



Transportation System Plan



Appendix B

Summary of Federal, State and Regional Plans

B Federal, State and Regional Plan and Policy Review

This appendix summarizes the plans and policies at the federal, state and regional level that may influence transportation planning in the City of McMinnville. Although each document reviewed contains many policies, only pertinent policies and information were chosen relevant to the McMinnville TSP development. This section provides an initial policy framework for relevant portions of the McMinnville TSP. New policies in the McMinnville TSP were defined with consideration of state and regional plans and policies.

Documents Reviewed

The following federal, state, regional, and local documents were reviewed. The general intent of these documents and the relevance to system and facility plans are summarized in the remainder of this section of the plan.

- Federal
 - Safetea-LU
 - 23 CFR 450
 - 49 CFR 613
- State
 - Statewide Planning Goals
 - 1992 Oregon Transportation Plan
 - 1999 Oregon Highway Plan
 - Oregon Highway Plan Implementation Handbook
 - 1995 Oregon Bicycle and Pedestrian Plan
 - 2001 Oregon Rail Plan
 - Freight Moves the Oregon Economy (1999)
 - 1997 Oregon Public Transportation Plan
 - 1995 Oregon Transportation Safety and Action Plan
 - Transportation Planning Administrative Rule
 - Transportation System Planning Guidelines
- Regional
 - Willamette Valley Transportation Strategy (1995)
 - Portland to Lincoln City Corridor—Oregon Highways 99W and 18 [from] I-5 to U.S. 101: Interim Corridor Strategy (1997)
 - Yamhill County Transportation System Plan (1995)
- Access Management Administrative Rule

Federal Policies

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), signed by the President in 2005, guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion. SAFETEA-LU represents the largest surface transportation investment in U.S. history. SAFETEA-LU was pre by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21).

SAFETEA-LU was intended to address many challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities.

SAFETEA-LU continues a strong fundamental core formula program emphasis coupled with targeted investment, featuring:

Safety – SAFETEA-LU establishes a new core Highway Safety Improvement Program that is structured and funded to make significant progress in reducing highway fatalities. Other programs target specific areas of concern, such as work zones, older drivers, and pedestrians, including children walking to school, further reflect SAFETEA-LU's focus on safety.

Equity – The new Equity Bonus Program has three features – one tied to Highway Trust Fund contributions and two that are independent. First, the Equity Bonus program helps ensure that each State's return on its share of contributions to the Highway Trust Fund (in the form of gas and other highway taxes) was at least 90.5 percent in 2005, and building toward a minimum 92 percent relative rate of return by 2008. In addition, every State is guaranteed a specified rate of growth over its average annual TEA-21 funding level, regardless of its Trust Fund contributions. Selected States are guaranteed a share of apportionments and High Priority Projects not less than the State's average annual share under TEA-21.

Innovative finance – SAFETEA-LU makes it easier and more attractive for the private sector to participate in highway infrastructure projects, bringing new ideas and resources to the table. Innovative changes such as eligibility for private activity bonds, additional flexibility to use tolling to finance infrastructure improvements, and broader TIFIA and SIB loan policies, will all stimulate needed private investment.

Congestion Relief -- SAFETEA-LU gives States more flexibility to use road pricing to manage congestion, and promotes real-time traffic management in all States to help improve transportation security and provide better information to travelers and emergency responders.

Mobility & Productivity – SAFETEA-LU provides a substantial investment in core Federal-aid programs, as well as programs to improve interregional and international transportation, address regional needs, and fund critical high-cost transportation infrastructure projects of national and regional significance. Improved freight transportation is addressed in a number of planning, financing, and infrastructure improvement provisions throughout the Act.

Efficiency – The Highways for LIFE pilot program in SAFETEA-LU will advance longer-lasting highways using innovative technologies and practices to speed up the construction of efficient and safe highways and bridges.

Environmental Stewardship – SAFETEA-LU retains and increases funding for environmental programs of TEA-21, and adds new programs focused on the environment, including a pilot program for non-motorized transportation and Safe Routes to School. SAFETEA-LU also includes significant new environmental requirements for the Statewide and Metropolitan Planning process.

Environmental Streamlining – SAFETEA-LU incorporates changes aimed at improving and streamlining the environmental process for transportation projects. These changes, however, come with some additional steps and requirements on transportation agencies. The provisions include a new environmental review process for highways, transit, and multimodal projects, with increased authority for transportation agencies, but also increased responsibilities (e.g., a new category of "participating agencies" and notice and comment related to defining project purpose and need and determining the alternatives).

Federal Plan/Policy Implications for McMinnville

McMinnville is not part of a Metropolitan Planning Organization (MPO) and is therefore not subject to SAFETEA-LU planning requirements for MPOs.

However, many of the McMinnville TSP components are directly consistent with SAFETEA-LU policy direction: multi-modal planning for "Complete Streets" and emphasis on pedestrian, bicycle, transit and transportation system and demand management policy, strategies and projects.

State Policies

Statewide Planning Goals

Since 1973, Oregon has maintained a strong statewide program for land use planning. The foundation of that program is a set of 19 statewide planning goals. The Transportation Planning Rule (TPR) and the transportation system plans identified in the TPR are the results of implementation of Goal 12—Transportation. Oregon's statewide goals are achieved through local comprehensive planning, of which transportation system plans must be made a part. The goals which apply to transportation system planning are described below; other goals may apply depending on the area addressed by a particular transportation system plan or facility plan.

- **Goal 1—Citizen Involvement:** Develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.
- **Goal 2—Land Use Planning:** Establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land to assure an adequate factual base for such decisions and actions.
- **Goal 6—Air, Water and Land Resources Quality:** Maintain and improve the quality of the air, water and land resources of the state.
- **Goal 9—Economic Development:** Provide adequate opportunities for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.
- **Goal 11—Public Facilities and Services:** Plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.
- **Goal 12—Transportation:** Provide and encourage a safe, convenient, and economic transportation system.
- **Goal 13—Energy Conservation:** Conserve energy.
- **Goal 14—Urbanization:** Provide for an orderly and efficient transition from rural to urban land use.

1992 Oregon Transportation Plan

The Oregon Transportation Plan (OTP) is a policy document developed by the Oregon Department of Transportation (ODOT) in response to federal and state mandates for systematic planning for the future of Oregon's transportation system. It recognizes the need to integrate all modes of transportation and encourages the use of the mode that is the most appropriate for each type of travel. The Plan defines goals, policies, and actions for the state over a 40-year horizon. The Plan's System Element identifies a coordinated multimodal transportation system, to be developed over the first 20 years of that timeframe, which is intended to implement the goals and policies of the Plan. The goals and policies of the OTP cover a broad range of issues. The goals and policies most directly applicable to transportation system and facility plans are as follows:

- **Goal 1: Characteristics of the System**
 - Policy 1A – Balance
 - Policy 1B – Efficiency
 - Policy 1C – Accessibility
 - Policy 1D – Environmental Responsibility
 - Policy 1E – Connectivity among Places
 - Policy 1F – Connectivity among Modes and Carriers
 - Policy 1G – Safety
- **Goal 2: Livability**
 - Policy 2A – Land Use
 - Policy 2B – Urban Accessibility
 - Policy 2C – Relationship of Interurban and Urban Mobility
 - Policy 2D – Facilities for Pedestrians and Bicyclists
 - Policy 2E – Minimum Levels of Service
 - Policy 2H – Aesthetic Values
- **Goal 3: Economic Development**
 - Policy 3B – Linkages to Markets
 - Policy 3E – Tourism
- **Goal 4: Implementation**
 - Policy 4G – Management Practices
 - Policy 4K – Local Government Responsibilities
- Local governments shall define a transportation system of local significance adequate to meet identified needs for the movement

of people and goods to local destinations within their jurisdictions; and

- Local government transportation plans shall be consistent with regional transportation plans and adopted elements of the state transportation system plan.
 - Policy 4M – Private/Public Partnership
 - Policy 4N – Public Participation

The OTP identifies the Highway 99W/18 corridor, which extends from Portland to Lincoln City and passes through McMinnville, as a Corridor of Statewide Importance.

1999 Oregon Highway Plan

The 1999 Oregon Highway Plan (OHP) is one modal element of the Oregon Transportation Plan. The OHP defines the policies and investment strategies for Oregon's state highway system over the next 20 years. Regional and local transportation system plans (TSPs) must be consistent with the State Transportation System Plan, which includes the OHP. OHP policies requiring consistency in TSPs are as follows:

- **Policy 1A: State Highway Classification System.** The state highway classification system includes six classifications: Interstate, Statewide, Regional, District, Local Interest Roads, and Expressways. The OHP emphasizes designation of Expressways as a subset of Statewide, Regional and District Highways to provide a high level of access control along highway segments (long access spacings and limited turning movements).
 - State classified highways in McMinnville include the following
 - OR Highway 18—Statewide highway on the National Highway System (NHS)
 - OR Highway 18 (McMinnville spur)—District highway
 - OR Highway 99W—Regional highway
- **Policy 1B: Land Use and Transportation.** This policy recognizes the role of both state and local governments

regarding the state highway system and calls for a coordinated approach to land use and transportation planning. The policy identifies the designation of highway segments as Special Transportation Areas (STAs), Commercial Centers, and Urban Business Areas (UBAs), where appropriate. Within STAs and UBAs, highways may be managed to provide a greater level of access to businesses and residences than might otherwise be allowed. Commercial Centers encourage clustered development with limited access to a state highway.

- The City of McMinnville and ODOT have not designated any STAs, UBAs, or Commercial Centers within the McMinnville UGB. ***(The TSP recommends designation of a portion of Highway 99W as an STA).***
- **Policy 1C: State Highway Freight System.** This policy calls for balancing the need to move freight with other highway users by minimizing congestion on major truck routes.
 - OR Highway 18 is a designated State Highway Freight System route; OR Highway 99W is not.
- **Policy 1F: Highway Mobility Standards Access Management Policy.** This policy provides specific mobility standards for the state highway sections, signalized intersections, and interchanges. Alternative standards are provided for certain locations and under certain conditions.
- **Policy 1G: Major Improvements.** This policy identifies the state's priorities for responding to highway needs. Specifically: protect the existing system; improve efficiency and capacity of existing system; and, add capacity to existing system.
- **Policy 2G: Rail and Highway Compatibility.** This policy emphasizes increasing safety and efficiency through reduction and prevention of conflicts between railroad and highway users.
 - In McMinnville, the Portland and Western Railroad crosses 14 roadways at grade.
- **Policy 3A: Classification and Spacing Standards.** This policy addresses the location, spacing and type of road and street intersections and approach roads on state highways. It includes standards for each highway classification.

- **Policy 3B: Medians.** This policy establishes the state's criteria for the placement of medians.
 - **Action 3B.1:** Plan for a level of median control for the safe and efficient operation of state highways, consistent with the classification of the highway. Transportation system plans shall identify planned median treatments.
 - **Action 3B.2:** Design and construct nontraversable medians for modernization of all rural, multi-lane Expressways, including Statewide (NHS), Regional and District.
 - **Action 3B.3:** Consider construction of nontraversable medians for modernization of all urban, multi-lane Statewide (NHS) Highways.
- **Policy 4A: Efficiency of Freight Movement.** This policy emphasizes the need to maintain and improve the efficiency of freight movement on the state highway system.

The recommended TSP mobility standards for the McMinnville urban area (see Chapter 2) and Access Management Policy (see Appendix F) are consistent with the Oregon Highway Plan and Division 51, which implement the OHP policies and strategies.

2008-2011 Statewide Transportation Improvement Program

The Statewide Transportation Improvement Program (STIP) identifies the transportation projects that the state will fund during its next four-year program. The STIP is updated every two years. The 2008-2011 STIP includes a project in McMinnville on Highway 99W to replace the McDonald and McDaniel intersections traffic signals, the installation of median traffic separators and traffic signal interconnect equipment to better coordinate the two existing traffic signals.

1995 Oregon Bicycle and Pedestrian Plan

The Oregon Bicycle and Pedestrian Plan provides guidance to regional and local jurisdictions for the development of safe, connected bicycle and pedestrian systems. The plan is a modal

element of the Oregon Transportation Plan. The plan includes two major sections: policies and implementation strategies; and design, maintenance and safety information. The plan also outlines the following elements of the bicycle and pedestrian plan required for transportation system plans:

- Statement of purpose
- Existing facilities inventory
- Bicycle and pedestrian needs
- Implementation strategies
- Standards
- Bikeway and walkway projects
- Bicycle parking

The goal of the plan is "To provide safe, accessible and convenient bicycling and walking facilities and to support and encourage increased levels of bicycling and walking."

2001 Oregon Rail Plan

The 2001 Oregon Rail Plan includes two major elements: freight and passenger. The 2001 Rail Plan identifies federal and state policies applicable to passenger and freight rail planning, but does not identify any additional policies specific to the plan.

The freight element describes existing conditions in the different regions of the state and improvements that are needed. Freight rail through McMinnville is operated by the Portland & Western Railroad (formerly the Willamette and Pacific Railroad) on a line known as the Westside Branch. Freight moved over this line includes lumber products, agricultural goods, fertilizer, and steel or rolling mill products. The P&W's major customer at McMinnville is the Cascade Steel Rolling Mills, which receives inbound metal scrap and provides outgoing finished steel products. The Westside Branch includes segments of Federal Rail Administration Class 2 track, which is limited to speeds of 25 mph, and Class 3 track, which is limited to 40 mph. The line does not have any weight or dimensional restrictions. When the 2001 Oregon Rail Plan was prepared, approximately \$46.5

million was needed for rail renewal, bridge repair, cross-tie renewal, and turnout renewal on P&W railroad lines. However, the Plan did not indicate where those funds were needed.

The passenger element identifies the need or feasibility of certain passenger and commuter rail improvements within Region 2; Region 2 incorporates McMinnville, Yamhill County and most of northwest Oregon. The plan references unspecified commuter rail studies that have been conducted which show a potential for service between the Portland metropolitan area and McMinnville. The Plan also references the Yamhill County Commuter Rail Study (January 1998). The study outlined the commuter rail potential between a light rail transfer station in Milwaukie and suburban communities reaching to Newberg and McMinnville. Due to the condition of the freight rail line, a capital investment of \$112 million would be required to bring the line up to acceptable standards for commuter rail operations. The 2001 Oregon Rail Plan also identifies issues that should be considered in rail planning during local land use planning such as preparation of a TSP and supportive comprehensive plan policies.

Freight Moves the Oregon Economy (1999)

This plan's stated purpose is to demonstrate the importance of freight to the Oregon economy and to identify concerns and needs regarding the maintenance and enhancement of current and future mobility within the state of Oregon. The plan discusses the relationship among freight, the economy, and transportation planning, as well as road, rail, waterway, and pipeline facilities, and intermodal facilities. Although the report does not identify any general freight policies to be addressed by transportation system plans or facility plans, it does identify improvements needed in the State freight system.

As mentioned previously, OR 18 is part of the State Highway Freight System. Freight Moves the Oregon Economy does not identify any highway improvements needed to support freight on OR 18.

Oregon Public Transportation Plan (1997)

The Oregon Public Transportation Plan (OPTP) forms the transit modal plan of the Oregon Transportation Plan (OTP). The vision guiding the public transportation plan is as follows:

- A comprehensive, interconnected and dependable public transportation system, with stable funding, that provides access and mobility in and between communities of Oregon in a convenient, reliable and safe manner that encourages people to ride.
- A public transportation system that provides appropriate service in each area of the state, including service in urban areas that is an attractive alternative to the single-occupant vehicle, and high-quality, dependable service in suburban, rural, and frontier (remote) areas.
- A system that enables those who do not drive to meet their daily needs.
- A public transportation system that plays a critical role in improving the livability and economic prosperity for Oregonians.

The plan contains goals, policies, and strategies relating to the whole of the state's public transportation system. The plan is intended to provide guidance for ODOT and public transportation agencies regarding the development of public transportation systems.

The plan identifies expanded public transportation services that are needed in ODOT Region 2 to meet state and federal mandates. The plan specifically calls for new or additional fixed-route bus service in McMinnville. Other, general improvements include additional valley rail and Thruway bus service (motorcoaches which connect communities to the national AMTRAK system), additional senior and disabled public transportation, and additional service for citizens dependent on public transportation and those who use it by choice.

The OPTP also identifies minimum levels of service, by size of jurisdiction, for fulfilling its goals and policies. **The OPTP also recognizes, however, that the achievement of these levels of**

service is dependent upon the availability of resources and are therefore not to be understood as performance mandates placed upon other jurisdictions. Nevertheless, the minimum desirable levels of service, as per the OPTP, applicable to McMinnville are listed below. Those elements shaded in gray have already been implemented locally, mostly by Yamhill County.

- Offer services to the general public to provide a modal alternative to single-occupant automobile travel.
- Provide open access to intercity passenger terminals for all intercity carries.
- Provide dial-a-ride services to the general public on weekdays
- Provide peak period commuter services
- Provide hourly off-peak public transportation service
- Provide a guaranteed ride home program to all users of the public transportation system and publicize it well. (partially implemented)
- Incorporate local public transportation services into local land use development, where appropriate
- Provide at least 1.7 annual hours per-capita of public transportation with fixed-route, dial-a-ride or other service types
- Provide at least one (ADA) accessible vehicle for every 40 hours of service
- Provide ridematching and demand management programs¹

The Public Transportation Plan also has minimum level of service standards for intercity public transportation, intercity bus, and intercity rail in 2015. The minimum levels of service applicable to McMinnville are as follows:

¹Demand management programs are designed to change travel behavior by promoting travel modes that are an alternative to the single-occupancy vehicle, such as ridesharing and vanpools. Ridematching is a program that matches people together for carpooling.

- Intercity public transportation services would:
 - Provide intercity passenger terminals subject to public control to assure open access to all intercity carriers throughout the state.
 - Provide direct connections, where possible, between intercity services and local public transportation services.
 - Provide services in compliance with the ADA requirements for all modes and transfer facilities.
 - Maintain vehicles and corresponding facilities in a cost-effective manner and replace vehicles when they reach the manufacturers' suggested retirement age.
- Intercity bus services would:
 - Provide hourly service to major communities within the Willamette Valley in conjunction with passenger rail service.
 - Provide service on a daily basis for round trip purposes, for an incorporated city or group of cities within 5 miles of one another having a combined population of 2,500 and located 20 miles or more from the nearest city with a larger population and economy.
 - Coordinate intercity bus services with intercity senior and disabled services, local senior and disabled services and local public transportation services.
- Intercity rail services would:
 - Provide regional rail service offering frequent schedules, through trains, extensive feeder bus networks with convenient connections, and an aggressive marketing and passenger amenities program to stimulate changes in transportation preferences and a per-capita reduction in highway travel.
 - Coordinate with intercity bus and local public transportation services to ensure timely and convenient connections.

Yamhill Community Transit Authority (YCTA) provides public transportation in McMinnville. Its services are described in Chapter 7 of the TSP.

1995 Oregon Transportation Safety Action Plan

The Oregon Transportation Safety Action Plan forms the safety element of the Oregon Transportation Plan (OTP). The intent of the plan is to improve safety on Oregon's highways for all users. The policy for safety in the OTP (Policy 1G) is as follows: "It is the policy of the State of Oregon to improve continually the safety of all facets of statewide transportation for system users including operators, passengers, pedestrians, recipients of goods and services, and property owners." Many of the actions identified in the plan are programmatic in nature and may not be best addressed through transportation system or facility plans. The following lists the actions that TSPs and corridor plans could address:

- Action 19—Safety Considerations in Transportation Planning Documents - Consider the roadway, human, and vehicle elements of safety in modal, corridor, and local system plan development and implementation. These plans should include the following:
 - Involvement in the planning process of engineering, enforcement, and emergency service personnel as well as local transportation safety groups
 - Safety objectives
 - Resolution of goal conflicts between safety and other issues
 - Application of access management standards to corridor and system planning
- Action 20—Access Management - In planning, consider access management techniques that show significant improvements in safety for the roadway user. Access management techniques, which can stand alone or be combined, may include:
 - Appropriate access and public street spacing and design
 - Proper spacing and coordination of traffic signals
 - Installation of non-traversable medians
 - Proper spacing and design of median openings
 - Provision of lanes for turning traffic
 - Interparcel circulation
 - Use of city and county road infrastructure as an alternative to increase access
 - Protection of the functional area of an intersection
 - Proper spacing of interchanges

An Access Management Plan has been prepared for the Highway 18/99W south interchange and Highway 18 Corridor Refinement Plan, each is mutually adopted by ODOT and the City of McMinnville.

- Action 27—Airports and Surrounding Land Uses - Continue to consider land use when siting airports to reduce the potential for a crash involving aircraft hitting persons on the ground. Ensure that corridor and local system plans identify existing and proposed public use airport facilities and services and provisions for compatibility with surrounding land use activities.

McMinnville has a municipal airport adjacent to Highway 18.

- Action 64—Rail Crossing Safety - Reduce the potential of crossing crashes by eliminating redundant highway-rail intersections. Upgrade warning devices or construct grade separations at the most heavily traveled intersections.

As mentioned previously, the City of McMinnville has approximately 14 at-grade railroad crossings.

Transportation Planning Rule (OAR 660-012)

The Transportation Planning Rule (TPR), OAR 660 Division 12, implements Oregon's Statewide Planning Goal 12 (Transportation) and promotes the development of safe, convenient, and economic transportation systems that reduce reliance on the automobile. The TPR requires the preparation of regional transportation systems plans by metropolitan planning organizations (MPOs) or counties and local TSPs by counties and cities. TSP requirements vary by type (regional vs. local) and community size.

Through TSPs, the TPR provides a means for regional and local jurisdictions to identify long-range (20-year) strategies for the development of local transportation facilities and services for all

modes, to integrate transportation and land use, to provide a basis for land use and transportation decision-making, and to identify projects for the State Transportation Improvement Program. TSPs need to be consistent with the State TSP and its modal and multimodal elements.

Access Management Rules (OAR 734-051)

OAR 734-051 states that the purpose of the rules is to govern the issuance of permits for approaches onto state highways. The policy promotes the protection of emerging development areas rather than the retrofit of existing built-up roadways. The rules also provide access management spacing standards for approaches for various types of state roadways and for interchanges. OAR 734-051-0190 specifies that these standards are to be used in planning processes involving state highways, including corridor studies, refinement plans, state and local TSPs, and local comprehensive plans. The access management rules also describe the development of access facility management plans and interchange area management plans. Access management rules for statewide highways on the State Freight System and for regional and district highways will be used in preparation of this TSP.

An Access Management Plan has been prepared for the Highway 18/99W south interchange and Highway 18 Corridor Refinement Plan, each is mutually adopted by ODOT and the City of McMinnville. Additional access management policies are recommended as part of the McMinnville TSP, see Appendix E.

Regional Plans and Policies

Willamette Valley Transportation Strategy (1995)

The Willamette Valley Transportation Strategy (WVTS) is a multimodal element of the OTP. The WVTS identifies strategies for addressing eleven key issues influencing transportation development in the Valley. As part of the OTP, the WVTS identifies the types of

projects that ODOT sees as priorities for the Valley's transportation systems. In turn, local communities can promote their projects that address these strategies for state funding. The WVTS strategies are more generally defined for the Willamette Valley major highway system. Notwithstanding this more regional perspective, McMinnville's TSP is largely consistent with the WVTS, which addresses the following issues:

- Highways/Roadways
 - Select highway projects that maximize the net benefits to the Valley's transportation system as a whole.
 - Coordinate highway projects with land use policies and other transportation improvements.
 - Make strategic capacity enhancements to controlled access highways.
 - Make strategic capacity enhancements intercity highways to nonaccess-controlled highways in the state network and to key local facilities such as urban arterials.
 - Maintain regional highway linkages upon which rural communities depend to build viable communities.
 - Improve north-south and east-west links to the existing state highway system.
- Local/Regional Transit
 - Provide transit service from metropolitan centers to neighboring cities with populations of 2,500 or more.
- Freight
 - Improve local and state highway networks that provide direct connections to industrial areas and intermodal facilities such as rail/truck reload centers and air and marine ports.
- Aviation
 - Consider consolidation of some general aviation facilities where necessary to reduce operational costs and improve efficiency. [This goal does not apply to McMinnville, but statewide]
 - Through public-private partnerships, improve freight and passenger access to commercial airports by highway, transit and rail. [This goal does not apply to McMinnville, but statewide]

- Manage land uses adjacent to airports to minimize conflicts with airport operations and public safety.
- Bicycles and Pedestrians
 - Include provisions for bicycle and pedestrian use in all new facilities and major construction.
 - Build a stronger network of bicycle and pedestrian facilities, including routes off highway rights-of-way.
- Interchange Development
 - Encourage local governments to adopt land use policies and implement transportation strategies that help achieve planned interchange utilization.
- Transportation Demand Management Programs (TDM)
 - In cooperation with the state, local jurisdictions develop transportation demand management programs which educate and inform the public about motor vehicle use.
 - Institute or expand programs such as ridesharing, park-and-ride, transit promotion and parking management, especially in metropolitan areas.
 - In partnerships between public and private sectors, expand programs such as trip reduction (commute options), flex time, telecommuting and parking “cashout” programs, especially in metropolitan areas for both public and private employees.
 - Coordinate employer-based programs with community transportation plan objectives.
 - Expand prepaid group transit pass programs in local communities. [note: TDM policy and program implementation is sponsored by Yamhill County inclusive of the McMinnville urban area]

The strategies emphasize connections between places and modes, reduction of reliance on the automobile, development of facilities with maximum benefit for the Valley, and compact development.

Portland to Lincoln City Corridor—Oregon Highways 99W and 18 [from] I-5 to U.S. 101: Interim Corridor Strategy (1997)

This interim corridor strategy addresses the operation, preservation, and improvement of transportation facilities in the Highway 99W/18 corridor from I-5 to U.S. 101 over a 20-year planning horizon. It is intended to guide future plans and serve as the basis for selecting improvement projects and implementing new or expanded transportation services. The strategy identified goals and objectives for each issue addressed by the Oregon Transportation Plan. There are numerous objectives, so only those objectives specific to McMinnville have been included below each goal. Those objectives that have already been met by local (City or County) action are highlighted in gray.

Transportation Balance

- **Goal:** Provide for a balanced mix of transportation modes within the corridor in order to provide a range of modal choice for urban and rural users of the transportation system.
- **Objectives:**
 - Expand intra-urban public transit service in McMinnville if feasibility is demonstrated in the studies currently underway.
 - Support improvement of the Westside branch line to Federal Rail Administration (FRA) Class 3 standards between McMinnville and Tigard. [Not applicable to the City of McMinnville]
 - Expansion of McMinnville Municipal Airport facilities should be considered to accommodate increased regional demands, together with shuttle van services to the airport to improve airport access and usage. A master planning effort for the airport has already been completed.

Regional Connectivity

- **Goal:** Develop transportation facilities within the corridor to provide a high degree of regional connectivity for all corridor users, both internal to the corridor as well as those passing through the corridor to other parts of the state and nation.
 - Implement the three-phase facility plan to transition Three Mile Lane in McMinnville to a limited-access facility. The City and ODOT have already begun initial implementation of the Highway 18 Corridor Refinement Plan. The plan includes an interim traffic signal installation near the airport in Phase 1, to be replaced with a grade-separated interchange in Phase 2, together with an ancillary road network for local access. An interchange also would be developed at the Lafayette Highway to the east in Phase 2. In Phase 3, the East McMinnville interchange would be reconstructed as a full-service interchange, eliminating the Cruikshank Road intersection.
 - Investigate the conversion of the Highway 99W/18 junction to a limited-access facility. [The junction inferred here is McDougal Junction, northeast of Dayton, not the interchange within the McMinnville urban area. Nevertheless, by adoption of the Highway 18/99w South Interchange Access Management Plan, McMinnville and ODOT are pursuing this objective.]

Highway Congestion

- **Goal:** Operate all transportation facilities within the corridor at a level of service that is both cost-effective and appropriate for the area they serve.
 - Develop access management plans for critical highway segments. Adopt the most restrictive access management category for each highway segment, consistent with existing and planned adjacent land uses and consistent with local TSPs and state provisions.

Safety

- **Goal:** Continually improve all facets of transportation safety within the corridor.

Economic Impacts

- **Goal:** Promote economic health and diversity through the efficient and effective movement of goods, services, and passengers in a safe, energy-efficient, and environmentally sound manner.

Social Impacts

- **Goal:** Provide a transportation corridor that has positive social impacts by providing for the safe movement of goods and people while reducing the negative impacts caused by transportation/land use conflicts.

Environmental Impacts

- **Goal:** Provide a transportation system throughout the Highway 99W/18 corridor which is environmentally responsible and encourages protection of natural resources.

Energy Impacts

- **Goal:** Provide a transportation system that minimizes transportation-related energy consumption through the use of energy-efficient and appropriate modes of transportation for the movement of people and goods.

Yamhill County Transportation System Plan (1995)

The Yamhill County Transportation System Plan presents goals and policies for each element of the plan: collector/arterial streets, public

transportation, bikeways, and air/rail/water/pipelines. The Yamhill County TSP also includes goals and policies for the coordination and implementation of the plan and a project list. The following identifies those goals, policies, and projects applicable to McMinnville.

Coordination and Implementation of the Plan

- **Policy:** The lead agency for transportation project review shall be:
 - Yamhill county for facilities outside urban growth boundaries (UGBs)
 - The affected city for facilities within UGBs
 - The State of Oregon, Yamhill County, and affected cities on projects involving state-owned facilities.

Collector/Arterial Street Plan

- **Policy:** Yamhill County will coordinate the County Transportation System Plan with the transportation plans of the ten incorporated cities within Yamhill County. The County will emphasize continuity in the classification of roads and appropriate design standards for roadways which link urban areas with rural areas outside of UGBs. County policy will encourage the expeditious transfer of jurisdiction of the roadways to cities in conjunction with annexation. Transfer of jurisdiction shall require the approval of both the County and the City. The Yamhill County TSP identifies roads in the McMinnville UGB that the City and County classify differently. The following roads are classified as minor arterials by McMinnville:
 - West Side Road north of McMinnville (county major collector)
 - Baker Creek Road west of McMinnville (county major collector)
 - Hill Road bordering McMinnville's west side (county major collector)
 - Peavine Road and Old Sheridan Road southwest of McMinnville (county minor collector)

- The County TSP also recommends that the following roadways be transferred to McMinnville:
 - Baker Creek Road (portion within city limits) (Yamhill County still owns this road west of Michelbook Lane)
 - Old Sheridan Highway (between Cypress Lane and Highway 99W) (Yamhill County still owns this road)
 - Daniels Street (entire length) (City of McMinnville now owns this road)
 - West Side Road (between city limits and Burnett Road) (Yamhill County still owns this road)
 - Burnett Road (between city limits and West Side Road) (City of McMinnville now owns this road)

Public Transportation

- **Policy:** Yamhill County will, in cooperation with the cities of the County . . . make a comprehensive study of public transit possibilities, including bus and rail, and if economically feasible, will seek such services as are found to be safe, efficient, and convenient in serving the transportation needs of the residents of the County.
- **Projects:** Until a comprehensive public transit study is completed [Note: YCAP considered and has expanded upon the *McMinnville Transit Feasibility Study*], YCAP is envisioning the following service expansion/improvements for the next 20 years in McMinnville:
 - Maintain:
 - North/south fixed route service
 - Dial-a-ride service
 - Commuter service to Sherwood and back via Lafayette, Dundee, and Newberg
 - Expand:
 - East/west fixed route service
 - Dial-a-ride service
 - Evening service
 - Saturday service
 - Sunday service
 - Twice daily commuter service to Salem

- Park-and-ride lots
 - West near Chemeketa (With the relocation of Chemeketa Community College, a park-and-ride lot at this location may not remain important.)
 - East near Airport
 - South near Bi-Mart
 - North near Wal-Mart
- Larger bus zone for transfers
 - All of the existing parking spaces on the west side of the 300 block between 3rd and 4th Streets on Davis Street
- Earlier service

Bikeway

- **Projects:** Construct 6-foot-wide paved shoulder contiguous to each travel lane on the following roads:
 - Westside Road from Baker Creek Road to Donnelly Lane (Priority A)
 - Hill Road from Baker Creek Road to West 2nd Street (Priority A) (This project has been completed.)
 - Hill Road from West 2nd Street to Peavine Road (Priority B) (The portion of this project located within the McMinnville UGB has been completed.)

Air/Rail/Water/Pipeline

- **Policy:** Yamhill County is committed to protecting, through its zoning ordinance and transportation plan, the McMinnville Municipal Airport as a vital county-wide transportation facility. Efforts will be made to regulate land use in the area near to the airport to prevent the development of any new airport hazards and obstructions, at the same time preventing any residential encroachment upon critical noise contours.

