



Transportation System Plan



2 Guiding Goal and Policies

The McMinnville TSP is an integrated compilation of a number of sections, including the guiding goal and policies, individual modal plans, a financial plan, and an implementation plan. This **Guiding Goal and Policies** section includes the existing transportation related *goal and policies* from the McMinnville Comprehensive Plan, and supplemental TSP policies to guide the individual modal sections for a complete TSP. This chapter also summarizes policy guidance through recommended street functional classification and complete street design guidelines, recommended performance standards and access management policies, and coordination with state plans and policies.

McMinnville's major street corridors are largely well-established by historical development. In anticipation of growing vehicular travel, there are very limited opportunities for new arterial and collector street routing or significant street widening with additional travel lanes. As noted in Chapter 1, McMinnville citizens certainly seek transportation efficiency, but not as a sacrifice to its small town atmosphere or its desire to "keep McMinnville *Livable*."

As the City prepared its Growth Management and Urbanization Plan¹ (MGMUP), local stakeholders participated in forming the future **vision** for McMinnville: a **compact and livable community**. In support of the vision, stakeholders also expressed supportive urban design principles, including:

- strong direction for preserving open space,
- preventing commercial strip development along McMinnville's arterials,
- promoting transit and pedestrian-oriented development,
- providing for economic growth and housing opportunities,
- strengthening its historic downtown, and
- connecting neighborhoods and varied land uses.

The MGMUP includes several guiding principles, some of which point to transportation plan and design elements that helps guide development of the McMinnville TSP. Specific sub-elements of the MGMUP, UGB expansion guiding principle include:

- as many activities as possible should be located within easy walking distance of transit stops,
- the location and character of the community should be consistent with a larger transit network,
- streets, pedestrian paths and bike paths should contribute to a system of fully connected, interesting routes to all destinations. Their design should encourage pedestrian and bicycle use by being small and spatially defined by buildings, trees and lighting; and by discouraging high speed traffic,
- the community design should help conserve resources and minimize waste, and,
- the street orientation, the placement of buildings and the use of shading should contribute to the energy efficiency of the community.

The drafting of the TSP, with thoughtful direction from its citizen Transportation Advisory Committee (TAC), evolved into one emphasizing **Complete Streets** by (a) filling in the non-motorized facility gaps; (b) upgrading rural roadways within the Urban Growth Boundary to multi-modal, urban streets; and, (c) better managing of McMinnville's existing street system rather than major and costly capital improvements.

The TAC also sought a TSP that reflected locally-desired initiatives to focus on moving people not just cars with complete streets, and keeping the city livable. McMinnville's TSP requires a comprehensive set of goals, policies and plan proposals to help ensure the City grows toward a compact and livable community.

In the past four to five decades the private automobile has been the predominant mode of transportation in McMinnville. A complete transportation system must also consider the needs of other modes

of travel. Sidewalks for pedestrian travel, bicycles, public transit, school busses, commercial vehicles, emergency vehicles, air, and rail services are also part of McMinnville's transportation system.

With regard to system connectivity, many of McMinnville's existing streets already include sidewalk and bicycle facilities, but there remain significant gaps in the system (see Chapters 5 and 6) that make walking and bicycling difficult and inconvenient.

Goal and Policy Guidance

The original transportation policies developed for McMinnville's Comprehensive Plan in the early 1980's are an excellent baseline for the TSP. The current transportation Goal and Policies of McMinnville's Comprehensive Plan are found within Chapter VI of the City's *Goals and Policies* document (Volume II of the McMinnville Comprehensive Plan). **Appendix E** includes the original Comprehensive Plan policies and some minor recommended revisions to reflect findings of the TSP.

McMinnville Comprehensive Plan Goal

McMinnville's Comprehensive Plan includes the following goal:

TO ENCOURAGE DEVELOPMENT OF A TRANSPORTATION SYSTEM THAT PROVIDES FOR THE COORDINATED MOVEMENT OF PEOPLE AND FREIGHT IN A SAFE AND EFFICIENT MANNER.

Supplemental TSP Policies

Additional policies are needed for the City to address emergent challenges in the 21st century and fully support the concepts of *Complete Streets*. Supplemental policies for the successful adoption and implementation of McMinnville's TSP as an integrated, multi-modal plan are recommended in this section. Furthermore, the individual modal chapters of the McMinnville TSP set forth additional

policies specific to each mode or plan chapter, which supplement this chapter.

Transportation System Plan

- The McMinnville Transportation System Plan incorporates the goals, objectives, policies, implementation strategies, plan maps, and project lists to guide the provision of transportation facilities and services in the McMinnville planning area. In addition to this chapter the TSP contains the following sections:
 - Street System Plan
 - Pedestrian System Plan
 - Bicycle System Plan
 - Public Transportation and Transportation Demand Management
 - Freight Mobility, Rail, Air and Pipeline Plans
 - Funding Plan and Capital Improvement Plan
 - TSP Implementation
- The McMinnville Transportation System Plan shall be updated as necessary to remain consistent with: (a) the city's land use plan, (b) regional and statewide plans; and c) applicable local, state and federal law.

Complete Streets

- The safety and convenience of all users of the transportation system including pedestrians, bicyclists, transit users, freight, and motor vehicle drivers shall be accommodated and balanced in all types of transportation and development projects and through all phases of a



Complete Street: Evans Street

project so that even the most vulnerable McMinnville residents – children, elderly, and persons with disabilities – can travel safely within the public right of way.

Examples of how the Complete Streets policy is implemented:

- Design and construct right-of-way improvements in compliance with ADA accessibility guidelines (see below).
- Incorporate features that create a pedestrian friendly environment (see Chapters 4 and 5), such as:
 - narrower traffic lanes
 - median refuges and raised medians
 - curb extensions ("bulb-outs")
 - count-down and audible pedestrian signals
 - wider sidewalks
 - bicycle lanes, and
 - street furniture, street trees and landscaping
- Improve pedestrian accommodation and safety at signalized intersections by:
 - using good geometric design to minimize crossing distances and increase visibility between pedestrians and motorists
 - timing signals to minimize pedestrian delay & conflicts
 - balancing competing needs of vehicular level of service and pedestrian safety

Multi-Modal Transportation System

- The transportation system for the McMinnville planning area shall consist of an integrated network of facilities and services for a variety of motorized and non-motorized travel modes.

Connectivity and Circulation

- The vehicle, pedestrian, transit, and bicycle circulation systems shall be designed to connect major activity centers in the McMinnville planning area, increase the overall accessibility of downtown and other centers, as well as provide access to neighborhood residential, shopping and industrial areas, and McMinnville's parks and schools.

- New street connections, complete with appropriately planned pedestrian and bicycle features, shall be incorporated in all new developments consistent with the Local Street Connectivity map as shown **Exhibit 2-1**.

Supportive of General Land Use Plan Designations and Development Patterns

- The provision of transportation facilities and services shall reflect and support the land use designations and development patterns identified in the **McMinnville Comprehensive Plan**. The design and implementation of transportation facilities and services shall be based on serving current and future travel demand - both short-term and long-term planned uses.

Regional Mobility

- A balanced system of transportation facilities and services shall be designed for the McMinnville planning area to accommodate the mobility needs of residents, businesses, and industry.

Growth Management

- The construction of transportation facilities in the McMinnville planning area shall be timed to coincide with community needs, and shall be implemented so as to minimize impacts on existing development. Prioritization of improvements should consider the City's level of service standards (see below – Level of Service).
- Off-site improvements to streets or the provision of enhanced pedestrian and bicycle facilities in the McMinnville planning area may be required as a condition of approval for land divisions or other development permits.

Transportation System and Energy Efficiency

- The implementation of transportation system and transportation demand management measures, provision of enhanced transit service, and provision of bicycle and pedestrian facilities in the McMinnville planning area shall be embraced by policy as the

first choice for accommodating travel demand and relieving congestion in a travel corridor, before street widening projects for additional travel lanes are undertaken.

- The McMinnville Transportation System Plan shall promote alternative commute methods that decrease demand on the transportation system, options which also enhance energy efficiency such as using transit, telecommuting, carpooling, vanpooling, using flexible work schedules, walking, and bicycling (see Chapter 6).

Transportation Safety

- The City of McMinnville shall make the design, construction, and operation of a safe transportation system for all modes of travel a high priority.

Public Safety

- The safe, rapid movement of fire, medical, and police vehicles shall be an integral part of the design and operation of the McMinnville transportation system.

Accessibility for Persons with Disabilities

- The McMinnville transportation system shall be designed with consideration of the needs of persons with disabilities by meeting the requirements set forth in the **Americans with Disabilities Act (ADA)**.

Economic Development

- Supportive of the mobility needs of businesses and industry, the McMinnville transportation system shall consist of the infrastructure necessary for the safe and efficient movement of goods, services, and people throughout the McMinnville planning area, and between other centers within Yamhill County and the Willamette Valley. The McMinnville Transportation System Plan

shall include consideration of ways to facilitate and manage the inter-modal transfer of freight.

- The McMinnville Transportation System Plan shall promote methods that employers can utilize to: better facilitate employee commuting; to encourage employees to use alternative commute methods to the single occupancy vehicle.

Livability

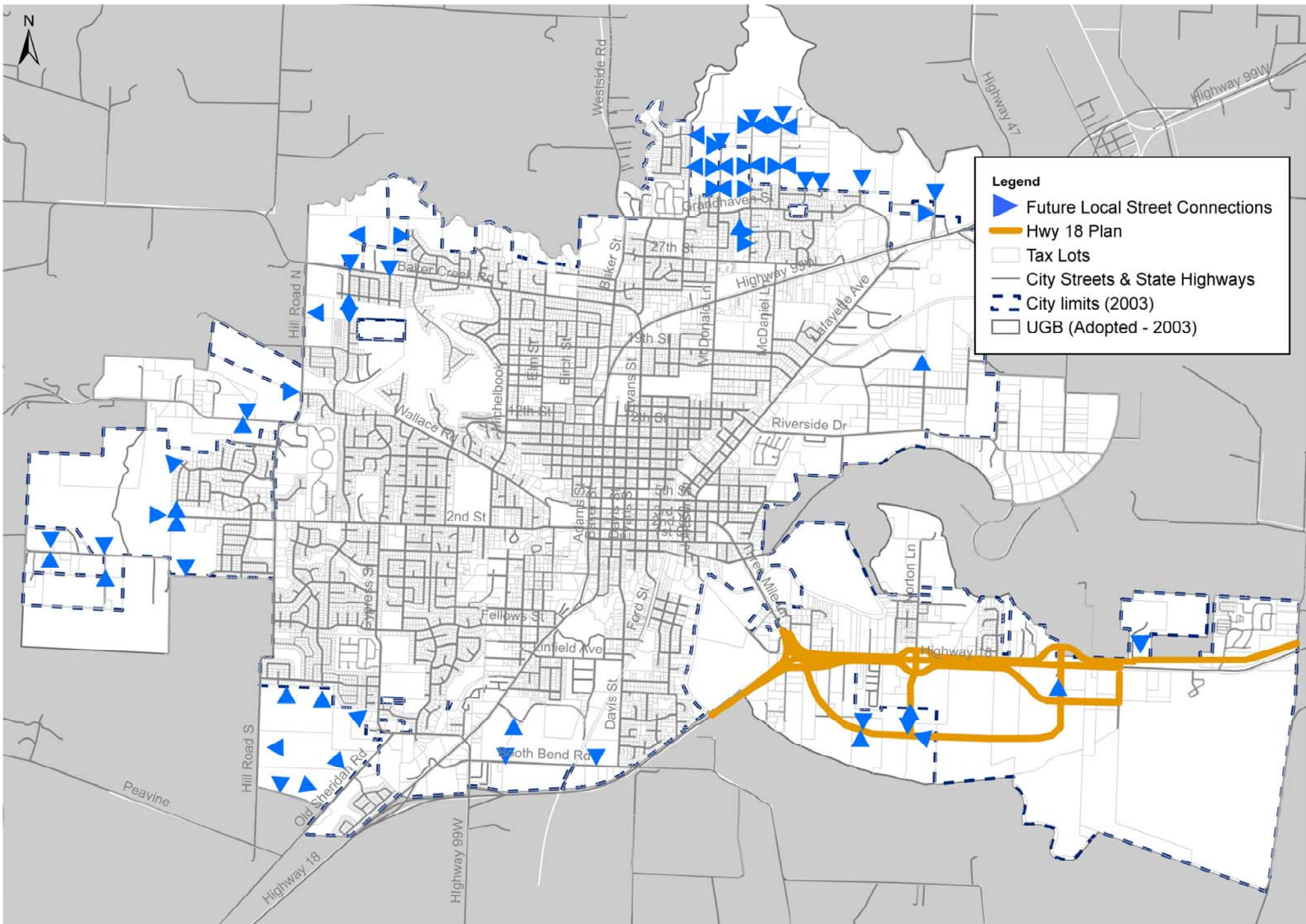
- Transportation facilities in the McMinnville planning area shall be, to the degree possible, designed and constructed to mitigate noise, energy consumption, and neighborhood disruption, and to encourage the use of public transit, bikeways, sidewalks, and walkways.

Health and Welfare

- Through implementation of its Complete Streets policy and the TSP by enhancing its pedestrian and bicycle systems, the City of McMinnville will help encourage greater physical activity and improved health and welfare of its residents.

Transportation Sustainability

- Through implementation of the TSP and the Comprehensive Plan, the City of McMinnville will, to the extent possible, seek measures that simultaneously help reduce traffic congestion, pollution, crashes and consumer costs, while increasing mobility options for non-drivers, and encouraging a more efficient land use pattern.



Aesthetics and Streetscaping

- Aesthetics and streetscaping shall be a part of the design of McMinnville’s transportation system. Streetscaping, where appropriate and financially feasible, including public art, shall be included in the design of transportation facilities. Various streetscaping designs and materials shall be utilized to enhance the livability in the area of a transportation project.



Local Streetscaping

Intergovernmental Coordination and Consistency

- The City of McMinnville shall coordinate its transportation planning and construction efforts with those of Yamhill County and the Oregon Department of Transportation (ODOT). McMinnville’s transportation plan shall be consistent with those developed at the regional and state level.

Street Functional Classification & Street Standards

Streets and highways within an urban network are often grouped, or classified, with other streets sharing similar characteristics of purpose, design, and function. McMinnville has adopted street functional classifications to help ensure that streets are built and maintained in accordance with their relationship to the surrounding land use and that adequate connectivity exists between streets with lower capacities and more local access to streets with higher capacities and greater circulation. **Table 2-1** provides descriptions of

the McMinnville’s street functional classifications, their corresponding characteristics and land use context.

As can be seen in **Table 2-1** a hierarchy exists in the functional classification structure that is based on a direct relationship between the function of the street and the surrounding land uses and the relationship between mobility and access. For example, commercial developments will generally locate along arterials or collectors due to a high amount of mobility with certain restrictions on access. Likewise, it is desirable to have parks, schools, and residential homes located along collector or local streets due to lower traffic volumes and a high degree of access. **Exhibit 2-2** illustrates the relationship between mobility and access for streets within the City of McMinnville.

Exhibit 2-2 Relationship Between Mobility and Access

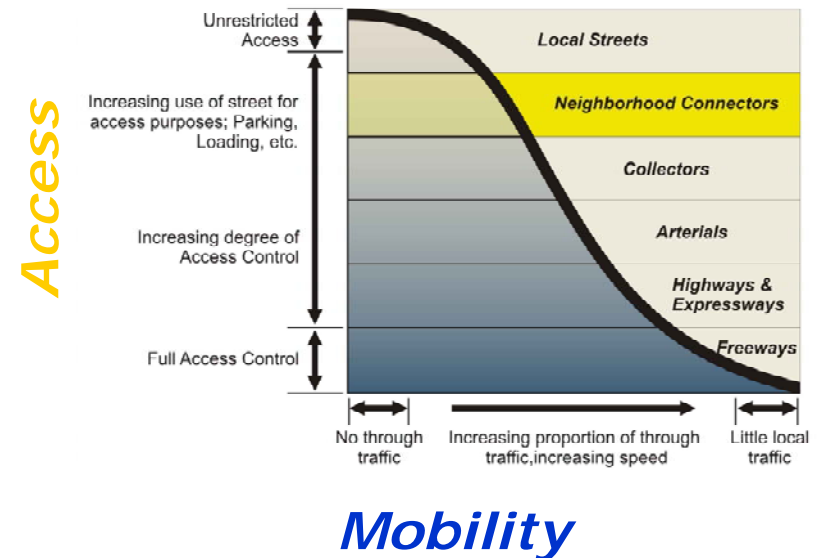


Table 2-1 Street Functional Classification Descriptions

Street Classification	Description and Land Use Context
Expressway	The portion of Highway 18 through McMinville west of Norton Lane is currently grade separated and functions as a single-lane expressway with speeds of 50-55 mph. The Highway 18 Corridor Refinement Plan (mutually adopted by ODOT and the City) recommends full grade separation for that section of Highway 18 east of Three Mile Lane. Upon completion of the Highway 18 Corridor Plan, Highway 18 can be re-classified from Major Arterial to Expressway. Expressways serve regional and statewide through-traffic at higher but managed speeds, with no or very limited local access.
Arterial (Major and Minor)	Arterial streets form the primary street network within and through McMinville. They provide a continuous system which distributes traffic between different neighborhoods and districts. Highway 99W is a major arterial, typically with two lanes in each direction of travel. Major arterials are intended to carry no more than 32,000 vehicles per day. Lafayette Avenue, North Baker Street/Westside Road, Baker Creek Road, Hill Road and Old Sheridan Road are Minor Arterials. Minor arterials are intended to be 2- or 3-lane streets, and carry no more than 20,000 vehicles per day.
Collector (Major and Minor)	Collector streets are primarily intended to serve abutting lands and local access needs of neighborhoods. They are intended to carry from 3,000 (maximum for Minor Collector) to 10,000 (maximum for Major Collector) vehicles per day, including some through traffic. The collector street serves either residential, commercial, industrial, or mixed land uses.
Neighborhood Connector	Neighborhood Connector streets serve mostly residential or mixed land uses. They are intended to carry between 1,200 and 3,000 vehicles per day. While through traffic connectivity is not a typical function, they may carry limited amounts. Neighborhood Connector routes are identified in McMinville to help prioritize pedestrian improvements along previously classified Local Residential Streets; and it is possible or likely that slightly higher traffic volumes are expected on a daily basis.
Local Residential Street	Local residential streets are intended to serve the adjacent land without carrying through traffic. These streets are designed to carry less than 1,200 vehicles per day. To maintain low volumes, local residential streets should be designed to encourage low speed travel. Narrower streets generally improve the neighborhood aesthetics, and discourage speeding as well. They also reduce right-of-way needs, construction cost, storm water run-off, and vegetation clearance. If the forecast volume exceeds 1,200 vehicles per day, as determined in the design stage, the street system configuration should either be changed to reduce the volume through the City's Neighborhood Traffic Calming Program, or the street shall be designed as a Neighborhood Connector route.
Alley	Alley streets provide secondary access to residential properties where street frontages are narrow; where the street is designed with a narrow width to provide limited on-street parking; or where alley access development is desired to increase residential densities. Alleys are intended to provide rear access to individual properties and may provide alternative areas for utility placement.
Cul-De-Sac	Cul-de-sac streets are a type of neighborhood street. They are intended to serve only the adjacent land in residential neighborhoods. These streets shall be short, serving a maximum of 20 single family houses. Because the streets are short and the traffic volumes relatively low, the street width can be narrow, allowing for the passage of two lanes of traffic when no vehicles are parked at the curb or one lane of traffic when vehicles are parked at the curb. To encourage local street circulation capability, the use of cul-de-sac streets shall be discouraged, and shall not be permitted if future connections to other streets are likely. Sidewalk connections from a new cul-de-sac shall be provided to other nearby streets and sidewalks.

Descriptions taken in part from City of McMinville Transportation Master Plan

The City of McMinnville's Street Functional Classification map is illustrated in **Exhibit 2-3**.

State Highway Classifications

ODOT manages highways into and through the City of McMinnville including, Highways 18 and 99W. Highway 18 is classified in the Oregon Highway Plan² (OHP) as a Statewide Highway and designated a Freight Route.

Highway 99W is designated as a Regional Highway. **Exhibit 2-3** also illustrates the OHP designation for the state highway functional classification through the McMinnville UGB.

Complete Street Design Guidelines

Street design standards are created based in part on the street functional classification to ensure that the function of the street is reflected in their design. Street standards ensure that street design is consistent with the look and feel of the surrounding land use, and meets the motorist, pedestrian and cyclist expectations for the area through which they are traveling, and meets the safety requirements of the City and other agencies.

As part of the TSP development, refinements to McMinnville's street design standards and Land Division ordinance³ were identified to better implement the policy of *Complete Streets*. **Exhibit 2-4** lists McMinnville's Complete Streets Design Guidelines. These guidelines provide design professionals and developers the necessary information to design and construct streets to the City's desired standards. Street standards specify the widths and number of lanes recommended for each classification as well as bicycle facility, landscaping, pedestrian facilities, curb, and gutter requirements necessary to match the surrounding land uses with the intended function of each street class.

It is the intent, by implementation of the Complete Street Design Guidelines, to achieve a better and balanced, multi-modal

streetscape that is reflective of McMinnville's transportation and land use policies, while also seeking to minimize the growing costs of right-of-way and street construction.

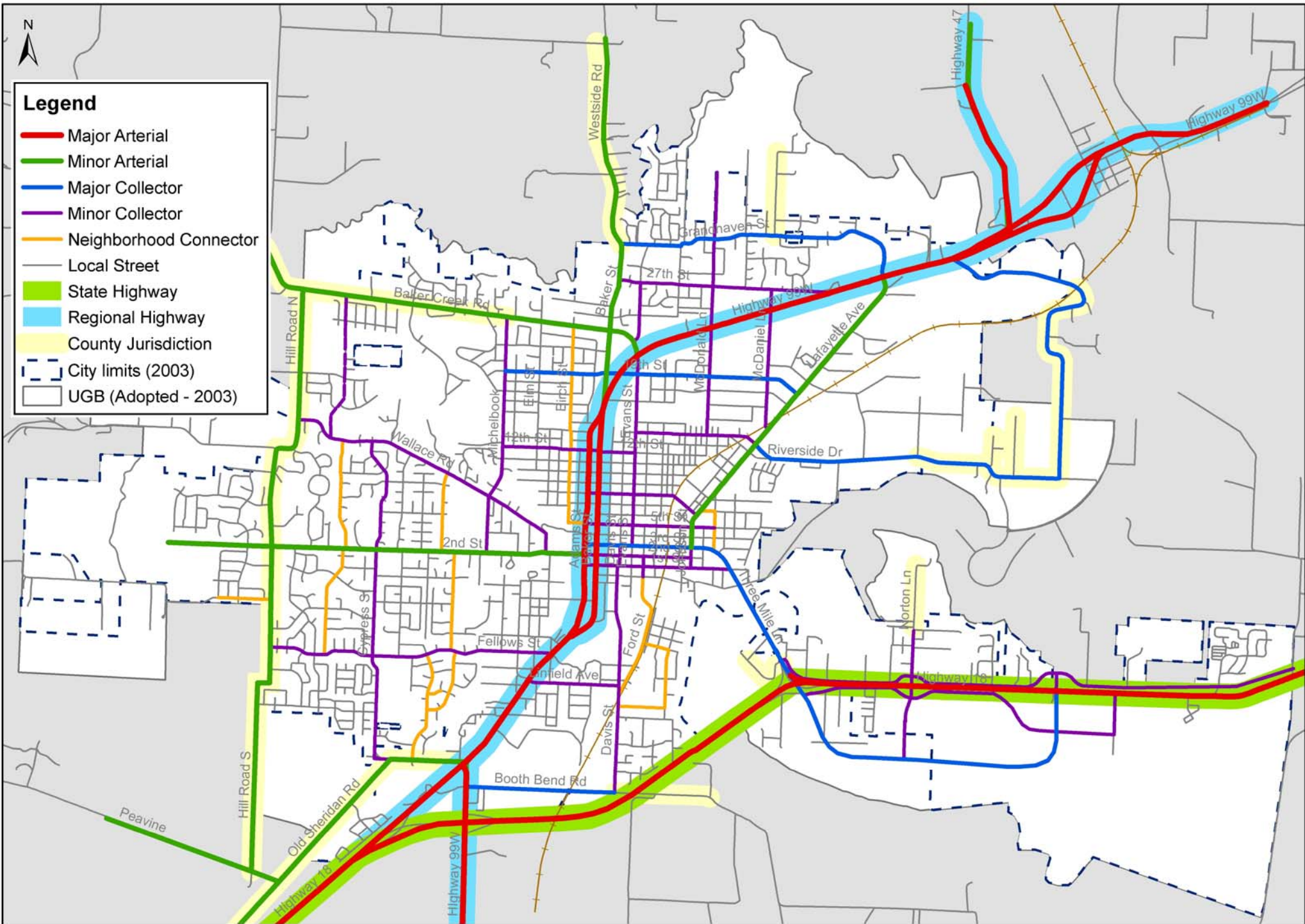


Exhibit 2-4 Complete Streets Design Guideline

Complete Street Design Standards											
			Arterial		Collector		Neighborhood Connector	Local Residential	Alley		
			Major	Minor	Major	Minor					
Streetscape	Street Profile		Auto/Truck Amenities (lane widths) ¹	2-4 lanes (12 ft.)	2 lanes (11 ft.)	2 lanes (11 ft.)	2 lanes (10 ft.)	See Street Width	See Street Width	20 ft.	
			Median / Center Turn Lane	14 ft.	12 ft.	12 ft.	10 ft.	None	None	None	
		Bike	Bike Facility ²	2 Lanes (6 ft.)	2 Lanes (6 ft.)	2 Lanes (5 ft.)	2 Lanes (5 ft.) or Shared Lane	Shared Lane	Shared Lane	None	
			Curb-to-curb Street Width ³								
			On-Street Parking								
			Two Sides	na	na	na	30 or 40 ft.	28 ft.	28 ft.	Not Apply	
			None	74 ft.	46 ft.	44 ft.	30 or 40 ft.				
		Pedestrian Zone <small>(with ADA requirements)</small>		Pedestrian Amenities ⁴							
			Sidewalks (both sides)	8 ft. Com	5 ft. Res 10-12 ft. Com	5 ft. Res 10-12 ft. Com	5 ft. Res 10-12 ft. Com	5 ft.	5 ft.	None	
			Planter Strips		6 ft. Res na Com	6 ft. Res na Com	6 ft. Res na Com	5 ft. Res	5 ft. Res	None	
			Preferred Adjacent Land Use - Intensity	High	Medium to High	Medium	Medium	Medium to Low	Low	Low	
	Traffic Management		Maximum Average Daily Traffic	32,000	20,000	16,000	10,000	1,200 - 3,000	1,200	500	
			Traffic Calming	Not Typical	Not Typical	Not Typical	Permissible/ Not Typical	Permissible/ Not Typical	Typical	Not Typical	
			Managed Speed ⁵	35 mph	30-35 mph	25-30 mph	25 mph	25 mph	15-25 mph	10 mph	
				Through-traffic Connectivity	Primary	Typical	Typical	Typical	Not Typical	Not Permissible	Not Permissible
				Access Control	Yes	Yes	Some	Some	No	No	No
				Maximum Grade	6%	6%	10%	10%	12%	12%	12%
			Right-of-Way:	104 ft.	96 ft.	74 ft.	56 ft. (no bike lane) 66 ft. (bike lane)	50 ft.	50 ft.	20 ft.	

General Design Notes:

- 1 Lane widths shown are the preferred construction standards that apply to existing routes adjacent to areas of new development, and to newly constructed routes. For arterial and collector streets within industrial zones, lanes widths shall be 12 feet.
- 2 An absolute minimum bike lane width for safety concern is 5 ft. on arterial and 4 ft. on collector streets, which is expected to occur only in locations where existing development along an established route or other severe physical constraints preclude construction of the preferred facility width.
- 3 Street design for each development shall provide for emergency and fire vehicle access.
- 4 Sidewalks 10-12 feet in width are required in commercial areas to accommodate the Pedestrian zone. Street trees are to be placed in tree wells. Placement of street trees and furniture and business accesses are to meet ADA requirements for pedestrian access.
- 5 Speeds in the central business district may be 20-25 mph. Traffic calming techniques, signal timing, and other efforts will be used to keep traffic within the desired managed speed ranges for each Functional Class. Design of a corridor's vertical and horizontal alignment will focus on providing an enhanced degree of safety for the managed speed.
- 6 None with on-street parking.

Street Design Standard Notes:

- (a) Exclusive of side slope easement which may be required in addition for cuts and fills in rough terrain.
- (b) The right-of-way and street width may be varied after consideration of the unique characteristics of the land including geography, topography, unique vegetation, and its relation to land developments already present or proposed in the area.
- (c) The right-of-way, street width, improvement standards, and turnaround radius of commercial/industrial cul-de-sacs and streets shall be dependent upon the types of vehicle traffic to be served.
- (d) Intersection curb radii shall be no less than 25 feet. On-street parking shall not be permitted within a 30-foot distance of street intersections measured from the terminus of the curb return. Where such a local residential street intersects an arterial, parking along the local street shall not be permitted within a 60-foot distance of the intersection measured from the terminus of the curb return. The developer shall be responsible for the provision and installation of "No Parking" signs as approved by the City Engineering Department.
- (e) Sidewalks and planting strips shall not be required along eyebrows.
- (f) For cul-de-sacs greater than 300 feet in length, fire hydrants may be required to be installed at the end of the bulb and appropriately spaced along the throat of the cul-de-sac as determined by the McMinville Fire Department.

Level of Service

Volume-to-Capacity as the Policy Measure for Level of Service

As required by the Transportation Planning Rule (TPR),⁴ and since the adoption of the 1999 Oregon Highway Plan (OHP), local jurisdictions, when amending their Comprehensive Plans or TSPs, are to be consistent with the 1999 OHP mobility standards.

The 1999 OHP mobility standards were established to better address and assess the performance of intersections (both signalized and unsignalized) and driveways. These standards were defined by ODOT as an objective measure of the volume-to-capacity (V/C ratio) of an intersection, rather than delay to drivers. The highway mobility standards are expressed in V/C ratios, which are defined as “the peak hour traffic volume (vehicles/hour) on a highway section divided by the maximum volume that the highway section can handle.” The closer the V/C ratio is to 1.0, the more congested traffic is. **Table 2-2** summarizes the OHP mobility standards for state highways and recommended standards for city intersections within the McMinnville UGB.



Traffic Delays on 2nd Street

Table 2-2 Mobility Standards for McMinnville UGB Area – Volume-to-Capacity Ratios for State Highways and Local Streets

Highway/Street	Maximum Volume-to-Capacity Ratios			State Highway Category [1] [3]
	STA [2]	Posted Travel Speed		
		<= 35 mph	> = 45 mph	
OR 18		0.80	0.70	State / Expressway
OR 99W	0.95	0.85		Regional
Local Street Approaches to State Highways	0.95	0.90		District
McMinnville Streets		0.90		

[1] Oregon Highway Plan, 1999.

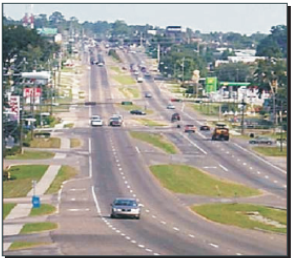
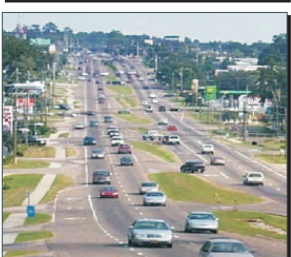
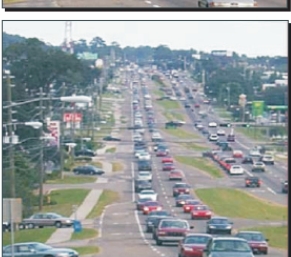
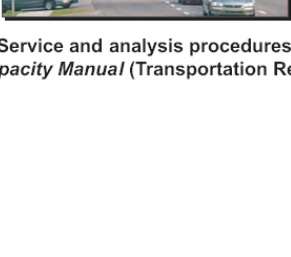
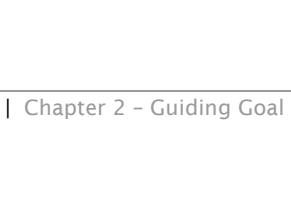
[2] Recommendation for re-designation of Adams/Baker one-way couplet as a Special Transportation Areas, to be adopted by Oregon Transportation Commission.

[3] Traffic on non-state highway approaches that must either stop or yield shall not exceed the V/C for District highways.

For the purposes of the McMinnville TSP, the Mobility Standard for all local (city) intersections and streets shall be a volume/capacity ratio of .90.

Exhibit 2-5 illustrates and compares the volume-to-capacity mobility standard thresholds with the more traditional level of service (LOS) measures used to gauge traffic performance.

Exhibit 2-5 Level of Service and V/C Ratios

<u>LOS</u>	<u>What it looks like</u>	<u>Volume/Capacity Ratio</u>
A		<p>< 0.60</p> <ul style="list-style-type: none"> • Highest drive comfort • Little Delay • Free Flow
B		<p>0.601 - 0.70</p> <ul style="list-style-type: none"> • High degree of drive comfort • Little delay
C		<p>0.701 - 0.80</p> <ul style="list-style-type: none"> • Some delays • Acceptable level of driver comfort • Efficient traffic operation
D		<p>0.801 - 0.90</p> <ul style="list-style-type: none"> • Some driver frustration • Efficient traffic operation
E		<p>0.901 - 1.00</p> <ul style="list-style-type: none"> • Near Capacity • Notable Delays • Low driver comfort • Difficulty of signal progressions
F		<p>> 1.001</p> <ul style="list-style-type: none"> • Breakdown flow • Excessive delays

Levels of Service and analysis procedures are defined by the *Highway Capacity Manual* (Transportation Research Board, 2000)

Access Management

McMinnville and ODOT have mutually adopted both the Highway 18 Corridor Refinement Plan and Southwest Highway 99W Interchange Access Management Plan. They each contain access management policies that the City and ODOT will administer as land development and City street and highway access plans are proposed in those areas.

Appendix F summarizes the recommended access management policies and standards for Highways 18 and 99W within the McMinnville urban area, consistent with the Oregon Highway Plan. When adopted by the City of McMinnville, the TSP access management policy will be the controlling document and policy with regards to access management within McMinnville’s UGB.

ODOT and the Oregon Transportation Commission should designate the portion of Highway 99W along the Adams-Baker one-way couplet (1st Street to 13th Street) as a Special Transportation Area (STA), in recognition of the existing street spacing. STAs are designated districts of compact development located along a state highway. While auto and truck traffic are important, the convenience of movement within an STA is focused upon pedestrian, bicycle and transit modes. The primary objective of an STA is to provide access to and circulation amongst community activities, businesses and residences and to accommodate pedestrian, bicycle and transit movement along and across the highway. See **Appendix F** for further definition of STAs.

State Plans and Policy Review

The TPR, which governs the preparation of transportation system plans (TSPs), requires the review of existing plans and policies as part of preparing a TSP (see Appendix H for a summary of McMinnville’s TPR compliance). The intended purpose of such a review is to provide a context for the preparation of the plan. The Oregon Department of Transportation (ODOT) has its own set of TSPs that address transportation in Oregon in general, such as the

Oregon Transportation Plan (OTP), and modal specific TSP, such as the Oregon Highway Plan (OHP) and the Oregon Pedestrian and Bicycle Plan (OPBP). These state TSPs identify goals and policies for the development of transportation facilities throughout the state, and are to be used to guide the development of regional and local TSPs, such as the McMinnville TSP. The TPR further requires that local TSPs be consistent with regional and state TSPs.

As noted in **Appendix B**, McMinnville's TSP is both consistent with and serves as the local implementation of important regional, state and federal transportation plans and policy.

¹ McMinnville Growth Management and Urbanization Plan, An Element of the City of McMinnville Comprehensive Plan, May 2003.

² Oregon Highway Plan, 1999. Oregon Department of Transportation.

³ See Appendix F for recommended changes to the City's current Street Design Standards and Land Division Ordinance, No. 3702.

⁴ The requirements of the Transportation Planning Rule are found in Oregon Administrative Rules (OAR) 660, Division 12 – Transportation Planning.