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# Meeting Minutes

## Molalla Transportation System Plan (TSP) Update

### Project Advisory Committee (PAC) Meeting #2

November 30, 2017 –6:30 p.m. to 8:30 p.m.

Molalla Adult Community Center – 315 Kennel Avenue, Molalla OR

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**Meeting Organizer:** Matt Bell, Consultant Project Manager

**Meeting Attendees:** Gerald Fisher, Dan Huff, *City of Molalla*; James Bobst, *Pacific Fibre Products*; Mitch Jorgensen, *Molalla Redi-Mix*; Keith Swigart, *Molalla City Council*; Lauren Welsh, *CashCo*; Matt Bell, Nick Gross, *Kittelson & Associates, Inc.*

**Meeting Purpose:** The purpose of Project Advisory Committee (PAC) Meeting #2 was to review and receive feedback on Tech Memo 4: Existing Transportation System and Tech Memo 5: Future Needs Analysis and to outline the project's next steps.

**Meeting Summary:** PAC members met on Thursday, November 30 at 6:30 p.m. in the Molalla Adult Community Center to discuss the Molalla TSP Update. Matt Bell gave a PowerPoint presentation and led a discussion on Tech Memos 4 and 5. The presentation was followed by a board exercise where PAC members were encouraged to provide feedback by writing on the boards in order to highlight the transportation needs of Molalla as well as their personal mobility needs. The meeting materials (i.e. agenda, PowerPoint presentation, and Tech Memo 4 and 5) are available on the project website ([www.molallatsp.com](http://www.molallatsp.com)). The following provides a summary of the action items and discussion topics from the meeting.

**Action Items:** the following summarizes action items resulting from discussions with the PAC.

- KAI to include direction of fixed-route transit service on existing transit figure.
- KAI to consider street lighting as potential amenities to transit shelters
- KAI to continue discussion of Molalla Forest Road (MFR) at upcoming meetings
- KAI to consider the Mathias Road/OR 211 intersection as potential location for a roundabout

**Discussion Topics:** The following provides additional details on the actions items.

1. Project Update/Introduction
  - a. Gerald opened the meeting by reviewing the PAC meeting protocols.
  - b. Matt provided an update on the project schedule, key mile stones, and next steps.
    - i. Board exercise to serve as dry run for upcoming Community Meeting (CM) #1

1. CM #1 to be held on December 7, 2017 at 6:30 p.m. at the Adult Community Center.
  
2. Tech Memo 4: Existing Transportation System & Tech Memo 5: Future Needs Analysis
  - a. The purpose of Tech Memo 4 is to provide an inventory of existing transportation facilities and services within Molalla and identify potential gaps and deficiencies.
    - i. A majority of the gaps and deficiencies reflect discrepancies between current conditions and the standards set by the City, such as roadway standards in the City's current TSP.
  - b. Tech Memo 5 builds upon Tech Memo 4 in order to identify the future needs of the transportation system within Molalla.
    - i. Public Transit
      1. Suggest showing direction of fixed-route transit service on existing transit figure.
      2. What type of transit amenities are you talking about improving? Are you talking about shelters and lighting?
        - a. We haven't looked at shelter lighting, we will follow up on that.
      3. Safeway could be a good space for a bus pull-off. It would be safer and allow for easier pick-up/drop-off.
      4. I thought Pheasant Pointe (Assisted Living & Memory Care) had a park-and-ride?
        - a. If they do it is not an official park-and-ride.
    - ii. Pedestrian System
      1. Existing conditions assessment identifies gaps and deficiencies in the sidewalk network
        - a. Many communities tend to address gaps rather than deficiencies or otherwise improve existing sidewalks that don't meet the needs (i.e. narrow, poor conditions, etc.).
    - iii. Bicycle System
      1. What are the purple lines?
        - a. Purple lines are off-street paths; these are shown along Molalla Forest Road (MFR) and the old abandon rail line.
      2. What is a conceptual off-street path? Is the reality that it will never be developed?
        - a. These are paths shown in other long-range planning documents, such as the Clackamas County Active Transportation Plan as potential trail connections.

3. Molalla Forest Road (MFR) is the only freight/trucking route we have. If you designated it to pedestrians and bicycles only, it will no longer be able to serve freight needs.
  - a. Anyone can suggest an alternative to any of the proposed routes, that is the purpose of tonight's meeting.
  - b. There are multiple alternatives to address multiple modes. We could show a roadway with a separated off-street path parallel to it.
  
- iv. Motor Vehicle System
  1. Molalla Forest Road (MFR) is shown as an arterial in the City's current TSP; however, it has not been improved and does not operate as an arterial.
  2. Tech Memo 5 highlights the need for a collector south of OR 211 and identifies MFR as a potential major collector.
  3. As a major collector, the roadway could accommodate freight traffic along with pedestrian and bicyclists.
    - a. There are many different options to provide separation between pedestrian, bicycle, and vehicular modes.
    - b. MFR is also identified as an active transportation route in the County's Active transportation plan.
  4. If you are projecting certain intersections to fail in terms of their operation, why are you looking at them?
    - a. Identifying needs will help us make recommendations to address operational issues.
  5. What does fail mean?
    - a. Simply, it means longer queues and more delay.
  6. Surprised Ona Way has a high crash rate.
    - a. There are a lot of rear-end crashes that occur along OR211 when vehicles are waiting to make a left-turn onto Ona Way.
      - i. The crashes at Ona Way are a good argument for adding a center turn lane that may mitigate the rear-end crashes.
    - b. There is a new road proposed to connect the "stub street" to Ona Way.
  7. Gail could not make it tonight but she did follow up on a point of conversation at the last PAC meeting. Someone mentioned that they know of truckers by passing the weighting station on I-5. Gail confirmed this and noted that there are no legal obligations to use the weight station. She also noted that there was once a weigh station along OR211 but that it was removed and will likely not return.
    - a. If you sit at Big Burger you'll see 40 trucks drive by.

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- b. There is a lot of redevelopment occurring around Molalla in the abutting cities, a lot of that freight comes through OR211.
  8. MFR is a topic that we are going to continue to talk about throughout the TSP Update process.
    - a. It should have been completed 40 years ago when it only cost \$28 million.
    - b. The existing TSP creates a new intersection along OR 211 at MFR. It basically made MFR a continuous movement and required a turn onto OR211 towards Main Street to deter trucks/freight.
  9. Mathias Road could be better served with a roundabout.
    - a. Clackamas River Drive has constructed a recent roundabout and operations have improved significantly.