

Central City in Motion Hawthorne and Madison Project

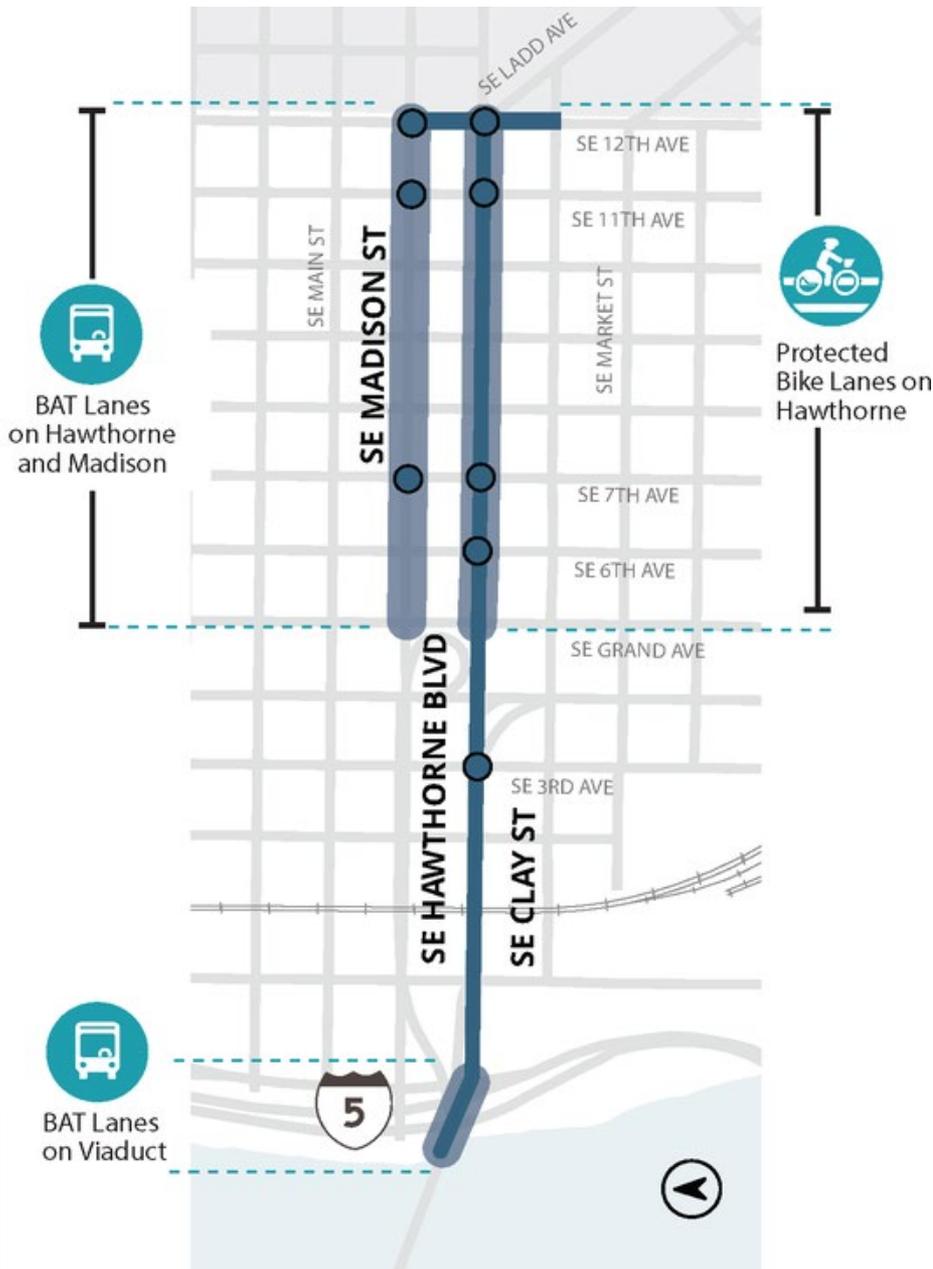
Update and opportunity for feedback

Presentation to the Multnomah County Bicycle and Pedestrian Citizen Advisory Committee

August 10, 2021



Hawthorne and Madison Multimodal Project Overview



Project goals:

Implement Central City in Motion and Rose Lane project plans. Improve safety for pedestrians and people bicycling on this high crash corridor. Improve transit speed and reliability.

Scope:

Upgrade transit stops, bike lanes, and improve pedestrian crossings, add full-time red Bus and Turn (BAT) lanes on SE Madison and Hawthorne. Add bike lane connection on 12th Avenue between Ladd and Madison.

Benefits:

+17,000 people who ride Line 2, 10 and 14 into and out of the central city.

+3,500 people bicycling across the Hawthorne Bridge

Highlights: Hawthorne and Madison: Grand - 12th



Top Left: SE Hawthorne at 9th Avenue looking east. New protected bike lane, separated from traffic by white delineators and parking.

Bottom: New bike box at Hawthorne and 12th Avenue, new high visibility crosswalks.



Highlights: Hawthorne and Madison: Grand - 12th



New bike signal and phase separation at Hawthorne at 7th. Also added green through the intersection, a high visibility crosswalk, and a two-stage left turn box (for northbound bicyclists at 7th).



Highlights: Hawthorne and Madison: Grand - 12th



SE Madison at 6th looking west

Bus lane along Madison becomes full-time bus lane (parking prohibited). Bike lane becomes curb tight for most of the corridor.

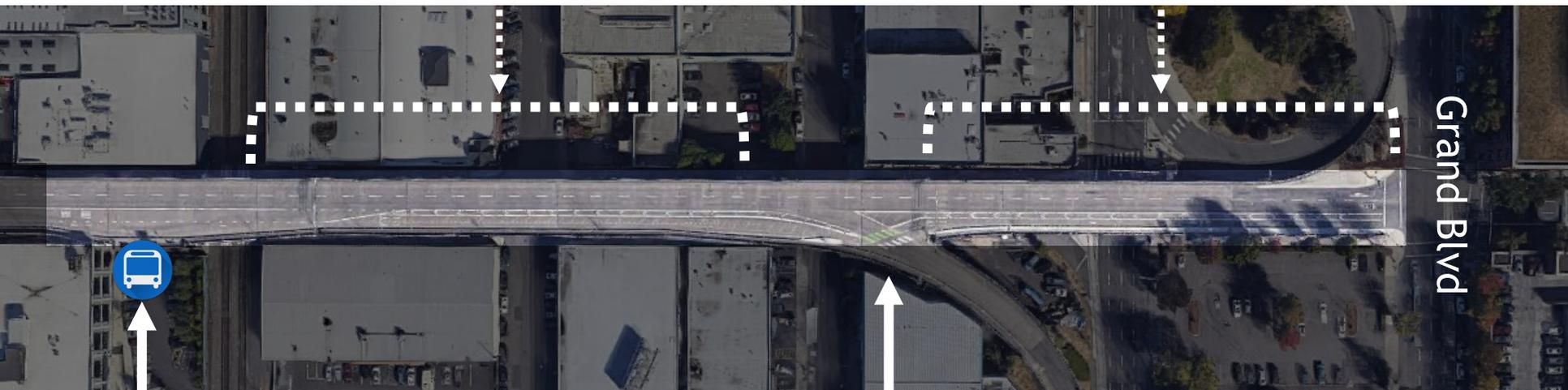
Work remaining: Viaduct Bus Lane Implementation

Status: Currently refining design and seeking additional feedback before implementing

Scope: Extend bus lane, improve bike-auto conflicts at off-ramp, add bike lane protection approaching Grand Blvd

Extend bus lane

Add bike lane protection

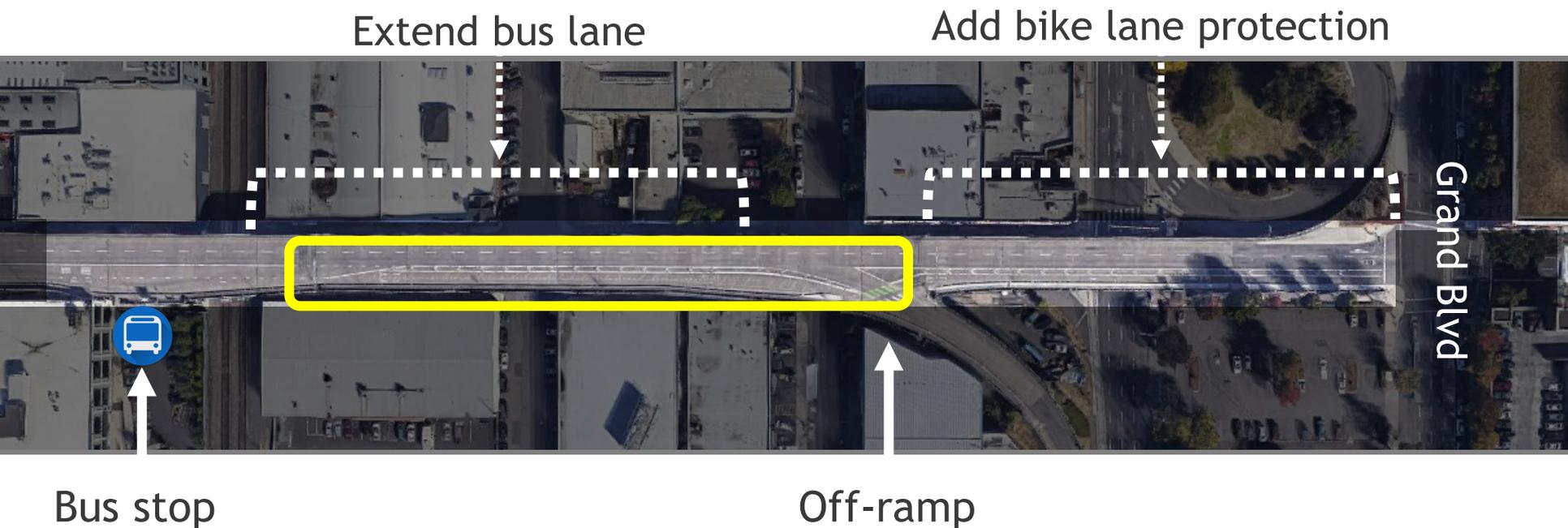


Bus stop

Off-ramp

Work remaining: Viaduct Bus Lane Implementation

Segment needing design refinement: Between Hawthorne Viaduct bus stop and McLaughlin off-ramp (circled in yellow below)



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Bus stop

Off-ramp

Current Striping



General Purpose
~12 Feet

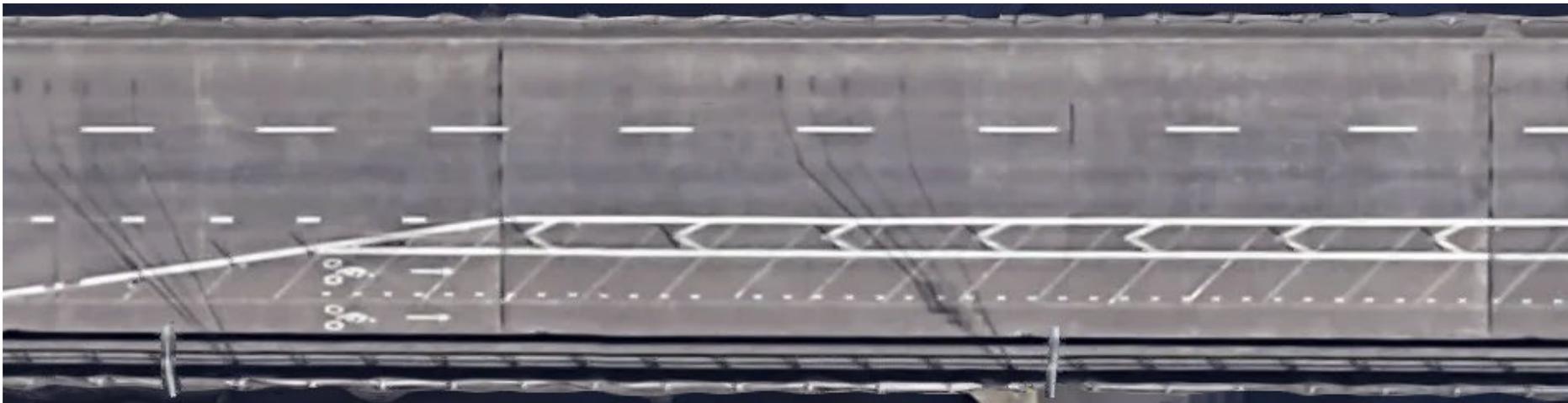
General Purpose
~12 Feet

Buffer
~4 Feet

Passing
Lane
~6 Feet

Bike Lane
~6 Feet

Total Width
~40 Feet



Potential design solutions

1. **Prioritize protection:**
6' protected bike lane with 2' buffer adjacent to bus lane (similar to Burnside Bridge - Top right photo)
2. **Prioritize passing:**
8' unprotected bike lane adjacent to bus and bike passing lane (similar to SE Madison 7th - 6th - Bottom right photo)
3. **Hybrid** - Vertical posts with greater spacing to allow bike lane users to pass

*All options would add a bus lane and narrow general purpose lanes



Opportunity for Feedback

- **On the Viaduct, what would create the most comfortable bike lane experience for Portlanders?**
 - Physical barrier between bike lane and bus lane?
 - The ability to pass (or be passed) by other bike lane users?
 - A hybrid - Provide somewhat permeable protection?

Questions / Comments

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Hawthorne and Madison project webpage:

portland.gov/hawthorne-madison

