



# Transportation System Plan





## **E** Comprehensive Plan Policies

This appendix summarizes the McMinnville Comprehensive plan goal and policies relating to transportation.

The original transportation policies developed for McMinnville's Comprehensive Plan in the early 1980's are restated here. Further refinements and suggested revisions to these policies are made as part of the TSP study.

This appendix also includes a summary of those additional and supplemental policies recommended within the TSP. These policies are summarized based on the TSP Chapter from which they are cited.

### McMinnville Comprehensive Plan Goal and Policies

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). Consistent with State land use law, the goal, policies, and proposal statements are to be applied to all land use decisions, and are cited here as guidance to the McMinnville TSP. It is also helpful to re-state the Comprehensive Plan's definitions specific to goals, policies and proposal statements: *goal statements* are the most general principles; *policy statements* are directed to specific areas to further define the goal statements; and *proposals* are possible courses of action open to the City which shall be examined to further implement the goal and policy requirements. Each of these statement types further defined below:

**GOALS:** The broadly-based statements intended to set forth the general principles on which all future land use decisions will be made. Goals carry the full force of the authority of the City of McMinnville and are therefore mandated.

**POLICIES:** More precise and limited statements intended to further define the goals. These statements also carry the full force of the authority of the City of McMinnville and are therefore mandated.

**PROPOSALS:** The possible courses of action available to the City to implement the goals and policies. These proposals are not mandated; however, examination of the proposals shall be undertaken in relation to all applicable land use requests.

The implementation of these goals, policies, and proposals shall occur in one of two ways. First, the specific goal, policy, or proposal shall be applied to a land use decision as a criterion for approval, denial, or modification of the proposed request. In this case the goal, the policy, or the proposal is directly applied. The second method for implementing these statements is through the application of provisions and regulations in ordinances and measures created to carry out the goals and policies. This method involves the indirect application of the statements.

The McMinnville Comprehensive Plan states the following goal for transportation:

#### Goal VI 1

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

## Guide to Recommended Changes to Comprehensive Plan Policies

The original policies from the McMinnville Comprehensive Plan are included in this section. Some of the policies are subject to recommended revisions noted in the TSP process as follows:

1. Insertion of new or replacement text to provide more current policy direction. These changes are noted in **bold/underline**.
2. Removal of policy text to reflect outdated or already completed policy direction. These changes are noted in **~~bold/strikethrough~~**.

### Public Transportation

Policies:

- 100.00 The City of McMinnville shall support efforts to provide facilities and services for mass transportation that serve the needs of the city residents.
- 101.00 The City of McMinnville shall cooperate with local, regional, and state agencies and private firms in examining mass transit possibilities and implementing agreed upon services.
- 102.00 The City of McMinnville shall place major emphasis on the land use development implications of large-scale regional mass transit proposals. Systems which could adversely affect the goals and policies as set forth in the plan should be closely evaluated.
- 103.00 The City of McMinnville shall encourage development of mass transit systems in existing transportation corridors where possible.
- 104.00 The City of McMinnville shall encourage a centrally located bus terminal, for intercity and intracity bus services.
- 105.00 The City of McMinnville shall examine the impacts of transportation proposals involving bus and/or rail terminals on surrounding land uses.

- 105.05 The City of McMinnville shall take into account driving and walking distances to schools when reviewing the design of future residential developments. Preferred designs would make those distances less than one mile where possible.

Proposals:

- 9.00 The City of McMinnville should continue to support the public transit system. Efforts to continue and expand services, if found feasible, should be supported.

### Transportation Disadvantaged

Policies:

- 106.00 The City of McMinnville, through public and private efforts, shall encourage provision of facilities and services to meet the needs of the transportation disadvantaged.
- 107.00 The City of McMinnville shall support attempts to coordinate existing and future services for the transportation disadvantaged to reduce duplication of efforts and facilitate complementary services.

Proposal:

- 12.00 Encourage coordination of services through the county transportation coordinator and the county transportation committee.

### Rail

Policies:

- 108.00 The City of McMinnville shall encourage the modification, relocation, or termination of rail activities that conflict with existing developed land uses in the City.
- 109.00 The City of McMinnville shall encourage the placement of future rail facilities in locations where conflicts with current and future surrounding land uses are minimal.

- 110.00 The City of McMinnville shall insure, through zoning and other regulations, the compatibility of railroad facilities and adjacent land uses. For areas outside the core, compatible uses could include open spaces, farm activities, and industrial developments.
- 111.00 The City of McMinnville shall encourage the screening of developments within the core area that are adjacent to the rail lines. Screening could include landscaping, noise barriers, fencing, or other measures.
- 112.00 The City of McMinnville shall encourage, through zoning and other regulations, the location of industrial lands adjacent to rail lines in areas where industrial uses will be compatible with surrounding land uses and where the goals and policies of this plan are met.
- 112.05 The City of McMinnville shall encourage and promote a passenger rail link between McMinnville and the Portland metropolitan area.
- 112.10 The City of McMinnville shall strongly encourage the State of Oregon, the Public Utility Commission, and the Willamette and Pacific Transportation Company to retain railroad rights-of-way in those instances where the tracks are no longer used for rail transport. Such retention may provide for future light rail transport, park systems, hiking, and bicycle trails.

## Proposals:

- 13.00 [reserved]
- 14.00 Insure that residential and commercial uses do not encroach on future rail facilities and vice versa.

**Air**

## Policies:

- 113.00 The City of McMinnville shall encourage the development of a basic transport airport facility as outlined in the [2004 Airport Layout Plan Report](#).

- 114.00 The City of McMinnville shall support future planning efforts involving the airport to incorporate changes federal, state, and city aviation and land use laws and policies.
- 115.00 The City of McMinnville shall encourage the development of compatible land uses in the vicinity of the airport as identified in current and future airport and comprehensive plans.

**Streets**

## Policies:

- 117.00 The City of McMinnville shall endeavor to insure that the roadway network provides safe and easy access to every parcel.
- 118.00 The City of McMinnville shall encourage development of roads that include the following design factors:
1. Minimal adverse effects on, and advantageous utilization of, natural features of the land.
  2. Reduction in the amount of land necessary for streets with continuance of safety, maintenance, and convenience standards.
  3. Emphasis placed on existing and future needs of the area to be serviced. The function of the street and expected traffic volumes are important factors.
  4. [Consideration given to Complete Streets, in consideration of all modes of transportation \(public transit, private vehicle, bike and foot paths\)](#).
  5. Installation of bike lanes on major collector and arterial streets and bike parking areas.
  6. Installation of sidewalks on both sides of all streets and direct pedestrian connections to all buildings and shopping centers.
  7. Accommodation of buses operating on collector and arterial streets by providing adequate radius curb return and bus stop areas.
  8. Connectivity of local residential streets shall be encouraged. Residential cul-de-sac streets shall be

- discouraged where opportunities for through streets exist. (As amended by Ord. 4573, November 8, 1994.)
- 119.00 The City of McMinnville shall encourage utilization of existing transportation corridors wherever possible before committing new lands.
- 120.00 The City of McMinnville may require limited and/or shared access points along major and minor arterials, in order to facilitate safe access flows.
- 121.00 The City of McMinnville shall discourage the direct access of small scale residential developments onto major or minor arterial streets and major collector streets.
- 122.00 The City of McMinnville shall encourage the following provisions for each of the three functional road classifications:
1. Major, minor arterials.
    - o Access should be controlled, especially on heavy traffic-generating developments.
    - o Designs should minimize impacts on existing neighborhoods.
    - o Sufficient street rights-of-way should be obtained prior to development of adjacent lands.
    - o On-street parking should be limited wherever necessary.
    - o Landscaping should be ~~required~~ encouraged along public rights-of-way.
  2. Major, minor collectors.
    - o Designs should minimize impacts on existing neighborhoods.
    - o Sufficient street rights-of-way should be obtained prior to development of adjacent lands.
    - o On-street parking should be limited wherever necessary.
    - o Landscaping should be ~~required~~ encouraged along public rights-of-way.
    - o As far as is practical, residential collector streets should be no further than 1,800 feet apart in order to facilitate a grid pattern of collector streets in residential areas. (as amended by Ord. No. 4573, November 8, 1994.)
3. Local Streets
- o Designs should minimize through-traffic and serve local areas only.
  - o Street widths should be appropriate for the existing and future needs of the area.
  - o Off-street parking should be encouraged wherever possible.
  - o Landscaping should be encouraged along public rights-of-way.
  - o Traffic volumes should be less than 1,000 to 1,200 vehicles per day.
- 123.00 The City of McMinnville shall cooperate with other governmental agencies and private interests to insure the proper development and maintenance of the road network within the urban growth boundary.
- ~~124.00 The City of McMinnville shall develop an access plan to accommodate development on Three Mile Lane (State Highway 18). The plan shall include specific details concerning the location of access points, the provision of left turn refuges and acceleration-deceleration lanes, the connection of properties through the internal circulation system of roads, the responsibility for costs and the timing of required improvements.~~
- 125.00 The City of McMinnville shall ~~adopt~~ examine measures to control access onto U.S Highway 99W from heavy traffic-generating developments. Planned development overlays, utilizing the access management guidelines, on new large commercially or industrial designated areas adjacent to the highway would give the City needed access controls.
- Proposals:
- 16.00 Provision should be included in the McMinnville Urban Growth Boundary Management Agreement between the City of McMinnville and Yamhill County addressing the coordination responsibilities for roads within the Urban Growth Boundary.

### Parking

Policies:

- 126.00 The City of McMinnville shall continue to require adequate off-street parking and loading facilities for future developments and land use changes.
- 127.00 The City of McMinnville shall encourage the provision of off-street parking where possible, to better utilize existing and future roadways and rights-of-way as transportation routes.
- 128.00 The City of McMinnville shall continue to assist in the provision of parking spaces for the downtown area.

Proposal:

- 19.00 The City of McMinnville should include an assessment of parking as part of the future transportation plans in the City.

### Bicycle Facilities

Policies:

- ~~129.00 The City of McMinnville shall consider bikeways as a transportation alternative in future roadway planning. Bikeways on major and minor arterials and collector streets will be given highest priority for transportation related paths.~~
- 130.00 The City of McMinnville shall encourage implementation of the Bicycle System Plan ~~development of bikeways~~ that connect residential areas to activity areas such as the downtown core, areas of work, schools, community facilities, and recreation facilities.
- 131.00 The City of McMinnville shall encourage implementation of the Bicycle System Plan to include shared-use paths in scenic and recreational areas as part of future parks and activities.
- 132.00 The City of McMinnville shall encourage development of subdivision designs that include shared-use paths

interconnect neighborhoods and lead to schools, parks, and other activity areas.

- 132.05 The City of McMinnville shall require bicycle parking areas with all new developments where people work or shop.

### Pedestrian Ways

Policies:

- 132.10 The City of McMinnville shall require direct pedestrian connections to all buildings including shopping centers.
- 132.15 The City of McMinnville shall require that all new residential developments such as subdivisions, planned unit developments, apartment and condominium complexes provide pedestrian connections with adjacent neighborhoods and neighborhood activity centers.
- 132.20 The City of McMinnville shall enhance pedestrian safety wherever practicable by improving crosswalks at street intersections consistent with the TSP.



## McMinnville TSP Policy Recommendations

This section includes a summary of those additional and supplemental policies recommended within the TSP, categorized by the TSP Chapter from which they are cited.

### Chapter 2 – Guiding Goal and Policies

#### *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 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 of 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 (see Chapter 2, **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.

### *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.

## **Chapter 4 – Street System Plan**

This section outlines a series of supplemental policies intended to help guide the Street System Plan. These are intended to complement the policies already included and summarized in Chapter 2 of the TSP.

### *Growth Management*

- **Mobility standards** will be used to evaluate the transportation impacts of long term growth. The City should adopt the intersection mobility standards as noted in Chapter 2.
- **Conditions of Approval** - in accordance with the City's TSP and capital improvements plan (CIP), and based on the level of impact generated by a proposed development, conditions of approval applicable to a development application should include:
  - Improvement of on-site transportation facilities,
  - Improvement of off-site transportation facilities (as conditions of development approval), including those that create safety concerns, or those that increase a facility's operations beyond the City's mobility standards, and
  - Transportation Demand Management strategies.

- **Multi-modal Improvements** - to manage growth, improvements to transportation facilities may include both motorized and non-motorized facilities improvements, constructed in accordance with the City's minimum design standards.
- **Transportation SDCs** - the City should update its transportation systems development charge (SDC) to address growth-related traffic impacts.

### *Circulation*

- **Residential Street Network** - a safe and convenient network of residential streets should serve neighborhoods. When assessing the adequacy of local traffic circulation, the following considerations are of high priority:
  - Pedestrian circulation,
  - Enhancement of emergency vehicle access,
  - Reduction of emergency vehicle response times,
  - Reduction of speeds in neighborhoods, and
  - Mitigation of other neighborhood concerns such as safety, noise and aesthetics.
- **Limit Cul-de-Sacs** - cul-de-sac streets in new development should only be allowed when connecting neighborhood streets are not feasible due to existing land uses, topography, or other natural and physical constraints.
- **Limit Physical Barriers** - the City should limit the placement of facilities or physical barriers (such as buildings, utilities, and surface water management facilities) to allow for the future construction of streets that facilitate the establishment of a safe and efficient traffic circulation network.
- **Establish Truck Routes** - to support the efficient and safe movement of goods and freight, the City should establish and identify truck routes to the city's major destinations. Such routes should be located along arterial roadways and should avoid potential impacts on neighborhood streets. (see Chapter 8 – Truck Route Plan)
- **Modal Balance** - the improvement of roadway circulation must not impair the safe and efficient movement of pedestrians and bicycle traffic.
- **Consolidate Access** - efforts should be made to consolidate access points to properties along major arterial, minor arterial, and collector roadways.
- **Promote Street Connectivity** - the City shall require street systems in subdivisions and development that promote street connectivity between neighborhoods.

### *Street Width – Human Scale*

- Generally, a major arterial street should not be widened beyond two through lanes in each direction with auxiliary turn lanes as appropriate. Minor arterials and collector streets should not be widened beyond one through lane in each direction with auxiliary left-turn lanes as appropriate. Major arterial streets with more than five lanes and minor arterial and collector streets with more than three lanes are perceived as beyond the scale that is appropriate for McMinnville.

### *Neighborhood Traffic Management*

- **Implementation** - the City should adopt and implement its Neighborhood Traffic Calming Program (see Appendix I).
- **Encourage Safety Enhancements** - in conjunction with residential street improvements, the City should encourage traffic and pedestrian safety improvements that may include, but are not limited to, the following safety and livability enhancements:
  - Traffic circles,

- Painted or raised crosswalks (see also recommended crosswalk designation in Chapter 4),
  - Landscaping barriers between roadway and non-motorized uses,
  - Landscaping that promotes a residential atmosphere,
  - Sidewalks and trails, and
  - Dedicated bicycle lanes.
- **Limit Neighborhood Cut-Through Traffic** - local residential streets should be designed to prevent or discourage their use as shortcuts for through traffic. Local traffic control measures should be coordinated with the affected neighborhood.

### *Access Management*

- The City should continue to coordinate with ODOT in the administration of jointly adopted plans to manage access and highway improvements as noted in Chapter 2.

### *Impervious Surface Area*

- **Supplement Street Design Standards** - McMinnville's standards should be supplemented to achieve reductions in impermeable surfaces, consistent with safety and operating standards. Innovative design and materials should be utilized to reduce impermeable surfaces.

### *Environmental Preservation*

- **Low impact street** design, construction, and maintenance methods should be used first to avoid and second to minimize negative impacts related to water quality, air quality, and noise in neighborhoods.
- **Conservation** - streets should be located, designed, and improved in a manner that will conserve land, materials and

energy. Impacts should be limited to the minimum necessary to achieve the transportation objective.

- **Clean Burning Fuels** - the City should support the use of clean burning and/or renewable fuels through regional organizations (see U.S. Environmental Protection Agency guides)<sup>1</sup>.

### *Aesthetics*

- The City should update and maintain its street design standards to increase aesthetics of the streets environment through landscaping and streetscape design.

### *Safety and Maintenance*

- **Pavement Maintenance Plan Implementation** - the City should develop and implement its pavement maintenance plan to best preserve the existing transportation infrastructure.
- **Routine System Inspection** - the City should promote safety through continued and routine inspection and rehabilitation of existing signage, roadway striping, and street lighting; identifying and rectifying existing deficiencies as they are identified.

## **Chapter 5 – Pedestrian System Plan**

This section outlines a series of supplemental policies intended to help guide the Pedestrian System Plan. These are intended to complement the policies already included and summarized in Chapter 2 of the TSP.

---

<sup>1</sup> U.S. Environmental Protection Agency website:  
<http://epa.gov/otaq/renewablefuels/index.htm>

### System Inventory

- **System Inventory** - the City shall inventory and map existing pedestrian facilities. Facility inventories and selected inventory updates should be performed every five years to determine the success or failure of meeting the Plan's pedestrian goal, objectives, and policies. *The City has already partially met this policy objective having completed the walking inventory of all public streets as part of the TSP.*

### Systems Development

- **Formalize New Sidewalk Construction Program** - to complete the pedestrian facility network, the City will formalize a New Sidewalk Construction Program that reflects the City's funding resources. This program will give priority to the construction of missing sidewalks in already developed areas of the city that would provide improved access to schools, parks, shopping, and transit services.
- **Ensuring Future Sidewalk Connections** - all future development must include sidewalk and walkway construction as required by the McMinnville Zoning Ordinance and City Code and adopted City of McMinnville Design Standards. All road construction or renovation projects shall include sidewalks. The City will support, as resources are available, projects that would remove identified barriers to pedestrian travel or safety.
- **Complete Connections with Crosswalks** - all signalized intersections must have marked crosswalks. School crosswalks will be marked where crossing guards are provided. Subject to available funding, and where appropriate, marked crosswalks, along with safety enhancements (medians and curb extensions), shall be provided at unsignalized intersections and uncontrolled traffic locations in order to provide greater mobility in areas frequently traveled by persons with limited mobility. Marked crosswalks may also be installed at other high volume pedestrian

locations without medians or curb extensions if a traffic study shows there would be a benefit to those pedestrians.

- **Connecting Shared-Use Paths** - the City will continue to encourage the development of a connecting, shared-use path network, expanding facilities along parks and other rights-of-way.

### Americans with Disabilities Act Compliance

- **Compliance with ADA Standards** - the City shall comply with the requirements set forth in the Americans with Disabilities Act regarding the location and design of sidewalks and pedestrian facilities within the City's right-of-way.

### Systems Maintenance

- **Maintaining Quality of Facilities** - the City will establish standards for the maintenance and safety of pedestrian facilities. These standards should include the removal of hazards and obstacles to pedestrian travel, as well as maintenance of benches and landscaping.

### Pedestrian Programs

- **Promoting Walking for Health and Community Livability** - the City will encourage efforts that inform and promote the health, economic, and environmental benefits of walking for the individual and McMinnville community. Walking for travel and recreation should be encouraged to achieve a more healthful environment that reduces pollution and noise to foster a more livable community.
- **Safe Routes To School** - the City shall work, where possible, with the McMinnville School District and neighborhood

associations to maintain and improve its programs to evaluate the existing pedestrian access to local schools, estimate the current and potential use of walking as a travel mode, evaluate safety needs, and propose changes to increase the percentage of children and young adults safely using this mode (see Appendix J).

## Chapter 6 – Bicycle System Plan

This section outlines a series of supplemental policies intended to help guide the Bicycle System Plan. These are intended to complement the policies already included and summarized in Chapter 2 of the TSP.

Three objectives are recommended in the TSP to help the City of McMinnville achieve its bicycle system goal:

- Create a comprehensive and connected system of bicycle facilities;
- Encourage programs that support bicycle systems and promote cycling activity; and,
- Encourage programs that enhance bicycle safety.

Each objective is to be met through applying policies that pursue particular strategies, develop specified programs, or engage in defined courses of action. The policies for McMinnville's bicycle system are developed consistent with federal policy guidelines and the Oregon Bicycle and Pedestrian Plan.

To increase the role of the bicycle as a viable mode of transportation a system of connected and well-maintained facilities should be provided.

- **Provide Bicycle Facilities** on Arterials and some Collector Streets – To the extent possible, arterial and some collector streets undergoing overlays or reconstruction will either be re-stripped with bicycle lanes or sharrows (bicycle/auto shared-lane)

routes as designated on the Bicycle System Plan Map (see Exhibit 6-3). Every effort will be made to retrofit existing arterials and selective collectors with bicycle lanes, as designated on the Bicycle System Plan Map.

- **Mitigation of On-street Parking Loss From Bicycle Projects** - Where new bicycle facilities require the removal of on-street parking spaces on existing streets, parking facilities should be provided that mitigate this loss, to the extent practicable..
- **Eliminate Barriers to Bicycle Travel** - The City will actively pursue a comprehensive system of bicycle facilities through designing and constructing projects, as resources are available, and implementing standards and regulations designed to eliminate barriers to bicycle travel. As a result of this policy, new developments or major transportation projects will neither create new, nor maintain existing, barriers to bicycle travel.
- **Bicycle Routes and Signage** - as resources are available, the City will periodically consult with local bicyclists to review existing and proposed bicycle lanes, and identify improvements needed to make these routes function better for bicyclists. These routes shall be identified by signage on the routes and shown on updates of the bicycle route map.
- **Complete the Major Bicycle System** - A completed system of major bicycle facilities is one of the most important factors in encouraging bicycle travel. The City will work toward annually completing a minimum 5 percent addition to the bicycle system, as designated on the Bicycle System Plan Map, with priority given to projects that fill critical missing links in the bicycle system or address an identified safety hazard.
- **Establish Minimum Standards for Bicycle Facility Maintenance** - the City shall develop minimum standards that will keep bicycle facilities clean of debris, properly striped, and clearly marked and signed.



- **Zoning Ordinance Requirements for Bicycle Parking** - the McMinnville Zoning Ordinance (17.60.140) contains bicycle parking supply requirements and standards that require new developments to provide a minimum amount of bicycle parking, based on the needs of the specific zone or land use type.
- **Bicycle Parking at Transit Facilities** - the City will work with the Yamhill County Transit Authority to encourage the installation of public bicycle parking facilities at transit stations and other inter-modal facilities, and encourage the provision of bicycle racks on all public transit vehicles.
- **Target and Eliminate Key Behaviors that Lead to Bicycle Accidents** - The City will encourage schools, safety organizations, and law enforcement agencies to provide information and instruction on bicycle safety issues that focus on the most important accident problems.
- **Safe Routes To School** - The City will work with the McMinnville School District to: evaluate existing bicycle access to local schools and supporting infrastructure (bicycle racks, lockers, etc.), estimate the current and potential use of bicycling as a travel mode, evaluate safety needs, and propose changes to increase the percentage of children and young adults safely using this mode.

## Chapter 7 – Transit System and Transportation Demand Management Plan

This section outlines a series of supplemental policies intended to help guide the Transit System plan and Transportation Demand Management Plan. These are intended to complement the policies already included and summarized in Chapter 2 of the TSP.

### *Transit System Plan*

- **Transit-supportive Street System Design** - the City will include the consideration of transit operations in the design and operation of street infrastructure.
- **Transit-supportive Urban Design** - through its zoning and development regulations, the City will facilitate accessibility to transit services through transit-supportive streetscape, subdivision, and site design requirements that promote pedestrian connectivity, convenience, and safety.
- **Transit Facilities** - the City will continue to work with YCTA to identify and help develop supportive capital facilities for utilization by transit services, including pedestrian and bicycle access to bus stop and bus shelter facilities where need is determined and right-of-way is available.
- **Pedestrian Facilities** - the City will ensure that arterial and collector streets' sidewalk standards are able to accommodate transit amenities as necessary along arterial and collector street bus routes. The City will coordinate with YCTA on appropriate locations.
- **Intermodal Connectivity** - the City of McMinnville will encourage connectivity between different travel modes. Transit transfer facilities should be pedestrian and cyclist accessible.

### *Transportation Demand Management Plan*

New policies are included here as the basis for McMinnville to consider and implement effective TDM measures.

- The City should coordinate with Yamhill County to promote and support Transportation Demand Management investments that may include, but are not limited to, the following strategies:
  - Ride-sharing coordination with regional partners,



- Parking management, and
  - Transit-oriented and pedestrian-friendly design.
- The City should support Yamhill County who provides assistance to employers in designing and implementing trip reduction plans at their work sites. Trip reduction plans will include strategies to encourage employees to use alternative transportation modes and discourage them from commuting in SOVs. Alternative work hours and tele-commuting will also be recommended as a way of reducing peak hour congestion.
- The City should coordinate with YCTA to promote the use of transit and vanpools, in support of vehicle trip reduction strategies.
- The City of McMinnville should coordinate with and encourage YCTA to administer its county-wide TDM Program where it affects McMinnville. The Program may include, but is not limited to, the provision of:
  1. 24-hour rideshare matching hotline;
  2. carpool and vanpool match lists;
  3. information and referrals to the public on McMinnville and intercity transit service, vanpools, bicycle routes, tele-commuting, park-and-ride lots, other ridesharing agencies, and transportation services for special needs;
  4. assistance in the formation of vanpools;
  5. public outreach;
  6. school outreach;
  7. services to employers, including commuting surveys and individualized trip-reduction plans;
  8. coordination with other agencies and organizations with similar goals; and
  9. marketing of alternative transportation modes.
- Support YCTA in the application for adequate and consistent funding of the Regional TDM Program.

The City of McMinnville should establish several strategies to reduce transportation demand, and thereby address the city's transportation congestion. The aim of transportation demand management (TDM) program is to reduce the number of vehicles on the area's roads, which reduces the demand on the existing transportation network.

## Chapter 8 - Freight Mobility, Air, Rail and Pipeline Plans

Additional policies are identified to help guide the freight mobility, air and rail plans, supplementing those policies already included in the McMinnville Comprehensive Plan and summarized in Chapter 2 of the TSP. General guiding policies include:

- **Truck routes** - Identify and designate truck routes that tie inter-modal facilities and industrial zones to the designated through routes.
- **Airport** – Encourage safe aviation facilities that benefit local commerce.
- **Airport area land use** - Do not permit land uses within airport noise corridors that are not noise compatible, and avoid the establishment of uses that are physical hazards to air traffic at the McMinnville Airport.
- **Railroad** - Encourage railroad infrastructure to support current and future economic activities.
- **Railroad crossings** - Encourage gate controls and sidewalk facilities at primary railroad crossings of streets.

## Chapter 9 – Funding Plan and Capital Improvement Plan

Additional policies are outlined here to guide the TSP Funding Plan. Emphasis is placed in the City's ability to pursue Federal and State grants and traditional funding programs, and consider and implement appropriate local funding programs to fund local projects in the McMinnville urban area.

### Capital Improvements

- **Motor Vehicle Fuel Tax.** The City should continue to use a combination of Motor Vehicle Fuel Tax and Vehicle License Fee revenue to fund capital improvements to, and maintenance of, the transportation system.
- **Systems Development Charge.** The City should continue to consider the impacts of future growth on the McMinnville transportation system and determine what level of development charges should be collected by the City to mitigate impacts placed on area-wide transportation facilities by expected future development.
- **Development Exactions.** The City should require new developments to mitigate their impacts on the transportation system.
- **Bicycle and Pedestrian System Funding.** The City should establish a new allocation and set aside 1.0% of its Motor Vehicle Fuel Tax funds for creation of on-street bicycle facilities and curb ramp replacements.
- **Pursuing Federal and State Grants.** The City should continue to aggressively pursue Federal, State, and private grants to augment street and non-motorized capital improvements.

### Pavement Management

- **Primary Maintenance Funding Sources.** Assuming no changes in State funding mechanisms, the primary funding sources for street system maintenance activities will be the City's allocation of the Motor Vehicle Fuel Tax.
- **Seeking Additional Funding Sources for Maintenance.** The City should seek additional funding sources to meet the long term financial requirements of sustaining a perpetual life street operations and maintenance program, including the consideration of a street utility fee and utility franchise fee.
- **Responsibilities for System Maintenance.** The City should continue to participate in cooperative agreements with the State for maintenance of traffic signal systems on City streets and State highways based on equitable determinations of responsibility and benefit. The City should continue to participate in cooperative agreements with the County for the maintenance of county roads within the city.
- **Primary Funding Sources for Operations.** Assuming no changes in state funding mechanisms, transportation system operations activities will likely be funded primarily from the City's allocation of the Motor Vehicle Fuel Tax. Other funding sources should be pursued to augment the financial requirements of providing adequate future system operations.
- **Pursuing Federal and State Grants.** The City should pursue federal and State grants to augment operations activities, especially in the planning and engineering functions.

## Chapter 10 – McMinnville TSP Implementation

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

- **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 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.