

Molalla Avenue Streetscape Project Comment Log

Updated: 12/3/2019

Date	How Comment Received	Comment	Comment Based On	Response
3/20/2019	Counter/30% Open House	Concerns with driveways to Thai Chef property	30% Open House Plans	Working with property owner as part of property acquisitions.
3/20/2019	30% Open House	Bus Stops in front of the wetlands is not a good idea people walking by the fence are constantly destroying the fence. I can only imagine the damage that may be done with the bus stop. Our back yard and trees being destroyed. We have 46 arborvitae along the fence line. I want them replanted at the cost of the project!	30% Open House Plans	Bus stop is moving slightly north and will be closer to the walking path to Alvaro Lane. The existing arborvitae are located within the right of way. Working with property owner as part of property acquisition. The arborvitae are owned by the tenant.
3/20/2019	30% Open House	Concerned about whether the back of our lot will be taken for the project. Specifically there are 40+ trees that we don't want to be impacted. If the trees need to be removed the project should replant and/or replace.	30% Open House Plans	The existing arborvitae are located within the right of way. Working with property owner as part of property acquisition. The arborvitae are owned by the tenant.
3/20/2019	30% Open House	Would like a larger driveway. Please try to move the TriMet bus stop toward Lazy Creek Lane or north on Molalla Avenue near Char Diaz Drive	30% Open House Plans	Working with property owner as part of property acquisitions. Bus stop has been moved closer to Lazy Creek Lane.
3/20/2019	30% Open House	I'm pleased with what I saw today and will be interested to see it evolve.	30% Open House Plans	Thank you, so are we.
3/20/2019	30% Open House	Excited about increased bicycle safety and gateway concepts.	30% Open House Plans	Thank you, so are we.
3/20/2019	30% Open House	Too little, too late. Should be 4 lane road with center turn lane (5 lanes) and bike paths. The one (TriMet Station) by Goodwill is filthy most of the time.	30% Open House Plans	The current Transportation System Plan identifies Molalla Avenue as 3 lanes, traffic projections do not show a need for 5 lanes. The City is working with TriMet to identify transit station amenities along the corridor.
3/20/2019	30% Open House	I am hoping that things get done like the sidewalks where the sidewalks are raised up enough where a person can wind up tripping or taking a bad spill if not watching where they are walking.	30% Open House Plans	All trip hazards with in the project area (west side) will be resolved.
3/20/2019	30% Open House	Don't plant trees in medians! Prevents seeing pedestrians.	30% Open House Plans	No trees are proposed in medians where pedestrian crossings are proposed, instead they will have exposed river rock similar to the medians on 99E.
3/20/2019	30% Open House	Existing lights do not light up sidewalks. There is only lighting on one side of the street. Lighting needs to light the sidewalks and not the sky. Wheel chair ramps are too steep, poorly located. The intersection at 213 is dangerous for pedestrians crossing from the college to the OC Point.	30% Open House Plans	The project will be installing pedestrian level lighting and the team is working to verify we will not have dark areas along the sidewalk or within the pavement areas. The project will be installing dark skies compliant lighting, which will not light up the sky. All curb ramps within the corridor will be updated with ADA compliant ramps, in appropriate locations. The project is not proposing changes within the Hwy 213 & Molalla Avenue intersection.
3/20/2019	30% Open House	The crosswalks going to CCC are scary since drivers come off Molalla at 25 to 30 mph. It's scary for pedestrians. Street lights like the new ones at the college!	30% Open House Plans	The project is not proposing changes within the Hwy 213 & Molalla Avenue intersection.
3/20/2019	30% Open House	Lanes to narrow. Pedestrian push button don't work properly.	30% Open House Plans	All new pedestrian push buttons are being installed at the Gaffney & Clairmont traffic signals.

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3/20/2019	30% Open House	<p>Decrease driveway size so its one lane in and one lane out.</p> <p>Extend the bike lane from Molalla Avenue to meet OR-213. The lane right there at 18.5 feet is much too big making it ambiguous for people turning left and right on to Molalla.</p> <p>Decrease waiting time for people looking to cross the street, many times people have to wait for a full cycle before being able to cross.</p> <p>Update TriMet facilities to match updated facilities in Portland.</p> <p>Update travel lanes so they're 10 feet wide.</p> <p>Add median in front of Wells Fargo.</p>	30% Open House Plans	<p>Driveways will be right sized, to create a more bike and pedestrian friendly environment along the corridor.</p> <p>The bike lanes will run the entire length of the project. Lane sizes are also being right sized along the corridor.</p> <p>The RRFB's will be pedestrian activated, and will turn on immediately once pushed.</p> <p>The City is working with TriMet to identify transit station amenities along the corridor.</p> <p>The project is proposing 11' vehicle travel lanes.</p> <p>The mid-block pedestrian crossing is proposed in front of Wells Fargo, which includes a median limiting the area to right-in/right-out.</p>
3/20/2019	30% Open House	Looking forward to improvements.	30% Open House Plans	Thank you, so are we.
3/20/2019	30% Open House	Thanks for removing the right turn pockets (at Gaffney & Clairmont). This will make biking safer. Relocate bike lanes on Molalla Avenue between Sebastian Way & OR-213 from right side of the right turn lane to between the straight lane and right turn lane. I bike to CCC. Install more bike parking.	30% Open House Plans	Relocated bike lane at the south end to remove through bike movement from the right turns.
3/25/2019	Responded From Letter	Access to site	30% Open House Plans	Had meeting with Portfolio Manager & On-Site Manager. Working with property owner as part of property acquisitions.
4/1/2019	from Josh	Driveway to Crone Construction, would prefer it to remain in same place. Moving it would require reconstructing the fencing & gravel drive to building.	30% Open House Plans	Resolved with property acquisition & Letter of Obligation. Driveway will remain in same place.
4/2/2019	Hillendale Neighborhood Meeting	<p>Request to keep Goodwill Bus Pullout</p> <p>No trees or shrubs in medians at pedestrian crossings</p> <p>Concerned with no lefts into South Ridge Center, but have seen many pedestrians crossing there.</p> <p>Have heard concerns about Fir Street signal. Please provide protected lefts at Gaffney signal.</p>	30% Open House Plans	<p>The bus pull out at Goodwill will remain.</p> <p>No trees are proposed in medians where pedestrian crossings are proposed, instead they will have exposed river rock similar to the medians on 99E.</p> <p>The project team feels that providing a safe crossing locations for pedestrians, and preserving the future northbound left turn storage is a good use of the area.</p> <p>The Fir Street signal is warranted is proposed as part of the project. The Gaffney Lane & Clairmont Drive signal will both have protected lefts for the side streets.</p>

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4/9/2019	Email	<p>The reduction of curb cuts or more accurately the current excess of curb cuts.</p> <p>The possible future traffic signal at fir/Molalla and how that would look for egress in to the parking-lots</p> <p>The impact of the added sidewalk/green space/bicycle travel lanes on our parking/navigation of the parking lot.</p> <p>The move/replace of the shared business sign (Farmers Ins, Maximus Salon, Thai Chef).</p>	30% Open House Plans	<p>The project is working to right size the driveways in order to create a safer environment for pedestrians, bicyclists, and transit users. It also creates a safer environment for vehicles as it removes uncertainty of where to drive.</p> <p>The layout of the Fir Street signal has been refined to provide the best alignment and site circulation on the private property.</p> <p>The business sign will be resolved with property acquisition.</p>
4/22/2019	Email	<p>The 30% design proposed a right-turn only leaving the Southridge shopping center next to Black Rock Coffee. This is due to changes on Molalla Ave to accommodate a new pedestrian crossing. The problem is that the other primary exit from this shopping center, near the Goodwill store, is also right-turn only. I think this design will cause other problems of re-routing traffic in order to turn left onto Molalla (south bound). The light at Clairmont, parking lot, and pavement striping is not great now, and sending more cars through this light and the lot behind Goodwill is not a good alternative without some improvements.</p> <p>I hope that if rerouting traffic to the Clairmont light is the solution, that improvements to this light also includes the pavement striping and signage to the lot behind Goodwill/AutoZone.</p> <p>This is difficult to describe via email, but in short, both Molalla Ave exits from the Southridge Shopping Center should not be 'right-turn only'.</p>	30% Open House Plans	<p>There are three exits from South Ridge Center onto Molalla Avenue. The northern exit (between Gentle Dental & Bank) will remain a full access driveway. The center exit (between Wells Fargo & Black Rock) will become a right-in/right-out to provide a safe pedestrian crossing. The team has reviewed the southern exit (between Black Rock & Goodwill) and determined that we can remove the Right Turn Only sign, allowing the driveway to become full access.</p> <p>The property manager for the complex stated they have recently done work to address the area behind Goodwill.</p>
4/27/2019	Email	<p>Also on the Fred Meyer/Gaffney Lane interchange, I was under the impression the plan was to have dedicated right and left turn lanes both ways??? This doesn't show on the map. What shows now is the "hang on to your St. Christopher and go" situation we have now. I thought this was the alternative to our request to have all traffic from Fred Meyer stop while the Gaffney Lane traffic exited straight, right and left and then the reverse for the Gaffney Lane traffic. In other words, controlled by the lights. Much like the lights at Maple Lane/Albertsons on to Beavercreek. Have you got daily customer counts from Danny Belding, the Director of OC Fred Meyer? I'm sure his input would be useful - and the possibility of having to collect his carts from in front of B of A to a possible new transit stop further north on Molalla.</p> <p>I'm in agreement with Amy - NO on the banner. I feel they are rather tacky and not in line with the impression we want to give of Oregon City and particularly in our neighborhood. I'm curious - if the flag style signs are illegal, how can these much bigger banners meet code??</p>	30% Open House Plans	<p>The layout has been updated to reflect protected left turn lanes on Gaffney & the Fred Meyer approaches. The project has traffic counts that include turning movements at all signalized intersections. The City is working with Fred Meyer on the location of the location of the transit stop in the area.</p> <p>The Enhancement Grant Committee, who is funding the decorative cross street banner poles, believes it brings a benefit to the community. cross street banner poles are an allowed signage in the right of way.</p>

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4/30/2019	Letter	1. Wells Fargo/Black Rock First Bullet: We would like clarification on the proposed traffic flow in and out of this business development. Current plans only indicate access either from Beavercreek or the intersection at Clairmont for south bound traffic.	30% Open House Plans	See Gaffney Lane Response Letter.
4/30/2019	Letter	1. Wells Fargo/Black Rock Second Bullet: The same reasoning you are using to propose putting in a signal at Fir Street, due to traffic volume applies here. However, you stated that you were not interested in putting in a signal as it would only benefit private property. Not putting a signal here would be wrong, similar to John's statement regarding Fir Street. "Given the focus and effort that is going into the project, I think you would agree that I would be crucified if we had justification for a signal and not deal with it now vs tearing up a new project to install a signal later." We would like to see the study/report showing the warrant of a signal at Wells Fargo/Black Rock.	30% Open House Plans	See Gaffney Lane Response Letter.
4/30/2019	Letter	2. Clairmont First Bullet: We would like to see designated turn lanes and signals at this intersection, similar to the ones proposed at Gaffney and Molalla. The pedestrian crossing at this intersection currently impedes left turns and we would recommend designated left turn signals that do not coincide with pedestrian crossing. We believe we were told the study warranted designated turn lanes here.	30% Open House Plans	See Gaffney Lane Response Letter.
4/30/2019	Letter	2. Clairmont Second Bullet: We would like to see the bus stops remain at this intersection. The residents of the apartments use these stop regularly.	30% Open House Plans	See Gaffney Lane Response Letter.
4/30/2019	Letter	3. Gaffney First Bullet: We are in support of the proposed change to signal phasing and lane reconfiguration, to create designated left turn lanes that would to conflict with the straight and right turn movements. (since at least 2013 we have been asking for this light to be adjusted. It is unsafe to have the cars coming from Gaffney turning left and going straight at the same time as the cars coming from Fred Meyer are going left and straight. We have asked to have a designated turn signal here and have been assured that this was in the works. We realize things change but in an email from John dated February 10, 2013 he stated changes to this signal would be made in that budget cycle as it was agreed it was a safety concern. It's been over six years and it has only gotten worse.)	30% Open House Plans	See Gaffney Lane Response Letter.
4/30/2019	Letter	3. Gaffney Second Bullet: We would like to see the bus stops remain at this intersection as they are heavily used by patrons of Fred Meyer.	30% Open House Plans	See Gaffney Lane Response Letter.

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4/30/2019	Letter	4. Fir Street First Bullet: John stated that "in my mind the signal at Fir Street has been on the table for years . . ." We have gone back through our meeting minutes and documents and have not been able to locate mention of this signal at nay time in our conversations and presentations regarding this project and corridor until November 2018 when Dayna state in an email that a traffic study would be done. At our January 2019 meeting we were told that while it was showing as proposed dur to an ongoing study, it was not likely to happen.	30% Open House Plans	See Gaffney Lane Response Letter.
4/30/2019	Letter	4. Fir Street Second Bullet: We understand that according to your research this intersection warrants a signal. We would like to see a copy of the reports and studies recommending this and how they compare to the Wells Fargo/Black Rock entrance.	30% Open House Plans	See Gaffney Lane Response Letter.
4/30/2019	Letter	5. Garden Meadows Drive First Bullet: We have been recommending since January 23, 2014 that a signalize pedestrian crossing be added to this intersection. As John Stated, "Pedestrian safety and convenience remains top project goal". A presentation was made by our neighborhood to the Transportation Advisory Committee on February 18, 2014 and support was given for improving this crossing. Due to budget restraints new lighting, signage and repainting was done as we awaited the time when a new crossing signal cold be installed.	30% Open House Plans	See Gaffney Lane Response Letter.
4/30/2019	Letter	5. Garden Meadows Drive Second Bullet: You have stated that a crossing at Garden Meadows would be too close to the proposed intersection at Fir St and that you are now proposing the crossing be moved to the Post Office. The current signalized crossing at the Library is similar distance from the 7th & Washington St signal so this reasoning does not hold water with us. As we have stated, pedestrians are going to use this intersection as a crossing and we do not feel moving it is justified. Putting the crosswalk at the Post Office will require pedestrian to cross even more driveway. While we are not engineers or experts, we do use this corridor daily and feel we have had your support since 2014 to put the signalized crossing at Garden Meadows.	30% Open House Plans	See Gaffney Lane Response Letter.
4/30/2019	Letter	6. Char Diaz First Bullet: Similar to the Garden Meadows intersection we have been recommending, and have had support from Public Works since at least July 13, 2017, to add a signalized pedestrian crossing here. In fact, as recently as our January 10, 2019 meeting this was still supported as proposed. This intersection is heavily used by pedestrians as Char Diaz is used as an access point to Molalla Ave from the nearby neighborhoods. Google Maps recommends it when plugging in directions. The same arguments apply here in that pedestrians are going to use this intersection and not want to walk further for a signalized crossing. If moved closer to Lazy Creek the distance between pedestrian crossing is excessive.	30% Open House Plans	See Gaffney Lane Response Letter.

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4/30/2019	Letter	6. Char Diaz Second Bullet: We would like to see the bus stops remain at this intersection as they are used by citizens in the adjacent neighborhood.	30% Open House Plans	See Gaffney Lane Response Letter.
5/9/2019	Email	As a resident of ----- Drive I am aghast at the likelihood of traffic going north on Molalla and wanting to access Burgerville and JoAnn stores having to drive "round the block". A left turn at Gaffney for Burgerville would put additional traffic on this busy residential street. Then traffic has to make a right turn into a small driveway and then loop the loop for the drive-through. And do you see how many people use the drive-through??? Masses - it must be one of the busiest. Then I am sure some wanting to go to JoAnn would drive through the Burgerville parking lot!!!! In addition, pedestrian traffic along this stretch of Gaffney Lane is quite high - many older folks - not so nimble! Likewise, a left turn at Clairmont for JoAnn plus then crossing the line of traffic to enter the JoAnn parking lot is crazy. Could easily cause back up to the traffic light waiting for an opportunity to turn. Again - drive through the JoAnn parking lot to access Burgerville???	30% Open House Plans	The 2001 Molalla Avenue Bikeway & Boulevard Plan calls for the median between Gaffney & Clairmont as well as the closure of one of two driveways between JoAnn's & Burgerville. The project teams feels that the installation of the median accomplishes the intent and is allowing the two driveways to remain. Each business will still have a full access from their property to a public street (either Gaffney or Clairmont) and the out of distance travel is minimal.
7/23/2019	Email	Concerns for Fire Truck turning radius.		The project team has worked with Clackamas Fire to confirm that all fire trucks can maneuver within the project limits.
7/31/2019	60% Open House	Make every effort to maintain business access/egress while maintaining traffic flow. Reconsider the light at Wells Fargo. Abandon the light at Fir Street and discourage the use of Molalla Avenue by commercial traffic. Add a feature at the Gaffney Lane crossing to Fred Meyer that extends the time allowed for the elderly to cross Molalla Avenue.	60% Open House Plans	The project team is working to maintain business access/egress during construction as well as once the project is complete. A traffic light at Wells Fargo will not allow the necessary future improvements in the northbound directions needed to make the intersection operate acceptable in the future. The traffic signal at Fir Street is warranted and proposed to be included in the project. The pedestrian signals at Gaffney Lane & Clairmont Drive will have an option for extended time to cross.
7/31/2019	60% Open House	Definitely No Banner - Cross street banners are tacky!!	60% Open House Plans	The Enhancement Grant Committee, who is funding the decorative cross street banner poles, believes it brings a benefit to the community.

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7/31/2019	60% Open House	<p>No cross street banner in the Gaffney Lane neighborhood - we don't want it.</p> <p>TriMet stop SB at Lazy Creek is not a good location. It blocks view for drivers turning left on to Molalla.</p> <p>Activated cross walks are not in good locations.</p> <p>Hard medians blocking turns are not helpful.</p> <p>This project originally touted ADA & sidewalks & bike lanes - it's gotten off course.</p>	60% Open House Plans	<p>The Enhancement Grant Committee, who is funding the decorative cross street banner poles, believes it brings a benefit to the community.</p> <p>The TriMet stop at Lazy Creek Lane has been moved south.</p> <p>Mid-block pedestrian crossing locations have been adjusted.</p> <p>Hard medians are only proposed in locations where mid-block crossings are proposed, and between Clairmont Drive & Gaffney Lane as identified in the 2001 Molalla Avenue Boulevard & Bikeway Improvement Plan.</p> <p>The project includes ADA, sidewalks, and bike lanes along the corridor.</p>
7/31/2019	60% Open House	<p>There is no reason for gateway to impact existing landscaping at shopping center, Concentrate resources to opposite side of Molalla Avenue - in grassy field only.</p> <p>Approximately 45 arborvitae trees in backyard. Proposal unclear whether they will be removed. Trees are 10 years old and planted by me. Trees are requested not to be removed, but if they are these same trees are wanted to be replanted on our lot, with guarantee of survival.</p>	60% Open House Plans	<p>The proposed gateway is being coordinated with the grassy area in front of OC Point.</p> <p>The existing arborvitae are located within the right of way. Working with property owner as part of property acquisition. The arborvitae are owned by the tenant.</p>
7/31/2019	60% Open House	Get PO to open back driveway as exit only. Move drop box to back of driveway. Enter only on Molalla and exit onto Fir St. Better flow & safer for everybody.	60% Open House Plans	Staff met with the post office and requested they look at opening the access to Fir Street. They shared that due to security reasons they will not open the back driveway to the public.
7/31/2019	60% Open House	Do not like the two left turn lanes at Beaver Creek (southbound). Through traffic will be held up by pedestrians for right turning cars.	60% Open House Plans	See attached technical memo.
7/31/2019	60% Open House	Perhaps interpretive panels as part of the gateway. The City is doing a wonderful job.	60% Open House Plans	The Basalt Walls gateway concept received the most support and will be included in the project.
7/31/2019	60% Open House	I think they are all silly (gateway features). The entry to OC is downtown, not clear out at the college. I like the sidewalks, bike lanes and traffic light improvements.	60% Open House Plans	The gateway feature is not an entry to the City feature, it is an entry to the Molalla corridor feature.
7/31/2019	60% Open House	Fence and arborvitae trees - "46" of them. Want them replanted or provide a sound barrier wall.	60% Open House Plans	The existing arborvitae are located within the right of way. Working with property owner as part of property acquisition. The arborvitae are owned by the tenant.
7/31/2019	60% Open House	I am a leaser on Char Diaz. How will this effect my trees and other items on property. We need a sound barrier wall to replace the fence!	60% Open House Plans	Working with property owner as part of property acquisition. The trees and other items are owned by the tenant.
7/31/2019	60% Open House	Don't take out island at Garden Meadow Drive and Molalla already deadly to cross in crosswalk - missed narrowly several times getting back and forth at the island. I helped fight to get that crosswalk in when Meadowlark Apartments opened. Too much traffic already. Too many handicapped people need this island!	60% Open House Plans	The location of the island is not conducive to left turn out of Wilco or Garden Meadow, this is evidenced by the frequent impacts to the island and signage in the island.

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7/31/2019	60% Open House	When you put crosswalks in where you turn left it creates an inconvenience and extra driving and fuel consumptions. Putting vegetation in creates ongoing maintenance and expenses.	60% Open House Plans	The crosswalk medians installed do create an inconvenience for vehicles, but provide a safer crossing for pedestrians. City standards require installation of trees along the corridor.
7/31/2019	60% Open House	Add plenty of trees along the corridor. The ped crossing is the best idea. So many people cross there everyday just from my apartments (Mt View Apartments).	60% Open House Plans	As many trees as possible are being added to the corridor in appropriate locations. We agree the pedestrian crossing near the apartments is a good idea, and will be used by many who currently dash across the roadway in that location.
7/31/2019	60% Open House	The area in front of Wilco with the utility cabinets but no sidewalk should be provided with concrete walkway. Most pedestrians use that path even in wet weather and it could be a safety hazard. Have utility cabinet moved as required.	60% Open House Plans	The project is focused on the west side of Molalla Avenue. The utility cabinet in this area is not able to be moved easily, which is why the sidewalk was meandered around the utility cabinet.
7/31/2019	60% Open House	One wonders if you will really take notice of the many strong comments made this evening or is it a done deal being pushed too fast.	60% Open House Plans	All comments received are reviewed and looked at. In any situation, not all comments can be accommodated and the project team use professional knowledge and judgement to balance all the desires of the community.
7/31/2019	60% Open House	The gateway opening should include benches and trash/recycling containers. Having the medians with the pedestrian crossings and the nearby bus stops is really good. As of now buses pull off and then struggle to pull back into the lane. Driveways should act as a bump for cars pulling in so pedestrians have a contiguous sidewalk.	60% Open House Plans	Basalt seat walls are proposed to be included in the gateway. Staff are still working on the locations of trash receptacles along the corridor.
7/31/2019	60% Open House	Interpretive panels and basalt wall seem sterile - I like the trees. Maybe add some decorative benches along the path.	60% Open House Plans	The Basalt Walls gateway concept received the most support and will be included in the project. Trees will also be included in the gateway design
7/31/2019	60% Open House	The interpretive panels can be used to show Oregon City's rich history. The trees will take 20 years to grow. I want a short term gateway option. CCC is designing a new entrance sign at OR-213. I want to make sure the interpretive panel shown in perspective B does not block CCC's new entrance sign. Molalla Avenue at Lazy Creek lane TriMet stops need more review. The southbound stop block motorists turning left for Lazy Creek Lane to Molalla Avenue. The northbound stop is too far from Sport Clips and Starbucks. Keep other TriMet Stop.	60% Open House Plans	The Basalt Walls gateway concept received the most support and will be included in the project. The location of the Lazy Creek Lane TriMet stop has been reviewed and adjusted.
7/31/2019	60% Open House	Natural trees is great. Keep trees where unobstructing the safe view for drivers. Looks like it is coming along - it will be beautiful when finished. "Safe" is the goal above all I hope.	60% Open House Plans	As many trees as possible are being added to the corridor in appropriate locations. Yes, safe is a key perspective the project team is using when evaluating project elements.

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7/31/2019	60% Open House	<p>Oppose trees (in gateway) which will obscure the view and be a safety problem.</p> <p>No signal at Fir. Plans is to minimize traffic on Molalla , so putting a signal there is counter to plan. Already have a light at Beavercreek & Fir.</p> <p>No crosswalks mid street. Crossings should be at intersections only. Get rid of crossing in front of Grocery Outlet, there is already a crossing just yards away at Holmes. Do not plant shrubs at crossings, they block the view of pedestrians.</p>	60% Open House Plans	<p>Trees in the gateway area will be located so they do not create a safety problem.</p> <p>The signal at Fir Street is warranted and is proposed to be included with the project.</p> <p>Three mid-block crossings are proposed as part of the to provide safe locations where pedestrians can cross the street. The majority of the residential is on one side of the street and the majority of the commercial is on the opposite side. The crossing at Grocery Outlet is outside the project limits. No trees are proposed in medians where pedestrian crossings are proposed, instead they will have exposed river rock similar to the medians on 99E.</p>
7/31/2019	60% Open House	Don't eliminate the left turn into Southridge Shopping Center.	60% Open House Plans	There are three exits from South Ridge Center onto Molalla Avenue. The northern exit (between Gentle Dental & Bank) will remain a full access driveway. The center exit (between Wells Fargo & Black Rock) will become a right-in/right-out to provide a safe pedestrian crossing. The team has reviewed the southern exit (between Black Rock & Goodwill) and determined that we can remove the Right Turn Only sign, allowing the driveway to become full access.
7/31/2019	60% Open House	The entrance needs a soft treatment to make the area more pedestrian and driver friendly. Less platooning on our streets. Traffic needs to be slowed - we need more control over the speeds in our town. Local control. Reduce speed from 35 to 30.	60% Open House Plans	We agree. The travel lanes are being narrowed to give a visual cue to slow down. ODOT sets all non-statutory speeds in the state, staff have reached out to ODOT to discuss the ability to drop the speed limit to 30 mph on Molalla Avenue.
7/31/2019	60% Open House	I think better move the bus stop to the right of Lazy Creek Lane corner (keep old location) cause safety reason for the kids walk to the bus and car turn left. Please build metal fence to protect residential by bus stop.	60% Open House Plans	The location of the Lazy Creek Lane TriMet stop has been reviewed and adjusted.
7/31/2019	60% Open House	We do not need street banner poles.	60% Open House Plans	The Enhancement Grant Committee, who is funding the decorative cross street banner poles, believes it brings a benefit to the community.

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7/31/2019	60% Open House	<p>Least change & expense (gateway).</p> <p>Don't need the banner posts - waste of tax payer money!</p> <p>Common sense is missing from the project - absurd.</p> <p>West side of the street is by far the most expense way to do it. All the power lines, should stay with 8' sidewalks.</p>	60% Open House Plans	<p>The gateway is utilizing the existing trees and minimizing impacts to OC Point.</p> <p>The Enhancement Grant Committee, who is funding the decorative cross street banner poles, believes it brings a benefit to the community.</p> <p>The west side of Molalla Avenue is also the side that does not have safe, usable sidewalks as the power poles are often located in the middle of the sidewalk, and the south end lacks sidewalks at all on the west side.</p> <p>The adopted 2001 Molalla Avenue Bikeway & Boulevard Plan calls for 10' sidewalks.</p>
7/31/2019	60% Open House	An actual tree canopy would be great or some kind of archway design like an old train trestle, absolutely no modern rusty art (gateway).	60% Open House Plans	Trees are being included in the gateway concept.
7/31/2019	60% Open House	I would really like to see a crosswalk at Garden Meadow to accommodate seniors in wheelchairs/walkers to access the post office safely and easily.	60% Open House Plans	The Garden Meadow crosswalk location is so close to the Fir Street signal, it has been moved closer to the post office.
7/31/2019	Email	This is most likely not a unique request but the stop light pattern, paths, and flow could be improved at the intersection of Molalla Avenue and Clairmont leading into the Fred Meyer. It is congested. Thank you	60% Open House Plans	7/31/19 sent response that we were adding the protected left turns at Clairmont & Gaffney to address this.
7/31/2019	Email	<p>I enjoyed seeing my feedback from the 1st open house included in the 60% plans. The relocated bike lane and green paint on the Molalla Avenue southbound approach to the OR-213 intersection will make my bike trips to CCC safer and less stressful. I currently leave the bike lane and control the full straight travel lane when I am biking to CCC. I doubt most inexperienced cyclists are willing to make this move. I also enjoyed seeing green paint added throughout the project to make motorists more aware of cyclists and improve safety.</p> <p>I am concerned about being right hooked by right-turning vehicles when I want to continue biking straight on the northbound and southbound sides of Molalla Avenue at the Beavercreek Road intersection. Is it feasible to separate the combined straight/right-turn lane into a straight lane and a combined bike lane/turn lane on northbound Molalla Avenue at this intersection?</p> <p>While I doubt there is enough space, can the combined straight/right-turn lane on southbound Molalla Avenue approaching the Beavercreek Road intersection be separated into a straight lane and a combined bike lane/turn lane?</p>	60% Open House Plans	<p>Yes, the green paint will be our first in Oregon City. We agree switching the through and right lane at Hwy 213 will be a significantly safer experience for bicyclists.</p> <p>We are looking at options to address bicycle safety concerns at Molalla Avenue & Beavercreek Road. While we don't think we have enough pavement to separate the movements during this project, this could be looked at again when we have another project at this intersection.</p>
9/17/2019	TAC Meeting	Is there potential to add an exclusive pedestrian phase to the traffic signal at the Intersection?	60% Open House Plans	See attached TAC Questions Technical Memo.

Molalla Avenue Streetscape Project Comment Log

Updated: 12/3/2019

Date	How Comment Received	Comment	Comment Based On	Response
9/17/2019	TAC Meeting	Expressed concern regarding the collected pedestrian volumes since the counts were conducted in November when the weather is darker and generally worse. This is a concern due to the fact that the Project is intended to improve pedestrian and bicycle facilities which should lead to increased pedestrian volumes. Therefore, he would like to see the effects of increased pedestrian volumes on the 2040 traffic operations at the Subject Intersection, especially the effect on southbound traffic with drivers having to wait for crossing pedestrians.	60% Open House Plans	See attached TAC Questions Technical Memo.
9/17/2019	TAC Meeting	Requested an “apples to apples” comparison of the signal operations for the 2040 no-build and build conditions since the two are using different signal cycle lengths.	60% Open House Plans	See attached TAC Questions Technical Memo.
9/17/2019	TAC Meeting	Expressed concern with the introduction of the southbound left-turn trap lane at the Subject Intersection and that it will trap drivers that are not paying attention and could therefore lead to an increase in side swipe crashes at the intersection, especially since there is a documented history of side swipes already.	60% Open House Plans	See attached TAC Questions Technical Memo.
9/17/2019	TAC Meeting	Expressed concerns that the southbound dual lefts will not reduce traffic volumes on Molalla Avenue since vehicles travelling the corridor are using the road to access the shopping centers, Post Office, and other destinations along the corridor.	60% Open House Plans	See attached TAC Questions Technical Memo.
9/17/2019	TAC Meeting	Suggested that we drop one of the northbound through lanes at the Intersection and shift all the lanes on the north leg over to add a dedicated right-turn lane for southbound traffic on Molalla Avenue turning westbound on Beaver Creek Road.	60% Open House Plans	See attached TAC Questions Technical Memo.