



Transportation System Plan



Appendix G

Recommended Changes to City Street Standards

G Recommended Changes to City Street Standards - Ordinance No. 3072

This appendix summarizes recommendations for revisions to McMinnville's Ordinance No. 3072 (Land Division as amended by Ordinance No. 4573) to better implement the policy of *Complete Streets*.

This appendix also summarizes possible changes to the City's

Ordinance No. 3072

Recommended ADDITIONS to Ordinance No. 3072 are Underlined.

Recommended DELETIONS are shown as ~~strikethrough~~.

Section 30. Streets.

(a) **General.** The location, width, and grade of streets shall be considered in their relation to existing and planned streets, to topographical conditions, to public convenience and safety, and to the proposed use of the land to be served by the streets. Where location is not shown in a comprehensive plan, the arrangement of streets in a subdivision shall:

- (1) Provide for the continuation or appropriate projection of existing principal streets in surrounding areas; or
- (2) Conform to a plan for the neighborhood approved or adopted by the Planning Commission to meet a particular situation where topographical or other

conditions make continuance or conformance to existing streets impractical; or

- (3) Maximize potential for unobstructed solar access to all lots or parcels. Streets providing direct access to abutting lots shall be laid out to run in a generally east-west direction to the maximum extent feasible, within the limitations of existing topography, the configuration of the site, predesigned future street locations, existing street patterns of adjacent development, and the preservation of significant natural features. The east-west orientation of streets shall be integrated into the design.
- (b) **Rights-of-way and street widths.** The width of rights-of-way and streets shall be adequate to fulfill city specifications as provided in Section 38 of this ordinance. Unless otherwise approved, the width of rights-of-way and streets shall be as shown in the following table:

Type of Street	Minimum Right-of-Way ^{a,b}	Street Width Measured (curb to curb) ^b	Maximum ADT Design Capacity [*]
Major arterials with bikeways	104 feet	74 feet	32,000 and greater
Minor arterials with bikeways	96-100 feet ^h	46-50 feet	20,000-32,000
Major collectors with bikeways	74-78 feet	44-48 feet	16,000-10,000
Minor collectors with bikeways	64-70 feet	40-46 feet	10,000-3,000
Minor collectors without bikeways	54-60 feet	30-36 feet	10,000-3,000
Local commercial and industrial streets	Varies ^c	Varies ^c	NA
Neighborhood Connector	50 feet	28 ^d feet	1,200-3,000-1,200
Local residential streets	50 feet	28 ^d feet	1,200
Residential cul-de-sac streets not extending over 400' in length	44 feet	20 ^e feet	200
Eyebrows shall have a maximum length of 125', serving no more than 3 dwelling units	36 feet	20 ^e feet	30
Radius for residential cul-de-sac bulb	45 feet	33' feet	NA
Radius for commercial and industrial cul-de-sac bulb	Varies ^c	Varies ^c	NA
Radius for end of eyebrow	18 feet	10 ^g feet	NA
Alley	20 feet	20 feet	500NA

^a Exclusive of side slope easement which may be required in addition for cuts and fills in rough terrain.

^b The right-of-way and street width may be varied after consideration of the unique characteristics of the land including geography, topography, unique vegetation, and its relation to land developments already present or proposed in the area.

^c The right-of-way, street width, improvement standards, and turnaround radius of commercial/industrial cul-de-sacs and streets shall be dependent upon the types of vehicle traffic to be served.

^d Intersection curb radii shall be no less than 25 feet. On-street parking shall not be permitted within a 30-foot distance of street intersections measured from the terminus of the curb return. Where such a local residential street intersects an arterial, parking along the local street shall not be permitted within a 60-foot distance of the intersection measured from the terminus of the curb return. The developer shall be responsible for the provision and installation of "No Parking" signs as approved by the City Engineering Department.

^e Sidewalks and planting strips shall not be required along eyebrows.

^f For cul-de-sacs greater than 300 feet in length, fire hydrants may be required to be installed at the end of the bulb and appropriately spaced along the throat of the cul-de-sac as determined by the McMinnville Fire Department.

^g On-street parking shall not be permitted along the radius of the eyebrow.

^h *The right-of-way allows width for a total of four travel lanes, two in each direction.*

* Design capacity of streets is based on a seven-day average of daily trips (ADT).

Where existing conditions, such as the topography or the size or shape of land parcels, make it otherwise impractical to provide buildable lots, the Planning Commission may accept a narrower right-of-way, ordinarily not less than fifty (50) feet. If necessary, special slope easements may be required.

- (c) **Reserve strips.** Reserve strips or street plugs controlling access to streets will not be approved unless necessary for the protection of the public welfare or of substantial property rights, and in these cases they may be required. The control and disposal of the land comprising such strips shall be placed within the jurisdiction of the Planning Commission under conditions approved by them.
- (d) **Alignment.** As far as practical, streets other than minor streets shall be in alignment with existing streets by continuations of the center lines thereof. Staggered street alignment resulting in "T" intersections shall, wherever practical, leave a minimum distance of 200 feet between the center lines of streets having approximately the same direction and otherwise shall not be less than 125 feet.
- (e) **Future extension of streets.** Where necessary to give access to or permit a satisfactory future subdivision of adjoining land, streets shall be extended to the boundary of the subdivision; and the resulting dead-end streets may be approved without a turnaround. Reserve strips and street plugs may be required to preserve the objectives of street extensions.
- (f) **Intersection angles.** Streets shall be laid out to intersect at angles as near to right angles as practical except where topography requires a lesser angle, but in no case shall the acute angle be less than sixty (60) degrees unless there is a special intersection design. The intersection of an arterial or collector street with another street shall have at least 100 feet of tangent, measured from right-of-way adjacent to the intersection unless topography requires a lesser distance. Other streets, except alleys, shall have at least fifty (50) feet of tangent measured from property line adjacent to the intersection unless topography requires a lesser distance. Intersections which contain an acute angle of less than eighty (80) degrees or which include an arterial street shall have a minimum corner radius sufficient to allow for a roadway radius of twenty (20) feet and maintain a uniform width between the roadway and the right-of-way line.
- (g) **Existing streets.** Whenever existing streets adjacent to or within a tract are of inadequate width, a additional right-of-way shall be provided at the time of subdivision. **The City may consider a reduction in arterial or collector street lane widths (lanes no less than 10 feet wide) by re-striping existing travel lanes.**
- (h) **Half streets.** Half streets, while generally not acceptable, may be approved where essential to the reasonable development of the subdivision, when in conformity with other requirements of these regulations, and when the Planning Commission finds it will be practical to require the dedication of the other half when the adjoining property is subdivided. Whenever a half street is adjacent to a tract to be subdivided, the other half of the street shall be platted within such tract. Reserve strips and street plugs may be required to preserve the objectives of half streets.
- (i) **Cul-de-sacs.** A cul-de-sac shall be as short as possible and shall have a maximum length of 400 feet and serve not more than eighteen (18) dwelling units. A cul-de-sac shall terminate with a turnaround.
- (j) **Street names.** Except for extensions of existing streets, no street name shall be used which will duplicate or be

confused with the names of existing streets. Street names and numbers shall conform to the established pattern in the City; street names shall be subject to the approval of the Planning Commission. The naming of new streets with names of local historic significance and/or where appropriate in alphabetical order is encouraged. (Modified 10/9/90 by Ordinance No. 4477.)

- (k) **Grades and curves.** Grades shall not exceed six (6) percent on arterials, ten (10) percent on collector streets, or twelve (12) percent on any other street. Centerline radii of curves shall not be less than 300 feet on major arterials, 200 feet on secondary arterials, or 100 feet on other streets, and shall be to an even ten (10) feet. Where existing conditions, particularly topography, make it otherwise impractical to provide buildable lots, the Planning Commission may accept steeper grades and sharper curves.
- (l) **Streets adjacent to a railroad right-of-way.** Wherever the subdivision contains or is adjacent to a railroad right-of-way, provision may be required for a street approximately parallel with and on each side of such right-of-way at a distance suitable for the appropriate use of the land between the streets and the railroad. The distance shall be determined with due consideration at cross streets of the minimum distance required for approach grades to a future grade separation, and to provide sufficient depth to allow screen planting along the railroad right-of-way.
- (m) **Frontage roads/streets.** Where a subdivision or partition abuts or contains an existing or proposed arterial street, the Planning Commission may require frontage streets, reverse frontage lots with suitable depth, screen planting contained in a non-access reservation along the rear or side property lines, or other treatment necessary for adequate protection of residential properties and to afford separation of through and local traffic.
- (n) **Alleys.** Alleys shall be provided in commercial and industrial districts, unless other permanent provisions for access to off-street parking and loading facilities are approved by the Planning Commission.
- (o) **Eyebrows.** Where conditions do not warrant the use of cul-de-sacs and the land available in the proposed plan does not allow for a discontinuous minor street extension and where there are no more than three (3) dwelling units proposed to take access, the City Engineer or Planning Director may allow eyebrows. Eyebrows shall be limited to a maximum length of 125 feet, when measured from the main street right-of-way from which the eyebrow takes access. The City Engineer or Planning Director may allow less than that required in (d) above, after taking into consideration the effects upon traffic flows. The right-of-way width shall be thirty-six (36) feet, with a paved ten (10) foot curb to curb radius at the terminus. Sidewalks shall not be installed within eyebrows without additional right-of-way dedication. (Modified 11/18/94 by Ordinance No. 4573.)
- (p) **Private way/drive.** This type of street will be allowed when the conditions of Section 24(d) are met. A private drive shall be constructed to the same structural standards that would apply to a public street. Storm runoff will be controlled to prevent damage to adjacent properties. A storm drainage plan shall be approved by the City Engineer. The right-of-way width will be determined based on site conditions and proposed use and will be approved by the Planning Commission.
- (q) **Bikeways.** Provisions shall be made for bikeways planned along arterial and collector streets and where shown on the [Transportation System Plan Bikeway Master Plan](#). Arterial streets shall be designed to be wide enough to accommodate a six-foot wide bike lane adjacent to each outside traffic lane. All major collector and some minor collector streets (dependent upon available right-of-way)

shall be designed ~~with so that~~ five-foot wide bike lanes. ~~may be striped in the future.~~ Where a proposed development abuts a collector street less than 40 feet (Minor Collector) or 44 feet (Major Collector) in width, the Planning Commission may require that on-street parking be restricted to one side of the street only or that the deed(s) of the lot(s) adjacent to the street show that on-street parking will be eliminated in the future for bikeway development.

(r) Residential Collector Spacing. Generally, residential collector or arterial streets should be spaced no more than 1,800 feet from each other unless it is determined otherwise after consideration of the unique characteristics of the land including geography, topography, unique vegetation, and the relation of the site to developments already present or proposed in the area.

(s) Sidewalks. Along arterials and along major collectors with bikeways in commercial areas, sidewalks shall be eight (8) feet in width or, where less than eight (8) feet of right-of-way is available, shall extend to the property line and be located adjacent to the curb. Sidewalks in all other locations shall be five (5) feet in width and be placed one (1) foot from the right-of-way line. Sidewalks adjacent to a cul-de-sac bulb shall be located adjacent to the curb.

(t) Park Strips. Park strips shall be provided between the curb and sidewalk along both sides of all streets except (a) commercial arterial and collector streets, in which case street trees may be placed in tree wells as specified by the McMinville Street Tree Ordinance; or (b) major collectors with bikeways, and cul-de-sac bulbs. Street trees shall be planted and maintained within the park strip as specified in the McMinville Street Tree Ordinance.

(u) Gates. Gates are prohibited within or across public rights-of-way. Gates are also prohibited across private streets that serve single-family residential development of four or more lots or parcels, multi-family housing complexes, manufactured home parks, or commercial or industrial subdivisions. The City may

permit gates of limited duration for the purpose of facilitating public events, construction of public infrastructure, or other similar activities having a public interest or benefit at the discretion of the City Manager. (Added 8/14/07 by Ordinance No. 4879.)

Section 31. Blocks.

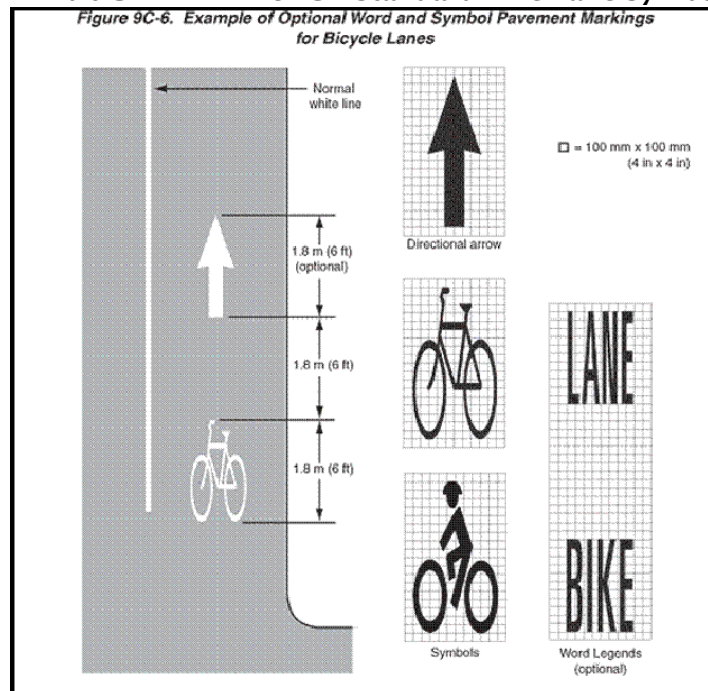
(c) Easements.

(3) Pedestrian ways. When desirable for public convenience, safety, or travel, pedestrian ways not less than ten (10) feet in width may be required to connect to cul-de-sacs, to pass through unusually long or oddly shaped blocks, to connect to recreation or public areas such as schools, or to connect to existing or proposed pedestrian ways.

Bicycle Lane and Route Signing

Exhibit G-1 summarizes the recommended bike lane standard and symbols of the MUTCD.

Exhibit G-1. MUTCD Standard Bike Lane Symbols



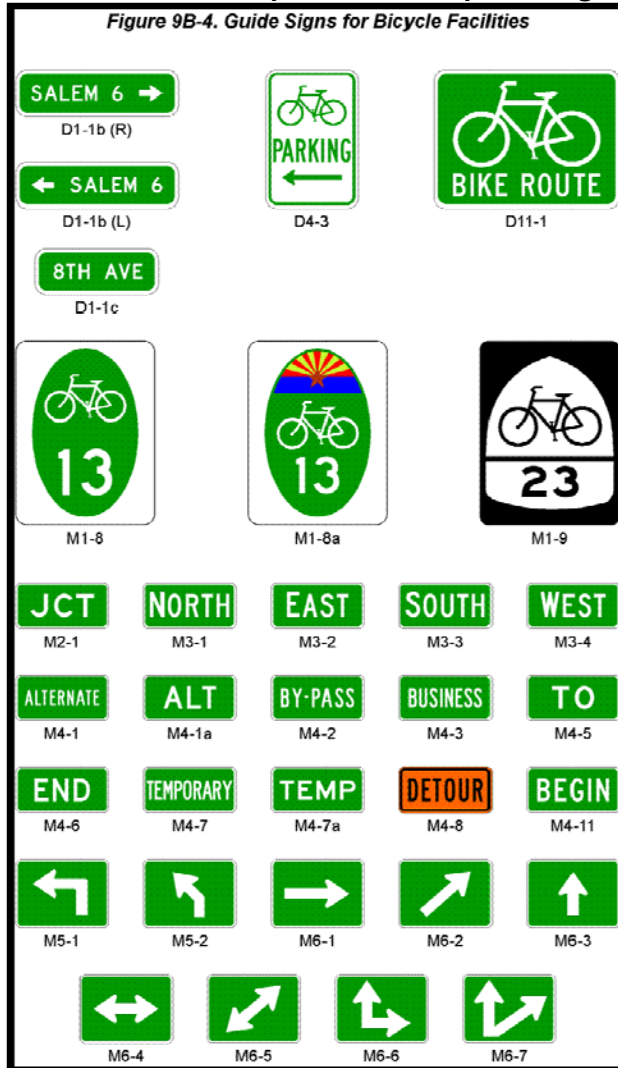
The City of McMinnville should also consider implementation of a city-wide bike route signing program that better links the on-street facilities and the shared-use paths. As shown in **Exhibit G-2**, the City should consider the following for use in the installation of

junction, cardinal direction and alternative route auxiliary signs (in conjunction with appropriate Bicycle Route Guide signs, Bicycle Route signs, or US Bicycle Route signs):

Advance Turn Arrow (M5 series) and Directional Arrow (M6 series) auxiliary signs should be mounted below the appropriate Bicycle Route Guide signs, Bicycle Route signs, or US Bicycle Route signs.

- Route sign auxiliaries carrying word legends that are used on bicycle routes should have a minimum size of 12 x 6 inches.
- Route sign auxiliaries carrying arrow symbols that are used on bicycle routes should have a minimum size of 12 x 9 inches.
- All route sign auxiliaries are to match the color combination of the route sign that they supplement.
- Destination may be mounted below Bicycle Route Guide to furnish additional information, such as directional changes in the route, or intermittent distance and destination information.

Exhibit G-2. Example of Auxiliary Bike Signs



design measures may prove helpful through application of “bike boxes.” As shown in **Exhibit G-3**, a bike box facilitates a "two-point left turn" or "box turn" and can also improve cyclist safety conditions by prohibiting vehicles from turning right at red lights, sometime resulting in bicycle/automobile crashes. Bike boxes can also be placed at stop signed intersections.

Care must be taken in the design of bike boxes to ensure appropriate and safe motor vehicle sight-lines as a result of revised placement of vehicular stop bars. The bike box provides additional space and priority for cyclists who are crossing major traffic flow, facilitating a two-point turn by placing bicyclists ahead of the stop line in the cross street for motor traffic and also to the left of right-turning traffic

Current auto and bicycle traffic do not appear to indicate the need, but as bicycle traffic increases in the future, additional intersection

Exhibit G-3. Bike Box Example

