



City of McMinnville
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STAFF REPORT

DATE: April 27, 2021
TO: Mayor and City Councilors
FROM: Heather Richards, Planning Director
SUBJECT: Work Session – OR 99W Active Transportation Plan, McMinnville

STRATEGIC PRIORITY & GOAL:

	GROWTH & DEVELOPMENT CHARACTER Guide growth & development strategically, responsively & responsibly to enhance our unique character.		COMMUNITY SAFETY & RESILIENCY Proactively plan for & responsively maintain a safe & resilient community.
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Report in Brief:

This is a joint work session with the McMinnville City Council and the McMinnville Planning Commission to discuss the draft OR 99W (Linfield to McDonald) ACTIVE Transportation Concept Plan, that has been developed over the past year in collaboration with ODOT and a local Project Advisory Committee. Please see attached plan.

This will eventually be adopted as an addendum to the McMinnville Transportation System Plan.

Background:

Recently ODOT adopted the “Blueprint for Urban Design” or (BUD) to establish a framework for determining how their facilities are used in urban situations for motorists, freight, transit, bicyclist and pedestrian.

To implement the program, ODOT identified the need for a pilot project. A couple of years ago, community stakeholders met with Jenna Berman, ODOT Region 2, Active Transportation Liaison, to discuss opportunities to improve bicycle and pedestrian infrastructure on ODOT facilities in McMinnville. Jenna was impressed with the turnout for the meeting which included city staff and community members coming together with a common goal.

At the same time, portions of Highway 99W as it travels through McMinnville were identified as a “high-risk” corridor for people walking and biking in ODOT’s statewide systemic safety analysis. New walking and biking infrastructure is needed to support safe connections for people utilizing Highway 99W as a transportation corridor that are not in a car.

When thinking about a potential pilot project, Jenna Berman approached city staff about utilizing McMinnville and Highway 99 as a potential pilot study for the BUD program. ODOT would provide the

necessary resources to hire a consultant team to work with ODOT staff and City of McMinnville stakeholders on a Active Trans Plan for 99W utilizing the process and principles of the Blueprint for Urban Design (BUD) program.

City staff was enthusiastic to work with ODOT on the study and the project was conceptualized and underway within four months.

The primary purpose of the McMinnville OR 99W (Linfield to McDonald) Active Transportation Concept Plan is to identify improvements within the corridor that will result in a safer, more comfortable, and attractive place to walk, bike, roll and facilitate transit use.

The project management team (comprised of consultants from Kittleson and Associates, ODOT staff and City staff) have been working with a project advisory committee over the past year to identify solutions for improving Highway 99W (from Linfield to McDonald) for active (non-vehicular) modes of transportation.

Active Transportation is a term that describes self-propelled, human-powered transportation modes, such as walking, biking, skateboarding, and using a wheelchair.

Members of the Project Advisory Committee:

Name of Member	Representation
Jack Crabtree	McMinnville School District
Jamie Fleckenstein	McMinnville Planning Department / Avid Cyclist
Zack Geary	McMinnville City Council
Peter Higbee	Bicyclist Community
Charles Hillestad	Community Member / Accessibility Advocate
Barb Jones	Accessibility Advocate
Steve Macartney	McMinnville Police Department
Cole Mullis	ODOT District Manager
Bahram Refael	Linfield University
Dave Rucklos	McMinnville Downtown Association
Cyrus Scarboro-Ford	McMinnville High School Student
Lori Schanche	Planning Commission, Retired Active Transportation Planner

Discussion:

The results of that work have resulted in the OR 99W (Linfield to McDonald) Active Transportation Concept Plan.

The OR 99W Active Transportation Plan has identified the need for buffered bicycle lanes on Highway 99 as it travels through McMinnville as well as several enhanced pedestrian crossings, and a parallel local route (neighborhood greenway) that is dedicated to active transportation as well (mostly on Davis Avenue) to alleviate the pressure on Highway 99W.

The neighborhood greenway, although a new concept for McMinnville, has emerged as a popular alternative public improvement to create local transportation infrastructure in a community that prioritizes active transportation modes for destination travel. Implementation is relatively inexpensive, and if strategically deployed, utilization is often very successful.

Attachments:

- OR 99W (Linfield to McDonald) Active Transportation Concept Plan

Fiscal Impact:

This project was funded entirely by ODOT. Improvements to Highway 99W will likely be part of future ODOT improvement projects on the corridor and local improvements identified by the plan will need to be part of the City's capital improvement plan, but could be funded through Safe Routes to School grants and other funding mechanisms.

Recommendation:

No action is required at this time. This is a work session to discuss the proposed plan at length with the McMinnville City Council and the Planning Commission. Since it will eventually be adopted as an addendum to the McMinnville Transportation System Plan, it will go through a public process of engagement and public hearings with the Planning Commission and final consideration for adoption by the City Council.