



Burnside Street/Barnes Road

Meeting: Metro Local Investment Team, Washington County

Date/time: August 5th, 2019, 6:30 pm to 9 pm

Place: Beaverton City Hall

Purpose: Tour corridor, review possible projects and gather LIT feedback

Attendance

LIT Members

Eman Abbas

Tosin Abiodun

Sarah Beachy

John Cook

Tom Hughes

Nina Kung

Felicita Montebianco

Sushmita Poddar

Piyawee Ruenjinda

Jerome Sibayan

Staff

Tyler Frisbee, *Metro*

Victor Sin, *Metro*

Hermanus Steyn, *Kittelson & Associates, Inc*

Allison Brown, *JLA Public Involvement*

Jenny Clark, *JLA Public Involvement*

General Public

Cate Arnold, *City of Beaverton*

Steve Chang, *Unite Oregon*

Savannah Edson, *Metropolitan Land Group*

Nicole Johnson, *Getting There Together Coalition*

Inna Levin, *Metro*

Christine Lewis, *Metro*

Stephen Roberts, *Washington County*

Charri Schairer, *Tualatin Hills Parks and Recreation District*

Kari Schlosshauer, *Getting There Together Coalition*

Jean Senechal Biggs, *City of Beaverton*

Jairaj Singh, *APANO*

Anna Slatinsky, *City of Beaverton*

Gregg Snyder, *City of Hillsboro*

Dyami Valentine, *Washington County*

Summary of Discussion

Members were concerned with safety issues along roadways (including sidewalk improvements and increased lighting), how to enhance corridor accessibility for all people using this corridor to move through the region. Amenities for public transit were described as important to prioritize. Some concerns were raised on the feasibility of some projects, or the importance of these projects in comparison with other corridors. There was also interest in seeing more data on project outlines and in ensuring proper coordination of project timelines, construction, and cost management.

Meeting

The meeting began with quick introductions followed by a brief presentation from Hermanus Steyn (Kittelsohn and Associates) on proposed projects along the Burnside Street/Barnes Road corridor with focus on the Washington County portion. The group then went on a tour of the corridor led by Tyler Frisbee (Metro). The LIT members returned for a discussion of potential projects and their priorities, facilitated by Allison Brown (JLA Public Involvement).

Presentation

The following elements were presented regarding the Burnside Street/Barnes Road corridor:

- Regionally, Burnside Street/Barnes Road ties Washington County to Multnomah County into downtown Portland; is an emergency lifeline route; and is identified as a key corridor to increase transit ridership.
- Locally, Burnside Street/Barnes Road serves medical facilities, Sunset Transit Center and Trimet Line 20 (through downtown Portland); is a critical crossing for the Willamette River and main street for numerous commercial centers; and has connections to MAX and Gresham transit facilities.
- Burnside Street/Barnes Road is a high crash corridor with 14 fatalities and 79 serious injuries.
- Burnside Bridge is an important link for the whole corridor. An earthquake ready Burnside Bridge would improve safety, support emergency evacuation resiliency and make it easier to get around.
- Sunset Transit Center is a high activity area. A focus for this corridor is considering what can be done in this constrained, high traffic area.
- Regional Transportation Plan (RTP) projects and local project opportunities included:
 - Earthquake ready Burnside Bridge
 - Skyline/Burnside intersection improvements
 - Bike lanes, sidewalks, and widened lanes along Barnes road
 - Burnside pedestrian/bicycle safety improvements
 - Hogan/Powell/Burnside 'triangle' safety and mobility
 - Enhanced Transit Corridor (ETC) on Burnside/Stark



- o Widen the stretch from St. Vincent Hospital to Miller Road and add bike lanes, sidewalks, and crossings
- o Add bike lanes, sidewalks and lighting from Miller Road to County Line
- o 95th Avenue pedestrian/bike trail to Barnes Road
- o ETC improvements for line 20 (improved transit reliability, BAT lanes)

Tour

The group attended a 60-minute tour of the corridor. LIT members, as well as elected officials and the general public were able to ask questions about the corridor and associated projects planned for the area. No notes were taken during this part of the meeting and members were encouraged to share their thoughts in a group discussion after the tour.

Group Discussion

The group reassembled after the tour to discuss what they had seen, as well as review additional information from the technical team. Below is a bulleted summary of comments and questions raised by LIT members, followed by responses of the technical team. Responses from Metro, Kittelson or jurisdictional staff are shown as a sub-bullet.

Common themes of the discussion were: safety among the corridor, public transit amenities, enhancing accessibility for multimodal transit, project coordination (timelines and costs), and equity concerns.

Safety and Amenities

LIT members discussed the need for safety considerations for future projects. The key points were:

- A need for safe access to public transit through sidewalk improvements (and to help increase ridership). One member commented sidewalks are not accessible for people of all mobilities, (similar to 185th Avenue).
- A need for bus stops and amenities (e.g. shelters and railings) for pedestrian comfort and safety. One member commented on the lack of amenities for public transit and suggested increasing the amount of bus shelters along the corridor to help increase ridership (also because it is not that expensive), and commented on the importance of bus stops as resting places for people walking up and down a steep roadway.
- One member was interested in improving visibility on winding sections of the road for enhanced safety, especially during bad weather conditions.
- Parts of the corridor are not well lit, which affects traffic safety and traffic flow as well as pedestrian safety and walkability.

Enhanced Accessibility

Members discussed how to enhance accessibility along the corridor with prospective projects. The key points were:

- One member emphasized prioritizing access to the hospital, especially as the population continues to grow.

- It was noted that providing choice in whether to drive or take public transit is key to changing behaviors regarding the reduction of single occupancy vehicles (SOVs).
 - *The way we improve transit is by making transit competitive with driving, by increasing its reliability and speed and helping our bus system work better for people.* Tyler (Metro)
- One member expressed that it was important to hear from TriMet concerning questions on Enhanced Transit.
- Another member did not want to prioritize sidewalks where people may not be walking (along Barnes to Miller near the tunnel).
- There was interest around the Burnside Bridge, how it would be replaced, and the impact this project would have on traffic.
- One member did not think widening lanes along Barnes would be helpful because of the tunnel and wanted to prioritize increasing ridership instead. Other members supported that statement.
- Another member asked about the logistics concerning sidewalk and roadway maintenance since the area is so narrow and constrained.
 - *We will do a study to optimize what we can do, so when we build something it will be engineered for that geography.* Hermanus (Kittelson)
- One member asked about increasing capacity for Park and Ride.

Project Coordination

Members discussed the need to focus on sustainable, efficient projects. Project cost, timeline, and coordination were expressed as important to consider when deciding what projects to prioritize. The key points were:

- There was high interest in understanding what projects could be completed quickly and cost-effectively.
- There was some concern around prioritization of funds, 'bandaid fixes,' and the possibility of projects left incomplete due to funds being spread too thin. One member was interested where the project cost estimates came from and overall fund breakdown.
 - *It is an iterative process. Project cost estimates have come from local jurisdictions and then Kittelson will be partially responsible for further project development and refinement based on LIT member feedback and Task Force recommendations. If it's more expensive than the original cost estimate, then there will be consideration of whether or not to move forward. Nothing has been paid for yet and everything being put forward is a current need.* Tyler (Metro)
- There was interest in seeing transit project plans and how they interact together so members can take it into consideration.
- Strong interest in prioritizing what has the highest impact for communities in terms of functionality rather than aesthetic improvements.
- There was concern around general construction timelines and impacts on communities. One member commented on the urgency of need in the near future, especially for bus shelters and safety improvements.



- Tyler (Metro) commented that Metro has required outcomes for what successful public engagement looks like as well as timing for projects. Local jurisdictions will work through the specifics on what the timeline is regarding implementation. She mentioned there are shorter timelines for smaller, incremental improvements, and longer-term building projects (such as the bridge) that would be more involved.
- One member thought there was a more urgent need for public transit improvements along 185th Avenue.
- Another member wanted to keep in mind the long-term context for projects, specifically for the prospective Burnside Bridge project. *It's not just about moving people around, but also where are they going to go, what are they going to do, and what are the needs of the overall system.*
- One member thought the timeline for the Burnside bridge project was too long and another was curious about costs.
 - Tyler (Metro) explained Multnomah County would be the funding source for the bridge if it was prioritized. She emphasized Metro wants to look holistically at the corridor and Burnside Bridge is an important piece that connects it.
- There were environmental and safety concerns to road and sidewalk improvement projects, especially during the rainy season when there may be flooding.

Equity Concerns

LIT members discussed how this corridor serves a diverse community. There was consensus in prioritizing how to make public transit more accessible to lower-income communities and communities of color. Key points discussed were:

- One member commented that people from communities of color travel down this corridor. *There's a lot of gentrification going on in Portland. People from African-American communities and lower-income communities are moving to this area. The fact that they don't live in this area doesn't mean they don't travel in this area.*
- Another member commented on the displacement of lower-income communities to Hillsboro and Gresham, and how these communities use this transit corridor despite there only being one bus line.
- The need to prioritize assistance in helping people change behaviors regarding public transit. One member wanted more information on how TriMet can incentivize and support people of color and lower-income communities in using public transit.
- One member expressed wanting to prioritize 185th over Barnes Road/Burnside because there is higher need in this less developed area for lower-income communities.
- There was conversation around keeping the larger context in mind and an authentic approach to equity to projects in considering overall community need. One member emphasized the prioritization of the greater community as part of the LIT process.

Additional Member Feedback

One member commented that the projects along this corridor overall did not seem as important as the projects on the corridor the group toured previously (SW 185th).

