside Masonic Temple)

3862 SE Hawthorne, Portland OR

Tri Met #14 or #75



# Hawthorne Boulevard

## CAC Makes Recommendation on Hawthorne Plan

After reviewing results from Workshop III and additional information prepared by staff, the Citizen's Advisory Committee (CAC) for the Hawthorne Boulevard Transportation Plan recommended that Alternatives 1 and 2 be forwarded for incorporation into the final plan. Also, Alternatives 3 and 4 were removed from further consideration.

While there was a variety of opinions expressed by committee members, there were a few primary reasons for the committee choosing to move ahead with Alternatives 1 and 2, including

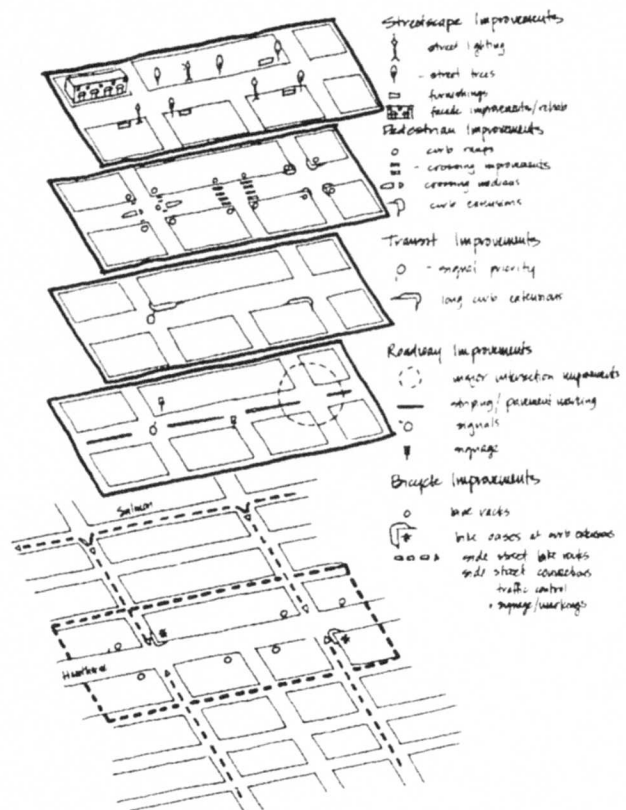
- Strong community support - Alternatives 1 and 2 received a great deal of support, as shown in responses received at the public workshops, through neighborhood association and business association meetings, and correspondence to the committee and staff.

- Unacceptable impacts associated with Alternatives 3 and 4 - even after reviewing some revised traffic information supplied by staff, the CAC felt that traffic impacts resulting from lane removal in Alternatives 3 and 4 would be too great to be acceptable to the community. Potential mitigating factors, such as restricted parking during the morning commute hours, were problematic due to parking impacts on the surrounding neighborhoods.

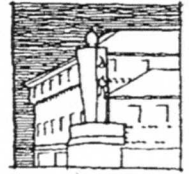
- Ability to move directly into implementation - Staff presented two potential tracks for the planning process to follow. If Alternatives 1 and 2 are to be pursued, the planning effort can begin to focus on implementation and securing funding for construction. Removing travel lanes under Alternatives 3 and 4 would require extensive testing and measurement of traffic impacts before the plan could move forward.

## Draft Plan To Be Available at June Open House

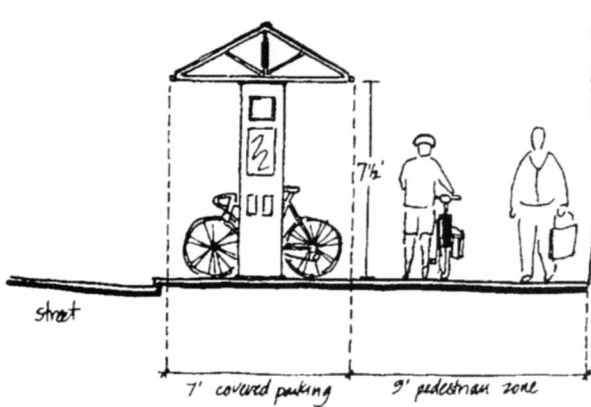
The draft report for the Hawthorne Boulevard Plan will be available for public review at an Open House, June 5 - 7, 1997 at the Hawthorne Rhapsody, 39th and Hawthorne. Both the report and the Open House will focus on recommendations for improving Hawthorne Boulevard. The Open House will provide an opportunity for the community to comment on the proposed changes to Hawthorne.



Each mode of travel can be accommodated on or near Hawthorne Boulevard through specific improvements, as shown in this diagram.



# Transportation Plan



*Covered bike parking (a Bike Oasis) can provide better bike parking facilities and help orient bicyclists and shoppers to the Hawthorne district*

At the Open House, drawings and information related to the proposed improvements will be on display for the public to review and comment on. Also, draft reports will be available for participants to take home and review.

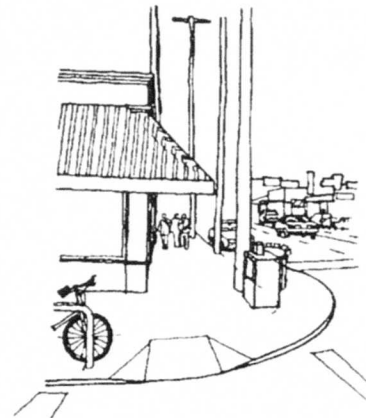
The plan for Hawthorne provides improvements for every mode of travel, as shown in the diagram on the left. Some highlights of the plan include:

- Safer and more comfortable pedestrian crossings through a variety of methods, including curb extensions to reduce crossing distances, two new traffic signals, slower traffic speeds, and median refuge islands (at 47th and 48th Avenues)
- Improved bike access along Salmon Street, where turn restrictions for motorists at Salmon/20th and Salmon/30th will minimize the impact of through auto traffic on the bike route
- Better bike parking facilities along Hawthorne, including more appropriately placed parking areas and "Bike Oases," covered bike parking areas which can also provide information about the bike route system in Southeast Portland and a directory for Hawthorne businesses
- Improved signage and markings for side street bike routes, including north/south routes linking to Hawthorne

## How to Contact Us:

We welcome your input and comments on the Hawthorne plan. For more information, or to request a copy of the draft report, call 823-7211/TDD 823-6868.

- Improved transit stops which allow buses to move through the corridor more efficiently and which provide space for stop amenities
- Slower traffic speeds between 30th and 39th (from 25-30 mph today to 14-18 mph) through the addition of two new traffic signals at 35th Place and 32nd Place
- Signage and markings designating the outside travel lane as a shared lane for all users of Hawthorne - transit, motorists, and bicyclists
- Opportunities for streetscape enhancement, including improved street lighting, street furnishings (e.g., trash receptacles, benches, kiosks), and street trees



*Curb extensions, like the one shown here at 37th, are proposed at a number of intersections to help pedestrians cross Hawthorne Boulevard*

Hawthorne Boulevard Transportation Plan  
City Of Portland Office of Transportation  
Pedestrian Transportation Program  
1120 SW Fifth Avenue, Room 802  
Portland, OR 97204

Presorted First Class Mail  
U S Postage  
P A I D  
Portland, OR  
Permit # 653



## Hawthorne Boulevard Transportation Plan

### *Hawthorne Boulevard Open House*

Come tell us what you think of the draft plan and  
recommendations for the future of Hawthorne!

Thursday, June 5th, 1997 noon - 8:00 p.m.

Friday, June 6th, 1997 8:00 a.m. - 5:00 p.m.

Saturday, June 7th, 1997 8:00 a.m. - noon

Hawthorne Rhapsody  
(formerly the Sunnyside Masonic Temple)

3862 SE Hawthorne, Portland, OR

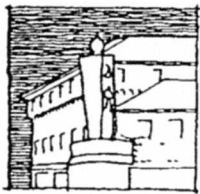
Tri Met #14 or #75

**Hawthorne Boulevard Transportation Plan**

## **Initial Survey**

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**November, 1995**



# HAWTHORNE BOULEVARD

35632

## Transportation Survey

Your thoughts on Hawthorne Boulevard are very important to us. Help us plan for future transportation improvements along Hawthorne Boulevard by taking a few moments to fill out this survey. In order for your comments to be incorporated, they must be received by **December 14, 1995**. A postage paid return envelope is enclosed for your convenience.

If you would like to be on our mailing list for the Hawthorne Boulevard Transportation Plan, please fill out your name and address at the end of the survey. Your name and address will only be used for the mailing list for this project, and will not be made available as part of your survey responses.

I visit or spend time along Hawthorne Boulevard for the following reasons (check all that apply):

- |   |                                |                                 |                                  |
|---|--------------------------------|---------------------------------|----------------------------------|
| <input type="checkbox"/> Shopping at Hawthorne Boulevard stores | <input type="checkbox"/> Daily | <input type="checkbox"/> Weekly | <input type="checkbox"/> Monthly |
| <input type="checkbox"/> Visit Hawthorne Boulevard restaurants  | <input type="checkbox"/> Daily | <input type="checkbox"/> Weekly | <input type="checkbox"/> Monthly |
| <input type="checkbox"/> Visit professional offices/services    | <input type="checkbox"/> Daily | <input type="checkbox"/> Weekly | <input type="checkbox"/> Monthly |
| <input type="checkbox"/> Other reasons                          |                                |                                 |                                  |

The days and times most convenient for me to shop or go to a restaurant are (check all that apply):

- |   |   |   |    |   |    |    |
|---|---|---|----|---|----|----|
| M                                       | T | W | Th | F   | Sa | Su |
| <input type="checkbox"/> 8 a m - 11 a m |   |   |    | <input type="checkbox"/> 11 a m - 2 p m   |    |    |
| <input type="checkbox"/> 2 p m - 5 p m  |   |   |    | <input type="checkbox"/> 5 p m - 10 p m + |    |    |

How do you usually get to Hawthorne Boulevard (check all that apply):

- |                                |                                  |
|--------------------------------|----------------------------------|
| <input type="checkbox"/> Drive | <input type="checkbox"/> Transit |
| <input type="checkbox"/> Bike  | <input type="checkbox"/> Walk    |

Overall, how do you rate your satisfaction with the function of Hawthorne Blvd. (Please mark the one statement that best reflects your opinion):

- ☐ I am very satisfied with the way Hawthorne Blvd functions and do not want anything changed
- ☐ I am generally satisfied with the function of Hawthorne Blvd and would like to see only minor improvements
- ☐ I haven't given the function of Hawthorne Blvd much thought
- ☐ I am not satisfied with the function of Hawthorne Blvd and believe major improvements need to be made

How often do you use Hawthorne Boulevard? (Check all that apply, and write how many trips per week you make for each)

- |  |   |
|--|---|
| <input type="checkbox"/> Drive to downtown or out-of-neighborhood destinations | <input type="checkbox"/> Drive to businesses    |
| <input type="checkbox"/> Bike to downtown or out-of-neighborhood destinations  | <input type="checkbox"/> Walk to businesses     |
| <input type="checkbox"/> Walk to transit (line #14 on Hawthorne)               | <input type="checkbox"/> Bike to businesses     |
| Nearest transit stop (# of blocks) _____                                       | <input type="checkbox"/> Other (please specify) |



On a scale of 1 to 5, 1 being unsatisfactory and 5 being most satisfactory, please rank the following along Hawthorne Boulevard:

	1	2	3	4	5
Parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian ease and safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle ease and safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transit Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Street lighting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Amenities (i.e., street trees, benches, street furniture, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Aesthetic/visual quality	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

What are the most important transportation improvements which would help Hawthorne Boulevard? Please order these from 1-10, with 1 being the most important and 10 the least.

___ Parking improvements	___ Traffic improvements
___ Bicycle access improvements	___ Bicycle parking
___ Sidewalk/Pedestrian access improvements	___ Transit access
___ Pedestrian crossing improvements	___ Street lighting
___ Streetscape amenities	___ Other: _____

What one problem would you most like to see addressed as part of the Hawthorne Boulevard Plan?

Is there anything else that you would like us to know as we begin this planning effort?

To be on our mailing list, please tell us your name and address (remember, your answers to this survey will be kept confidential) or call 823-7211 to be placed on the mailing list

Name.

Address.

Remember - Return by December 14!



January 25, 1996

INTER-OFFICE MEMORANDUM

TO Bill Hoffman  
Matt Brown

FROM Rich Newlands

**SUBJECT: Hawthorne Blvd. Study/ Residential Survey Results**

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Question 1,

**Reasons for visiting or spending time along Hawthorne Blvd.**

	<u>Total</u>	<u>Daily</u>	<u>Weekly</u>	<u>Monthly</u>
Shopping	93%	24%	58%	12%
Restaurants	81%	7%	44%	30%
Office/services	35%	4%	12%	19%
Other	25%	11%	10%	3%

The survey strongly indicates that Hawthorne Blvd is a neighborhood oriented commercial street

Question 2

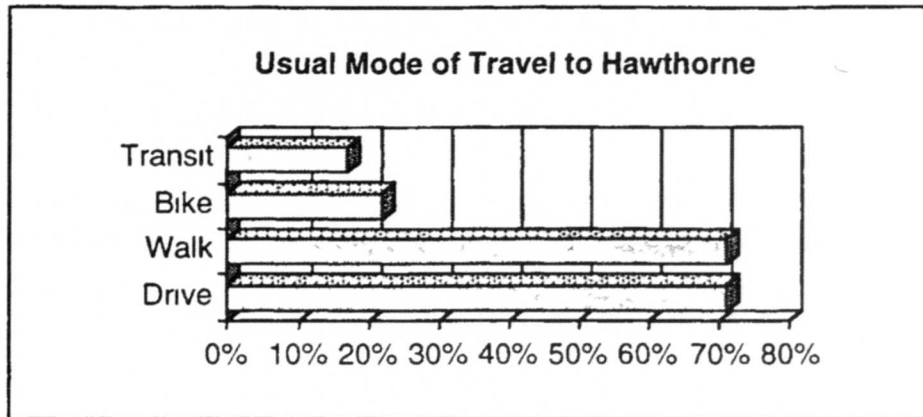
**Most convenient times to visit Hawthorne Blvd.**

	<u>8 - 11 a m</u>	<u>11 - 2 p m</u>	<u>2 - 5 p m</u>	<u>5 - 10 p m</u>
Weekdays	27%	36%	35%	54%
Weekends	32%	44%	45%	51%

While the most convenient time for neighborhood residents to visit Hawthorne Blvd is during the evenings during both the weekdays and weekends, the survey shows that the street is used during all hours between the morning and late evening, and somewhat more during the weekends vs the weekdays

Question 3

Usual mode of travel to Hawthorne Blvd.



Most neighborhood residents get to Hawthorne Blvd by car, but are equally as willing to walk. A relatively large number of residents also bicycle.

Question 5

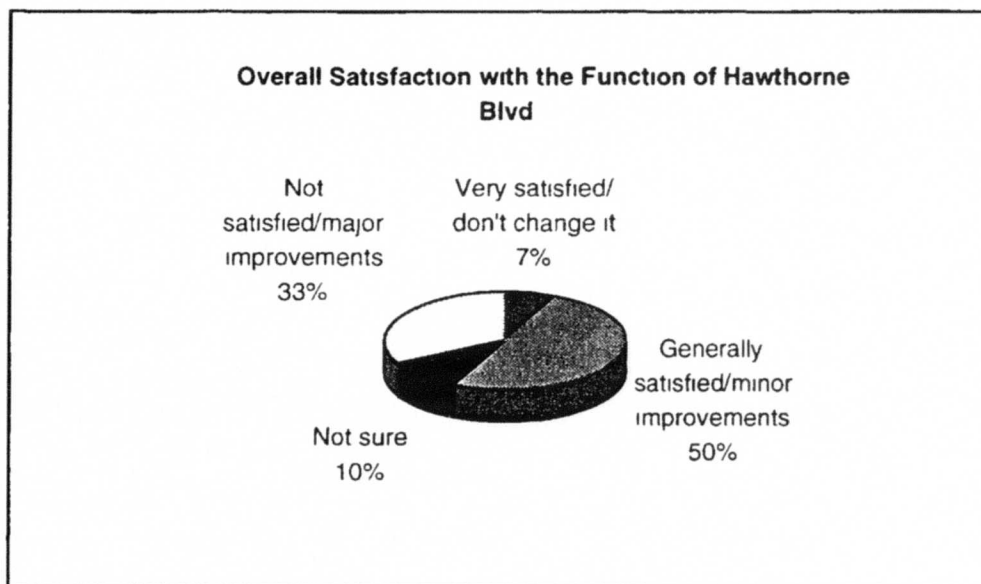
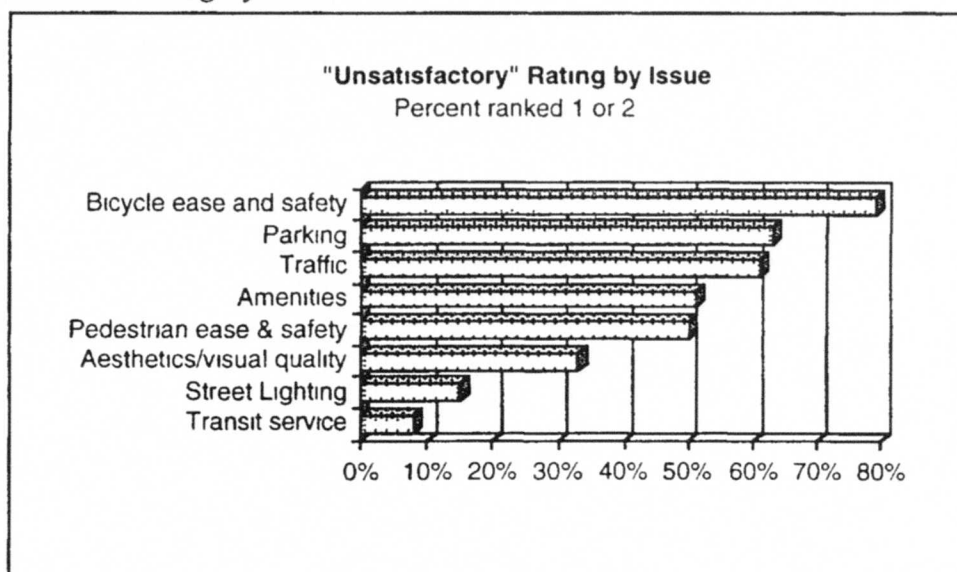
Frequency of weekly travel by mode on Hawthorne Blvd

Drive out of neighborhood	41%
Bike out of neighborhood	5%
Walk to transit	13%
Drive to businesses on Hawt	19%
Walk to businesses on Hawt	16%
Bike to businesses on Hawt	4%
Other	2%
<u>Combined</u>	
Walking	29%
Biking	9%
Transit	13%
Driving	60%
Avg trips week/person	8.4

These results support the idea of Hawthorne as a multi-modal, multi-purpose 'main street' for the neighborhood. Residents not only use a variety of travel modes to reach Hawthorne as a destination, they use Hawthorne as a multi-modal route out of the neighborhood as well.

**Question 4****Satisfaction with Hawthorne Blvd.**

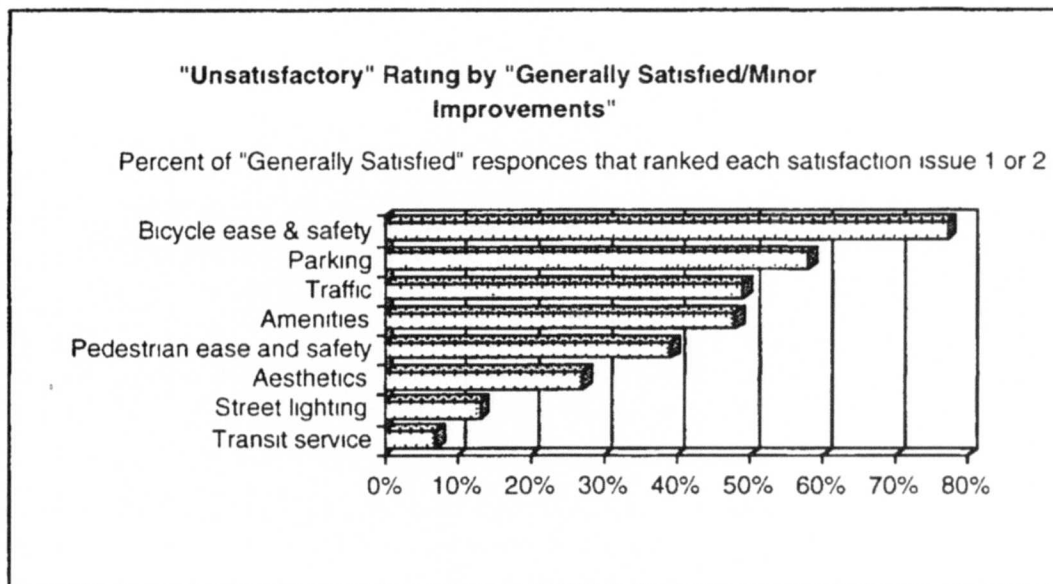
Most residents (83%) feel that at least something needs to be done to improve Hawthorne Blvd. Residents though are somewhat divided over the extent of improvements, major or minor, needed. Of those who feel something needs to be done, the majority, (60%), feel only 'minor' improvements are needed.

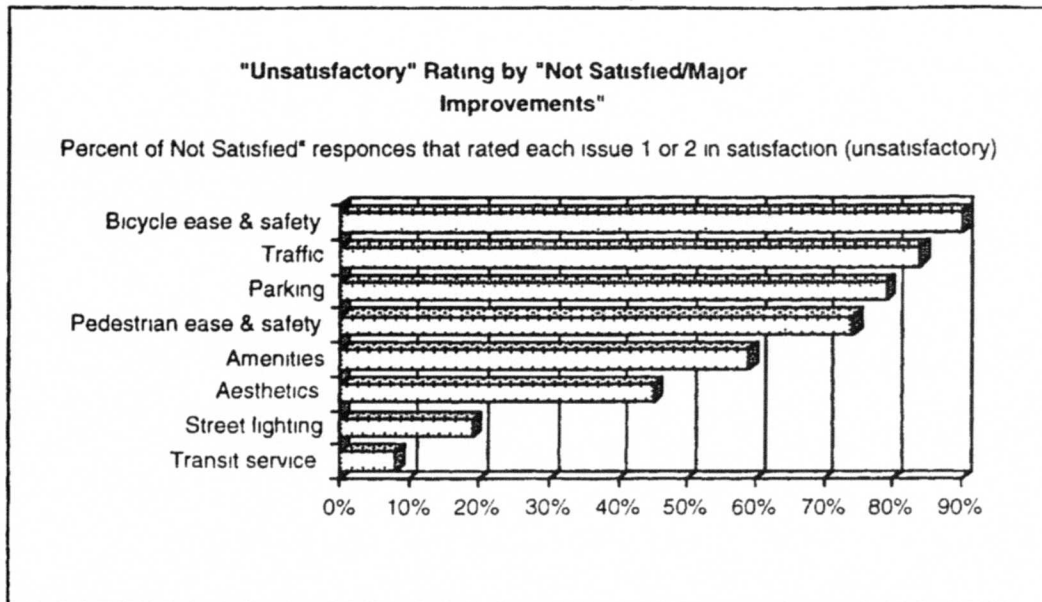
**Question 6****Satisfaction Rating by Issue**

### Hawthorne Survey Results

When asked to rate their level of satisfaction with specific transportation issues, residents on average indicated that 'bicycle ease and safety', 'parking', and 'traffic' as the top three least satisfactory issues related to Hawthorne Blvd. Each of those issues were rated 1 or 2 by over 50% of the respondents. 'Bicycle ease and safety' in particular received a strong unsatisfactory rating, with 51% of all responses giving it the most unsatisfactory rating (1). Over 75% of the responses rated the issue 1 or 2 on the scale.

'Transit service' is clearly the most satisfactory issue, with 76% of the responses rating it 4 or 5 on the scale. 'Street lighting', 'amenities', 'aesthetics', 'pedestrian ease and safety', and 'aesthetics' on average received a neutral (3) rating.

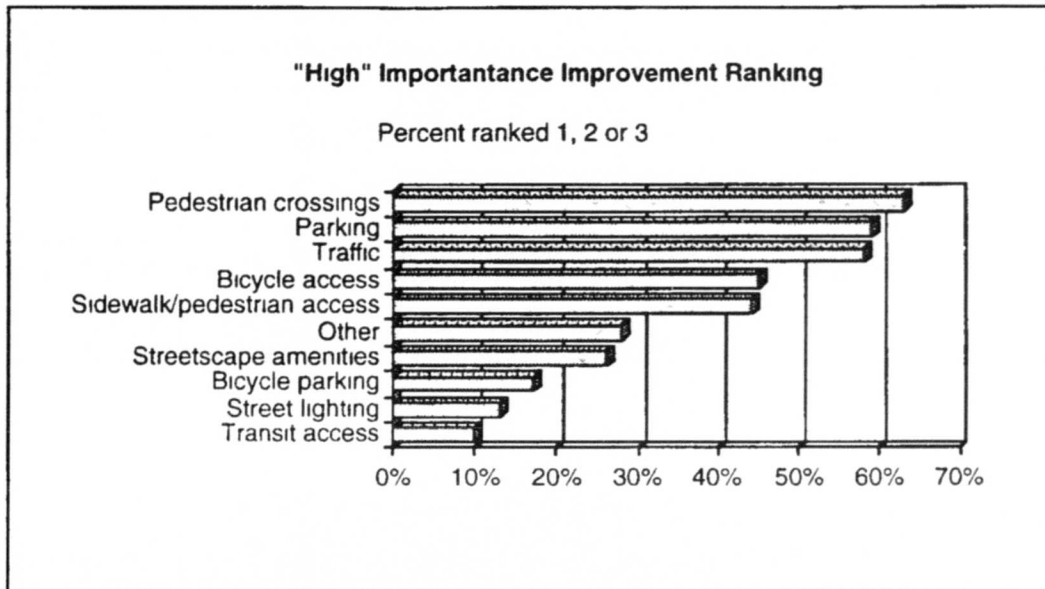




If respondents who answered question 4 with either "generally unsatisfied/would like to see only minor improvements" and "not satisfied/would like to see major improvements" are separated out and cross tabulated with their satisfaction responses for question 6, the relative ranking of the various issues in terms of satisfaction does not change significantly. Those who want to see only minor improvements and those who want to see major improvements, as separate groups, reflect the overall survey's finding that 'bicycle ease and safety', 'parking', and 'traffic' are the three most unsatisfactory issues about Hawthorne Blvd.

Question 7

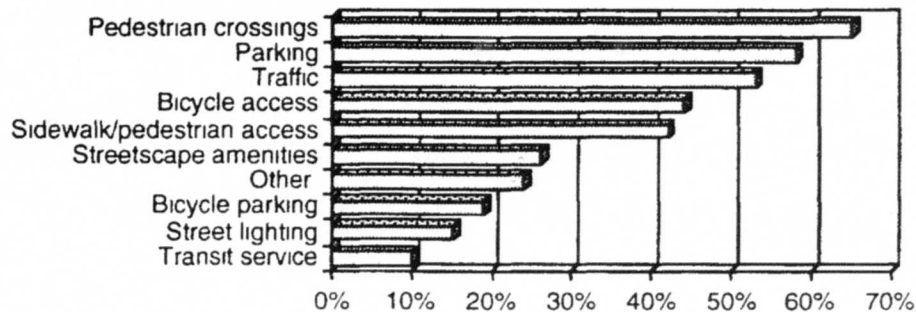
**Importance Ranking of Improvements**



Though 'bicycle ease and safety' was seen as the most unsatisfactory issue about Hawthorne Blvd , 'pedestrian crossings' was ranked, on average, as the most important transportation improvement to help Hawthorne Blvd . Over 60% of the respondents ranked the issue either 1, 2, or 3 in terms of importance . 'Parking' and 'traffic', the second and third most unsatisfactory rated issues in question 6 remain as ranked as the second and third most important transportation improvements needed to help Hawthorne Blvd . 'Parking' received the most number 1 responses (31%) of all the issues . 'Bicycle access' and 'sidewalk/pedestrian access' were ranked a close fourth and fifth in overall importance .

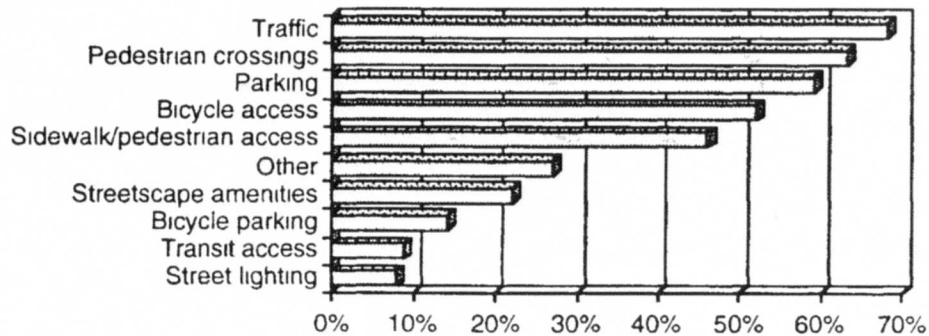
**"High" Importance Improvement Rating by "Generally Satisfied/Minor Improvements"**

Percent of "Generally Satisfied" responses that ranked each improvement 1, 2, or 3 in importance



**"High" Importance Improvement Ranking by "Not Satisfied/Major Improvements"**

Percent of "Not Satisfied" responses that ranked each improvement 1, 2, or 3 in importance



When the question 4, overall satisfaction 'generally satisfied/minor improvements' responses are cross-tabulated with question 7 the ranking of improvements (percentage ranked 1, 2, or 3) remains substantially similar to the responses for the survey as a whole 'Pedestrian crossings', 'parking', and 'traffic'

remain the top three improvements to help Hawthorne Blvd. 'Bicycle access' and 'sidewalk/pedestrian access' are a close fourth and fifth.

When the question 4, overall satisfaction 'not satisfied/major improvements' responses are cross-tabulated with question 7, 'traffic' improvements emerge as the most important to help Hawthorne Blvd. 'Pedestrian crossings' and 'parking' improvements rank second and third in importance, with 'bicycle access' and 'sidewalk/pedestrian access' improvements again ranking fourth and fifth in importance.

## SUMMARY

- Hawthorne Blvd. is important, frequently used commercial activity center, as well as multi-modal transportation corridor, for the surrounding neighborhood.
- A strong majority of neighborhood residents are not entirely satisfied with how Hawthorne functions and feel at least something needs to be done to improve it. Most feel only 'minor' improvements are needed, but many also feel that major improvements are required.
- When asked to rate their level of satisfaction/dissatisfaction with specific transportation issues, neighborhood residents rated 'bicycle ease and safety', 'parking', and 'traffic' as the top three they were most dissatisfied with. They were the only issues that received were rated 'dissatisfied' by more than 50% of the respondents.
- When residents were asked to rank in terms of importance various transportation related improvements to help Hawthorne Blvd., pedestrian crossing improvements on average ranked the most important. Parking improvements and traffic improvements were ranked second and third in overall importance. When the responses for those residents who responded to question 4 that they were not satisfied with Hawthorne and believed major improvements are needed to help the street were analyzed, traffic improvements are seen as the most important improvement for the street.



## Hawthorne Boulevard Transportation Plan

### Transportation Survey

### Open-Ended Questions - Summary

Two questions on the survey were asked in an open-ended format. These yielded a number of different responses, but there were a number of recurring themes which surfaced. These are summarized below, with some typical or choice quotations

#### **Question 1: What one problem would you most like to see addressed as part of the Hawthorne Boulevard Plan?**

By far, the bulk of responses fell into four general categories (in descending order of responses) traffic issues, pedestrian issues, automobile parking, and bicycle issues. Within the categories of traffic, pedestrian and bicycle issues were some specific concerns which continually resurfaced. For traffic the majority of respondents simply said "traffic" or "traffic improvements", but some recurring themes included lane width, speed, side street access, and the desire to see less cars on Hawthorne. For pedestrian issues, these included better pedestrian crossings, pedestrian safety, and better pedestrian/streetscape amenities. Those who responded on bicycle issues provided a range of themes, including bike lanes, bike safety, alternate bike routes, and bike parking.

The following list is a general breakdown by theme for the responses to Question 1, in descending order of number of responses. Each theme is followed by a brief interpretation and, in some cases, some quotes which best summarize some of the responses received. It should be noted that a great number of respondents could not resist the temptation to write about more than one problem, in which case I tried to determine from their other survey responses what they felt the most important issue is.

#### **Traffic Issues**

##### **Theme: Traffic**

The bulk of respondents were concerned with congestion, though few offered any insight on how the problem should be approached. In addition, most saw congestion as a negative attribute.

"...I don't own a car. But, Hawthorne has a gargantuan traffic problem that even us non-drivers detest."

"Congestion (is the biggest problem). As Yogi Berra, I believe, said about a ballpark, 'Nobody goes there anymore because it's too crowded.' I drive, and I avoid Hawthorne because it's too congested and you have to focus on bikers (who are nuts to go down that street) and walkers instead of reminding yourself of the stores you've been meaning to go to."

"Traffic Congestion - other feeder streets (i.e., Lincoln) have been rendered virtually useless as a way to move traffic downtown, so some of those cars have moved to Hawthorne. With more people in the area, there are even more cars..."

"Please remember that Hawthorne is the only four lane arterial street from Burnside to Powell. If you try to make a pedestrian/bicycle street, traffic will spill over into the residential neighborhoods which already have more traffic than is desirable. Bicycles should be routed onto parallel side streets such as Salmon or Madison. If you greatly reduce cars on Hawthorne, many people will not have access to the shopping and will go elsewhere."

"Hawthorne is a major artery to downtown and it should stay that way. It's not just a shopping mall; Hawthorne businesses are accessible and that's good."

"I often avoid Hawthorne (use Belmont) when traveling to and from 'city center' because of congestion. If I do go to Hawthorne, to shop, eat, I usually walk to avoid congestion and parking problems."

### ***Theme: Narrow Lanes***

A number of respondents who felt that traffic issues should be strongly considered targeted narrow travel lanes as the main culprit. Some suggested that the street be "widened", though it was not entirely clear whether they meant travel lanes or the right-of-way. Some suggested that parking could be removed to widen lanes, and others felt that changing the cross section to three lanes (one lane each way with a center turn lane) would improve lane width and safety (see "Remove Lanes" below).

"The conflict among bikes, buses and cars because of the narrow lanes Biking is now dangerous and cyclists do not seem to want to use the side streets. Buses take up more than one lane. Cars seem to be increasing dramatically and are commuting through and using side streets to cut through."

"The (right-of-way) is too narrow for two lanes parking, four lanes of cars, plus buses and heavy pedestrian traffic."

### ***Theme: Traffic Speed***

While some people had problems with speed on specific residential streets, most who thought speed was an issue were concerned with Hawthorne. A great number of these cited conflicts between cars and pedestrians at crosswalks as the biggest impact of speeding traffic.

"People drive too fast"

### ***Theme: Side Street Access***

A specific issue which was fairly popular was access from side streets to Hawthorne at unsignalized intersections. The bulk of these respondents specifically targeted the lack of visibility caused by cars parked too close to the intersection

"I live off of Hawthorne. When driving, it is very difficult to make left turns because visibility is inhibited by parked cars...."

### ***Theme: Less Cars***

Some respondents wanted to see fewer cars using Hawthorne as a vehicular route. Some expressed the desire to reroute this traffic to other streets, including Belmont, Division, Powell, Stark, Lincoln and Madison.

"The traffic is awful, but I'd rather see that alleviated through less cars than by making it more convenient for cars .."

"We'd like to see a lot of Hawthorne's traffic (a lot of it can't be local) routed to other corridors - Division, Belmont, Stark, Powell - and have the street narrowed to two lanes - especially in the business district between, say 30th and 39th. The "gained" space should be set aside for wider sidewalks, bicycle access, trees and on-street parking."

### ***Theme: Remove Lanes***

A number of respondents felt that removing lanes from Hawthorne would go far to solving a variety of problems, including lane widths, bicycle access, traffic speed, and parking."

"Reduce traffic flow to 2 lanes like you did years ago from 39th to 55th - it works (with center turn lanes, bus pullover areas)."

"Remove one lane of traffic in each direction and add a center left turn lane. The outer remaining lanes will be wide enough for auto and bike traffic. Don't paint a big white line for separating bikes and cars - just make a nice wide lane we can share."

"At first, I was opposed to the 50th to 39th Avenue stretch going from a four-lane boulevard to one lane each way and an added turn lane. I thought this would be too slow and congested. But I am pleased with the way it has worked out these past years."

**Theme: Diversion**

A few respondents felt that diversion was the most important traffic issue which needed to be taken into consideration

"I would like to see traffic flows addressed taking (into account) the impact on residential neighborhoods immediately off Hawthorne as well as improvements to Hawthorne itself... As a homeowner tow blocks from Hawthorne...I am concerned that the desirability of these neighborhoods will begin to decline without careful consideration."

**Pedestrian Issues**

**Theme: Pedestrian Crossings**

As mentioned earlier, pedestrian crossings were related strongly to people's feeling about the safety of the traffic flow along the street, namely the speed at which traffic moves as well as the pedestrian's inability to get traffic to stop so that he/she can safely cross the street.

"It is difficult to cross Hawthorne as a pedestrian. Lights are located so far apart and the traffic moves too quickly (and there are four lanes to deal with), so crosswalks are not always honored by cars "

"Pedestrian Crossings/Traffic - these two go together People speed down Hawthorne while I am trying to cross from one business to another."

"Crossing Hawthorne is difficult because the traffic is relatively fast and without breaks. Increasing congestion will slow it down; perhaps lights could be timed to provide breaks to allow pedestrians and bikers to cross."

"Pedestrian crossings - I've seen two people hit by cars at the 38th Avenue crosswalk. Crosswalks aren't honored by the majority of drivers..."

"Pedestrian safety: slowed traffic flow...Pedestrians shouldn't have to walk four blocks to safely cross the street."

"Crossing Hawthorne on foot without the benefit of a traffic light is generally not a good idea - a little less traffic, travelling slower with more crossing zones would help - would boost businesses too, I'll bet."

**Theme: Pedestrian/Streetscape Amenities**

A great number of respondents wanted to see a better pedestrian/street environment along Hawthorne. This group was fairly evenly split between those who expressed an interest in additional "amenities" (i.e., trees, benches, lights, etc.) and those who wanted to see the sidewalks expanded at the expense of parking or traffic lanes

"The Hawthorne corridor has evolved to a point where the street is unable to serve all the uses demanded of it. Its width allows traffic to move at too high a speed, giving it a highway quality. This characteristic is totally incompatible with the development of pedestrian-oriented businesses and amenities. If the "highway" aspect of Hawthorne is not changed, any other efforts to spruce up the business district - benches, trees, etc. - will have no real effect. The plain fact is that large automobile traffic volumes make any pedestrian improvements an afterthought. If Hawthorne is to be a "neighborhood" corridor, the traffic issue must be met."

"I like sidewalk life - tables, room to stop and chat, trees - and would favor widening sidewalks where possible. At peak times, there's more pedestrian gridlock on sidewalks than car-clogging in the street."

"I use Hawthorne businesses because I feel loyal to the neighborhood, but every time I walk down the street I wish I had taken the side streets. It is without any aesthetic appeal, even dirty and shabby-feeling. I would go there more often if it were more attractive."

"As discussed two years ago, I would like to see more emphasis on transforming Hawthorne Blvd. between 30th and 39th from an auto commuter thru route to a pedestrian-bicyclist-auto compatible shopping district (i.e., one auto lane each way - widened ped walks - bike lanes) "

"Making the street friendlier for pedestrians but without eliminating the excitement of traffic and congestion "

"Streetscape amenities that increase the 'comfy' feel which distinguishes Hawthorne from urbanization (i.e., shopping malls, etc.) that plagues much of Portland "

"Streetscape improvements seem wise, not to make Hawthorne into a cute theme district, but to enhance an already vital commercial district."

"I loathe all the auto traffic on Hawthorne and would love to see it more pedestrian-friendly. At the same time, I also drive Hawthorne and recognize its use as an auto corridor. Is there a better solution to make the two work together?"

### ***Theme: Pedestrian and Bicycle Safety***

Surprisingly, when respondents wanted to address, in general, pedestrian safety, they almost always included bicycles in their concerns, resulting in a lot of responses which said nothing other than "Pedestrian and bicycle safety." A number of respondents who elaborated further seemed concerned with conflicts between automobiles and pedestrians, and the apparent incompatibility of the current design.

### **Theme: Parking**

The number of responses which listed parking as the primary issue was fairly large. The respondents tended to elaborate on the issue in two primary ways: either they were frustrated over the effect of overspill commercial parking onto residential streets, or they were frustrated by the lack of available parking spaces close to their destination. Also, a number of people felt that more off-street parking resources should be provided, including within new (neighborhood scaled) parking structures.

"Parking, Parking, Parking! Sometimes I can't park within six blocks of my destination if I am aiming at Pastaworks/Starbucks."

"(Encourage) joint use of parking lots that are underutilized."

"Parking! I don't have off-street parking, like many of my neighbors - our streets are always crowded, and although they are not as bad as Northwest, I can see them getting there if the neighborhood continues to grow in popularity. Parking along Hawthorne looks junky and is dangerous - drivers are focused on finding a spot, not on pedestrians/bus riders/buses/bikes."

"Parking for delivery to businesses - get(ting) freight to retail stores is getting to be difficult and hazardous"

"Another huge hazard is delivery trucks and vans which stop and park in the inside lanes when delivering their goods. (UPS is one of the worst.)"

"Parking is a problem which needs to be addressed to provide long term solutions for residents and business interests. This unique area will sustain itself and continue to improve with a thoughtful, complete Hawthorne Boulevard Plan."

### **Bicycle Issues**

#### ***Theme: Bike Lanes***

"Bikes - the bikers are not careful and always peddling in front of my car at 15 mph. They need their own bike lane before their sloppy riding gets them injured."

"Bicycle lane from 11th to Mt. Tabor, or - a more general solution would be to reserve the existing right hand traffic lanes for low speed (say no more than 15 mph) traffic. That way, they could be shared by bicycles, cars looking for parking, scooters, mopeds, electric wheelchairs, etc. I've never seen this proposed before but why not? It's cheap to implement and serves a broader use community."

"I'd like a bike lane and slower traffic. Unfortunately, given the width of the street, it's hard to see how this could be done, unless Hawthorne was changed to a 3 lane street (one left turn lane). I say unfortunately because this (may) have the effect of making fewer people use Hawthorne and go to other streets such as Division or Stark or Belmont; I don't think those streets are well equipped for heavier traffic than they already bear. Fixing the traffic patterns on Hawthorne could have the effect of screwing up traffic patterns on other streets."

#### ***Theme: Alternate Bike Routes***

"Hawthorne is an attractive bike destination, more bike parking is good - but please don't encourage bikes to use Hawthorne as a bike route - Salmon is better for bikes; cars need to use Hawthorne and Hawthorne businesses benefit from vehicular traffic. Only minor changes are needed - more pedestrian crossings. Hawthorne works fairly well now - don't make major changes to screw it up."

"I am very irritated by the City of Portland trying to make it harder to drive here. It is simply not practical to force people to bike or take the bus if they don't want to. I don't ride my bike on major streets unless I must. That's just common sense... Why not ride on residential streets?"

"Some bicyclists choose (for the same reasons their fellow travellers did) to use Hawthorne Blvd.. These bicyclists have at least as much 'right' as everyone else - legally and morally - lawfully to use Hawthorne. Bicyclists do not deserve to be singled out as 'in the way' or 'blocking traffic' any more than left turning vehicles, parking vehicles, buses, etc. It is no more reasonable or appropriate to 'encourage' those bicyclists to use Lincoln or Salmon than it would be to 'encourage' drivers to use Powell or Burnside in order to help reduce congestion on Hawthorne. Thank you."



### ***Theme: Pedestrian and Bicycle Safety***

"Parallel parking leads to lots of traffic hold-ups and perils for the cyclist. I know there are bike lanes nearby but few cyclists use them - they want to window shop too, I suppose. Also, the bike route is circuitous on the south side of Hawthorne - not very handy or direct."

"Bicycle safety - a way for bicyclists to ride on the road without having to fight it out with thousands of pounds of steel for a small spot on it. Parked cars on one side + big bus on the other = YIKES!"

"I ride my bike a lot, but avoid Hawthorne. I ride on the sidewalks between 39th and west because it's dangerous not to. My kids do not like riding their bikes to the Hawthorne commercial area because it's scary. Kids, at the very least, need greater protection against bad drivers on Hawthorne."

### ***Theme: Bike Parking***

"I would bike to shop if there was better bike parking and if it was safer. I feel safer walking or in my car than the way it is now."

### **"Minor" Issues**

Beyond the four major areas of interest (traffic issues, pedestrian issues, parking and bicycle issues), a number of other issues continued to surface throughout the responses. These included, in descending order, trash and graffiti, loiterers, gentrification, transit, and safety and lighting. In addition to these, there were a number of specific problems mentioned (noted onto the planning staff's maps), as well as the ubiquitous category of "miscellaneous" responses

### ***Theme: Trash and Graffiti***

A number of respondents felt that the presence of trash and graffiti along Hawthorne Boulevard was a problem that needed to be addressed. Many targeted graffiti as a sign that crime had taken hold in the district. Also, handbills on power poles were a popular target as well.

"The graffiti problem has got to be addressed. It greatly affects the ambience on Hawthorne. Especially as a walker, it assaults the senses and makes you feel violated. It gives the sense that the street is not safe (at night), even though it is."

"I would like to see Hawthorne cleaned up. Less garbage on the street and sidewalk and more streetscape amenities. I would like it to look more attractive and welcoming."

### ***Theme: Loiterers***

Loiterers, young adults, panhandlers and the homeless were targeted by some as a major issue which needs to be addressed. Most expressed their discomfort walking along Hawthorne and being confronted with these groups.

"I would like to be able to walk down the sidewalk and not have to go around groups of people who harass me if I ask them to clear a path..."

"One thing not on the questionnaire: We need to consider options for the homeless (especially the young adults) who hang out and play drums near Arby's and Coffee People. I think their presence frightens away potential business customers (particularly the senior citizens)."

"We don't shop a lot of the stores we'd like to because we feel uncomfortable wading through crowds of street people all the time. Not conducive to families. It has seriously curtailed our shopping"

**Theme: Gentrification**

Many respondents were concerned that efforts to improve Hawthorne would force additional gentrification and turn the area into "another NW 23rd "

"Yuppification let's prevent it."

"I would like to prevent Hawthorne from becoming like NW 23rd. Yuppies do not have a manifest destiny to appropriate this neighborhood."

"Keep rents from rising to the point that only glossy, yuppie businesses can afford space. Keep it funky! Please don't let it be just another NW 23rd."

**Theme: Transit**

Respondents who felt that transit was the most important issue either wanted to see the level of service maintained, or they wanted to see more service due to overcrowding at peak hours. A few suggested that the trolley line be brought back, as well as the "Owl" service.

"There's no reason to encourage greater traffic problems by providing more parking; instead the fact that the #14 runs every 10 minutes should be heavily advertised."

"My biggest problem is the #14 bus filing up and not stopping for additional passengers during peak times - daily. We need more buses at rush hour or perhaps a few could start their route closer in towards downtown rather than at the very end."

**Theme: Safety and Lighting**

Respondents who talked about public safety especially talked about problems at night and/or problems with adequate lighting to provide a sense of security.

"There have been two attacks (that I know of) recently on Hawthorne. They were both after dark, but happened in the early evening hours. I would like to see more security in our neighborhoods."

**Question 2. Is there anything else you would like us to know as we start this planning effort?**

Most respondents either used this section as an opportunity to add to a "laundry list" or to elaborate on their response to the first question. For the latter purpose, I have included some of the responses in the previous section. I have listed the "laundry list" items below, followed by some comments which are meant to "stimulate the mind"

**Laundry List**

More trees  
Bunch up #14 bus at rush hour  
Re-route bicyclists  
more parks  
New post office  
Don't overdevelop Hawthorne (i.e., NW 23rd)  
Avoid gentrification  
Coordinate plans with what happens on Belmont and Division  
Belmont is used as an alternative route  
No new parking lots  
Too many dogs, especially unsupervised  
Deliveries  
Encourage strolling musicians  
Provide public restrooms  
Open Harrison and Clinton if Hawthorne is restricted  
More waste cans/empty them more often  
Make part of Hawthorne entirely pedestrian (a pedestrian mall)  
Bring back the streetcar  
Require bicyclists to be licensed  
Combine a bus and bicycle lane  
Improve Hawthorne storefronts  
Better visibility at intersections  
control graffiti  
Make Hawthorne user friendly  
Don't divert traffic  
Provide a N/S bus line between 12th and 39th  
Provide audible signals at crossings for low vision pedestrians  
More police presence  
More benches  
Limit residential to commercial conversion along Hawthorne - create a critical mass within existing commercial areas  
Fareless square along Hawthorne or within busy segments  
Put bike parking on side streets to lessen sidewalk congestion  
I love bus #14!  
Do the impossible!  
Good Luck!  
Encourage exterior music  
Add parking only under or part of new buildings  
Create a plaza/park between Starbucks and Pizza Oasis (37th)  
Shared parking  
Underground utilities  
Park and Ride  
16th/Hawthorne - cars ignore signal  
Open 39th/Lincoln  
Provide better connections between #14 and #75, #14 and #71  
Close Hawthorne entirely for the Street Fair



Paint driveways yellow to prevent cars from blocking  
 Fountain at 20th/Hawthorne  
 Coordinate delivery hours  
 Provide better disabled access  
 Better night transit connections  
 More transit shelters

### Comments to Consider

The following comments are not necessarily meant to be 100% representative of what respondents had to say on the survey. However, I have included these to help stimulate some thought and discussion and to provide, in some cases, a counterpoint to what seem to be some prevailing attitudes in the community.

"The city is an urban ecosystem - it takes a little of a lot to keep it vital. Not a lot of one or two things."

"People hanging out in the area is nice. It makes the neighborhood warm and welcoming instead of empty and cold. I suppose some people might complain about the kids at Coffee People - but do not prevent these kids from being together in a nice neighborhood. They do not bother anyone."

"I think you need to first make the traffic/bicycle/pedestrian environment safer; then improve the parking (rezone a couple half-blocks for parking nicely landscaped and lighted near busy streets); and then encourage streetscape with a few public improvements and underwrite some loans for businesses and residences"

"Many people will push for bicycle access, as a person who regularly bikes to work downtown, I know that there are fine bike routes just north and south of Hawthorne. I think that we should direct bikes away from Hawthorne. It's too dangerous to ride on. Parking and traffic should be priorities over bicycles."

"Hawthorne is not NW 23rd and its grittiness may prevail over attempts to improve it aesthetically. I think improvements should be more nuts and bolts oriented, such as curb extensions, which serve many purposes. The thing that I think hurts the street the most are the car-oriented, drive-thru businesses."

"I don't know how to rate the above questions. I use Hawthorne Boulevard constantly, and one reason we chose to live here is that we could meet all of our needs within a few blocks of home. Whenever I can, get to what I need on Hawthorne by biking, sometimes by walking, and come in off side streets. I can't rate the above items because for me the most important thing to address is balance, so all uses can mingle. I don't know how a planner strives for balance. But I don't want Hawthorne to become like NW 23rd, completely clogged with spiffy shops. I'd like to see things spread out over Burnside, Stark, Belmont, Hawthorne, Division so they all have a balance of things people need for good neighborhoods and don't get over-stressed..."

"Take a holistic approach...Consider light rail, consider the impact of closing Hawthorne on other east-west routes like Division or Stark. Consider bridge access. A pedestrian designation for Hawthorne could cause and even greater east-west designation problem because of current density which is planned to be further increased. Coordinate! Be holistic!"

"Among the improvements should be mini-parks - pocket parks - along the boulevard (1/2 of Arby's parking lot would be good) - public space to sit and socialize."

"Seems as though you should be working with Inner Southeast Community planners to create cohesive plan."

"Do not spend money on amenities until all other problems of substance are resolved. Substance over form, please. Solve the other problems and the area will be more amenable as a result."

"Please consider the importance of working with residents and business interests. The two must work together and work towards positive change. Thank you in advance - for your efforts."

"We need to build in a westerly direction. The closer to 39th, the more 'Hawthorne' you get, yet there are plenty of great shops and pubs closer to town. An emphasis on this area would be great."

"My wife and I both drive Hawthorne every weekday to and from work, and often additional trips weekday evenings. We both make several weekend trips up and down Hawthorne. Primary transportation is car, but we also bicycle and walk if we're not planning to carry packages and the weather is good. I think that the problems I find most frustrating will still exist even after whatever changes are incorporated. If people acted more courteously, and obeyed the laws, Hawthorne would be much safer and less hectic. All users: bus, passenger cars, delivery trucks, pedestrians, roller bladers, and bicyclists can be seen abusing/violating the right-of-way of others, and it creates numerous hazards. I don't think the Boulevard is really wide enough to incorporate the kind of engineered solutions necessary to really make a 'night and day' type of improvement."

"When I have out-of-town visitors, we enjoy taking them to Hawthorne and find when they return for another visit, they often stroll over on their own."

"Every problem has thousands of solutions. It is possible to make Hawthorne safe, 'user-friendly,' functional and beautiful."

**Hawthorne Boulevard Transportation Plan**

## **Workshop I**

---

**December 7, 1995**

**Sunnyside Elementary School**





# HAWTHORNE BOULEVARD

## Transportation Plan

35632

### WORKSHOP I

December 7, 1995 • 7:00 - 9:00 p.m.

### Agenda

7 00 - 7.10	Introductory Comments	Bill Hoffman, Portland Office of Transportation Pedestrian Transportation Program
7.10 - 7.30	"A Trip Down Hawthorne"	Matt Brown, Portland Office of Transportation Pedestrian Transportation Program
7 30 - 8 20	Small Group Discussions	All - Proceed to Cafeteria
8 20 - 8:45	Small Group Reports	All - Proceed back to Auditorium
8 45 - 9 00	Wrap-up	Bill Hoffman



#### **BRAINSTORM EXERCISE:**

##### **1. What is special or unique about Hawthorne Boulevard?**

- Brainstorm a list which describes the features and characteristics that make Hawthorne Boulevard special or unique
- Select the top five features/characteristics

##### **2. Describe the character(s) of Hawthorne Boulevard.**

- Is the character consistent, or does it change?
- Can distinct segments be described?
- Brainstorm the character(s) of Hawthorne Boulevard. Identify and describe the major segments

##### **3. What are the positive features of Hawthorne Boulevard?**

- These can range from the street environment to your favorite merchant
- Are there opportunities for enhancing these features?
- Are there opportunities to create desired features?
- Select the top five positive features of Hawthorne Boulevard and describe the opportunities they present

##### **4. What problems or constraints does Hawthorne Boulevard face?**

- What prevents Hawthorne from being a better place to walk, bike, drive, ride transit, shop, etc.?
- Select the top five problems or constraints

#### **Process Hints**

- Introduce yourselves!
- Choose a recorder and reporter - the newest Oregonian can record, and the oldest can report back
- Brainstorm ideas first - get all your thoughts out and recorded
- As a group, reach agreement on the most important points to be shared with the larger audience
- Every idea or thought is valuable!

HAWTHORNE BOULEVARD  
 WORKSHOP 1 - BRAINSTORM EXERCISE  
 QUESTION 1 - SPECIFIC COMMENTS

**Question 1 - What is special or unique about Hawthorne Boulevard?**

- 1 Variety of shops
- 4 Diversity of People
- Ease of Walking to Hawthorne
- Quiet Neighborhoods very close to Hawthorne
- 1 Comprehensive Services - Everything you need nearby - Dr , shopping, food, movies,
- 2 The "in" place to be - new w/in last 8 years
- 2 Not so "in" to be overwhelming - i e NW 23rd
- Street People - Hawthorne -35th
- Dogs on Street - tied to posts
- flyers on poles - both good & bad
- NW 23rd vs Hawthorne - Hawthorne has both less expensive and more expensive stuff
- 3 Safe / friendly
- Narrow Street
- not a through street
- 1 active store fronts
- small businesses
- 4 - lanes
- 3 good bus route
- 4 pedestrian oriented
- diverse
- no apparent crime problem
- pockets of retail
- 2 downtown access (quick)
- self-contained services/goods
- narrow sidewalks
- unique architecture / diverse
- has residential (variety)
- open lots
- has an image
- billboards
- 5 no trees
- movie theaters
- night life
- morning activity
- good bread & beer
- good restaurants
- high residential density
- high housing prices
- surrounded by single family housing

HAWTHORNE BOULEVARD  
WORKSHOP 1 - BRAINSTORM EXERCISE  
QUESTION 1 - SPECIFIC COMMENTS

- \* Outdoor seating - lots of pedestrians  
funky
- \* variety of businesses & uses - business & residential mix
- \* restaurants - good food  
music stores  
clothing, stores  
posts & signs  
free parking
- \* night life - movies - pubs - live music  
Sunday brunch / walks  
used by local neighborhood residents
- \* historic architecture
- \* small parks - views - big parks - dog parks  
people watching  
changes from end to end

diversity of small businesses, individual-owners  
nature of businesses foster personal interactions  
window shopping  
central to large # of neighborhoods  
built in response to trolleys  
diversity of people shopping in same stores  
3 large food stores  
mixed use buildings

Shops - Commercial Mix  
Eclectic  
History  
Cheap movies  
Good beer / coffee  
Good food  
Close to Downtown  
Ties 5 neighborhoods together  
---It is a community not a Street  
Variety of goods & services  
Interesting People / Diverse  
Good Bus Service

Diversity - people, things, businesses  
Walking neighborhood  
Human - Scale - accessibility  
Good/quick access to city  
Small / independent businesses  
Close proximity to Mt Tabor / Downtown  
Residence living on Hawthorne w/ businesses

HAWTHORNE BOULEVARD  
 WORKSHOP 1 - BRAINSTORM EXERCISE  
 QUESTION 1 - SPECIFIC COMMENTS

Good mix of transportation options  
 Feels Safe  
 Holistic Aspect - health  
 History - Bagdad Theater  
 "Main street America" in BIG city  
 Always see people you know  
 "Not HALL Blvd" - doesn't move too quickly  
 Everything you need is there

Main St USA, neighborhood feel, Social  
 Diversity of people & businesses, entertainment  
 wonderful restaurants  
 things to do all day long - stores open in the evening  
 ethnic products  
 the Bagdad Theater  
 accessible by foot  
 down-to-earth environment, relaxed pace  
 realistic price range of goods & services  
 Ja Civa, pastaworks, kids at heart, the oasis  
 3 doors down cafe  
 Loving for flowers

- 2 Good Transit
- Necessity-oriented businesses
- 3 accessible to small businesses - locally owned
- 4 small -town feeling
- 1 plan shouldn't damage locally owned businesses & atmosphere
- variety of businesses
- green space, trees
- variety of characters - ( good transit)
- not a lot of drivethru, auto-related businesses
- 5 maintain diversity

Convenient  
     walking  
     close-in  
 small businesses  
 diversity - in terms of community

Diversity  
     - neighborhood  
     - income  
     - ethnicity  
     - politically  
     - old & new



HAWTHORNE BOULEVARD  
WORKSHOP 1 - BRAINSTORM EXERCISE  
QUESTION 1 - SPECIFIC COMMENTS

Flow of traffic is good

History

pedestrian attractive

multi-functional

eclectic

diversity (businesses)

values -(social)

cultural diversity

neighborhood (sense of community)

Maintain the variety of neighborhood services

keep eclectic street scape

maintain affordable retail rentals

frequent bus service

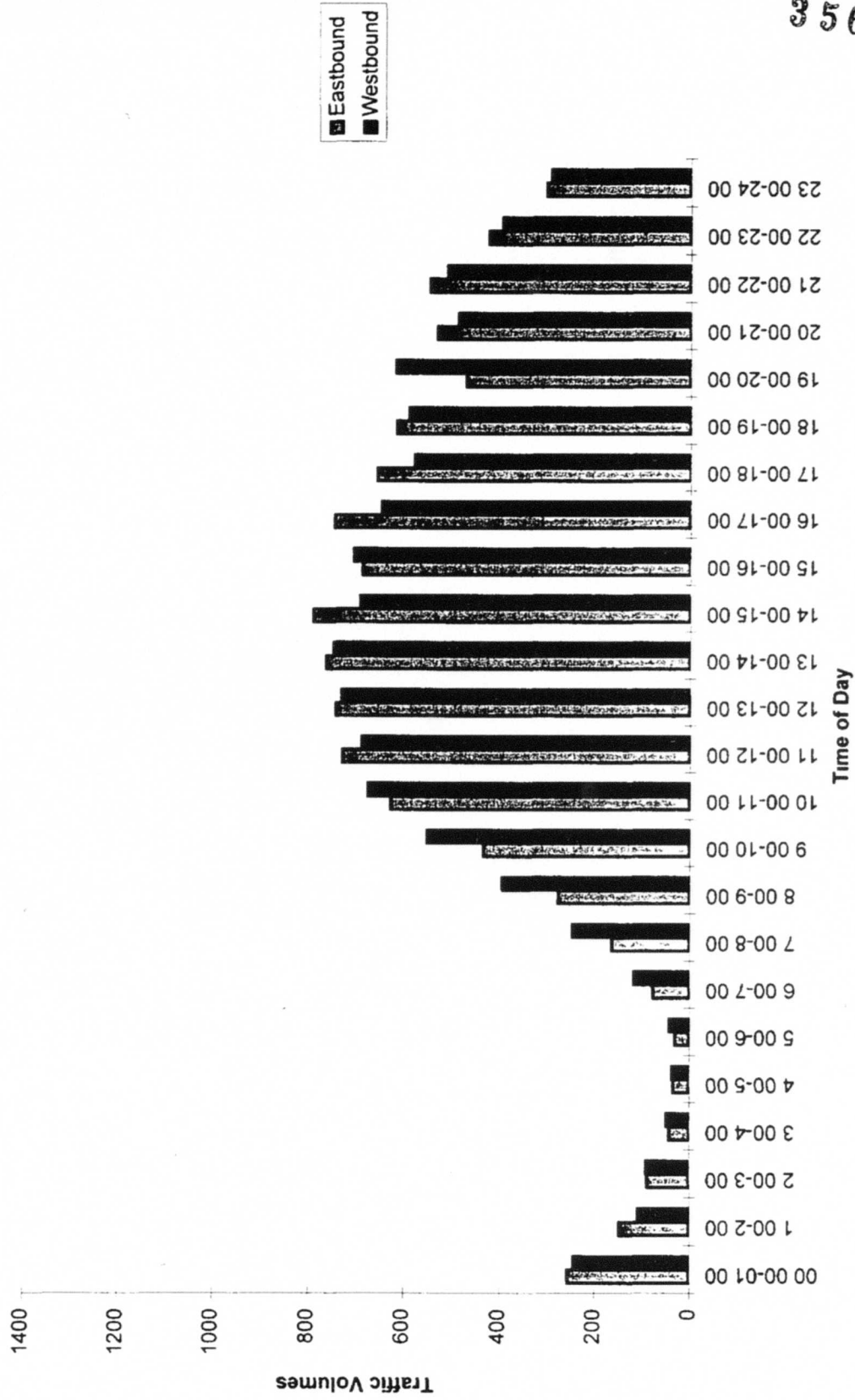
sidewalk cafes

changes have been positive

buildings on street & parking lots behind, & on street parking

# Figure 3: Saturday Volumes

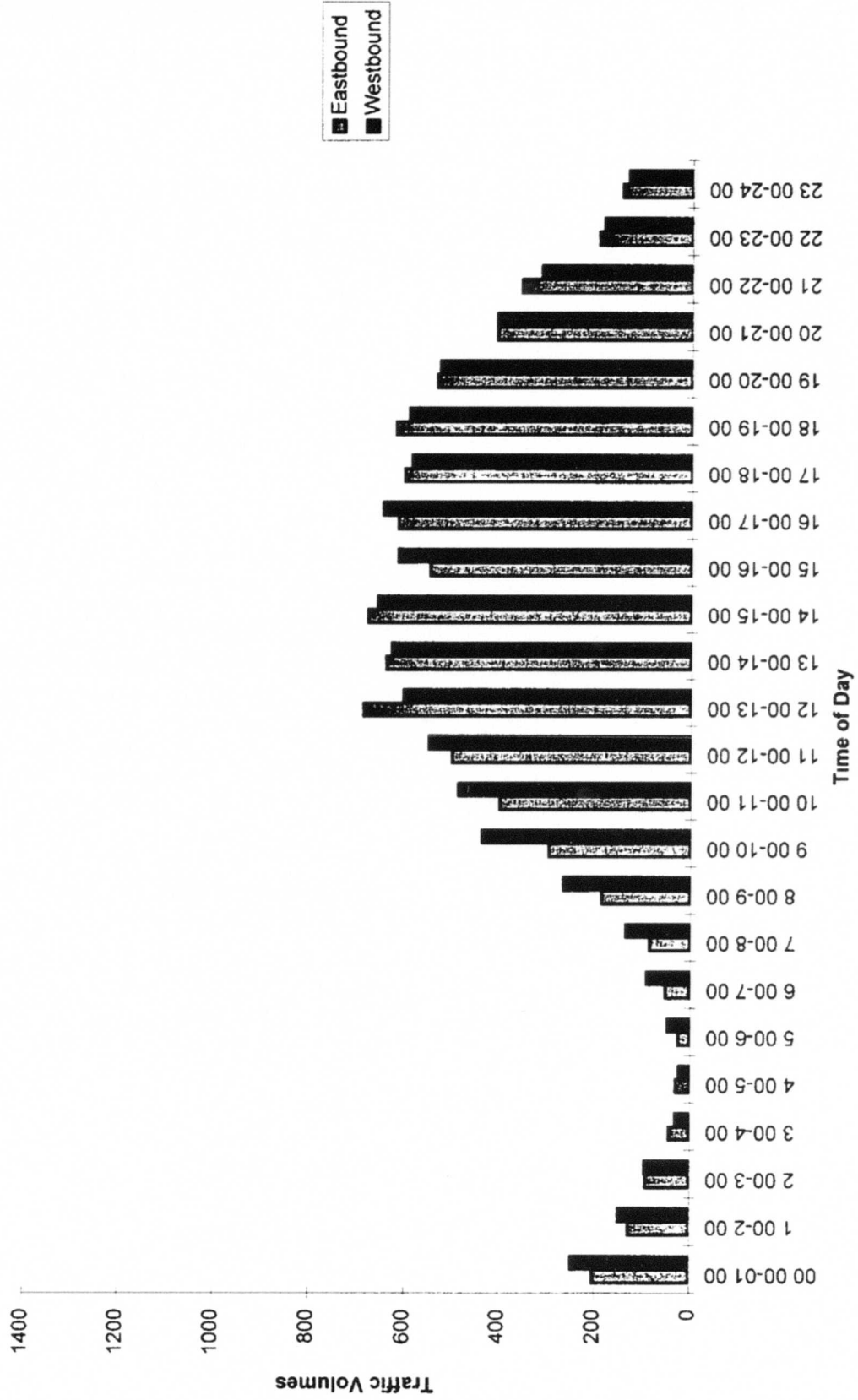
Hawthorne Boulevard West of 35th Avenue



35632

Figure 4: Sunday Volumes

Hawthorne Boulevard West of 35th Avenue



## Speed

Different segments of Hawthorne not only have different volumes but also have different speed characteristics. Eighty five percent of the drivers on Hawthorne west of 34th drive at 38 mph or less. However, at 35th Place the eighty fifth percentile speed drops to approximately 30 mph probably due to traffic congestion during peak periods. On the three lane section east of 39th Avenue the eighty fifth percentile speed is approximately 33 mph.

## Travel Time

Travel time surveys were conducted<sup>5</sup> on Hawthorne Boulevard, Belmont Street, and select residential streets<sup>6</sup> between 12th and 50th Avenue during the AM and PM peak hours. The results of these travel time surveys are shown in Table 1. The average travel time on Hawthorne Boulevard in the eastbound direction during the PM peak hour was 1.4 minutes less than on Belmont Street, and approximately 3.5 minutes less than on the residential streets. Specific routes driven for the travel time surveys are shown in Figure 5 for the Belmont route, and Figure 6 for the Salmon Street route. Figure 7 for the Lincoln/Harrison route.

**Table 1**  
**1996 Travel Time Surveys**

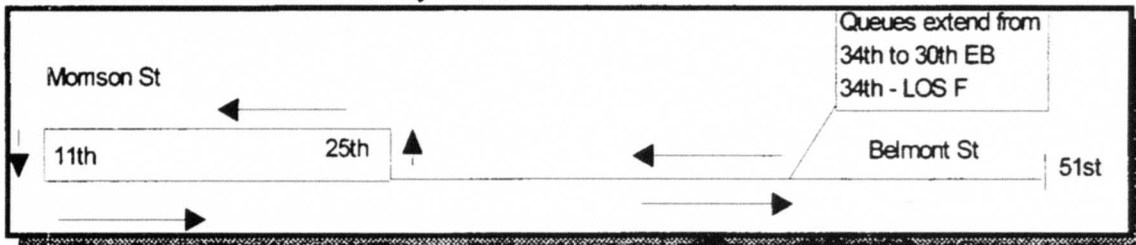
<b>PM PEAK IN EASTBOUND DIRECTION (12th Ave To 51st Ave)</b>				
	<b>Hawthorne Blvd</b>	<b>Belmont St</b>	<b>Salmon St</b>	<b>Lincoln/Harrison</b>
<b>Distance (mi)</b>	2.1 mi	2.17 mi	2.22 mi	2.53 mi
<b>Time (min)</b>	6.9 min	8.3 min	9.8 min	10.5 min
<b>Avg. Speed (mph)</b>	18 mph	16 mph	14 mph	15 mph
<b>PM PEAK IN WESTBOUND DIRECTION (12th Ave to 51st Ave)</b>				
	<b>Hawthorne Blvd</b>	<b>Belmont St</b>	<b>Salmon St</b>	<b>Lincoln/Harrison</b>
<b>Distance (mi)</b>	2.14 mi	2.17 mi	2.22 mi	2.59 mi
<b>Time (min)</b>	5.6 min	5.6 min	9.8 min	10.5 min
<b>Avg. Speed (mph)</b>	23 mph	23 mph	14 mph	15 mph

Note: Travel time survey data was collected on October 29th and October 30th, 1996.

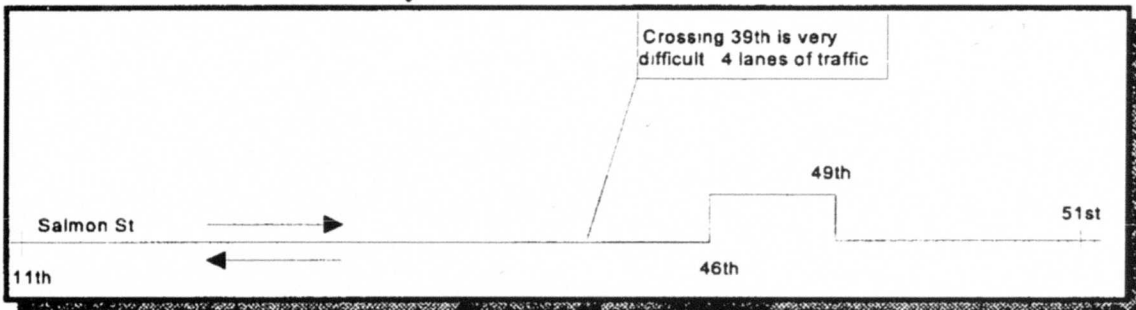
<sup>5</sup> Travel time surveys conducted by DKS Associates, October 29, and 30, 1996.

<sup>6</sup> Travel time surveys conducted on Salmon Street (north of Hawthorne Boulevard) and Lincoln/Harrison (south of Hawthorne Boulevard).

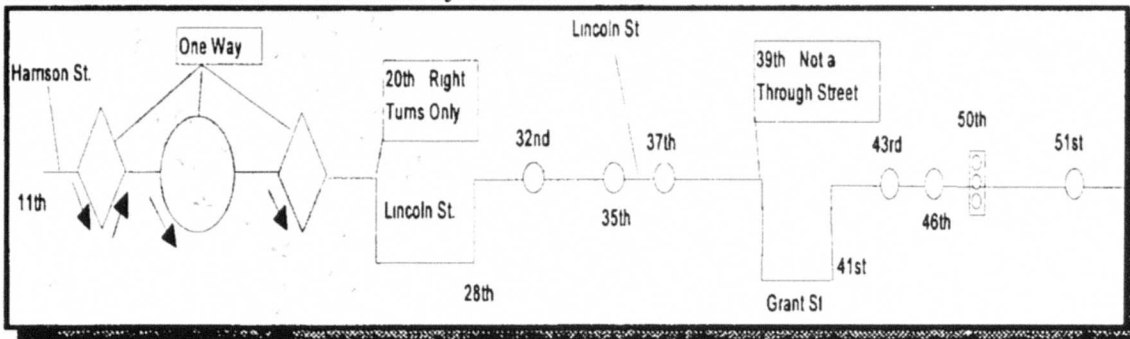
**Figure 5**  
**Belmont Street Travel Time Survey Route**



**Figure 6**  
**Salmon Street Travel Time Survey Route**



**Figure 7**  
**Lincoln/Harrison Travel Time Survey Eastbound Route**



## Traffic Signal Operation

There are ten signalized intersections within the study area on Hawthorne Boulevard from 12th Avenue to 50th Avenue. All of the traffic signals are maintained and operated by the City of Portland. These ten signalized intersections are listed below:

- Hawthorne Boulevard/12th Avenue
- Hawthorne Boulevard/16th Avenue (Ped)
- Hawthorne Boulevard/20th Avenue
- Hawthorne Boulevard/27th Avenue
- Hawthorne Boulevard/30th Avenue
- Hawthorne Boulevard/34th Avenue
- Hawthorne Boulevard/37th Avenue
- Hawthorne Boulevard/39th Avenue
- Hawthorne Boulevard/41st Avenue (Ped)
- Hawthorne Boulevard/50th Avenue

The majority of signalized intersections in the study area operate under a two phase operation (one phase for north/south traffic and one phase for east/west traffic). The exceptions to this are Hawthorne Blvd/12th Avenue, Hawthorne Blvd/20th Avenue, and Hawthorne Blvd/39th Avenue intersections. Hawthorne/12th and Hawthorne/20th are five legged intersections and operate on a 140 second cycle length. Each intersection serves the eastbound and westbound direction twice within the 140 second cycle. All other intersections in the study area operate with a 70 second cycle length, with the exception of 37th Avenue, 39th Avenue and 41st Avenue which operate with a 100 second cycle length during the PM peak period.

The majority of the study area signalized intersections are fixed-time (non-actuated) traffic signals. However, several intersections are semi-actuated (north-south street is actuated) and two intersections 16th Avenue and 41st Avenue are signalized pedestrian crossings with stop signs for the north/south movements.

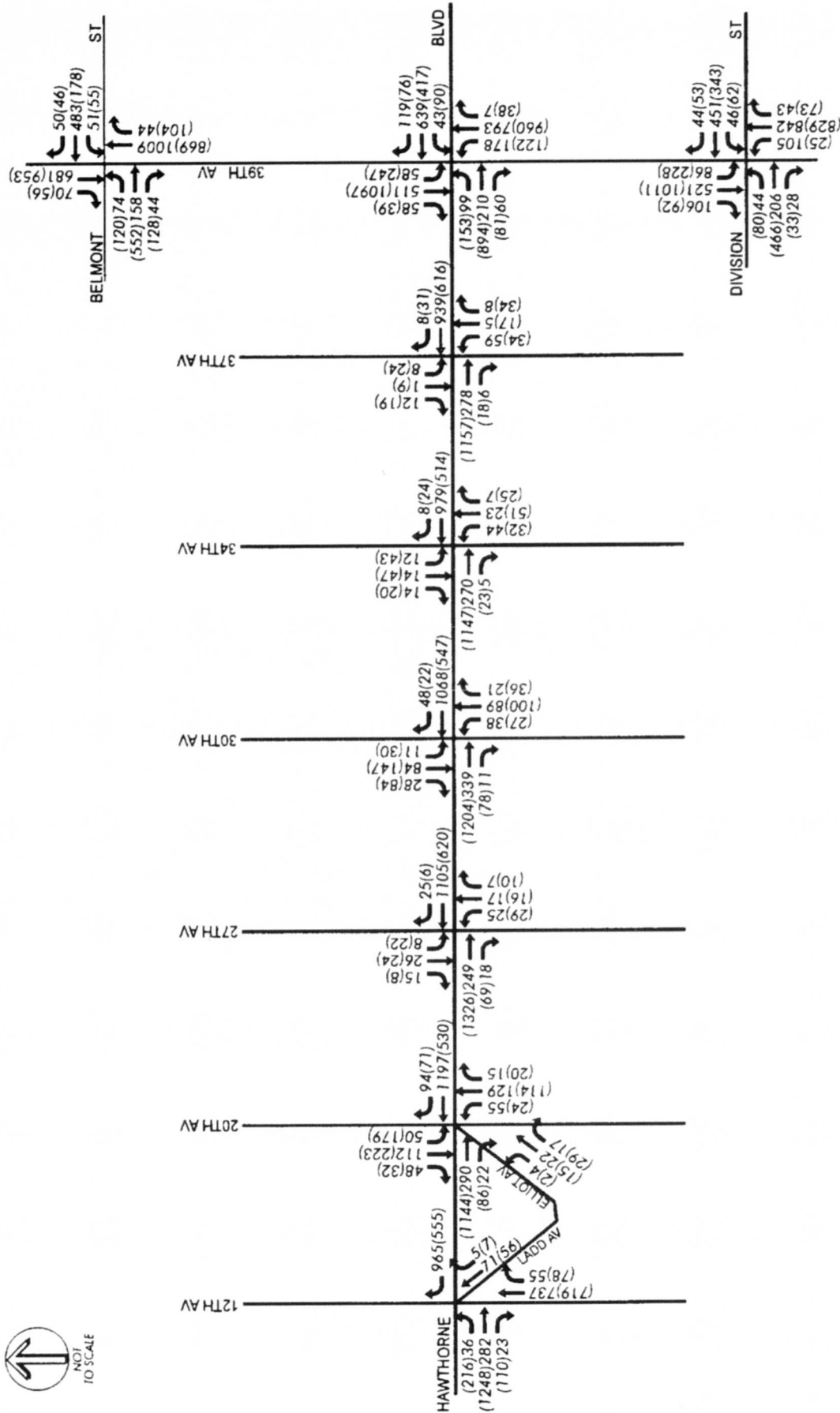
## Peak Period Traffic Conditions

Intersection turn movement counts were conducted at ten study area intersections during the morning (7:00 AM to 9:00 AM), and evening (4:00 PM to 6:00 PM) peak periods<sup>7</sup>. Tube counts were conducted on one weekend in September over the entire day, Saturday and Sunday. Level of service analysis for the AM and PM peak periods was conducted based on the 1994 *Highway Capacity Manual*<sup>8</sup> methodology for signalized intersections. Existing vehicle turn movement counts are shown in Figure 8.

Existing AM and PM peak hour intersection performance for the signalized study area intersections are shown in Table 2. The intersection performance measures shown in Table 2 were determined from a TRANSYT-7F model developed for the entire study area. The volume to capacity ratio (v/c) shown

<sup>7</sup> Counts conducted by the City of Portland between January 1995 and September 1996.

<sup>8</sup> Transportation Research Board, *Highway Capacity Manual, Special Report 209*, 1994, Chapter 9.



LEGEND  
AM(PM) - Peak Hour Traffic Volumes

Figure 8  
Existing Traffic Volumes

in Table 2 is the maximum value for all movements at each intersection based on existing signal timing data. The intersections of 20th Avenue and 39th Avenue currently operate near capacity during the PM Peak period. Both intersections currently operate at level of service D in the AM Peak and level of service E in the PM Peak, with volume-to-capacity ratios 0.94 and above. The 12th Avenue intersection operates at level of service D conditions in the PM peak hour. All other intersections operate at level of service C or better in the AM and PM peak hours.

**Table 2**

**Hawthorne Boulevard Existing (1996) Intersection Level of Service**

Intersection	Existing Conditions (Transyt7F)	
	AM Peak	PM Peak
	V/C LOS Delay	V/C LOS Delay
Hawthorne Blvd/12th Avenue	0.73 C 15.9	0.95 D 27.8
Hawthorne Blvd/20th Avenue	0.99 D 38.0	0.99 E 45.6
Hawthorne Blvd/27th Avenue	0.64 B 8.3	0.88 C 15.8
Hawthorne Blvd/30th Avenue	0.62 B 9.0	0.82 C 17.2
Hawthorne Blvd/34th Avenue	0.51 B 7.3	0.61 B 10.8
Hawthorne Blvd/37th Avenue	0.55 A 4.8	0.59 B 10.5
Hawthorne Blvd/39th Avenue	0.92 D 35.7	0.94 E 48.9
Hawthorne Blvd/41st Avenue	--	0.86 B 13.1

Signalized LOS      V/C = Demand or Volume to-capacity ratio  
 Delay = Average stopped delay per vehicle

### License Plate Survey

The City of Portland conducted a license plate survey of westbound vehicles in the AM Peak period on Hawthorne Boulevard at approximately 20th Avenue<sup>9</sup>. Vehicle license plates of a random number of vehicles traveling on Hawthorne Boulevard were recorded and with this information the home of the registered owner was determined. The following table 3 summarizes the results of this survey.

<sup>9</sup> License plate survey conducted during the spring of 1996



**Table 3****Hawthorne Boulevard License Plate Survey (Westbound AM Peak Vehicles)**

Address of Vehicle Owner						
Hawthorne Area*	East of Hawthorne Area**	South of Hawthorne Area***	East of I-205	West of Willamette River	North of Belmont	Other
39%	4%	19%	14%	9%	5%	10%

\* Hawthorne Area defined by area bounded by 12th Ave, Belmont St, 60th Ave, and Clinton St

\*\* East of Hawthorne Area defined by 60th Ave, Belmont St, I-205, and Clinton St

\*\*\* South of Hawthorne Area defined by 12th Ave, Clinton St, I-205, and Multnomah County Line

**Accident History**

The number of accidents for every one million vehicles entering an intersection is the intersection accident rate. An intersection with an accident rate above 1.50 accidents per million vehicles entering the intersection may not be operating adequately.

- The Hawthorne/34th intersection has the highest accident rate of 1.01 accidents per million vehicles entering the intersection.
- 39th and Hawthorne has an accident rate of 0.54. Nearly half the rate as 34th Avenue.

The intersection accident rate does not include mid-block accidents. Comparing the number of accidents per mile includes all the accidents on Hawthorne.

- The four lane segment from 12th to 33rd has almost twice the number of accidents per mile as the three lane segment from 40th to 55th.
- The segment from 34th to 39th, where over one third of all the reported accidents occur, has a rate of 1.04 accidents per mile. Over 60 percent of the pedestrian accidents occur in this segment.

**Pedestrian Network**

Hawthorne Boulevard is classified as a Pedestrian Path with Crossings from the Hawthorne Bridge to 60th Avenue<sup>10</sup>. Sidewalks are provided along Hawthorne Boulevard throughout the study area. Signalized pedestrian crossing indications are located at all the study area signalized intersections. Crosswalks are provided on all four legs at every signalized intersection except at the following locations:

<sup>10</sup> Transportation Element City of Portland Comprehensive Plan, Effective October 23, 1992, p. 78

- No pedestrian crossing is allowed on the north leg of Hawthorne/12th Avenue

Two signalized intersections (16th Avenue and 41st Avenue) are provided for pedestrian crossings. The north/south vehicle movements at these intersections are stop sign controlled.

The largest pedestrian volumes are between 34th Avenue and 39th Avenue. Pedestrian volume counts were conducted at each of these intersections during one weekday PM period (4:45 - 6:00 PM) and one Saturday period (2:00 - 3:30 PM)<sup>11</sup>. Pedestrian volumes for all movements at an intersection ranged from 370 to 630 pedestrians on the weekday peak hour, and 260 to 1,200 pedestrians on the Saturday peak hour.

### Bicycle Network

Existing eastbound bike lanes are provided on Hawthorne Boulevard from the Hawthorne Bridge to 11th Avenue. East of 11th Avenue, bike lanes are recommended for Hawthorne Boulevard<sup>12</sup>. The Bicycle Plan, developed by the City of Portland, requires a parallel bicycle facility be developed for Hawthorne Boulevard if a bicycle lane on Hawthorne is not possible due to width constraints and parking needs<sup>13</sup>.

Between 1990 and 1994, there were eighteen accidents involving bicyclists along Hawthorne Boulevard between 13th Avenue and 53rd Avenue. Seven of these were caused by bicyclist error, seven by driver error and four involved cyclists hitting car doors.

### Public Transit

There is one Tri-Met route (#14) along Hawthorne Boulevard and two routes (#66X and #75) along 39th Avenue. Route 14 (Hawthorne) runs between the I-205/Foster Road and Downtown via the Powell Boulevard and Hawthorne Boulevard with approximately 5-10 minute headways during both the AM peak period (7:00 - 9:00 AM) and the PM peak period (4:00 - 6:00 PM). Route 66X (Marquam Hill - Hollywood TC) is an express bus that only operates during the AM and PM peak hours. Route 66X runs between the Hollywood Transit Center and the Veterans Hospital with approximately 30 minute headways in the AM peak period (6:00 - 8:30 AM) and during the PM peak period (3:30 - 6:00 PM). Route 75 (39th Avenue-Lombard) runs between the Milwaukie Transit Center and Lombard at Pier Park along 39th Avenue with approximately 10-15 minute headways during both the AM peak period (7:00 - 9:00 AM) and the PM peak period (4:00 - 6:00 PM). Both Hawthorne Boulevard and 39th Avenue are classified as Major Transit Streets in the City of Portland Comprehensive Plan<sup>14</sup>.

<sup>11</sup> Counts conducted by Willamette Pedestrian Coalition members, October 3 and 5, 1996.

<sup>12</sup> *Draft Bicycle Master Plan*, City of Portland, Office of Transportation, August 30, 1995.

<sup>13</sup> *Draft Bicycle Master Plan*, City of Portland, Office of Transportation, August 30, 1995, p. A2, Table A1.1.

<sup>14</sup> *Transportation Element*, City of Portland Comprehensive Plan, Effective October 23, 1992, p. 79.

## **CHAPTER 2**

## **Transportation Impacts**

This section of the report provides the results of the transportation analysis and describes the impacts to automobiles, pedestrians, bicyclists, and transit associated with each of the alternatives. The alternatives which have been analyzed are listed below:

- Alternative 1 - Non-Physical Improvements - Existing Conditions
- Alternative 2 - Minimum Intervention - Provide improvements while maintaining the existing four lane cross section
- Alternative 3 - Select Intervention - Remove one westbound travel lane on Hawthorne Boulevard (12th - 38th)
- Alternative 3A - Select Intervention - Remove one westbound travel lane on Hawthorne Boulevard (12th - 30th). Provide an uphill climbing lane for bikes 12th - 30th
- Alternative 3B - Select Intervention - Remove one westbound travel lane on Hawthorne Boulevard (34th - 38th). Widen sidewalks
- Alternative 4 - Corridor Intervention - Remove two travel lanes on Hawthorne Boulevard (12th - 38th)
- Alternative 5 - Hawthorne Streetcar - Reintroduce streetcar line onto Hawthorne Boulevard

No traffic/transportation analysis was conducted for Alternative 1 or Alternative 5. Alternatives 2 - 4 have assumed the addition of traffic signals at 32nd Place and 35th Place and the timing of these traffic signals to provide for vehicle speeds of 14 mph. In addition, improvements to the Hawthorne Boulevard/20th Avenue intersection have been assumed for alternatives 2-4 which involve reconfiguring the intersection to a typical four-legged intersection. All of these alternatives have associated benefits and impacts. The following sections describe key elements for each alternative and then describe the major benefits and impacts to the operation of automobiles, bicyclists, pedestrians and transit.

### **ALTERNATIVE 1 - NON-PHYSICAL**

No major physical improvements would be made with this alternative, but other improvements would be made to enhance the urban environment. These improvements may include traffic enforcement, code enforcement, education/outreach, transit/business partnerships, minor restriping, minor parking reconfigurations, enhance efficiency of traffic signals, and cleanliness/maintenance.

### **ALTERNATIVE 2 - MINIMUM INTERVENTION**

This alternative provides for improvements which do not require the removal of a travel lane or on-street parking. Hawthorne Boulevard would remain in its present configuration (two westbound lanes, two eastbound lanes and on-street parking on both sides of the street). Improvements associated with this alternative would include enhanced pedestrian crossings, curb extensions, median refuge islands, improved signage for bikes, an alternate route for bicyclists, increased bicycle parking, enhanced transit stops, addition of new traffic signals at 32nd Place and 35th Place including timing the traffic signals between 32nd Place and 37th Avenue to provide for vehicle travel speeds of 14 mph.

### **ALTERNATIVE 3 - SELECT INTERVENTION**

This alternative involves the reduction of one westbound travel lane on Hawthorne Boulevard from 12th to 38th Avenue. This lane removal provides additional space for other modes. Alternative 3A and 3B provide variations to this alternative with regard to the location of lane reduction. Alternative 3A would reduce one westbound travel lane from 12th Avenue to 30th Avenue (providing for an eastbound bicycle lane) and Alternative 3B would reduce one westbound travel lane from 34th Avenue to 38th Avenue (providing for wider sidewalks). Improvements considered in Alternative 2 would also be considered in Alternatives 3, 3A and 3B.

### **ALTERNATIVE 4 - CORRIDOR INTERVENTION**

Under this alternative two travel lanes would be removed from Hawthorne Boulevard which provides for various configurations of wider sidewalks and/or bicycle lanes in each direction. Providing a continuous bicycle lane in each direction from 12th Avenue to 37th Avenue would allow the sidewalks to be widened an additional one to two feet on each side of the roadway.

### **ALTERNATIVE 5 - HAWTHORNE STREETCAR**

This alternative would involve embedding streetcar rails in a travel lane. This lane would be shared by automobiles, buses and the streetcar (operates like a fixed bus). The streetcar could be utilized with any of alternatives 2-4.

### **MAJOR IMPACTS AND BENEFITS**

Table 4 summarizes the results of the traffic operational analysis of Alternatives 2, 3 and 4 for the Hawthorne Boulevard Transportation Plan. No analysis has been conducted for Alternatives 1 and 5. Table 4 indicates the duration of weekday and weekend roadway impact (roadway impact is assumed to occur when the traffic demand for the facility exceeds the capacity), the corridor travel time for the AM and PM peak hour, and the amount/location of AM peak hour, PM peak hour and daily traffic diversion to other roadways.

The corridor travel times shown on Table 4 were based on results from the TRANSYT-7F computer traffic simulation model which was developed for Hawthorne Boulevard specifically for this project. The *existing* travel time data shown in Table 4 presents results from the TRANSYT-7F computer model which is within nine percent of the travel time survey data shown in Table 1 (previous chapter) which

is considered reasonable Table 5 shows the corridor travel time data broken down into various roadway segments

The traffic volume diversion estimates shown in Table 4 were generated based on existing traffic volume data and projections from the City of Portland's EMME/2 Regional Travel Demand Model<sup>15</sup> The EMME/2 model has been calibrated by City of Portland staff to replicate existing traffic conditions Roadways which are classified as Neighborhood Collector and above are included in the model Residential streets are typically not included

#### **Alternative 1 - Non-Physical Improvements**

##### Major Benefits.

- Traffic operations would remain as they are today
- Low cost improvements (i.e., signage/striping, parking reconfiguration)
- These elements could be utilized with any other alternative

##### Major Impacts.

- Does not provide space for bicycles on Hawthorne Boulevard

#### **Alternative 2 - Minimum Intervention**

##### Major Benefits.

- Maintains existing traffic and transit flow
- Provides enhanced pedestrian crossings
- Enhances transit operations
- Minimum impact on parking
- Slower traffic speeds in busiest pedestrian zone (32nd Place to 37th Avenue)

##### Major Impacts.

- Does not provide space for bicycles on Hawthorne Boulevard
- Vehicle/parking lanes remain narrow
- Sidewalks remain at current width
- Traffic impacts of slowing traffic speed from 32nd Place to 37th Avenue results in diversion of 600 to 800 vehicles daily eastbound to other facilities and 600 to 800 vehicles daily westbound to other facilities
- Increased travel time for eastbound and westbound vehicles

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<sup>15</sup> The EMME/2 Regional Travel Demand Model utilizes land use data (household data and employment data) and the existing roadway network to assign vehicle trips throughout the City of Portland and surrounding area

**Alternative 3 - Select Intervention****Major Benefits.**

- Provides for a climbing lane for bicyclists from 12th to 30th (3A)
- Provides 12 foot sidewalks in the busiest pedestrian zones (3B)
- Slower traffic speeds in busiest pedestrian zone (32nd Place to 37th Avenue)
- Traffic flow not impacted in eastbound direction
- Provides wider vehicle travel lanes

**Major Impacts.**

- No bicycle facility in westbound direction
- Traffic impacts of slowing traffic speed from 32nd Place to 37th Avenue and reduction in number of travel lanes results in diversion of 600 to 800 vehicles daily eastbound to other facilities and 1,600 to 1,800 vehicles daily westbound to other facilities
- Travel times increased by eight minutes in the westbound direction during the AM Peak hour

**Alternative 4 - Corridor Intervention****Major Benefits.**

- Provides continuous bike route along Hawthorne Boulevard
- Provides a pedestrian dominant environment in key areas
- Wide travel/parking lanes provides safety benefits for all users
- Slower traffic speeds in busiest pedestrian zone (32nd Place to 37th Avenue)

**Major Impacts.**

- Traffic impacts over a large area
- Traffic impacts of slowing traffic speed from 32nd Place to 37th Avenue and reduction in number of travel lanes results in diversion of 1,800 to 2,000 vehicles daily eastbound to other facilities and 1,600 to 1,800 vehicles daily westbound to other facilities
- Travel times increased by eight minutes in the westbound direction during the AM Peak hour and increased by 9 minutes in the eastbound direction during the PM peak hour

**TABLE 4**  
**SUMMARY OF TRAFFIC OPERATIONAL RESULTS**

Criteria	Existing	Alternative 2 - Two Lanes EB and Two Lanes WB	Alternative 3 - Two Eastbound and One Westbound (12th to 38th)	Alternative 4 - One Eastbound and One Westbound (12th to 38th)
Duration of Weekday Roadway Impact	0 Hours	0 hrs	2 hrs (7 00AM - 9 00AM)	6 hrs (7 00AM - 9 00AM and 3 00PM to 7 00PM)
Duration of Weekend Roadway Impact	0 Hours	0 hrs	5 hrs (11 00AM - 4 00PM)	6 hrs (11 00AM - 5 00PM)
Corridor Travel Time (12th to 50th) AM Peak	5 5 min Eastbound 6 1 min Westbound	6 4 min Eastbound 7 3 min Westbound	6 4 min Eastbound 15 3 min Westbound	6 5 min Eastbound 15 3 min Westbound
Corridor Travel Time (12th to 50th) PM Peak	7 2 min Eastbound 5 1 min Westbound	8 7 min Eastbound 6 7 min Westbound	8 7 min Eastbound 7 4 min Westbound	17 5 min Eastbound 7 4 min Westbound
AM Peak Hour Diversion (Amount/Location)	0 Vehicles	0-30 Vehicles Eastbound (40% local streets between Hawthorne and Division, 10% Division, 25% Belmont, 13% Stark, 12% Burnside) 40-90 Vehicles Westbound (8% local streets between Hawthorne and Division, 25% Division, 33% Belmont, 25% Stark, 9% Burnside)	0-30 Vehicles Eastbound (40% local streets between Hawthorne and Division, 10% Division, 25% Belmont, 13% Stark, 12% Burnside) 430-490 Vehicles Westbound (8% local streets between Hawthorne and Division, 25% Division, 33% Belmont, 25% Stark, 9% Burnside)	10-50 Vehicles Eastbound (40% local streets between Hawthorne and Division, 10% Division, 25% Belmont, 13% Stark, 12% Burnside) 430-490 Vehicles Westbound (8% local streets between Hawthorne and Division, 25% Division, 33% Belmont, 25% Stark, 9% Burnside)
PM Peak Hour Diversion (Amount/Location)	0 Vehicles	50-100 Vehicles Eastbound (40% local streets between Hawthorne and Division, 10% Division, 25% Belmont, 13% Stark, 12% Burnside) 25-75 Vehicles Westbound (8% local streets between Hawthorne and Division, 25% Division, 33% Belmont, 25% Stark, 9% Burnside)	50-100 Vehicles Eastbound (40% local streets between Hawthorne and Division, 10% Division, 25% Belmont, 13% Stark, 12% Burnside) 100-150 Vehicles Westbound (8% local streets between Hawthorne and Division, 25% Division, 33% Belmont, 25% Stark, 9% Burnside)	510-570 Vehicles Eastbound (40% local streets between Hawthorne and Division, 10% Division, 25% Belmont, 13% Stark, 12% Burnside) 100-150 Vehicles Westbound (8% local streets between Hawthorne and Division, 25% Division, 33% Belmont, 25% Stark, 9% Burnside)
Daily (24-hour) Diversion	0 Vehicles	600-800 Vehicles Eastbound 600-800 Vehicles Westbound	600-800 Vehicles Eastbound 1,600-1,800 Vehicles Westbound	1,800-2,000 Vehicles Eastbound 1,600-1,800 Vehicles Westbound

Note Alternatives 2-4 assume signal timing improvements from 32nd to 37th



TABLE 5 - CORRIDOR TRAVEL TIME BREAKDOWN

Criteria	Existing	Alternative 2 - Two Lanes EB and Two Lanes WB	Alternative 3 - Two Eastbound and One Westbound (12th to 38th)	Alternative 4 - One Eastbound and One Westbound (12th to 38th)
Corridor Travel Time (12th to 50th) AM Peak	5 5 min Eastbound 6 1 min Westbound	6 4 min Eastbound 7 3 min Westbound	6 4 min Eastbound 15 3 min Westbound	6 5 min Eastbound 15 3 min Westbound
Travel Time (12th-30th) AM Peak	2 4 min Eastbound 2 5 min Westbound	2 5 min Eastbound 2 5 min Westbound	2 5 min Eastbound 9 3 min Westbound	2 6 min Eastbound 9 3 min Westbound
Travel Time (30th-34th) AM Peak	0 6 min Eastbound 0 5 min Westbound	0 9 min Eastbound 1 0 min Westbound	0 9 min Eastbound 2 0 min Westbound	0 9 min Eastbound 2 0 min Westbound
Travel Time (34th-39th) AM Peak	0 9 min Eastbound 0 8 min Westbound	1 4 min Eastbound 1 5 min Westbound	1 4 min Eastbound 1 7 min Westbound	1 4 min Eastbound 1 7 min Westbound
Travel Time (39th-50th) AM Peak	1 6 min Eastbound 2 3 min Westbound	1 6 min Eastbound 2 3 min Westbound	1 6 min Eastbound 2 3 min Westbound	1 6 min Eastbound 2 3 min Westbound
Corridor Travel Time (12th to 50th) PM Peak	7 2 min Eastbound 5 1 min Westbound	8 7 min Eastbound 6 7 min Westbound	8 7 min Eastbound 7 4 min Westbound	17 5 min Eastbound 7 4 min Westbound
Travel Time (12th-30th) PM Peak	3 4 min Eastbound 2 2 min Westbound	3 7 min Eastbound 2 2 min Westbound	3 7 min Eastbound 2 5 min Westbound	9 9 min Eastbound 2 5 min Westbound
Travel Time (30th-34th) PM Peak	0 7 min Eastbound 0 5 min Westbound	1 4 min Eastbound 1 0 min Westbound	1 4 min Eastbound 1 1 min Westbound	3 0 min Eastbound 1 1 min Westbound
Travel Time (34th-39th) PM Peak	1 6 min Eastbound 0 8 min Westbound	2 1 min Eastbound 1 3 min Westbound	2 1 min Eastbound 1 6 min Westbound	3 1 min Eastbound 1 6 min Westbound
Travel Time (39th-50th) PM Peak	1 5 min Eastbound 1 6 min Westbound	1 5 min Eastbound 2 2 min Westbound	1 5 min Eastbound 2 2 min Westbound	1 5 min Eastbound 2 2 min Westbound



**TABLE 6 - ALTERNATIVE 3 TRAFFIC DIVERSION**

Criteria	Alternative 3 - Two Eastbound and One Westbound (12th to 38th)	Alternative 3A - Two Eastbound and One Westbound (12th to 30th)	Alternative 3B - Two Eastbound and One Westbound (34th to 38th)
AM Peak Hour Diversion	0-30 Vehicles Eastbound 430-490 Vehicles Westbound	0-30 Vehicles Eastbound 430-490 Vehicles Westbound (Diversion routes shift to include 30th, 34th and other north/south streets)	0-30 Vehicles Eastbound 320-380 Vehicles Westbound
PM Peak Hour Diversion	50-100 Vehicles Eastbound 100-150 Vehicles Westbound	50-100 Vehicles Eastbound 100-150 Vehicles Westbound (Diversion routes shift to include 30th, 34th and other north/south streets)	50-100 Vehicles Eastbound 90-140 Vehicles Westbound
Daily (24-hour) Diversion	600-800 Vehicles Eastbound 1,600-1,800 Vehicles Westbound	600-800 Vehicles Eastbound 1,600-1,800 Vehicles Westbound	600-800 Vehicles Eastbound 1,350-1,550 Vehicles Westbound

**HAWTHORNE BOULEVARD  
WORKSHOP 1 - BRAINSTORM EXERCISE  
QUESTION 2 - SPECIFIC COMMENTS**

**Question 2 - Describe the Character(s) of Hawthorne Boulevard**

Core (heart) of Hawthorne 30th - 39th  
MLK to Burgerville  
Big Bear bagel area  
Grand Central Bakery/Cafe Lena  
Safeway area  
Thanh Thao / Daily Grind

Bridge to 12th - Industrial  
12th - 32nd - Diverse, night scene, light business, restaurants, stores, multiple housing,  
32nd - 39th - Denser business, entertainment, night scene  
39th - 51st - small business, traffic change, to 3 lanes, better bike access, multiple housing  
51st on - residential

Bridge - 7th/12th - industrial  
7th - 12th - commercial/light industrial  
12th - 20th - some apts/residential - starts to get "thicker" more commercial  
34th - 40th - intense shops  
12th - 28th - similar - except 20th different (?) Through street  
35th - 39th "espresso zone"  
40th - 52nd - light industrial - restaurants - grocery - social services - very mixed  
45th - 52nd - more storefront pedestrian friendly - "ped Cafe hub"  
- Lower rent newer ventures easier to get started  
52nd - Tabor - residential

47th to 50th - Bar Land  
39th - 47th - Not continuous, store front - auto oriented, parking lots on street  
32nd - 39th - continuous storefront, "the Heart" - Arby's to 39th  
22nd - 32nd - Misc/apartments  
Hilltop at Safeway  
22nd - 12th - mini-hub  
12th - Bridge - industrial, storefront

River - 12th - Commercial/industrial  
12th - 20th - some housing/ commercial /Ladd's addition  
20th - 34th - housing/multi family, Colonial Heights  
34th - 39th - compact commercial, high-use, heart of Hawthorne  
39th - 48th - mixed (\_\_\_?\_\_\_) /service  
48th - 50th - High Density (small pocket)  
50th - 55th - Residential

**HAWTHORNE BOULEVARD  
WORKSHOP 1 - BRAINSTORM EXERCISE  
QUESTION 2 - SPECIFIC COMMENTS**

Bridge to 12th - industrial  
12th to 20th - mixed retail - apartments  
20th to 34th - mixed retail - houses  
34th to 39th - high density retail  
39th to 51st - mixed retail, services, residential  
51st - Mt Tabor - residential

Bridge - 12th - commercial/industrial  
12th - 30th - mixed commercial/retail/multi-family residential  
30th - 39th - central business district  
39th - 50th - mixed commercial /retail/residential  
50th - 60th - residential  
60th - Mt Tabor Park

River - 17th - Industrial  
17th - 23rd - Commercial Hub  
23rd - 28th - Residential  
28th - 34th - Commercial mixed  
34th - 39th - High Density  
39th - 50th - mixed some Residential, Auto Oriented businesses, bars, small shops  
50th - 55th - residential

Bridge to Union - industrial  
14th on - books(second hand), resale shops  
16th on - apts  
22nd - 30th - residential  
mid 30's - boutiques  
30th on - antiques shops, small shops  
39th - groceries, large & small  
restaurants here & there  
Mt Tabor Park at top

River to 12th - industrial area  
12th - 20th - Apartments - high density, businesses barley mill  
20th - 30th - Safeway, Funeral Home, "top of the hill" large lots /business  
30th -out - Multi-unit dwellings, common perception of "Hawthorne", small business -  
some residential

Hawthorne not entirely consistent  
Segments - Traffic / Business  
3 - 50th - 39th  
39th - 20th  
20th - river  
Dead ends

HAWTHORNE BOULEVARD  
WORKSHOP 1 - BRAINSTORM EXERCISE  
QUESTION 2 - SPECIFIC COMMENTS

River to Grand - industrial / warehouse  
Bridge to 12th - small business - non pedestrian  
(Ladd's Addition) - business services, not community services  
12th - 32nd - low density commercial, multi-family residential, single family res  
32nd - 39th - neighborhood businesses - high density - storefront  
39th - 47th - transitional, traffic oriented business  
47th - 50th - bars & chocolate  
50th -- residential

HAWTHORNE BOULEVARD  
 WORKSHOP 1 - BRAINSTORM EXERCISE  
 QUESTION 3 - SPECIFIC COMMENTS

**QUESTION 3 - What Are the Positive Features of Hawthorne Boulevard?**

Tables on sidewalks  
 neighborly feeling  
 entertainment available  
 variety of commerce in condensed area available to 5 neighborhoods  
 annual event (street fair)  
 buildings are built to sidewalk  
 awnings make pedestrian-friendly  
 mixed use  
     work                   |  
     live                  | draws diversity of people  
     entertainment |  
 good transit making it accessible  
 variety of activities & commerce that draws diversity of people

Feels like a neighborhood  
 not a lot of neon  
 Different, unique  
 "Mom & Pop" feel  
 limited adjacent parking  
 not a lot of panhandling  
 small business so close to neighborhood  
 fewer chain stores  
 small businesses  
 not a lot of billboards  
 can start w/industrial section & go straight thru to residential  
 self-contained - eat, bank, shop  
 pedestrian-friendly  
 good transit w/o cars  
 variety of shops & activities  
 diversity of people  
 people like to hang out there - so you can socialize & greet friends  
 centrally located

Restaurants  
 Shops  
 user friendly  
 resident businesses (initiate) (?) Owner operated  
 neighborhood activism  
 affordable rents  
 business/neighborhood cohesive  
 customer base (local)  
 frequency of bus transit

HAWTHORNE BOULEVARD  
WORKSHOP 1 - BRAINSTORM EXERCISE  
QUESTION 3 - SPECIFIC COMMENTS

Bagdad  
Trimet/ transit  
building against street  
great bread  
mix of res /retail  
vital, strong retail  
diversity of people  
diversity of retail  
don't need a car  
pedestrians  
restaurants  
safe attitude  
busy all day  
variety of prices ( fancy to relaxed)  
casual atmosphere  
retail owners own their building

Add Trees  
fill in parking lots  
more cross walks  
add second stories for residential  
no city plan  
Accessible w/o automobile  
personal safety at most hours good  
wide mix of commercial /retail opportunities  
All-hour transit  
You can get anything you need on Hawthorne Boulevard  
Boutique Shopping  
Quality of Transit  
Diversity (shops/people)  
useful shops (hardware, bike shops)  
theaters  
pedestrian popular  
concentration of shops  
ability to gather  
street furniture  
high comfort level

can walk to all very easily  
has avoided grandiose rebuilding (good for retaining community feel)  
narrower street keeps community sense - ambiance  
smallness of space (???) Road is good - i e cozy  
if eliminate parking on one side would allow traffic island/ need better ped x-ing  
store's  
great restaurants - price range good , sophistication  
good ped access

HAWTHORNE BOULEVARD  
 WORKSHOP 1 - BRAINSTORM EXERCISE  
 QUESTION 3 - SPECIFIC COMMENTS

kids & small parks  
 we want benches - street furniture (carefully engineered) vs. Obstructed sidewalks  
 preserve cleanliness - need more trash cans

Things are open early - 16 or 18 hrs/day environment  
 walk everywhere - shopping on foot  
 businesses are service oriented  
 big trees in Ladd's Addition - need more trees  
 bikes use Hawthorne  
 architecture  
 diversity  
 lots of restaurants  
 people come to "hang out" on /in Hawthorne -street side cafe aspect  
 mass-transit access  
 wide blvd

like the lack of trees - openness  
 older architecture  
 pedestrian orientation  
 breathing room between groups of stores & houses  
 diversity of businesses i.e. groceries, restaurants, entertainment, gifts  
 drugstores, hardwood stores, shoe repair, service-oriented stores  
 sidewalk tables & chairs  
 not letting it get too gentrified  
 pedestrian, friendly, social  
 family owned or individually owned businesses

Storefronts - let them maintain unique identity  
 bagdad  
 transit service is good - stops could be reconfigured  
 transit stops could be integrated into street scape  
 historic character of buildings is good  
 large parking lots - multi-use for those existing would be good  
 walking outside/sitting outside  
 great businesses  
 social aspect sidewalks present

old & new businesses  
 density of business on Blvd doesn't flow into neighborhood  
 peaceful co-existence - residents - buses - pedestrians - business  
 variety - businesses/people - serves community needs  
 people watching  
 nature of businesses - encourages browsing  
 character - funky - not too pretty

HAWTHORNE BOULEVARD  
WORKSHOP 1 - BRAINSTORM EXERCISE  
QUESTION 3 - SPECIFIC COMMENTS

unique character  
variety of shops & businesses (unlike NW 23rd)  
live, work & shop here  
walkability & bikeability  
unpretentious & ungentrified  
mixed income & culture  
high traffic feeds shopping  
many meeting places  
shops for children & families  
density - apartments right on ave,  
variety of housing  
view ends on mt Tabor

Diversity of Businesses  
Walking, window shopping  
mixed-use  
affordable for residences/businesses (still)  
central to surrounding neighborhoods  
a definable district of SE  
it's open late /safe  
library  
very frequent bus service  
it's a destination, not some place to pass through



HAWTHORNE BOULEVARD  
 WORKSHOP 1 - BRAINSTORM EXERCISE  
 QUESTION 4 - SPECIFIC COMMENTS

**QUESTION 4 - What problems or constraints does Hawthorne Boulevard face?**

Bus/car/bike conflicts, congestion , but all are needed  
 parking is hard  
 need articulated buses/ more buses from 20th - SW, need better transit capacity  
 needs bike lanes, \_\_\_\_\_(?) direction  
 many cyclists fear for life on Hawthorne  
 better bike parking  
 cyclists off sidewalk  
 dogs on sidewalk must be controlled better  
 ped crossings & bike interactions

traffic volume & high speed  
 parking is a problem  
 wider sidewalks etc ( narrow sidewalks now)  
 take posters down (need kiosks)  
 billboards/ power lines  
 no signage consistency  
 no street trees  
 too many lanes of traffic  
 no transit accommodations  
 car dominates now  
 not multi modal  
 no transit priority  
 not enough crosswalks  
 pedestrian safety  
 no bicycle safety

Too much traffic  
 too much space devoted to parking  
 insufficient parking for residences/business  
 bad bike facilities  
 gentrification  
 pedestrian-unfriendly street crossings  
 lack of street furniture  
 speed of traffic (espec East of 39th & west of 27th)

Conflict between traffic & parking  
 " " " Buses  
 Bicycles  
 Peds

Not enough street lights  
 sight-distance conflicts w/ parking  
 traffic too fast  
 improve street cleaning & maint  
 Not enough regulated ped x-ings  
 no room for bicycles on road or sidewalks  
 not enough room for peds on sidewalk

HAWTHORNE BOULEVARD  
WORKSHOP 1 - BRAINSTORM EXERCISE  
QUESTION 4 - SPECIFIC COMMENTS

Restore trolley lines  
raised & painted crosswalks/speed bumps (wide ones)  
some place for bicycles to ride safely - "share the road"  
more street lights  
wider sidewalks

Salmon street not well known as a bicycle street  
lanes too narrow  
too much space devoted to cars  
street is too narrow  
not enough signalized crosswalks  
not enough left hand turn lanes  
sidewalks too narrow  
not enough sidewalks  
not enough space for street trees  
not enough space for cafes  
not enough windows (too many blank walls)  
a lot of traffic  
Freddies is a destination  
Federal Budget too large

Traffic - too fast - too wide  
poor crosswalks (38th)  
pedestrian - congested walks (tables, bikes)  
Driving - left turns block traffic / bus interaction - stopping  
Parking

Crossing for peds & bikes  
bikes on Hawthorne is hard for biker & cars & sidewalk widths  
biking to Hawthorne is easy  
Lanes too narrow  
not enough bike parking  
sidewalks too narrow  
not enough trees  
reap(?) parking lots are all private  
not enough trash receptacles  
turning left  
parking up to corners

Phone pole in middle of block at 20th, 21st & Hawthorne  
lanes are too narrow for  
too much traffic on Hawthorne - impacts other streets adversely  
Double parking - particularly delivery vehicles  
not enough public trash cans & too infrequent pick-up

HAWTHORNE BOULEVARD  
 WORKSHOP 1 - BRAINSTORM EXERCISE  
 QUESTION 4 - SPECIFIC COMMENTS

Bicycle commuters  
 Need trees to help environment  
 pet etiquette  
 Sidewalk problems - too narrow to accommodate bikes, tables, pets  
 Slow traffic down  
 Pedestrian crossings - too few  
 move people w/fewer cars

Litter on Hawthorne & Side streets  
 Limited bike parking and transit  
 Mass transit is stuck in traffic  
 congested thoroughfare - to non-thoroughfare  
 crossing street is hard  
 parallel parking is difficult  
 sidewalk blockage  
 graffiti is bad - doesn't feel as safe  
 speeding cars on Hawthorne & in neighborhoods  
 Bike route education - alternative routes available  
 buses are wider than lanes  
 Parking in neighborhoods  
 left hand turns block traffic  
 impaired visibility pulling out from side streets

Too much trash on the sidewalks and gutters  
 trash cans too full & too few - not emptied enough  
 Dangerous for cyclists & pedestrians  
 traffic - too much, too fast  
 jay-walking  
 not enough crosswalks  
 too expensive to ride from 39th to downtown by bus  
 graffiti  
 sidewalks need to be widened  
 need some foliage, greenery, window boxes  
 public urination etc, need public restrooms - kiosks  
 transient problem  
 Drug transactions & paraphernalia  
 Utility poles taken down, put underground  
 Parking in the neighborhoods  
 Rats

Zoning - should have mixed zoning residential w/business between 12th & 30th  
 not enough PED crossings  
 too much auto traffic - slow it down  
 sidewalks are too narrow  
 not enough trees  
 not enough bus shelters

bus stops block traffic  
parking problem  
increase in rents - change character  
graffiti  
dangerous for bikes on Hawthorne Blvd - poor parking for bikes  
street noise - traffic  
negative auto aesthetic  
better intersection at 12th

Difficulty of ped access near the bridge - elevated walkways  
wider sidewalks  
not enough crosswalks - more crosswalks, better defined  
posted speeds are too high  
cars go too fast

posted speeds too high  
not enough crosswalks/ not well-defined  
narrow sidewalks too many obstructions for width  
difficulty of ped access near bridge  
cars are too dominant  
not enough or accessible parking  
pedestrians are endangered and uncomfortable  
too much graffiti ( on public fixtures)

HAWTHORNE BOULEVARD  
TRANSPORTATION PLAN  
WORKSHOP 1 - SUMMARY COMMENTS

**Question 1. What is special or unique about Hawthorne Boulevard?**

- (3) Eclectic Street
- (8) Adjacent Neighborhoods with good access
- (2) Comfortable for families, kids
- (2) "Mom-n-Pop" feel
- (2) Surprisingly peaceful coexistence
- Variety of housing
- \* (12) Historic Architecture
- \* (11) Diversity of Shops
- (1) Diversity of People
- (1) Sense of Community
- (5) "In" Place (but not too in)
- \* (16) You can live, work & shop here
- (8) Good Transit
- (4) Alive at night
- (1) Mixed use- Business on bottom, residents on top
- (1) Safe
- (2) High density, doesn't bleed into neighborhoods
- (1) realistic price range of goods, services
- alternative health care
- no trees
- (2) Active Storefronts
- (2) Close to downtown
- \* (20) Convenient - Easy to walk
- \* (20) Diversity of neighborhood (income, ethnic, )
- Down to Earth environment at a relaxed pace
- (1) Human Scale
- \* (17) Pedestrian Oriented
- Ties Neighborhoods together

**HAWTHORNE BOULEVARD  
TRANSPORTATION PLAN  
WORKSHOP 1 - SUMMARY COMMENTS**

**Question 2. Describe the Character(s) of Hawthorne Boulevard.**

Bridge to 12th - Industrial  
12th to 32nd - Housing, light business  
39th to 51st - Min(?) of businesses  
52nd out - residential  
23rd to 17th - small commercial hub  
39th to 34th - Major density  
39th St connects Laurelhurst, Eastmoreland neighborhoods  
---Serves as entryway to Hawthorne district  
32nd to 39th - Business Core  
39th to 51st - traffic change, small business  
Ladd's Addition  
34th to 39th - Heart of Hawthorne  
39th to 50th - Bars, auto-oriented  
River - up hill - topo (?) Let's you look over all, good view  
Traffic flows well 39th - 50th  
West of 39th - congested  
Traffic too fast 39th - 50th  
30th to Mt Tabor - Core  
14th on - 2nd hand shops  
12th - west - industrial  
39th to 47th - "1967" or "People's Republic"  
River to Grand - Industrial  
Grand to Ladd's - Warehouse businesses  
Transition Zones all along 12th to 39th  
River to 12th - downtown support  
business expands into neighborhood in core (34th to 39th)  
22nd to 30th - residential  
Expand core to East & West  
20th - Transition - rents up, businesses over  
Storefronts up to sidewalk in core  
45th to 52nd - more ped friendly, lower rents.

HAWTHORNE BOULEVARD  
TRANSPORTATION PLAN  
WORKSHOP 1 - SUMMARY COMMENTS

**QUESTION 3. What are the positive features of Hawthorne Boulevard?**

- (5) Library - 39th & Taylor
- (5) Affordable rents
- (2) Fred Meyer improvements
- Parking as multi-use
- (3) Sidewalk Cafes
- (3) Hawthorne as part of neighborhood
- \* (23) Trolley Line
- \* (20) Lincoln/Salmon are great bike routes
- (2) Can get what you need
- (1) relaxed atmosphere
- (1) theaters
- (2) Small town feel
- (1) Few large businesses & parking lots
- (2) Storefront orientation
- Mayberry St w/o snob appeal
- (2) Business hrs - early & late
- (4) Preserve as bicycle corridor
- \* (24) Diversity of People
- (3) Gathering Place
- \* (11) Local owned Businesses - ensure prosperity
- \* (20) Transit
- (3) Diversity of Businesses
- (9) Pedestrian oriented businesses
- (3) Architectural Character
- Trees
- (2) No excessive regulation
- (2) shopping destination (not drive-thru)
- (7) cohesion between businesses & neighborhoods (good relationships)
- sitting places (need more)
- \* (24) neighborhood oriented, daily needs businesses
- (9) variety of businesses

HAWTHORNE BOULEVARD  
TRANSPORTATION PLAN  
WORKSHOP 1 - SUMMARY COMMENTS

**QUESTION 4. What problems or constraints does Hawthorne Boulevard face?**

- No place to park
- \* (13) Too much graffiti
- (36) Not enough safe crossings
- (7) Better Transit Capacity (too full)
- (7) more shared parking (cars/bikes)
- (10) Centrifugation (businesses/residences)
- More street lights
- (5) Difficult ped access to bridge
- (6) Lanes too narrow
- (10) Cars too fast
- (3) too many cars
- \* (43) Cars too dominant
- (7) Trash! Including drug paraphernalia
- (5) Traffic intrudes on adjacent neighborhoods
- (1) Buses stuck in traffic
- (11) Visual Blight - billboards, etc
- (13) Not enough safe crossing points
- \* (18) Narrow sidewalks
- (1) Public nuisances (need public restroom)
- (11) Need to control dogs
- (2) left turns block thru traffic
- lack of street furniture
- (1) sight distance conflicts for right-turning onto Hawthorne
- (11) obstructions in sidewalks
- (5) need more trash cans
- (7) need better bike parking
- lack of awnings
- (4) lack of windows/ blank wall problem
- \* (22) lack of bike lanes
- (14) need to move people without cars!
- (7) need gateway to Hawthorne
- 12th intersection =crazy
- peak hr bus scheduling problems
- \* (20) Don't overdo planning process! e.g. MLK
- (14) Keep bikes off Hawthorne
- (5) Not enough room for bikes on road
- \* (20) Lack of street trees
- \* (22) Lack of ID on Hawthorne for bike route on salmon
- (1) Zoning needs to be coordinated
- (7) Utility lines - Phone pole at 20th in middle of street
- Difficult to parallel park
- (4) Not a true multi-modal street
- (1) Better downtown transit
- (1) Lack of disabled parking
- (9) Lack of planting strips
- Need electric buses
- \* (23) Emphasize alternative routes for bicycles



**Hawthorne Boulevard Transportation Plan****Policy Framework**

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## DRAFT

**- HAWTHORNE BLVD. TRANSPORTATION PLAN -  
TRANSPORTATION POLICY FRAMEWORK**

TRANSPORTATION ELEMENT STREET CLASSIFICATIONS

The following street classifications have been assigned to Hawthorne Blvd

**Auto:** *District Collector*

Functionally, District Collectors are intended to serve as the primary automobile route between activity centers (e.g. commercial areas) within a district and as a distributor of traffic from Major City Traffic Streets to lower classification streets. Trips with regional destinations are not encouraged to use District Collectors. In the Southeast District, Hawthorne Blvd and Burnside St are designated as District Collectors. Hawthorne Blvd is intended to serve as a primary arterial connection between activity centers such as Downtown and the Central Eastside and the Major City Traffic Streets, the 11th/12th Aves and M.L. King Jr Blvd./Grand Ave couplets, to the core of the Southeast District, the Hawthorne commercial area and 39th Ave. Parking removal or the purchase of additional right-of-way to create additional system capacity is discouraged, but allowable under special circumstances.

**Transit:** *Major City Transit Street*

The function of Major City Transit Streets is to provide concentrated transit service to connect and reinforce major activity centers and residential areas both within and outside of the districts they run through. As a Major City Transit Street and District Collector, Hawthorne Blvd's transit function is to take priority over its automobile function. Automobile-oriented land uses are discouraged from locating adjacent to Major City Transit Streets. Major City Transit Streets are to be designed to provide convenient pedestrian and bicycle access to transit stops, safe and convenient waiting areas at transfer points. Where neighborhood commercial uses occur, such as along much of Hawthorne Blvd, pedestrian and bicycle improvements and on-street parking should be encouraged.

**Pedestrian:** *City Walkway*

The entire length of Hawthorne Blvd is classified as a City Walkway. The classification is used for streets which are intended to serve as principal pedestrian routes, but which also share modal classifications higher than Local Service Street. Street improvements are to be designed to buffer pedestrians from traffic and facilitate pedestrian crossings at major intersections. Design treatments may include landscaping, street trees, on-street parking and signalized crossings and pedestrian refuges, where needed.

**Truck:** *Minor Truck Route and Major Truck Route*

Between the Hawthorne Bridge and 39th Ave, Hawthorne Blvd is designated a Major Truck Route, providing a truck connection between the Central Eastside Industrial District, classified as a Truck District, the Hawthorne commercial area and 39th Ave East of 39th Ave. Hawthorne Blvd is designated a Minor Truck Route for truck trips within the Southeast district. Policy guidelines discourage non-local truck trips from using Minor Truck Routes.

**Bicycle:** *City Bikeway*

City Bikeways are designed to establish direct and convenient bicycle access to all significant destinations within city, town and regional centers. The Bicycle Master Plan

recommends bike lanes as the preferred treatment for Hawthorne Blvd. However, the Bicycle Master Plan also establishes a methodology for exceptions to bike lane recommendations where lane removal is involved. The methodology includes analysis which indicates significant peak hour and beyond peak hour congestion resulting from the lane removal.

**Beautification: Formal Design Boulevard**

The Beautification Policy encourages the beautification of the City through a system of landscaped arterials. As a Formal Design Boulevard, improvements to Hawthorne Blvd. should incorporate a continuous and comprehensive plantings of large street trees, shrubs and ground cover, consider preservation of vistas and elimination of overhead utilities.

From a policy perspective, an optimally functional Hawthorne Blvd. would provide for each mode equally, but would emphasize transit service, pedestrian travel, and truck traffic for priority treatment. Improvements to the street would acknowledge Hawthorne's importance as a collector for district wide automobile traffic, but would rely primarily on improvements to transit service to address congestion and increased travel demand within the district. The street's auto facilities would provide only the capacity adequate to collect and distribute trips from within the District. Any changes to Hawthorne Blvd.'s automobile capacity should not adversely affect how adjacent streets function in terms of their policy designations.

Design features should safely provide for all necessary turn movements to Collector and higher classification streets without the use of Local Service Streets. The street would contain sufficient lane widths and turning radii to accommodate inter-district truck travel. Within the corridor's right-of-way, there would be facilities which safely and conveniently accommodate both bicyclists and pedestrians. Adequate pedestrian facilities would also enhance and accommodate access to transit service, which would be of sufficient quantity to serve the needs of neighborhoods adjacent to the street and those Southeast neighborhoods further out which use Hawthorne Blvd. as a connection to the Central City and the Transit Mall.

#### RELEVANT TRANSPORTATION ELEMENT POLICIES

The following Transportation Element policies will need to be addressed as part of the Capitol Highway Pedestrian Project.

**GOAL 6: Transportation**

Goal 6 of the City's Comprehensive Plan lays the basic framework for all transportation related policies. In general, investments in the public-right-of-way are to provide accessibility to all planned land uses, protect neighborhood livability, reduce reliance on automobile travel, and maintain capitol facilities in a good condition.

**6.2 Regional and City Travel Patterns**

Streets classified lower than Regional Trafficways, as is Hawthorne Blvd's designation as a District Collector, are not to be designed, improved, or used as alternative routes for regional trips. Likewise, Local Service Streets are not to be used as alternative routes for traffic that should be using Collector Street routes.

**6.4 Land Use/Transportation**

Street classifications are intended to guide not only transportation decisions but land use decisions as well. Zoning and land use patterns are to be functionally consistent with the adjacent street classification. Land uses which attract trips from the surrounding neighborhoods or from throughout the district are encouraged to locate on District Collectors Streets. Regional land uses are discouraged from locating on District Collector Streets.

Automobile oriented land uses are discouraged from locating adjacent to Major City Transit Streets

#### **6.6 Urban Form**

Residential development is to be served by an inter-connected transportation network. Specifically, neighborhoods are to have inter-connected pedestrian and bicycle links to neighborhood and district activity centers such as Hawthorne Blvd.

#### **6.7 Transit First**

Transit is to be developed as the preferred form of transportation from residential areas to regional activity centers, such as the Central City. Improvements to Hawthorne Blvd which improve pedestrian access to the transit service supports this policy.

#### **6.10 Barrier Free Design**

This policy addresses federal mandates related to the Americans With Disabilities Act of 1990. All improvements to Hawthorne Blvd are to address accessibility for disabled people, principally sufficient sidewalk widths, limited cross slopes, patterned materials and curb ramps.

#### **6.11 Pedestrian Network**

The basic intent of this policy is improve the modal share of pedestrian travel throughout the City, consistent with the State mandated Transportation Planning Rule. Objectives include providing direct pedestrian facility connections between residential development and transit service, neighborhood activity centers, schools and parks. Sidewalk and crossing improvements to Hawthorne Blvd would strongly support this and other policies.

#### **6.12 Bicycle Network**

Similar to Policy 6.11 Pedestrian Network, this policy is directed at meeting the State mandated goal for improved bicycle travel. Though Hawthorne Blvd is not designated as a Bicycle Route, improvements to Hawthorne Blvd are to safely and conveniently accommodate bicycle access to Hawthorne Blvd and within the corridor it serves.

#### **6.15 On-Street Parking**

This policy directs the management of on street parking to address multiple objectives: neighborhood livability, economic vitality and traffic safety. Improvements to Hawthorne Blvd which reduce the supply of on-street parking will need to specifically address potential impacts to adjacent businesses and residents, traffic operations and pedestrian safety.

### **SOUTHEAST DISTRICT POLICIES**

In addition to the above policies which pertain to the entire City, each district within the *Transportation Element* has a sub-set of policies which address issues specific to that district that also must be addressed. Southeast District policies which are relevant to the Hawthorne Blvd Transportation Plan include:

#### **District Objectives:**

- Non-local traffic from Far Southeast Portland and from Multnomah and Clackamas counties should use Regional Trafficways, the Sunrise Corridor, and Major City Traffic Streets when travel to the downtown or other regional employment centers.
- Protect residential areas and industrial sanctuaries from non-local traffic, while maintaining access to established commercial corridors.

- Improve arterials primarily through transportation system management measures

The above objectives direct project planning for Hawthorne Blvd to ensure that improvements serve district level traffic only while at the same time do not encourage use of local service streets for through travel. Automobile capacity improvements should rely on transportation system management measures instead of street widening.

#### NEIGHBORHOOD PLAN POLICIES

Neighborhood Plan policies which relate to Hawthorne Blvd

##### Buckman (Aug /91)

Objective 5 I G Investigate implementation of diagonal parking

##### Hosford Abernathy (Feb/'88)

No specific policies related to Hawthorne

##### Richmond (Dec/'94)

Study

T1 Supports curb extensions

T4 Study methods of increasing sidewalk area in commercial area, 30th - 39th, investigate removal of travel lane for such purposes

T5 Work toward resolving parking problem in business area

T10 Study one-way streets to increasing parking

T11 Support bike lanes or wide outside lanes on arterials

T15 Study pedestrian problems, crossings, additional crossings on Hawthorne  
Priority area 35th Pl, 41st, 47th, 50th

Projects

T21 Pedestrian safety/gateway at 39th Ave

T32 Support goal of maintaining on-street parking

##### Sunnyside

No plan

#### OTHER POLICIES, PLANS, OR PROGRAMS

While the *Transportation Element* forms the basis for the City of Portland's transportation policy, other planning processes both within the City and the region currently underway have the potential to affect review and approval of the Hawthorne Blvd Transportation Plan. Some programs offer possible funding opportunities from either the City, State or regional (Metro) resources. These plans and programs generally include

##### **Regional Transportation Plan (RTP)**

The RTP serves as the regional equivalent of the City's *Transportation Element*. Roadways within the metropolitan region are classified in terms of their functional importance in relation to the regional mobility and the regional land use plan (Region 2040) and policies. Hawthorne Blvd between the Hawthorne Bridge and 39th Ave is designated as a Multi-Modal Minor Arterial and Bus Trunkline. Multi-Modal Minor Arterials support the regional through route system but are primarily oriented toward travel within and between adjacent subareas of the region. Transit Trunklines are intended to provide concentrated bus service to the central city, with ten minute or better service, two to four block stop spacing, and station like improvements at major transfer points (King/Grand couplet, 11th/12th Ave

couplet, and 39th Ave ) Preferential treatments for transit travel are recommended (FastLink and Transit Preferential Streets programs, see below)

Metro has also recently recommended an regional growth concept alternative for adoption by the Metro Council as part of the Region 2040 process. Within this land use concept Hawthorne Blvd is classified as a Main Street. Main Streets are medium density mixed use areas that emphasize storefront style neighborhood and non-neighborhood oriented shopping. The corresponding transportation infrastructure is intended to emphasize pedestrian, transit, and bicycle travel.

#### **Transportation Planning Rule (TPR)**

The Transportation Planning Rule embodies a series of state mandated requirements that promote safe and convenient bicycle and pedestrian travel and reduce per capita vehicle miles traveled. Currently, the City is in the process of codifying these requirements into the zoning code through the Transportation System Plan (see below) process. Improvement projects such as the Hawthorne plan will be reviewed for consistency against the TPR.

#### **Inner Southeast Community Plan (Portland Bureau of Planning)**

The Bureau of Planning is currently in the early stages of preparing a district wide land use plan for the inner southeast area, similar to plans already prepared for the Albina and Outer Southeast areas.

#### **FastLink (Tri-Met)**

FastLink is a new type of service. Tri-Met is proposing to increase ridership along major corridors. FastLink service will increase bus frequency, speed, and comfort along chosen corridors to provide a type of service that more closely resembles light rail than traditional bus service. Hawthorne Blvd's designation as a Major City Transit Street in the Transportation Element indicates that it could be chosen as a FastLink route.

#### **Transit Preferential Streets (Portland Office of Transportation)**

The objective of the Transit Preferential Streets program is to improve transit travel times on congested transit streets relative to automobile travel times. Because Hawthorne Blvd is classified a Major City Transit Street and is major connection between the Central City and the Southeast district, it is likely that it will be eligible for improvements under this program.

#### **Traffic Calming Program (Portland Bureau of Traffic Management)**

The Traffic Calming Program (formerly the Neighborhood Traffic Management Program and the Arterial Calming Program) has been established to address traffic problems on both Neighborhood Collectors and Local Service Streets. The Program primarily addresses traffic issues related to speeding and cut-through traffic. Currently there is no procedure established for implementing TCP projects on streets designated as District Collectors.

#### **Transportation System Plan (Portland Office of Transportation)**

As part of the State mandated Transportation Planning Rule, all Oregon jurisdictions in the Portland metropolitan area are required to prepare a Transportation System Plan (TSP). The TSP will include an evaluation of land use and transportation alternatives which meet transportation needs while reducing vehicle miles traveled per capita. The TSP will result in a 20 year capital improvement plan for meeting the objectives of the Transportation Planning Rule. Policy issues that arise out project development for the Hawthorne Blvd Transportation Plan (such as changes in street classifications) can be forwarded to the TSP process for resolution.



### **Bicycle & Pedestrian Master Plans (Portland Office of Transportation)**

Master plans for both bicycle and pedestrian travel have been developed as part of the Transportation System Plan process that specifically address how to implement City wide bicycle and pedestrian policies. The plans include new policies and recommended networks for each of the modes, recommended design treatments appropriate for various street classifications and recommends a priority list of specific projects needed to achieve the City's bicycle and pedestrian objectives. Hawthorne Blvd is recommended for bike lanes in the Bicycle Master Plan and Main Street Design Treatment in the Pedestrian Master Plan.

### **Public Facilities Plan and**

#### **Capital Improvement Plan (Portland Office of Transportation)**

The Public Facilities Plan (PFP) is a long range planning document that is both an inventory of the City's existing infrastructure and identifies the infrastructure projects needed to support the City's Comprehensive Plan. Projects which receive a high priority ranking in the PFP usually are forwarded for ranking and inclusion in the Capital Improvement Plan (CIP). The CIP is a five year budget document that identifies projects to be funded in next five years, a project budget, and the bureau responsible for project management. Most projects are construction projects but some are planning projects, such as the Hawthorne Blvd Transportation Plan.

Prepared by Rich Newlands, PDOT, 1/97

**Hawthorne Boulevard Transportation Plan****Transit Information**

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## ROUTE PROFILE REPORT INTRODUCTION

### PURPOSE

The Route Profile Report provides supplemental data for use in the Line by Line review process

### ORGANIZATION AND USE OF REPORT

The report is organized by line and includes those lines reviewed for the Fiscal Year 1994-95 Line by Line process. These lines are listed below:

Line 4-Fessenden	Line 4-Division	Line 9-Broadway
Line 9-Powell	Line 12-Barbur	Line 12-Sandy
Line 14-Hawthorne	Line 15-Mt. Tabor	Line 15-NW 23rd Ave
Line 72-82nd Ave/Killingsworth	Line 76-Tigard/Tualatin	

Among the data accumulated for each line are route maps, historical perspectives, highlights, demographic characterizations of nearby neighborhoods, street configuration information, ridership trends, on-time performance data, passenger profiles, passenger and operator comments, and the strengths, weaknesses and critical strategic issues relating to the line. This data is organized into information boxes. A description of the contents of these boxes, along with examples of how they might be used, are as follows:

The **Highlights** box provides a brief account of the line's history, along with important current events or changes that are affecting the line.

The **Route Map** box provides a map, and a listing of the neighborhoods, neighborhood groups, jurisdictions, and major destinations served by the line.

The **Service Supplied** box provides schedule statistics including the span, frequency, and speed of service, the daily revenue hours, the number of trips, and the one-way length of a trip. The **System Benchmarks** box provides the same data for the system as a whole. Comparison of the information in these boxes provides an indication of how the amount of service provided on a particular line might compare with that provided on other lines.

The **Demographics of Area Served** box provides population characteristics for areas within a 1/4 mile buffer of the route and for the district as a whole. The box ranks the line being examined in comparison to other lines for each characteristic of population. These population characteristics include, among other things, income levels, high school students, and the average number of households per acre. The data could be used in conjunction with ridership data to draw conclusions about the affects that demographic characteristics may have on ridership.



## **ROUTE PROFILE REPORT INTRODUCTION**

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The **Street Configuration** box looks at such things as shelter placement, pedestrian facilities, stop spacing, traffic, parking availability, etc. This information can provide insights into obstructions, traffic, etc. that may be hampering the efficiency, reliability and speed of service.

The **Ridership** boxes show weekday and weekend trends in average daily ridership since 1990 and Fiscal Year 1993 and 1994 ridership figures by sign-up. The ridership by sign-up information is displayed in two boxes - one displaying a table and the other a graph.

The **On Time Performance** box shows the percentage of trips arriving either early, late or on-time at specified locations during the a.m. and p.m. peak periods. This data, which is derived from Cordon Counts, is not entirely accurate, but is the best available data until the AVL (Automatic Vehicle Locator) system becomes operational. This system will establish a means for the collection of more accurate on-time performance data, which will be used in subsequent Route Profile Reports.

The **Passenger Profile** box shows characteristics of the passengers and the purpose of their trips on a particular line. For the sake of comparison, the **System Passenger Profile** box shows characteristics of passengers and the purpose of their trips throughout the system.

The **Customer Suggestions and Requests** box lists service requests from customers that were received by Tri-Met via the CCR process. The **Operators Comments and Suggestions** are obtained from recent OCR's (Operator Conditional Reports) recorded by Tri-Met's scheduling department.

The **Projections** box provides estimates of the changes in modal split between auto and transit trips by the year 2005. It also provides an indication of whether neighborhoods bordering the line are growing or declining in population and employment.

The **Relative Strength** and **Relative Weaknesses** boxes provide strengths and weaknesses of a line based on the other information included in the Route Profile Report. The information in the **Critical Strategic Issues** box is based on the Strengths and Weaknesses of the route.

### **UPCOMING REPORTS**

Future reports will be improved in several ways including:

- |                              |  |
|------------------------------|--|
| 1. More Data                 | Additional information boxes will be included for accidents and incidents as well as more information from Customer Contact Reports, such as the number of commendations and complaints by line. |
| 2. Improved Data Reliability | The reliability of the data used to depict on-time performance will improve with the implementation of the AVL system.   |
| 3. More Consistency          | Future reports will be more consistent from line to line as more reliable data sources are obtained or identified.   |



## ROUTE PROFILE REPORT INTRODUCTION

### DATA SOURCES

The following list provides the sources of the data included in the Route Profile Report

SECTION	SOURCE
1 Highlights	<ul style="list-style-type: none"> <li>- Diary of Lines (1906-1967)</li> <li>- Individual Route Maps and Schedules (1970-1982)</li> <li>- Tri-Met Guide (1983-1994)</li> </ul>
2 Route Map	
a Route Type	- Route Performance Report
b Neighborhoods Served	- 1994 Thomas Guide
c Major Destinations	- 1994 Thomas Guide, Tri-Met Portland Area Map
d Neighborhood Groups	- Neighborhood Associations Master List
e Jurisdictions	- 1994 Thomas Guide
3 Service Supplied	<ul style="list-style-type: none"> <li>- Schedules</li> <li>- First Line Mileage (FLM) Report</li> </ul>
4 Service Benchmark	<ul style="list-style-type: none"> <li>- Schedules</li> <li>- First Line Mileage (FLM) Report</li> </ul>
5. Demographics of Area Served	- 1990 Census Data
6 Street Configuration	
a Inbound Amenities	- Master List of Stops (9/93)
b Outbound Amenities	- Master List of Stops (9/93)
c Stop Spacing	- 1989 Bus Stop Spacing Study
d Street/Stop Problems	- Status Report of Road Operations Requests
	- Operator Interviews in Line by Line Reviews
e Traffic	- Metro 2005 projection by Metropolitan Transportation Zone
7 Trends in Avg Daily Ridership	- Route Performance Reports
8 Weekday Ridership Figures/Graph	- Route Performance Reports
9 On Time Performance Trends	- October Cordon Counts (1990-94)
10 Line 14 Passenger Profile	<ul style="list-style-type: none"> <li>- 1988 Origin and Destination Survey</li> <li>- October 1992 Fare Survey</li> </ul>



## ***ROUTE PROFILE REPORT INTRODUCTION***

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<b>SECTION</b>	<b>SOURCE</b>
11 System Passenger Profile	<ul style="list-style-type: none"><li>- 1988 Origin and Destination Survey</li><li>- October 1992 Fare Survey</li></ul>
12 Customer Suggestions/Requests	<ul style="list-style-type: none"><li>- Master List of Service Requests</li><li>- CCR database</li></ul>
13 Operators Comments/Suggestions	<ul style="list-style-type: none"><li>- Operator Interviews from Line by Line reviews</li><li>- Traffic and Schedules Data Base of Yellow Card Complaints</li></ul>
14 Projections	<ul style="list-style-type: none"><li>- Metro 2005 projections by Metropolitan Transportation Zone</li></ul>

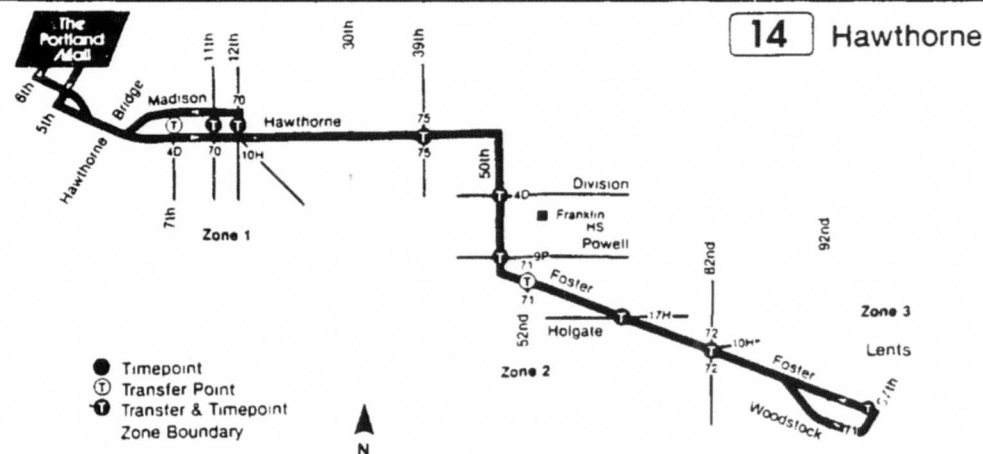


## ROUTE PROFILE REPORT LINE 14-HAWTHORNE

### Highlights

- Service on Hawthorne was established in the early 1900's
- In 1936, the Hawthorne Electric Coach Line provided service from downtown to 54th and Hawthorne
- In 1955, the Hawthorne Electric Coach Line was replaced with the Hawthorne Motor Coach Line
- In the 1970's, major service on Hawthorne was provided by two lines The Hawthorne-Gresham line provided service to 54th and Hawthorne and then on to Gresham The Foster Line provided service on Hawthorne to 50th, South on 50th to Foster, and then on Foster to 103rd
- In 1982, Line 14-Hawthorne was established in place of Line 14-52nd Avenue and Line 12-Foster
- In 1986, Line 14-Hawthorne was renamed Line 5-Hawthorne and was connected to the Line 5-Interstate route
- In 1993, Line 5-Hawthorne was changed back to Line 14-Hawthorne and the present route was established

### Route Map



ROUTE TYPE	MAJOR DESTINATIONS	NEIGHBORHOODS SERVED	COMMUNITY GROUPS
Radial	Foster Road, Franklin High School, Lents, Union Station	Buckman, Creston, Foster-Powell, Hosford, Lents, Mt Scott-Arleta, Richmond	Buckman Community Assc, Creston-Kenilworth Nbrhd Assc, Foster-Powell Nbrhd Assc, Hosford-Abernathy Nbrhd Assc, Lents Nbrhd Assc, Mt Scott-Arleta Nbrhd Assc, Richmond Nbrhd Assc, SE Uplift Nbrhd Assc
JURISDICTIONS	MAJOR EMPLOYERS (100-250 employees)		
Portland, Multnomah County	Fred Meyers One Stop Shopping, United Cerebral Palsy, US Bankcorp Mortgage		

### Service Supplied

SPAN OF SERVICE	TRAVEL TIME (One Way)
Weekday 20 hours, 32 min	Peak 41 minutes
Saturday 21 hours, 08 min	Base 38 minutes
Sunday 21 hours, 13 min	
AVG FREQUENCY	DAILY REVENUE HOURS
Weekday Peak 6 minutes	Weekdays 133 hours
Weekday Base 10 minutes	Saturday 119 hours
Saturday 14 minutes	Sunday 81 hours
Sunday 19 minutes	
NUMBER OF TRIPS	LENGTH (One Way)
Weekday Peak 19	7.98 miles
Weekday Base 43	
SPEED	
Weekday Peak 11.58 MPH	
Weekday Base 12.05 MPH	

### Service Benchmarks

### (System Average)

SPAN OF SERVICE	TRAVEL TIME (One Way)
Weekday 20 hours 39 min	Peak 44 minutes
Saturday 16 hours 5 min	Base 37 minutes
Sunday 15 hours 41 min	
SERVICE FREQUENCY	DAILY REVENUE HOURS
Weekday Peak 22 minutes	Weekdays 53 hours
Weekday Base 30 minutes	Saturday 40 hours
Saturday 41 minutes	Sunday 31 hours
Sunday 46 minutes	
NUMBER OF TRIPS	LENGTH (One Way)
Weekday Peak 7	12.25 miles
Weekday Base 19	
SPEED	
Weekday Peak 15.06 MPH	
Weekday Base 15.7 MPH	



## ROUTE PROFILE REPORT LINE 14-HAWTHORNE

### Demographics of Area Served (Within 1/4 Mile Buffer of Route)

CATEGORY	LINE 14	RANK	SYSTEM AVERAGE
Population	31,146	16th	23,851
Population Per Square Mile	7,272	3rd	4,705
Households Per Acre	5 26	10th	3 6
% of Households w/ Income Less than \$25,000	58%	16th	52 1
High School Enrollment (in schools within 1/4 mi of route)	1,537	13th	732
Employment	79,101	41st	62,062
Employment (Excluding Fareless Square)	10,956	53rd	16,395
Employment Per Acre (Excluding Fareless Square)	4.5	47th	5 8

### Street Configuration

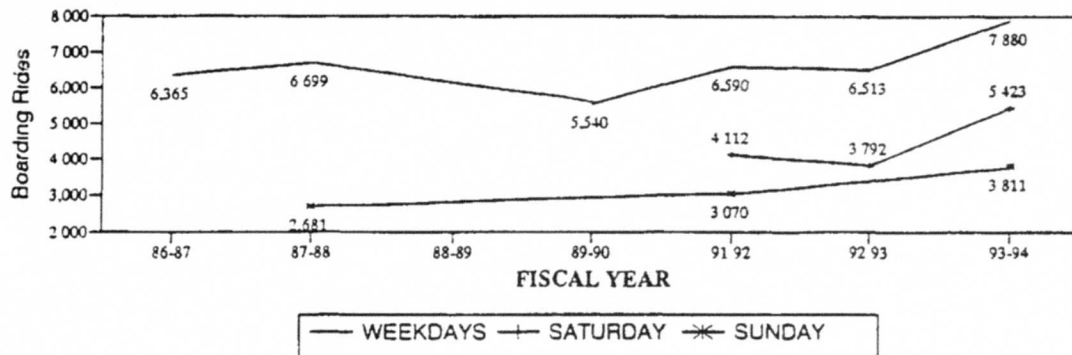
INBOUND AMENITIES			STOP SPACING	
Foster\	80th	Glass (Daytime)	Inbound	Number of Stops 55
	78th	Pad w/ no Shelter		Average Distance Between Stops 721 ft
	69th	Steel Shelter		
	65th	Steel Shelter	Outbound	Number of Stops 55
	Holgate	Steel Shelter		Average Distance Between Stops 705 ft
	54th	Steel Shelter		
	52nd	Steel Shelter	Line Total	Number of Stops 110
50th\	Haig	Steel Shelter		Average Distance Between Stops 713 ft
Hawthorne\	39th	Aluminum Shelter		
	27th	Steel Shelter	System Total	Number of Stops 9,563
	22nd	Aluminum Shelter		Average Distance Between Stops 952 ft
	16th	Steel Shelter		
Madison\	11th	Aluminum Shelter		
	9th	Steel Shelter	PEDESTRIAN FACILITIES	
	7th	Steel Shelter	Excellent pedestrian facilities exist along most of the route with wide sidewalks, easy street crossing, and easy pedestrian access to commercial establishments	
	Grand	Glass Shelter		
Main\	2nd	Steel Shelter	STREET PROBLEMS	
	4th	Steel Shelter	None identified in List of "Road Operations Requests"	
SW 6th\	Various Stops	Mall Shelters		
OUTBOUND AMENITIES			TRAFFIC FROM ZONES ADJACENT TO LINE 9	
SW 5th\	Various Stops	Mall Shelter	Total Trips, Auto or Transit (1988 Estimate)	172,094
Madison\	4th	Steel Shelter	% By Transit	4 5%
Hawthorne\	6th	Glass Shelter		
	39th	Aluminum Shelter	Total Work Trips	37,523
Foster\	Cora	Steel Shelter	% By Transit	13 5%
			SYSTEM BENCHMARKS	
			% of Total Trips by Transit	5 0%
			% of Work Trips by Transit	7 0%



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# ROUTE PROFILE REPORT LINE 14-HAWTHORNE

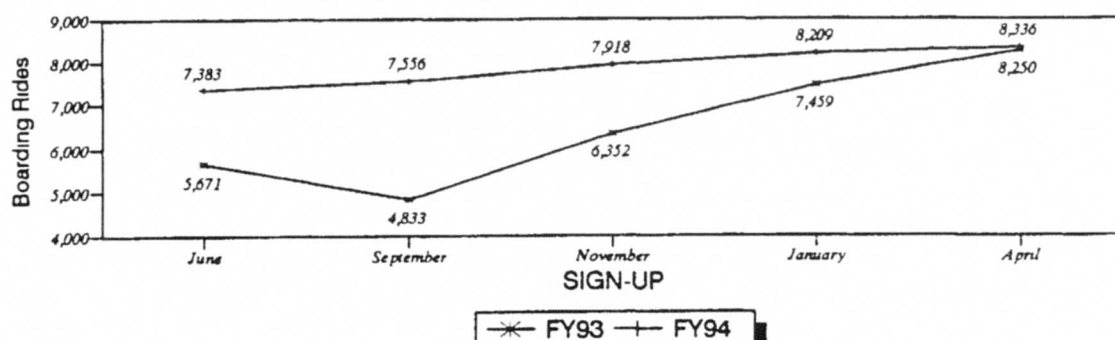
## Trends in Average Daily Ridership



## Weekday Ridership Figures (FY93 vs. FY94)

SIGN UP	BR		% CHANGE 93-94	BR/RH		% CHANGE 93-94
	FY93	FY94		FY93	FY94	
June	5,671	7,383	30.2%	47.8	58.9	23.2%
September	4,833	7,556	56.3%	47.8	57.2	19.6%
November	6,352	7,918	24.7%	63.2	59.7	-5.5%
January	7,459	8,209	10.1%	59.4	61.5	3.5%
April	8,250	8,336	1.0%	65.8	62.5	-5.0%
FY Average	6,513	7,880	21.0%	56.8	60.0	5.6%
System Wide Bus	170,700	173,700	1.8%	41.2	41.8	1.6%

## Weekday Ridership Graph (FY93 vs. FY94)







# ROUTE PROFILE REPORT LINE 14-HAWTHORNE

## On Time Performance Trends

### INBOUND @ SW 3RD & MAIN

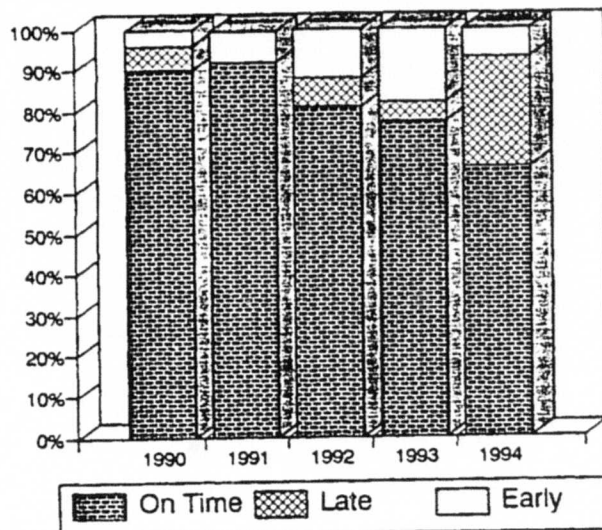
AM PEAK	EARLY	LATE
1990	4%	6%
1991	8%	0%
1992	12%	7%
1993	18%	5%
1994	7%	27%

### OUTBOUND @ SW 1ST & MADISON

PM PEAK	EARLY	LATE
1990	11%	9%
1991	28%	4%
1992	10%	8%
1993	6%	14%
1994	8%	9%

## On Time Performance Trends - Graph

### A.M. PEAK (INBOUND)



### P.M. PEAK (OUTBOUND)

