Meeting Minutes

Molalla Transportation System Plan (TSP) Update

Project Advisory Committee (PAC) Meeting #3

February 20, 2018 –6:30 p.m. to 8:30 p.m.

Molalla Adult Community Center – 315 Kennel Avenue, Molalla OR

Meeting Organizer: Matt Bell, Consultant Project Manager

Meeting Attendees: Gerald Fisher, Dan Huff, *City of Molalla;* Mitch Jorgensen, *Molalla Redi-Mix;* Keith Swigart, *Molalla City Council;* Lauren Welsh, *CashCo;* Matt Bell, Nick Gross*, Kittelson & Associates, Inc.* Matt Hastie, *Angelo Planning Group.*

Meeting Purpose: The purpose of Project Advisory Committee (PAC) Meeting #3 was to review and receive feedback on Tech Memo 6: Transportation System Plan (TSP) Solutions and Tech Memo 7: Regulatory Solutions as well as outline the project's next steps.

Meeting Summary: PAC members met on Tuesday, February 20th at 6:30 p.m. at Molalla Adult Community Center to discuss the Molalla Transportation System Plan (TSP) Update. Matt Bell gave a PowerPoint presentation and led a discussion on Tech Memos 6. Matt Hastie also presented and led the discussion on Tech Memo 7. The meeting materials (i.e. agenda, PowerPoint presentation, and Tech Memos 6 and 7 are available on the project website (www.molallatsp.com). The following summary provides an overview 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 further evaluate intersection improvements at OR 211/Molalla Avenue, including limiting eastbound and westbound left-turns and converting parking to turn-lanes during peak periods
- KAI to evaluate enhanced crossing alternatives at Hezzie Lane
- KAI to include parking solutions in motor vehicle improvement section

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

1. Project Update/Introduction
    a. The project remains on schedule; there will be one more PAC meeting in mid-late Spring
    b. Upcoming Planning Commission (PC) and City Council (CC) joint work sessions will be open to the public and are scheduled for late Spring
    c. The Project team is revisiting Tech Memo 5: Future Conditions Analysis which may influence potential solutions noted in Tech Memo 6 as they relate to land-use

      d. General guidance for PAC discussion; think about facilities types that are most important and needed based on PAC member's experience in Molalla.

2. Tech Memo 7: Regulatory Solutions

      a. Tech Memo 7 addresses potential amendments to the city's Development Code, Municipal Code, and Public Works Standards; Comprehensive Code amendments were covered in Tech Memo 1: Plans and Policy Review.

            i. Goal of Tech Memo 7 is to provide consistency between TSP, Development Code, and Transportation Planning Rule (TPR)

            ii. The Development Code was recently updated and as a result, minimal amendments were recommended as part of Tech Memo 7.

            iii. Goal of Tech Memo 7 was to not provide duplicate information across multiple documents e.g. development code, public works standards, TSP, etc.

      b. Transportation impact analysis (TIA) and transportation assessment letter (TAL) thresholds were discussed.

            i. Proposed TIA threshold is met when development achieves > 25 trips during the peak hour; < 25 trips during the peak hour requires TAL.

            ii. Existing TIA language in development code states 300 trips per day requires TIA; Tech Memo 7 recommends that number be lowered to require TIA at development with 250 trips per day.

      c. Tech Memo 7 recommended language regarding block length and perimeter standards be included in development code and removed from public works standards.

      d. Tech Memo 7 also made recommendations for bicycle parking

            i. A discussion on bicycle parking requirements and industrial land use occurred.

            ii. It was noted that while bicycle parking may not be needed presently, it may be more desirable in the future when bicycling conditions are improved for local commuting purposes.

      e. Parking

            i. City suggests a high-level parking evaluation be conducted to look at downtown parking issues as part of TSP Update.

               1. Parking solutions including enforcement, timing restriction, and meters were discussed. The project team does not have necessary data to do full parking analysis.

               2. It was noted that perceived parking problems may not be as bad as they seem, city's may consider parking problems as good.

               3. Oregon City was suggested as model for parking.

3. Tech Memo 6: TSP Solutions

      a. Transportation system management and operations (TSMO)

            i. TSMO solutions discussed as being the low hanging fruit approach to improving investments and may include carpool matching, collaborative marketing, limited/flexible parking, and signal systems.

      b. Access Management

      i. Molalla has existing access management standards within comprehensive plan. Access management standards most relevant for new development and redevelopment of land uses.

c. Safety Solutions

      i. Focused along highways (OR 211 and OR 213) with a few places noted around town relating to pedestrian and bicycle safety.

            1. Pedestrian and bicycle safety solutions were also covered in Pedestrian and bicycle solutions section.

d. Pedestrian Solutions

      i. Focused on filling in gaps in sidewalk network.

            1. The segment of Bear Creek Bridge along OR 211 was noted as being a pinch point for future sidewalk construction as it will require reconstruction of bridge structure.

      ii. Crossings noted as being more difficult to address because they require further evaluation based on speed, volumes, and location.

            1. Hezzie Lane was discussed at length with a clear PAC desire for pedestrian crossing, and suggested recommendations for an overcrossing and undercrossing if crossing criteria was not met.

e. Bicycle Solutions

      i. Molalla Forest Road west of OR 213 with a connection to Toliver Road was discussed.

            1. Potential for enhanced crossing at Molalla Forest Road/OR 213 or at Toliver Road/OR 213 with on-street connection along OR 213.

f. Transit Solutions

      i. Westbound bus stop at Safeway was noted as being in a poor location.

            1. The bus currently stops in the right-turn lane and causes safety issues.

      ii. Larger transit issue relates to timing and duration of trips. It can take several hours to get from Molalla to Oregon City with multiple transfers.

g. Motor Vehicle Solutions

      i. OR 211/Molalla Avenue

            1. 2007 Streetscape Plan identified left-turn restrictions at Molalla Avenue/OR 211 during peak hours.

            2. Traffic signal warranted in existing TSP

                  a. Concern of parking space removal with construction of traffic signal.

            3. PAC suggestion of modifying existing parking to turning lanes during peak periods to accommodate capacity needs.

            4. PAC suggestion of adding east-west left-turns lanes and maintaining existing north-south configuration.

      ii. Molalla Forest Road was discussed as no longer serving as a "by-pass" but rather a higher classification roadway providing connectivity to the southeast portion of the City.