
Meeting Minutes

Molalla Transportation System Plan (TSP) Update

Project Advisory Committee (PAC) Meeting #4

May 3, 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 *City of Molalla*; Mitch Jorgensen, *Molalla Redi-Mix*; Keith Swigart, *Molalla City Council*; Debbie Lumb, *Molalla Planning Commission*, Lauren Welsh, *CashCo*; Matt Bell, Nick Gross, *Kittelson & Associates, Inc.*

Meeting Purpose: The purpose of Project Advisory Committee (PAC) Meeting #4 was to review and receive feedback on Tech Memo 8: Planned and Financially Constrained Transportation Systems and to outline the project's next steps.

Meeting Summary: PAC members met on Thursday, May 3rd 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 8. A general discussion on the pros and cons of having Molalla Forest Road function as a by-pass or Major Collector took place. The meeting materials (i.e. agenda, PowerPoint presentation, and draft Tech Memo 8 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.

1. KAI to determine how many parking spaces would be removed if separate left-turn lanes were installed along OR 211 at Molalla Avenue.
2. KAI to update planning level cost estimates for projects.

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

3. Project Update/Introduction
 - a. The project remains on schedule; PAC#4 is the final PAC meeting.
 - b. Upcoming Planning Commission/City Council Joint Work Session #1 and #2 will be held in mid-May and mid-July, respectively.
 - c. The joint work sessions are open to the public.
4. Tech Memo 8: Planned and Financially Constrained Transportation System
 - a. The final TSP document will pull primarily from Tech Memo 6, 7, and 8.
 - b. Planning level cost estimates are still being refined based on acquisition of right-of-way needs, most notably along the Highway facilities.

- i. Project cost are overall likely to increase based on refinement.
 - c. Purpose of Tech Memo 8 is to identify projects that are needed to address all gaps and deficiencies in the city and identify projects that are likely to be funded.
 - i. Financially constrained funding largely comes from system development charges. Many of the projects in the TSP Update have the opportunity to be funded through new development.
 - ii. We will identify additional ways to fund projects as part of the implementation plan in the TSP update.
 - 5. Review of Project Evaluation Criteria
 - a. PMT recognizes that evaluation criteria tend to favor multimodal transportation system.
 - b. Safety Projects
 - c. Pedestrian Plan Projects
 - d. Bicycle Plan Projects
 - e. Transit Plan Projects
 - i. Challenge due to coordination with SCTD
 - f. Motor Vehicle Plan Projects
 - i. A substantial discussion took place regarding the pros and cons of Molalla Forest Road functioning as a by-pass and the related effects on the intersection of OR211/Molalla Avenue.
 - 1. Concern was voiced that if Molalla Forest Road is not built as a by-pass, a signal would be required at the OR211/Molalla Avenue intersection which would remove parking.
 - a. It was explained that under either alternative (by-pass or no by-pass), a signalized intersection would be needed in the future.
 - b. KAI to determine how many parking spaces would be removed as part of signalized intersection.**
 - ii. The signalized intersection of OR 211/Molalla Avenue is the highest priority for the City.
 - 1. Signalized intersection will increase operational throughput and supported over four-way stop control.
 - iii. Cost of Molalla Forest Road is noted at \$3 million; PAC members have heard cost is closer to \$38 million.
 - iv. Discussion of priority projects versus realistic projects
 - 1. Priority for the community is safety. Kids walking on Toliver Road need to be protected. Enhanced crossings are good.
 - v. ODOT will be doing a pedestrian crossing analysis to determine if a crossing is warranted at Hezzie Lane.
 - 1. A pedestrian (kid) crash recently occurred at this location.
 - 6. Next Steps
 - a. PAC requested to provide feedback on TM8 to PMT by May 11, 2018.