

## Chuck Darnell

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**From:** Kari Rex <karirex3@gmail.com>  
**Sent:** Tuesday, February 4, 2020 10:20 AM  
**To:** Chuck Darnell  
**Subject:** Stafford Creek North  
**Attachments:** We sent you safe versions of your files; 2010 TSP & Policies.doc

Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

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**This message originated outside of the City of McMinnville.**

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Good Morning Mr. Darnell,

Thank you for your time in reading this email. As a resident in Compton Crest, I am familiar with the ingress/egress traffic in our neighborhood onto Baker Creek Rd. I am also familiar with impact on neighborhoods having been a certified Real Estate Appraiser for 20 years in Yamhill County and surrounding areas.

Currently, we have bus routes and commuters coming in from out of town, and buses heading west for school children. This traffic alone has increased dramatically with the new subdivision off of Shadden which is currently adding traffic weekly as those homes are nearing completion. We will see even more traffic with the development underway off Baker Creek Rd. and Hill Rd. My serious concern is that this additional new traffic and future traffic is not being considered for our already overburdened Baker Creek Rd,

I have attached a proposal addressing goals and policies and I hope you will share this with our city council for your consideration.

Thank you for hearing our serious concerns.

Kind Regards,  
Kari Rex

# 1 Executive Summary

For the past decade, McMinnville policy-makers, staff and citizen volunteers have been preparing the City's long-range plan for growth. When originally drafted in 2003, the Growth Management and Urbanization Plan helped establish the City's vision for McMinnville:

a compact and livable community.

In support of the vision, stakeholders in the planning process also confirmed certain urban design principles to guide development through the City's land use and transportation plans. These core urban design principles include: ☐ preserving open space, ☐ preventing commercial strip development along arterials, ☐ promoting transit and pedestrian-oriented development, ☐ providing for economic growth and housing opportunities, ☐ strengthening the City's historic downtown, and ☐ connecting neighborhoods and land uses.

McMinnville initiated its Transportation System Plan (TSP) effort in 2005 to address statewide planning requirements. The purpose of the TSP is to identify a multi-modal plan that serves the City's longrange land use plan for growth. The TSP is for the 2003-2023 planning period<sup>1</sup>.

A dozen citizens were invited by the City Council to serve on the Plan's Transportation Advisory Committee to ensure that the TSP reflects the needs of the community. At the Committee's first meeting in November, 2006, the question was posed:

"What transportation issues do you feel need to be addressed in the TSP?"

Their response was telling, remarkably poignant and certainly aspirational:

☐ Livability – keep McMinnville's "Home Town" feel for generations to come ☐ Retain McMinnville's sense of place ☐ Funding - "How do we pay for it?" ☐ Impacts of proposed Newberg-Dundee Bypass and affect on local growth ☐ Accommodate growth differently – "let's not become another [insert offending city name here]" ☐ Bicycle lanes and a connected system are needed ☐ Travel in McMinnville to be an "experience" - with pleasant visual amenities ☐ McMinnville should be pedestrian-focused - facilities and network for safety and circulation ☐ Transit will become more important and help link activity centers, also pedestrian-focused, ☐ Better linkages between Downtown and neighborhoods ☐ The idea of passenger rail service to Portland should be explored ☐ Concern over City's major arterials, to, through and from McMinnville ☐ Desire a comprehensive transportation plan that accommodates growth, keeps traffic moving, conserves energy and reduces pollution, and ☐ Concern for public safety

How Was The TSP Prepared? The City of McMinnville has undertaken a study of the city-wide transportation system to address the combined impacts of urban development and major transportation improvements. The TSP study effort began in September 2005 with the inventory and assessment of the City's current transportation system.

In 2006 and 2007 the City worked with the Oregon Department of Transportation (ODOT) to prepare a travel demand model for the McMinnville urban area. The Model now enables the City to test the impact of future scenarios in a more detailed examination of future McMinnville Transportation System Plan May 2010

traffic demand on McMinnville’s major streets. The TSP study also included a comprehensive evaluation of all aspects of the transportation system, including street, transit, pedestrian, bicycle and freight mobility (trucking and rail). The study is culminated in the McMinnville TSP.

The McMinnville TSP was prepared with input from technical, policy, and community based sources. Inter-jurisdictional coordination and technical input in the study and review of the draft TSP was conducted through meetings with ODOT, the Department of Land Conservation and Development (DLCD) and Yamhill County.

A Transportation Advisory Committee (TAC) was formed, consisting of twelve citizens, appointed by the City Council, representing various neighborhood, bicycle, pedestrian and commercial/industrial interests. The TAC met four times to review and discuss incremental findings and recommendations of the TSP components, helping refine the ultimate TSP recommendations.

Public hearings were held with the McMinnville Planning Commission and City Council to discuss, revise and adopt the TSP findings and recommendations.

McMinnville’s TSP is an integrated compilation of a number of sections, including guiding goal and policies (Chapter 2), individual modal plans (Chapters 4-8), a funding plan (Chapter 9), and an implementation plan (Chapter 10).

In addition to local citizen concerns, McMinnville prepared its Plan to meet statewide planning requirements. As one of the states’ growing urban areas, McMinnville is tackling a variety of issues that can really be boiled down to one question: “How do you manage transportation growth to meet the City’s vision?”

As is reflected in the next nine chapters, McMinnville’s answer is essentially:

### Complete Streets

The historic layout and development of McMinnville’s major land use and street system, combined with other natural geographic constraints, is limiting the city’s ability to identify new street routes to address the impacts of growth. From a city-wide perspective there are too few east-west arterial connections spanning McMinnville. An example, Baker Creek Road and the combination of West 2nd Street and Wallace Road (major east-west routes) help frame the northwest corner of McMinnville. In between are the Michelbrook Country Club golf course and the city’s park, and on the edges are well-established residential neighborhoods. Realistically, there are no options to align a new arterial through existing neighborhoods and the Michelbrook Country Club. Given these constraints, the TSP development process naturally evolved with measures to optimize use of existing corridors, and ways to manage traffic conditions and enhance multi-modal access and safety along existing routes.

The McMinnville TSP was purposefully designed to address aforementioned stakeholder issues and statewide planning requirements. Given the city’s limited transportation network options, the TSP process and outcomes aligned neatly with the emerging Complete Street2 paradigm shift in transportation planning.

McMinnville's TSP recommends the completion of several of the City's major arteries and other streets by means of additional bicycle facilities, sidewalks and curb ramps and traffic turn lanes so that all travelers have a safe means to move about the City. The City's main arteries have already been laid out. Options for new routes are severely limited, given the many natural and man-made constraints in and around the McMinnville Urban Growth Boundary (UGB) area. Addressing McMinnville's TSP from a Complete Street perspective is not only natural, but uniquely local. Essentially, a Complete Streets policy ensures that the entire right of way is routinely designed and operated to enable safe access for all users.

In this Executive Summary are the highlights of McMinnville's TSP - a summary of the TSP development process, an outline of McMinnville's Complete Street Plan (with reference and guide to the individual TSP chapters), and a summary of major project recommendations, policies and implementation strategies.

## **2 Guiding Goal and Policies**

The McMinnville TSP is an integrated compilation of a number of sections, including the guiding goal and policies, individual modal plans, a financial plan, and an implementation plan. This Guiding Goal and Policies section includes the existing transportation related goal and policies from the McMinnville Comprehensive Plan, and supplemental TSP policies to guide the individual modal sections for a complete TSP. This chapter also summarizes policy guidance through recommended street functional classification and complete street design guidelines, recommended performance standards and access management policies, and coordination with state plans and policies.

McMinnville's major street corridors are largely well-established by historical development. In anticipation of growing vehicular travel, there are very limited opportunities for new arterial and collector street routing or significant street widening with additional travel lanes. As noted in Chapter 1, McMinnville citizens certainly seek transportation efficiency, but not as a sacrifice to its small town atmosphere or its desire to "keep McMinnville Livable."

As the City prepared its Growth Management and Urbanization Plan<sup>1</sup> (MGMUP), local stakeholders participated in forming the future vision for McMinnville: a compact and livable community. In support of the vision, stakeholders also expressed supportive urban design principles, including: ☐ strong direction for preserving open space, ☐ preventing commercial strip development along McMinnville's arterials, ☐ promoting transit and pedestrian-oriented development, ☐ providing for economic growth and housing opportunities, ☐ strengthening its historic downtown, and ☐ connecting neighborhoods and varied land uses.

The MGMUP includes several guiding principles, some of which point to transportation plan and design elements that helps guide development of the McMinnville TSP. Specific sub-elements of the MGMUP, UGB expansion guiding principle include: ☐ as many activities as possible should be located within easy walking distance of transit stops, ☐ the location and character of the community should be consistent with a larger transit network, ☐ streets, pedestrian paths and bike paths should contribute to a system of fully connected, interesting routes to all destinations. Their design should encourage pedestrian and bicycle use by being small and spatially defined by buildings, trees and lighting; and by discouraging high speed traffic, ☐ the community design should help conserve resources and minimize waste, and, ☐ the street orientation, the placement of buildings and the use of shading should contribute to the energy efficiency of the community.

The drafting of the TSP, with thoughtful direction from its citizen Transportation Advisory Committee (TAC), evolved into one emphasizing Complete Streets by (a) filling in the non-motorized facility gaps; (b) upgrading rural roadways within the Urban Growth Boundary to multi-modal, urban streets; and, (c) better managing of McMinnville's existing street system rather than major and costly capital improvements.

The TAC also sought a TSP that reflected locally-desired initiatives to focus on moving people not just cars with complete streets, and keeping the city livable. McMinnville's TSP requires a comprehensive set of goals, policies and plan proposals to help ensure the City grows toward a compact and livable community.

In the past four to five decades the private automobile has been the predominant mode of transportation in McMinnville. A complete transportation system must also consider the needs of other modes

of travel. Sidewalks for pedestrian travel, bicycles, public transit, school busses, commercial vehicles, emergency vehicles, air, and rail services are also part of McMinnville’s transportation system.

With regard to system connectivity, many of McMinnville’s existing streets already include sidewalk and bicycle facilities, but there remain significant gaps in the system (see Chapters 5 and 6) that make walking and bicycling difficult and inconvenient.

Goal and Policy Guidance The original transportation policies developed for McMinnville’s Comprehensive Plan in the early 1980’s are an excellent baseline for the TSP. 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). Appendix E includes the original Comprehensive Plan policies and some minor recommended revisions to reflect findings of the TSP.

McMinnville Comprehensive Plan Goal McMinnville’s Comprehensive Plan includes the following goal:

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

Supplemental TSP Policies Additional policies are needed for the City to address emergent challenges in the 21st century and fully support the concepts of Complete Streets. Supplemental policies for the successful adoption and implementation of McMinnville’s TSP as an integrated, multi-modal plan are recommended in this section. Furthermore, the individual modal chapters of the McMinnville TSP set forth additional

policies specific to each mode or plan chapter, which supplement this chapter.

Transportation 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: o Street System Plan o Pedestrian System Plan o Bicycle System Plan o Public Transportation and Transportation Demand Management o Freight Mobility, Rail, Air and Pipeline Plans o Funding Plan and Capital Improvement Plan o 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: o Design and construct right-of-way improvements in compliance with ADA accessibility guidelines (see below). o 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 o 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 for 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 as shown 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 McMinnville Transportation System Plan May 2010

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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

## **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 restate 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.

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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.

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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

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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 trafficgenerating 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.

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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.

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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: o Street System Plan o Pedestrian System Plan o Bicycle System Plan o Public Transportation and Transportation Demand Management o Freight Mobility, Rail, Air and Pipeline Plans o Funding Plan and Capital Improvement Plan o 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: o Design and construct right-of-way improvements in compliance with ADA accessibility guidelines (see below). o 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 o 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 for 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.

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☐ 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

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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: o Improvement of on-site transportation facilities, o 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 o Transportation Demand Management strategies.

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☐ Multi-modal Improvements - to manage growth, improvements to transportation facilities may include both motorized and nonmotorized 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: o Pedestrian circulation, o Enhancement of emergency vehicle access, o Reduction of emergency vehicle response times, o Reduction of speeds in neighborhoods, and o 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: o Traffic circles,