



January 19, 2022

Sambo Kirkman, AICP
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Re: THPRD Comments on Application #CU2021-0004

Ms. Kirkman,

Please enter the following comment into the record on behalf of the Tualatin Hills Park & Recreation District (THPRD) in the above-referenced matter.

THPRD is pleased that the Fanno Creek Trail connector will be held in easement to the City. In response to section 60.05.40.3.A. of the Circulation and Parking Design Guidelines, the applicant's Conditional Use Narrative states, "A pedestrian pathway meeting Tualatin Valley Parks and Recreation department standards is provided along the full length of the property and connects the right-of-way and site to the existing Fanno Creek trail system."

From the drawings provided, THPRD could not confirm that plans for the Fanno Creek Trail connector comply with THPRD Regional Trail Design Standards as outlined in Section 4.1, Table 4A and 4B of the 2016 Trails Functional Plan. THPRD requests that the applicant state how the Fanno Creek Trail connector complies with these Regional Trail Design Standards. If Regional Trail Design Standards cannot be met, THPRD requests that the applicant not assert that these designs comply with Regional Trail Design Standards.

Thank you for your consideration of this matter and please notify us of continued progress with this application.

Sincerely,

A handwritten signature in black ink, appearing to read "Peter Swinton".

Peter Swinton
Planner II

Encl.: Section 4.1 of THPRD's 2016 Trails Functional Plan

C: Gery Keck, THPRD Design & Development Manager



TUALATIN HILLS
PARK & RECREATION DISTRICT

TRAILS FUNCTIONAL PLAN

Approved February 2016





ACHIEVING SUCCESS

To facilitate the district's desire to provide, maintain and operate a quality trail system, a number of guidelines have been established. A number of elements need to be considered, including, but not limited to, trail classifications, accessibility, amenities, surfacing, bridges and boardwalks and mid-block crossings. This section of the TFP provides the guidance necessary to ensure district trails meet user expectations.

4.1 TRAIL DESIGN STANDARDS BY CLASSIFICATION

A complete trail network provides a variety of experiences within a range of settings. THPRD’s system includes routes that provide recreational opportunities as well as alignments that present viable transportation alternatives for bicycle commuters. The system includes three main functional classes of trails:

- » Regional Trail
- » Community Trail
- » Neighborhood Trail

See Section 3.1.2 above for definitions of the trail classifications. Table 4A below provides guidance on trail design based on classification and Figures 4A through 4C illustrate a typical trail cross-section for each trail classification.

FIGURE 4A
Regional trail typical section

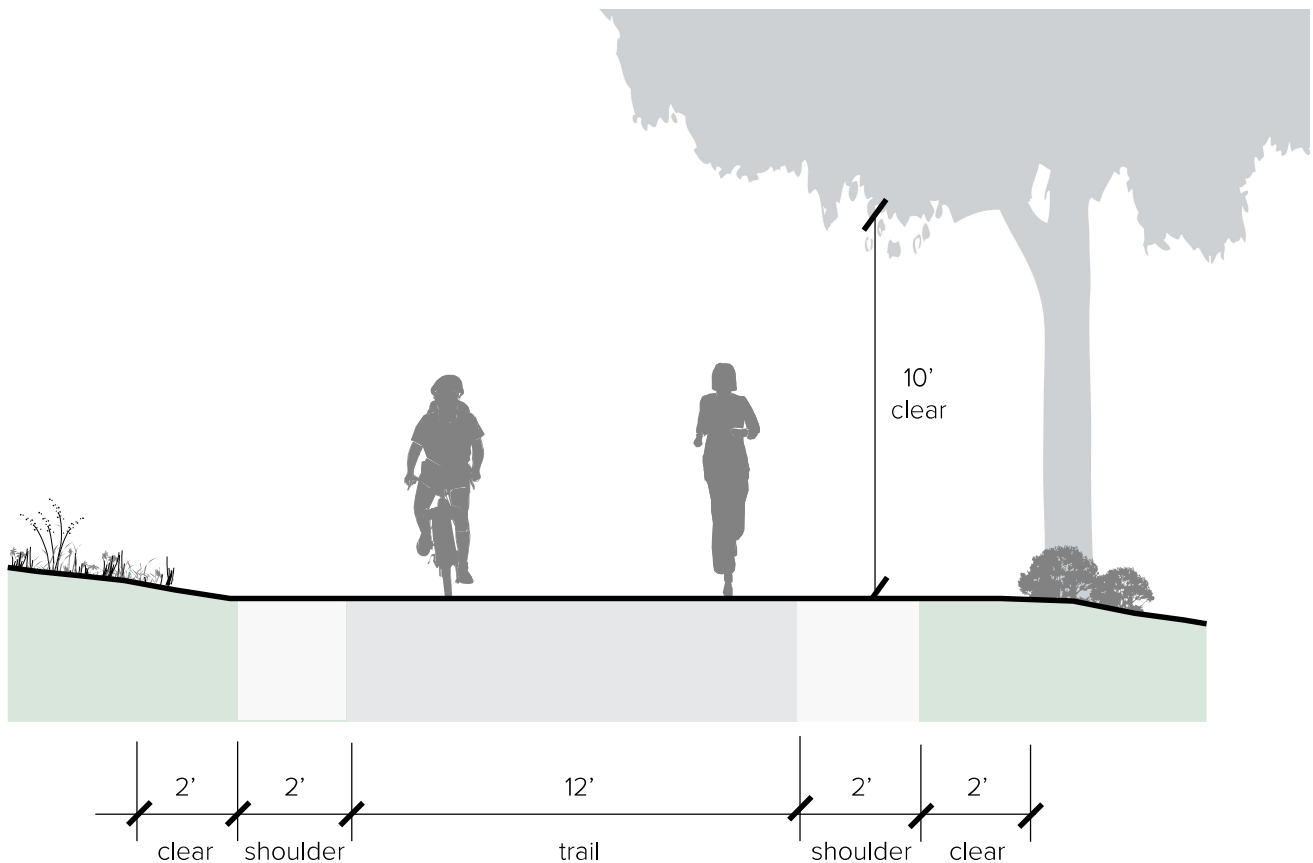


FIGURE 4B
Community trail typical section

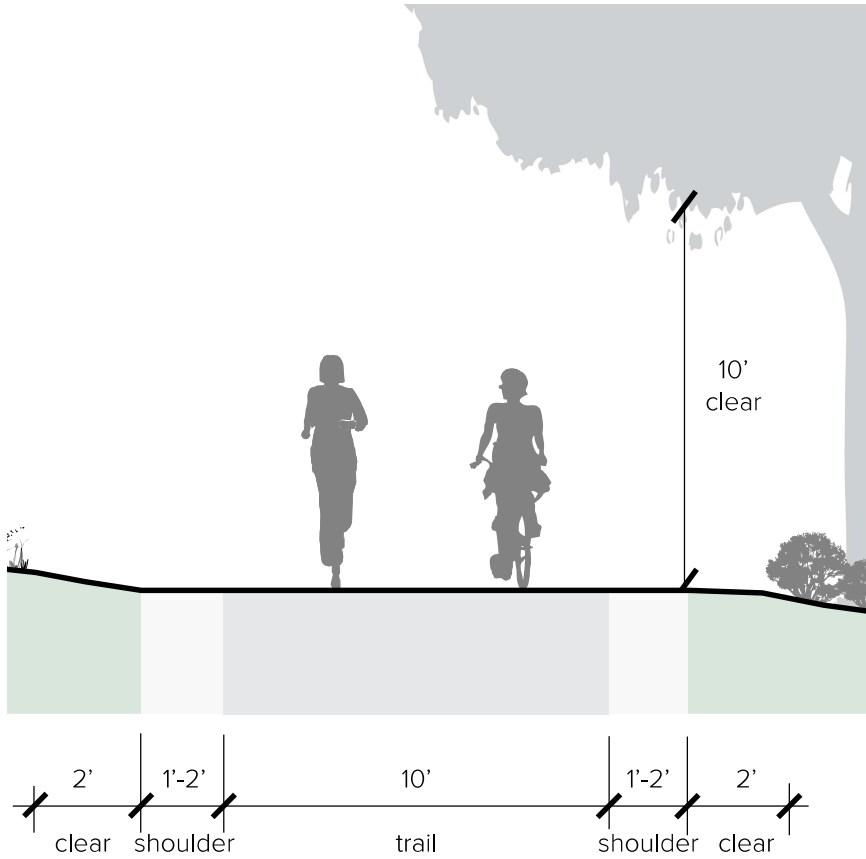


FIGURE 4C
Neighborhood trail typical section

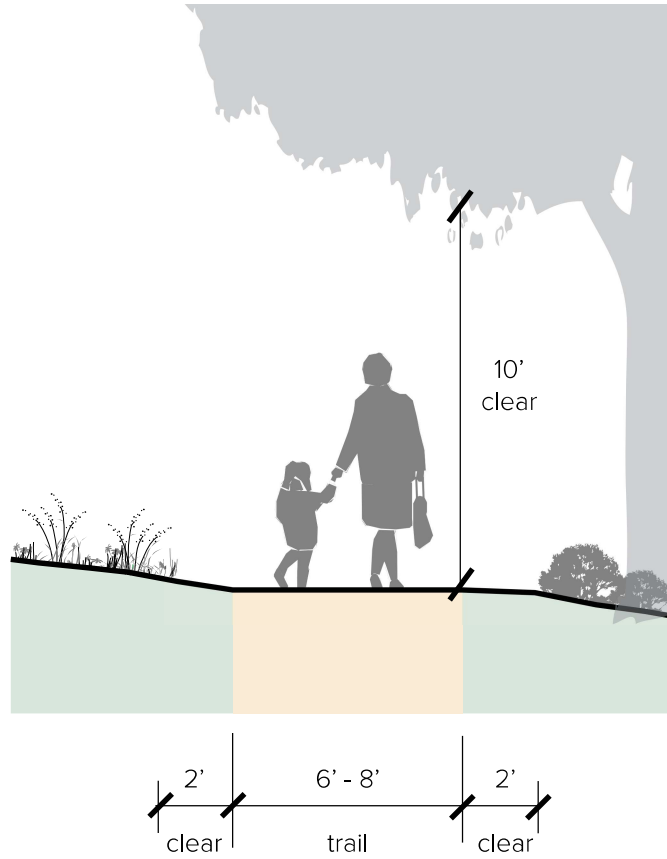


TABLE 4A TRAIL CLASSIFICATION DESIGN MATRIX

Classification	Function	Materials	Width	Vertical Clearance*	Horizontal Clearance**
Regional	Provides transportation and recreational connectivity at a regional scale	Paved (asphalt or concrete); may be pervious	12 feet with 2 foot gravel shoulder	10 feet (from top of trail)	2 feet (from edge of shoulder)
Community	Provides recreational and transportation connectivity at a community scale	Paved (asphalt or concrete); may be pervious)	10 feet with 1-2 foot gravel shoulder	10 feet (from top of trail)	2 feet (from edge of shoulder)
Neighborhood (Urban)	Provides access or a parallel route to higher level trail facilities	Paved	6-8 feet, with or without gravel shoulder	10 feet (from top of trail)	2 feet (from edge of shoulder or trail w/o shoulder)
Neighborhood (Natural)	Linear natural spaces typically following riparian corridors	Varies depending on site conditions	6-8 feet, no gravel shoulder	10 feet (from top of trail)	2 feet (from edge of trail)

*Area above the trail free from obstructions such as tree limbs or branches

**Area on both sides of trail free from obstructions such as shrubs and trees

TABLE 4B ADDITIONAL TRAIL TYPE DESIGN MATRIX

Classification	Function	Materials	Width	Vertical Clearance*	Horizontal Clearance**
Combined Trail and Sidewalk	Provides route options for both bicyclists and pedestrians outside of existing roadway corridors	Paved (asphalt or concrete)	12 feet (sidewalk and trail)	10 feet (from top of trail)	2 feet (from edge of trail)
Trail Adjacent to a Road or Sidewalk	Separated route within a transportation corridor	Paved	Regional Trail: 12 feet; Community: 10 feet	Vertical curb between trail and roadway; 10 feet (from top of trail)	4 feet landscape buffer between trail and roadway/sidewalk; 4 feet (from edge of trail) - non-landscape buffer side)
Trail in a Greenway	Provides route for both pedestrians and bicyclists using riparian corridors and/or wetland areas	Paved or unpaved	6-8 feet; should include a vegetated buffer zone from adjacent water bodies	10 feet (from top of trail)	2 feet (from edge of trail)

*Area above the trail free from obstructions such as tree limbs or branches

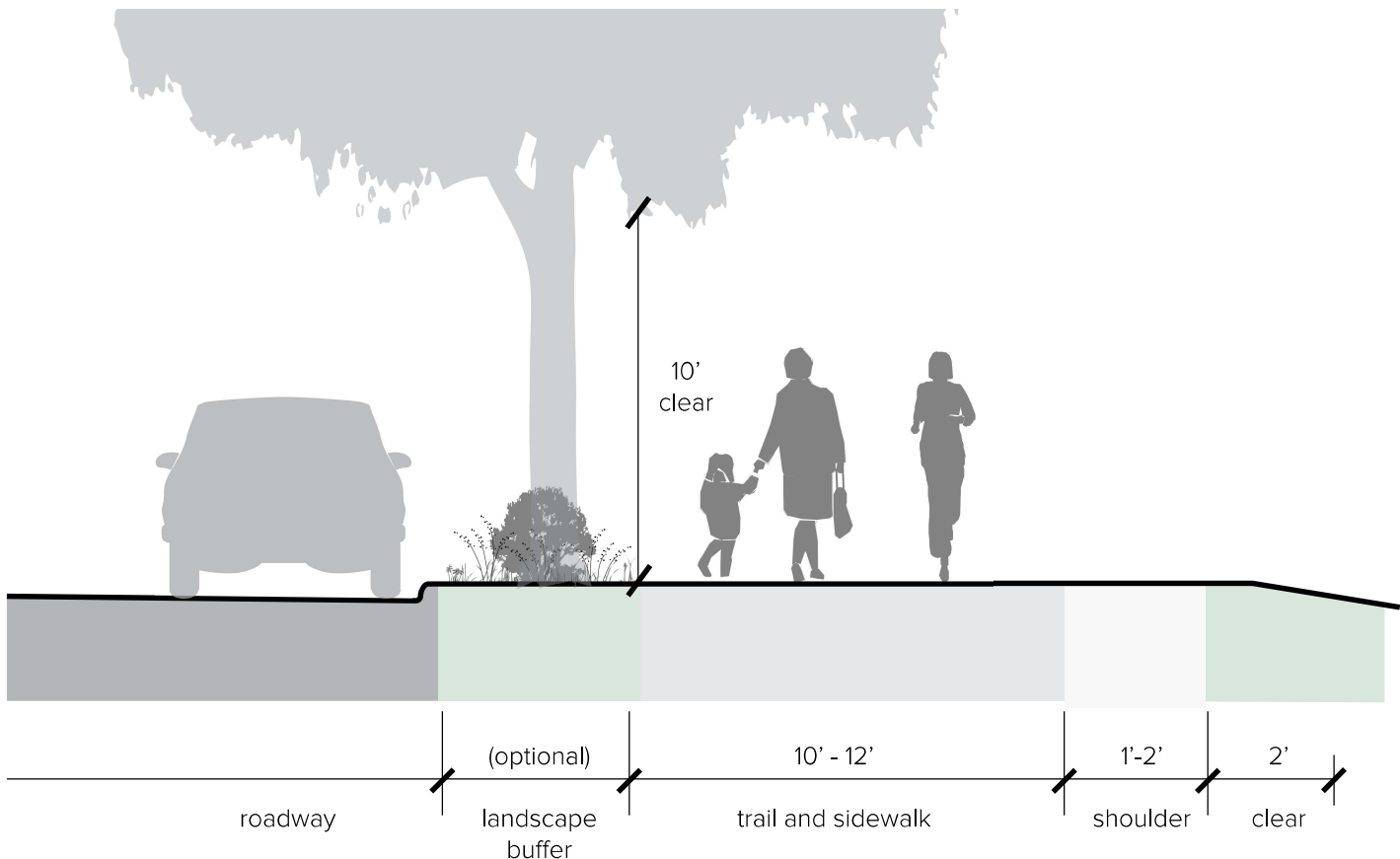
**Area on both sides of trail free from obstructions such as shrubs and trees

4.2 ADDITIONAL TRAIL TYPE DESIGN STANDARDS

Trails of each classification traverse many types of environments and contexts. The standards in Table 4B provide guidance for some common trail types, based on site context.

Any new or improved sidewalks should adhere to the requirements of the City of Beaverton or Washington County, as appropriate. The district should partner with both agencies as road improvements are being planned along trail corridors to help ensure bicycle and pedestrian needs are adequately met.

FIGURE 4D
Combined trail and sidewalk typical section



4.2.1 Combined Trail and Sidewalk

Shared use paths are completely separated from motorized vehicular traffic and are constructed in the public right of way, within a green space area, public utility corridor or other public access area. Combined sidewalks and trails are generally located adjacent to roadways within the public right of way. They may be separated from the curb by a landscape buffer or they may be “curb-tight,” connected to the curb.

Trail design standards for these types of facilities are described in the table above. Additional consideration should also be given to enhancing the user experience and safety for both bicycles and pedestrians, including the use of striping, landscaping, clear sight lines and other design considerations described later in this section. Figures 4D and 4E illustrate typical cross-sections for these two trail types.

FIGURE 4E
Trail adjacent to a roadway, trail typical section

