



Bethany Creek Trail #2 Segment 3

Neighborhood Meeting #1

Bethany Presbyterian Church
15505 NW Springville Road, Portland, OR 97229
Tuesday, June 26, 2018 @ 6:00PM

Meeting Minutes

I. Welcome / Introductions

Project manager, Matt Kilmartin, convened the public meeting and provided staff and consultant introductions:

- Matt Kilmartin – THPRD Project Manager
- Rob Russell – THPRD Project Coordinator
- Mark Hadley – WHPacific Project Manager
- Dave Bantz – WHPacific Project Planner
- Dan Boultinghouse – WHPacific Project Engineer

Matt then reviewed the meeting objectives:

- Provide an overview of this project
- Review the preferred draft MP
- Provide an opportunity for the community to provide feedback which will help guide the planning and design efforts moving forward
 - Additional public comment will be accepted through online comment form and by email until 7/10/18; refer to project web page.

II. Project Overview

Matt reviewed the following project goals and information:

- Project Goals:
 - **To provide trail connectivity for the community**
 - **To complete Segment 3 of Bethany Creek Trail** – identified as C1.3 on the Trail System Map of THPRD's 2016 Trail Functional Plan. Also part of Metro's regional trail system.
- Community trail classification; follows THPRD's standards for a shared use trail. 10-foot wide asphalt path with 2-foot gravel shoulders on each side.
- Provides trail connectivity to Westside & Rock Creek Regional Trails, Kaiser Woods Park & Natural Area, and North Bethany community via Springville Road pedestrian crossing.
- Program elements include neighborhood connections, street crossing (Springville Road), wayfinding signage, nature viewing, and limited site furnishings (i.e. benches, trash receptacles, dog bag dispensers, bollards).
- Project is 0.44 mile trail segment; almost entirely within Bonneville Power Administration (BPA) right-of-way.

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- Project spans both Washington County and Multnomah County permitting jurisdictions; approximately ¾ of trail segment is within Multnomah County.
- \$1.1 million total project budget, including just over \$700K for construction.

Matt reviewed the following project progress to date:

- Project began March 2018
- Design consultant, WHPacific, has completed base mapping and site inventory & analysis, and has developed a preferred draft master plan for public input.
- Design team has attended a land use pre-application conference with Multnomah County in April 2018, and is currently schedule a land use pre-app conference with Washington County for mid to late July 2018.
- Staff began public outreach for the project in March 2018, including:
 - Project web page created March 2018. Check back regularly for project updates!
 - Project introduction letters mailed to neighbors on March 28, 2018.
 - Staff reviewed preferred draft master plan with THPRD's public Nature and Trails Advisory Committee on June 22, 2018.
 - Neighborhood meeting held June 26, 2018
 - THPRD staff is engaging with land owners / farmers along the east side of the project to receive input and coordinate trail design in order to preserve current farming uses and easements.

Matt reviewed the following project process & timeline:

- Public outreach for the preferred draft master plan to be completed this summer 2018.
- Possible second neighborhood meeting depending on public feedback received.
- Staff will seek THPRD board of directors' approval of the preferred draft master plan in Fall 2018; likely October.
- Anticipate land use agreement with BPA in winter 2018/19 for trail use within BPA right-of-way.
- Anticipate land use application submittals to Washington and Multnomah Counties in winter 2018/19.
- Land use approvals from Washington and Multnomah Counties anticipated approximately 1-year from now; summer/fall 2019.
- Construction anticipated to begin summer 2020; anticipate 4-month construction period from approximately June to September 2020.

Matt reviewed the following next steps:

- Review public input received during outreach.
- Hold second neighborhood meeting (if needed) within approximately 1 to 2 months.
- Attend land use pre-app conference with Washington County.
- Prepare preferred draft master plan for THPRD board approval in fall 2018.
- Complete land use agreement with BPA and submit land use applications to Washington and Multnomah Counties in winter 2018/19.

III. Review Preferred Draft Master Plan

Mark Hadley, WHPacific, provided an overview of the preferred draft master plan, including the base mapping and design process used to develop the preferred plan. Mark reviewed the key elements of the preferred plan, and identified the design opportunities and challenges of the preferred trail alignment, including:

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- Trail alignment alternatives considered.
- Drainage issues and related design solutions.
- Potential impacts to natural resources and adjacent land uses, and proposed design strategies for minimizing those impacts.
- Trail design grades and accessibility goals.
- Trail connectivity to adjacent neighborhoods and greater trail system.
- Access agreements and related design strategies to promote successful shared use of the trail corridor.
- Design considerations for the pedestrian crossing at Springville Road and discussion of the preferred crossing alignment.

IV. Public Feedback

The meeting was opened for questions and public input. Comments and discussion included:

- Can the conversation be had with farmer to the east for possible street connection into Multnomah County?
- What is the separation between trail and farm land? What would protect pedestrians from farm equipment? Suggest using some type of fence or shrub line.
 - Response: BPA won't allow plantings taller than 10'. Split-rail fence could be a good solution and would look more natural in this setting.
- Pedestrian crossing at Springville Road is critical for this project, as pedestrians are already crossing there to access new trails and playgrounds to the north and schools to the south. Westbound traffic on Springville Road coming from Multnomah County drive very fast as they enter into the Bethany neighborhood. Consider pedestrian safety when designing the crossing.
- The trail and pedestrian crossing will be a great way to connect North and South Bethany to establish just a Bethany area.
- Is the curved portion of the proposed trail alignment (near south end) to help with ADA slope?
 - Response: Yes, otherwise the trail is proposed to primarily follow the existing gravel trail and footpath alignment and grades.
- Will the trail have an impact on school bus routes?
 - Response: We don't know if it will affect BSD's bus routes, but this new trail connection will likely be incorporated into BSD's "Safe Routes" program for pedestrian access to nearby schools.
- What impact will the trail construction have on Kaiser Woods Natural Area?
 - Response: Construction documents and specifications will be developed to minimize disturbances to the natural area. Strategies for low-impact construction methods will also be established to minimize resource impacts during construction.
- Can closure notification be posted on-site and online to notify the public of construction, and to let people know about the closures before they get too far down the trail?
 - Yes, construction notices will be posted at pedestrian access points and on the project web page to notify the public of construction closures ahead of time. Notices will be located on-site to identify closures in advance before trail users access those portions of trail.
- Is it possible to push construction to start sooner, say 2019?
 - Response: Staff and the consultant will discuss and evaluate the possibility.
- Does BPA own and manage their right-of-way currently?

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- Response: Yes. The only change will be that THPRD will operate and maintain the paved trail and gravel shoulders once the trail is constructed. BPA will continue to manage the overall right-of-way beyond the trail shoulders.
- Could BPA be contacted to fix the drainage culvert ahead of your trail construction? That's currently the worst portion of trail during the winter.
 - Yes, anyone can contact BPA directly. Matt Kilmartin can provide contact info upon request. (Additional concern was expressed that there is a fear that BPA will close down the informal trail if they find out about the failing culvert. Matt advised that BPA may not currently be aware of the culvert issue and may be willing to consider fixing it themselves since they need access through the corridor in order to maintain their power lines).
- The failing culvert is a safety issue for my kids who currently use that route to get to school.
- Do we need a Corp permit to fix the culvert? Why is the project timeline so long?
 - Response: We don't yet know all of the permit requirements, but we may be able to avoid certain permits based on our preferred design approach. However, Multnomah County will require a Type III land use approval process (150-day process for rural areas) with a public hearing, and BPA also has a difficult review process. THPRD has a thorough internal design team review process as well at each phase of the design development (i.e. during master planning, and at 50%, 75%, and 95% construction documents). Each THPRD review period takes about 2-3 weeks to complete, which is needed to ensure the design meets all of THPRD's standards and addresses the needs of all stakeholders.
- I live close to Kaiser Woods Natural Area and very much appreciate the recent improvements that THPRD has made to the soft surface trails within the park. Thank you.
- Should consider also improving the access paths leading into Kaiser Woods Natural Area up to the same standards as the rest of the trail inside the nature park.
- Should also consider paving or improving the trail connection to Kaiser Woods Park where the current "cow path" is. It would also create another paved access point for security patrols.
 - Response: The scope of this trail project doesn't include other improvements beyond the footprint of this project. However, it is very likely the additional trail improvements can be accomplished by the district's trails and/or maintenance staff outside of this project. If there's a need for it, we'll get it on the radar.
- Since BPA will want to drive their vehicles on the trail once it's constructed, is a 10' wide paved path wide enough for BPA vehicles?
 - Yes, BPA will be using their line trucks to maintain their power lines within the corridor, which can access a 10' wide trail. We've worked with BPA in the past and this is consistent with their standards. In fact, the trail will be designed to carry the load of BPA and TVWD vehicles, and combined with the 2' gravel shoulders will provide a total 14' wide access width.
- Where will dog bag dispensers be located?
 - Dog bag dispensers and trash receptacles will be located near key trail access points where district maintenance staff can get to them. Anticipate them being located at the north and south ends of the trail segment, and mid-way at the trail connection to Kaiser Woods Park.
- Please call this the "Westside Trail" to be consistent with the previous regional trail classification.
 - The trail classification for this segment was changed to a 'community trail' with the district's latest Trails Functional Plan update in 2016.
- Dogs don't know to stay behind fencing and to stay off farmland. Should consider fencing that dogs can't get through along the farmland, like chain link.

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- Wildlife need access too, and chain link fencing would limit access for all kinds of wildlife. Split rail fencing would be more appropriate in this case.

Matt reminded everyone that additional public input can be provided on comment cards or by submitting comments online through the project web page until July 10, 2018. Visit <http://www.thprd.org/parks-in-progress/bethany-creek-trail/>

The meeting was convened.