



Transportation System Plan



10 McMinnville TSP Implementation

Need for Implementation

Once developed, a plan is just a collection of words and good intentions. It has no effectiveness unless its goals and policies it proposes are adopted as a foundation for decision-making. Its recommended projects and programs will not be undertaken unless designed and funded. In essence, a plan is only as good as the actions taken to implement it.

Implementation Policies

The McMinnville TSP will best help guide future, multi-modal transportation system improvements based on the following goal and implementation policies:

TSP Implementation Goal

To implement the adopted goals policies, implementation strategies, projects, and programs of the McMinnville TSP (TSP).

- **TSP as Legal Basis.** The City of McMinnville shall use the McMinnville TSP as the legal basis and policy foundation for actions by decision-makers, advisory bodies, staff, and citizens in transportation issues. The goals, objectives, policies, implementation strategies, principles, maps, and recommended

projects shall be considered in all decision-making processes that impact or are impacted by the transportation system.

- **TSP Policies.** The City of McMinnville shall use the McMinnville TSP to:
 - Describe the classification or function of all streets within the McMinnville planning area. Policies found in the Plan shall be used to supplement or support current policy develop connective local street circulation patterns.
 - Require new development to provide adequate accessibility, as defined by the **McMinnville Zoning Ordinance**, for all travel modes within a development and in coordination with existing and other proposed development. Street design standards in the **McMinnville Zoning Ordinance** are to be used to secure adequate public street and sidewalk facilities.
 - Identify measures and programs to be undertaken to enhance mobility for all travel modes.
 - Form the basis from which identified projects are placed into the State Transportation Improvement Program (STIP).
 - Establish funding and project construction priorities when preparing funding scenarios and measures.
- **Capital Improvement Plan.** The City of McMinnville shall derive, in part, the projects in the Capital Improvement Plan (CIP) from the McMinnville TSP. Transportation projects contained in the CIP shall be consistent with the goals, policies and needs identified in the Plan.
- **State and Federal Funding.** The City of McMinnville shall include those projects and programs in the McMinnville TSP that are of regional or statewide significance (within the McMinnville urban area), or require the use of state or federal funding, in the Oregon Statewide Transportation Improvement Program (STIP).

- **TSP Use in Review of Land use Actions.** The City of McMinnville shall consider and apply the goals, policies, planning principles, recommended projects, implementation strategies, and maps contained in McMinnville TSP in the review of land use actions and development applications.
- **TSP Update.** Every five years, or as may otherwise be warranted, the City of McMinnville shall conduct a reassessment of the planning assumptions, analysis methods, and findings and recommendations. The McMinnville TSP shall be updated, accordingly, based on the study reassessment.

Legal Basis of the McMinnville TSP

Implementing the McMinnville TSP begins with the establishment of its legal standing through adoption. Elements of this Plan required to satisfy the TPR will be adopted by City Council as an element of the **McMinnville Comprehensive Plan**. The McMinnville TSP is considered a detailed component of the Comprehensive Plan; and, therefore, has the same weight, or legal standing, as the Comprehensive Plan. The goals, objectives, policies, maps and projects contained in both the Comprehensive Plan and TSP are legally adopted and binding.

When new studies or neighborhood plans develop recommendations that would improve upon the McMinnville TSP, the Plan can be amended to reflect those changes. Amendments to the Plan require a public hearing and approval by City Council.

Policy Foundation for Decision-Making

The McMinnville TSP provides the policy foundation for City decision-makers, staff, advisory bodies, and citizens. The goals, objectives, and policies of the Plan are to be considered in all decision-making processes that impact, or are impacted by, the transportation system. Specifically, the Plan is to guide decisions involving:

The Function and Location of Streets

The Plan describes, through the use of maps and descriptions the classification, or function, the public streets within the McMinnville planning area. It also describes the approximate alignment of planned arterial and collector streets.

Land Use Development

The Plan contains policies and recommendations that require new development to provide adequate accessibility for all travel modes within the development, and system coordination with existing and planned development. The Plan also guides the development of new street system elements as development occurs.

Transportation Programs

This Plan identifies measures and programs to be undertaken to increase mobility for all travel modes.

Capital Investments

The recommendations contained within the McMinnville TSP and CIP (Chapter 9) include projects on the state highway system and bridge improvements as part of the State bridge program. State highway and bridge improvements are scheduled and funded through Statewide Transportation Improvement Program (STIP), which is regularly updated with guidance and input from an advisory committee to ODOT Region 2, called the Mid-Willamette Valley Advisory Committee on Transportation (MWACT).

Recommended projects on the City transportation system are also identified in the TSP and CIP (Chapter 9)

Funding Priorities

The projects and programs recommended in the Plan are prioritized based on need and general timeframe. These priorities should be considered when preparing funding scenarios and measures. It is

understood that priorities may change over time, and other factors need to be considered when preparing funding and construction priorities.

Relationship with Land Use Actions and Development Review

In accordance with requirements contained in the McMinnville Municipal Code, the adopted goals, objectives, policies, projects and maps of the McMinnville TSP must be considered and applied in the review and approval of land use actions and development applications.

Central Traffic Signal System Technology Coordination

The recommended new central traffic signal system involves communication and technology coordination with ODOT, who would likely manage the signal system. The new system should also be coordinated with Yamhill Communications Agency (YCOM) to ensure efficiencies and mutually supportive investments between transportation, fire and police services.

Amending the McMinnville TSP

With the detailed elements of the 20-year plan and the broader principles contained in the long-range strategy, the McMinnville TSP is designed to be relevant for the 20 year planning horizon. However, like all plans, circumstances change, assumptions become modified, and new priorities are developed. As a living document, the McMinnville TSP has been prepared for an efficient amendment process to address ongoing transportation issues.

One of the plan's objectives is to establish a process to regularly update the McMinnville TSP. Policies for the regular review and update of the plan, including annual technical policy workshops and full plan reassessments (every five years), are provided in the plan to help achieve this objective.

Strategies for Further Consideration

The projects and programs recommended in the Plan are prioritized based on need and general timeframe. These priorities should be considered when preparing funding scenarios and measures. It is understood that priorities may change over time, and other factors need to be considered when preparing funding and construction priorities.

- Coordinate with Yamhill County in the study to determine an appropriate location for the public transit center in McMinnville.
- Conduct additional assessment and analysis of possible funding measures, including (1) feasibility and public support for a Complete Street bond levy, (2) full-cost recovery assessment of systems development charge project eligibility, and (3) feasibility and cost analysis of a possible street utility fee to supplement the City's maintenance and operations program and existing funding.
- Monitor existing public and private parking utility and determine if there is a need to conduct a downtown McMinnville Parking Plan, possibly considering acquisition and construction of added space.
- Coordinate with Yamhill County to determine the appropriate transfer of rights-of-way, ownership, maintenance and funding responsibilities for those streets within the McMinnville UGB under current County ownership.
- Coordinate with ODOT to define and prioritize TSP projects for inclusion in the Oregon Statewide Transportation Improvement Program (STIP). This effort will require the City's direct participation in the Mid-Willamette Valley Area Commission on Transportation,¹ who advises ODOT in the development and annual updates of the STIP. Projects include:
 - New signals on Adams and Baker Streets at 5th Street and 3rd Street as part of a downtown signal system, and

- replacement of existing signals to reduce traffic delay, improve pedestrian and bicycle mobility, and reduce vehicle emissions.
- Design, funding and construction to replace the Yamhill River Bridge.
 - Design, coordinated State/City/Private funding and construction to replace the Highway 18 interchange at Three Mile Lane, including new frontage street connection south of Highway 18.
 - Street, intersection and Highway 18 interchange improvements on Highway 99W from Old Sheridan Road to Highway 18.
 - Reconstruction of Adams and Baker Street one-way couplet, including curb bulbouts at critical intersections to improve pedestrian safety and mobility.
 - Possible integration of downtown and Highway 99w traffic signals into a city-wide traffic signal control system to reduce traffic delay and vehicle emissions.

¹ Area Commissions on Transportation (ACT) are advisory bodies chartered by the Oregon Transportation Commission (OTC). ACTs address all aspects of transportation (surface, marine, air, and transportation safety) with primary focus on the state transportation system. ACTs consider regional and local transportation issues if they affect the state system. They work with other local organizations dealing with transportation-related issues.

ACTs play a key advisory role in the development of the Statewide Transportation Improvement Program, which schedules funded transportation projects. ACTs establish a public process for area project selection priorities for the STIP. Through that process and following adopted project eligibility criteria, they prioritize transportation problems and solutions and recommend projects in their area to be included in the STIP.

See: http://www.oregon.gov/ODOT/COMM/act_main.shtml

The Mid-Willamette Valley ACT is composed of the following:

Area: Marion, Polk and Yamhill counties

History: Initial Charter approved by OTC on Oct. 16, 1997.

Membership: 17 voting members:

- 1 tribal council
- 3 county commissioners (one from each county)
- 1 City of Salem
- 1 City of Keizer
- 5 small cities (selected by highway corridor)
- 1 Yamhill County Transit District
- 1 transit district
- 3 private sector (each county selects one)
- 1 ODOT area manager