



Transportation System Plan



H TPR Compliance

This appendix summarizes the McMinnville TSP recommendations for Transportation Planning Rule compliance.

Transportation Planning Rule Compliance

The Transportation Planning Rule (TPR) requires local jurisdictions to adopt ordinances and regulations to protect transportation facilities. This chapter includes Table H-1, which provides a checklist

of TPR requirements and shows how this Transportation System Plan (TSP) addresses and satisfies each requirement. These changes are grouped by general topic below.

A summary of the adopted amendments to McMinnville's Comprehensive Plan and development ordinances are listed in Table H-1. For each requirement, Table H-1 identifies whether the current code is in compliance, summarizes the current code, and summarizes the adopted policy and/or code change(s). The adoption of the amendments listed in this table brings the City of McMinnville into full compliance with the TPR.

**TABLE H-1
CITY OF MCMINNVILLE TRANSPORTATION PLANNING RULE COMPLIANCE**

TSP Elements			
TPR Requirements	Summary of Current Plans, Policies and/or Zoning Ordinance Requirements	Current Compliance (Yes/No/Partial)	Summary of Adopted Plan, Policy and/or Zoning Ordinance Amendments
OAR 660-12-020 (2) (b) TSP shall include a road plan including a functional classification consistent with state and regional TSPs. Road standards for local streets to: 1) address extensions of existing streets 2) connections to existing /planned arterials and collectors 3) connections to neighborhood destinations	City's Transportation Master Plan (1994) defines functional classification and basic design elements. 1) Plan and adopted policies address street extension requirements. 2) Plan policies require new streets to conform to existing street patterns. 3) Plan policies and zoning ordinance describe access requirements.	Yes 1) Yes 2) Yes 3) Yes	Adopts supplemental roadway standards as identified in the TSP, Chapter 2; and revisions to City Street Standards as noted in Appendix G. Adopts transportation policies as included in the TSP, Chapter 2 affecting connectivity and circulation and complete streets, and in Chapter 4 affecting circulation; and future, local street connections as identified in Chapter 2, Ex 2-1.
OAR 660-12-020 (2) (c) TSP shall include a description of public transportation services for the disadvantaged including: 1) identification of inadequacies 2) description of intercity bus and passenger rail system	1) City's adopted McMinnville Transit Feasibility Study (1997) addresses system inadequacies 2) Plan also describes intercity bus service between McMinnville and other cities, but does not provide similar rail system information.	1) Yes 2) Partial	Adopts policies guiding supportive street system, urban design, transit facilities, pedestrian facilities and inter-modal connectivity supporting both public transit within McMinnville and intercity transit, as included in TSP, Chapter 7.
OAR 660-12-020 (2) (d) The TSP shall include a bicycle and pedestrian plan	City's adopted Bike System Plan (1983) provides bicycle plan for urban area, but is out of date and not current with TPR requirements. Pedestrian plan, also out of date, exists within the 1994 transportation plan.	Partial	Adopts the TSP Pedestrian System Plan (Chapter 5) and Bicycle System Plan (Chapter 6).
OAR 660-12-045(6) Bicycle and pedestrian plans must include improvements that connect neighborhood activity centers (schools, shopping)	Pedestrian facilities are required as part of subdivision development, and are addressed through policy and zoning ordinance specific to development that may occur within McMinnville's four "Neighborhood Activity Centers."	Partial	Adopts the TSP Pedestrian System Plan (Chapter 5) and Bicycle System Plan (Chapter 6), both of which emphasize policy direction and the importance of connectivity.
OAR 660-12-020 (2) (e) The TSP shall include air, rail, water and pipeline transportation plans	Various plans currently exist that address air (Airport Master Plan), rail, and water within the McMinnville urban growth boundary.	Partial	Adopts the TSP Chapter 8: Freight Mobility, Air, Rail and Pipeline Plans (water is not applicable).

**TABLE H-1
CITY OF MCMINNVILLE TRANSPORTATION PLANNING RULE COMPLIANCE**

TSP Preparation			
TPR Requirements	Summary of Current Policies	Current Code Compliance (Yes/NO)	Summary of Recommended Policy Change
OAR 660-12-015 (4) The TSP must be adopted as part of the Comprehensive Plan	The City's Transportation Master Plan (1994) has not been adopted as part of the City's Comprehensive Plan.	No	Adopt the TSP as part of the McMinnville Comprehensive Plan.
OAR 660-12-015 (5) Preparation of the TSP will be coordinated with state and federal agencies and other jurisdictions.		N/A	The TSP has been developed in coordination with ODOT, DLCD, McMinnville Water and Light, and Yamhill County.
OAR 660-12-015 (6) Transportation airport and port districts must participate in preparation of the TSP and adopt plans for the transportation facilities they maintain consistent with the TSP.	There are no airport or port districts within the McMinnville urban growth boundary. This provision of the TPR does not, therefore, apply.	Yes	No action needed.

**TABLE H-1
CITY OF MCMINNVILLE TRANSPORTATION PLANNING RULE COMPLIANCE**

Protection of Transportation Street Facilities/Improvements			
TPR Requirements	Summary of Current Policies	Current Code Compliance (Yes/NO)	Summary of Recommended Policy Change
<p>OAR 660-12-045(2) Local governments shall adopt regulations/policies to protect transportation facilities for the following topics:</p> <ol style="list-style-type: none"> 1) access management standards 2) future operation of roads and transit corridors 3) control of land use around airports 4) coordinated review of transportation facility projects, including notice to ODOT of certain actions 5) land use, density should be consistent with road classifications in TSP 	<ol style="list-style-type: none"> 1) City's Transportation Master Plan (1994) includes access management standards discussion, but these have not been adopted as standards.. 2) City's Transportation Master Plan and Transit Feasibility Study include provisions to protect these facilities, but none have been adopted as standards.. 3) McMinnville has an Airport Overlay zone (adopted in 1992) that controls land use around the McMinnville Municipal Airport. 4) As a practice, the City has always coordinated with ODOT on matters involving land use actions that may impact State transportation facilities. 5) Land use and density are not specifically coordinated with street classifications. 	<ol style="list-style-type: none"> 1) Partial 2) Partial 3) Yes 4) Yes 5) No 	<ol style="list-style-type: none"> 1) Adopts TSP access management standards into the McMinnville Zoning Ordinance. 2) Adopts TSP policies in Chapters 2 and 4, and access management standards in Chapter 2. 3) None. 4) Policies adopted that formalize the City's coordination practices with ODOT. 5) Adopts TSP, which coordinates land use, and land density, with the street functional classification plan.
<p>OAR 660-12-045(3) Local governments must amend subdivision regulations in accordance with the following directions:</p> <ol style="list-style-type: none"> 1) provide bike parking in multi-family developments 4 units or more 2) provision of pedestrian connections from new subdivisions/multi-family development to neighborhood activity centers 3) on-site road improvements must accommodate bicycle and pedestrian facilities on arterials and major collectors 	<ol style="list-style-type: none"> 1) McMinnville Zoning Ordinance requires bicycle parking for commercial and office/residential uses, but does not require it for multi-family development. 2) Plan policies discourage cul-de-sac streets, and require street connectivity except when impracticable due to topography and other site conditions. Recently adopted "Neighborhood Activity Center" overlay ordinance also requires pedestrian connections between neighborhoods and activity centers. Sidewalks are required on both sides of new public streets. 3) Plan policies and Zoning Ordinance require bicycle and pedestrian improvements on arterials and major 	<ol style="list-style-type: none"> 1) No 2) Yes 3) Yes 	<ol style="list-style-type: none"> 1) Adopts amendment to zoning ordinance to require bicycle parking for multi-family development. 2) None 3) Adopts language that strengthens existing policy and ordinance language.

	collector streets.		
OAR 660-12-045 (7) Local governments shall provide street standards that minimize right-of-way widths and pavement width	Narrower street standards were adopted by the City in 1995..	Yes	Adopts TSP refinements to street functional classification and Complete Street design guidelines that minimize pavement and right-of-way widths by street class as noted in Chapter 2.

**TABLE H-1
CITY OF MCMINNVILLE TRANSPORTATION PLANNING RULE COMPLIANCE**

Coordination of Land Use Reviews and Decisions/Plan and Land Use Amendments			
TPR Requirements	Summary of Current Policies	Current Code Compliance (Yes/NO)	Summary of Recommended Policy Change
OAR 660-12-060 Amendments to comprehensive plans that significantly affect a transportation facility shall assure that allowed land uses are consistent with identified function, capacity and level of service on that road.	Current policies don't specifically address this provision of the Administrative Rule. As a practice, however, the City follows the requirements of the TPR in reviewing plan amendments and other land use actions that significantly affect a transportation facility.	No	Adopts policies that require compliance with TPR when amendments to plan "significantly affect" a transportation facility.
OAR 660-12-025 Findings of compliance with applicable statewide planning goals and acknowledged comprehensive plan policies shall be developed with the adoption of the TSP.	N/A	N/A	This appendix addresses, in part, this administrative rule requirement.

**TABLE H-1
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Determination of Transportation Needs			
TPR Requirements	Summary of Current Policies	Current Code Compliance (Yes/NO)	Summary of Recommended Policy Change
<p>OAR 660-12-030(1) The TSP should identify the following transportation needs: 1) state, regional and local 2) needs of the transportation disadvantaged 3) freight movement for industrial and commercial uses</p>	<p>1) City's current Transportation Master Plan (1994) addresses each of these requirements, but the material is dated and may be inconsistent with newly adopted rules.</p>	<p>1)Partial 2)Partial 3) Partial</p>	<p>Adopts TSP, which addresses: 1) State and regional needs (Street System Plan – Chapter 4); 2) Needs of transportation disadvantaged (Pedestrian System Plan – Chapter 5, Bicycle System Plan – Chapter 6 and Transit System Plan – Chapter 7); and 3) Freight movement for industrial and commercial users (Freight Mobility Plan – Chapter 8).</p>
<p>OAR 660-12-030(2) and (3) City TSPs shall use the state TSP for information on state needs and the county TSP for information on county needs. Within UGBs, local transportation needs are based on population and employment forecasts for 20 years</p>	<p>Current transportation plans for McMinnville do not include this information regarding state and county TSP needs. Current Transportation Master Plan uses 20-year forecast, but this population projection is neither coordinated or current.</p>	<p>No Partial</p>	<p>Adopts TSP, which is based on and consistent with the State TSP and County TSP needs, generally summarized in Appendix B. Adopts TSP, which includes land use coordinated, plan-based demographic (population and employment) for a 20-year forecast (2003-2013) in coverage of McMinnville's UGB, consistent with the McMinnville Growth Management and Urbanization Plan.</p>

**TABLE H-1
CITY OF MCMINNVILLE TRANSPORTATION PLANNING RULE COMPLIANCE**

Evaluation and Selection of Transportation System Alternatives			
TPR Requirements	Summary of Current Policies	Current Code Compliance (Yes/NO)	Summary of Recommended Policy Change
<p>OAR 660-12-035(1) The following alternatives shall be analyzed in the TSP:</p> <ul style="list-style-type: none"> 1) improvements to existing facilities 2) new facilities 3) system management 4) demand management measures 5) no build alternative 	<p>1-5) Current Transportation Master Plan (1994) addresses some, but not all of these requirements. Regardless, the analysis requires updating based on changes in circumstances and new data and rules..</p>	<p>1-5) No</p>	<p>Adopts TSP, which considers alternatives and findings in Chapter 3 (Evaluation of McMinnville's Transportation System Plan): improvements to existing facilities, new facilities, transportation system and demand management measures, and a future no-action (or no-build) alternative.</p>
<p>OAR 660-12-035(3) As standards for evaluation, the transportation system shall:</p> <ul style="list-style-type: none"> 1) support urban and rural development by providing transportation system that will serve the land uses identified in the comprehensive plan; 2) be consistent with state and federal protection of air, land and water quality measures; 3) shall minimize adverse economic, social, environmental and energy consequences; 4) minimize conflicts between modes; and 5) avoid reliance on one mode of travel and reduce reliance on the automobile. 	<p>N/A</p>	<p>N/A</p>	<p>Adopt TSP, which includes policy and plan recommendations that:</p> <ul style="list-style-type: none"> 1) serves the land uses identified in the comprehensive plan; 2) is consistent with state and federal protection of air, land and water quality measures; 3) minimizes adverse economic, social, environmental and energy consequences; 4) minimizes conflicts between modes; 5) avoids reliance on one mode of travel and reduce reliance on the automobile.
<p>OAR 660-12-035(8) Where existing and committed transportation facilities can adequately serve land uses in the acknowledged comprehensive plan, local governments are not required to evaluate alternatives (above).</p>	<p>N/A</p>	<p>N/A</p>	<p>Where such conditions exist, they are identified in the adopted TSP and were not included in the plan's analysis or evaluation.</p>

POLICIES FOR THE APPROVAL PROCESS

Policies should clarify the approval process for different types of projects. The following policies are adopted as part of this TSP:

- The Transportation System Plan is an element of the Comprehensive Plan. It identifies the general location of transportation improvements. Changes in the specific alignment of proposed public road and highway projects shall be permitted without plan amendment if the new alignment falls within a transportation corridor identified in the Transportation System Plan.
- Operation, maintenance, repair, and preservation of existing transportation facilities shall be allowed without land use review, except where specifically regulated.
- Dedication of right-of-way, authorization of construction and the construction of facilities and improvements shall be allowed without land use review for those improvements that are either specifically designated in the Transportation System Plan or that are consistent with the classification of the roadway and approved road standards of the Transportation System Plan.
- Changes in the frequency of rail service that are consistent with the Transportation System Plan shall be allowed without land use review.
- For State projects that require an Environmental Impact Study (EIS) or Environmental Assessment (EA), if local review is required the draft EIS or EA shall serve as the documentation for local land use review, as follows:

(1) Where the project is consistent with the Transportation System Plan, formal review of the draft EIS or EA and

concurrent or subsequent compliance with applicable development standards or conditions;

(2) Where the project is not consistent with the Transportation System Plan, formal review of the draft EIS or EA and concurrent completion of necessary goal exceptions or plan amendments.

- Uses permitted outright under ORS 215.213(1)(m) through (p) and ORS 215.283 (k) through (n), consistent with the Transportation System Plan, the classification of the street, and approved street standards, shall be allowed without land use review.

