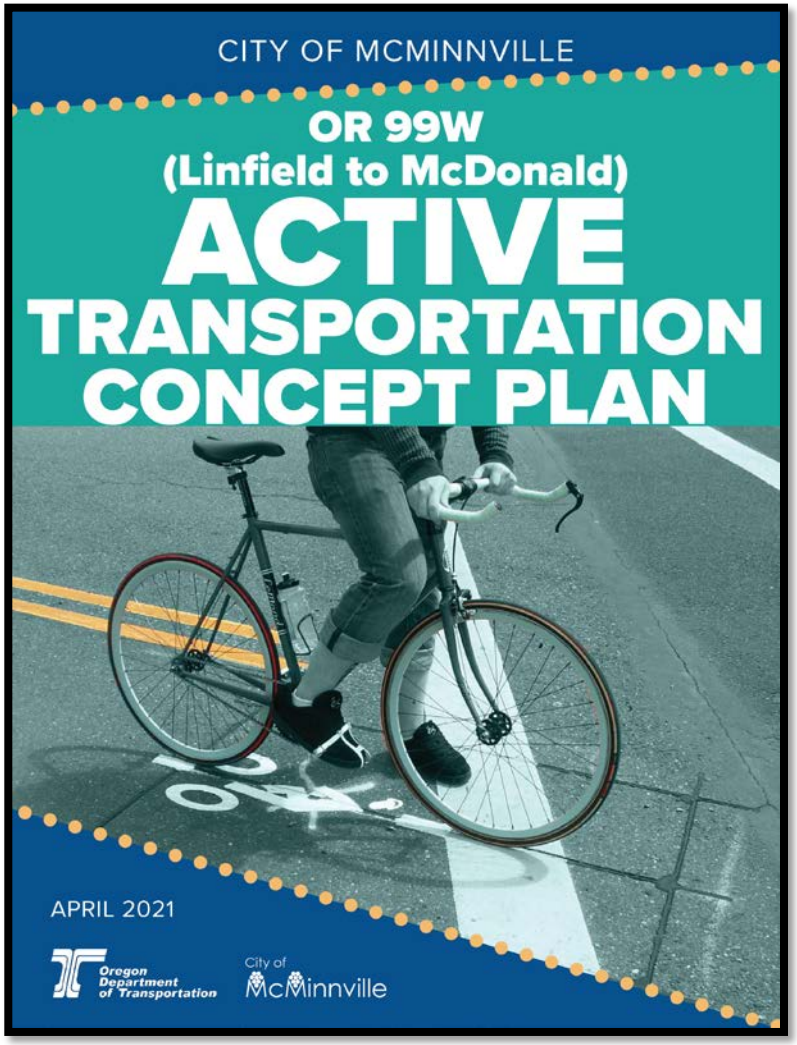

City of McMinnville

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

Planning Commission
Public Hearing
(Docket G 4-21)

October 21, 2021

Tonight's Public Hearing

Considers:

- **Amending the McMinnville Comprehensive Plan by adopting the *OR 99W (Linfield to McDonald) Active Transportation Concept Plan* as a supplemental document to the Transportation System Plan.**
- **Adding "Buffered Bike Lanes" and "Neighborhood Greenways" to Chapter 6, Bicycle System Plan, of the Transportation System Plan, as bicycle facility types to utilize in McMinnville.**
- **Legislative Initiative – Planning Commission is making a recommendation to the City Council.**

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 pedestrians.**

- **To implement the program, ODOT looked for a pilot project and approached the City of McMinnville:**

  - **McMinnville bicycle and pedestrian stakeholders invited Jenna Berman, ODOT Region 2, Active Transportation Liaison, to discuss opportunities to improve bicycle and pedestrian infrastructure on ODOT facilities in McMinnville.**

  - **Highway 99W in McMinnville identified as a "high-risk" corridor for people walking and biking in ODOT's statewide systemic safety analysis.**

- **Kittleson & Associates was hired.**

Project Advisory Committee

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

Study Area:

OR 99 between NE McDonald Road (north) and Linfield Avenue (south)

- Parallel side streets considered as alternative bicycle routes

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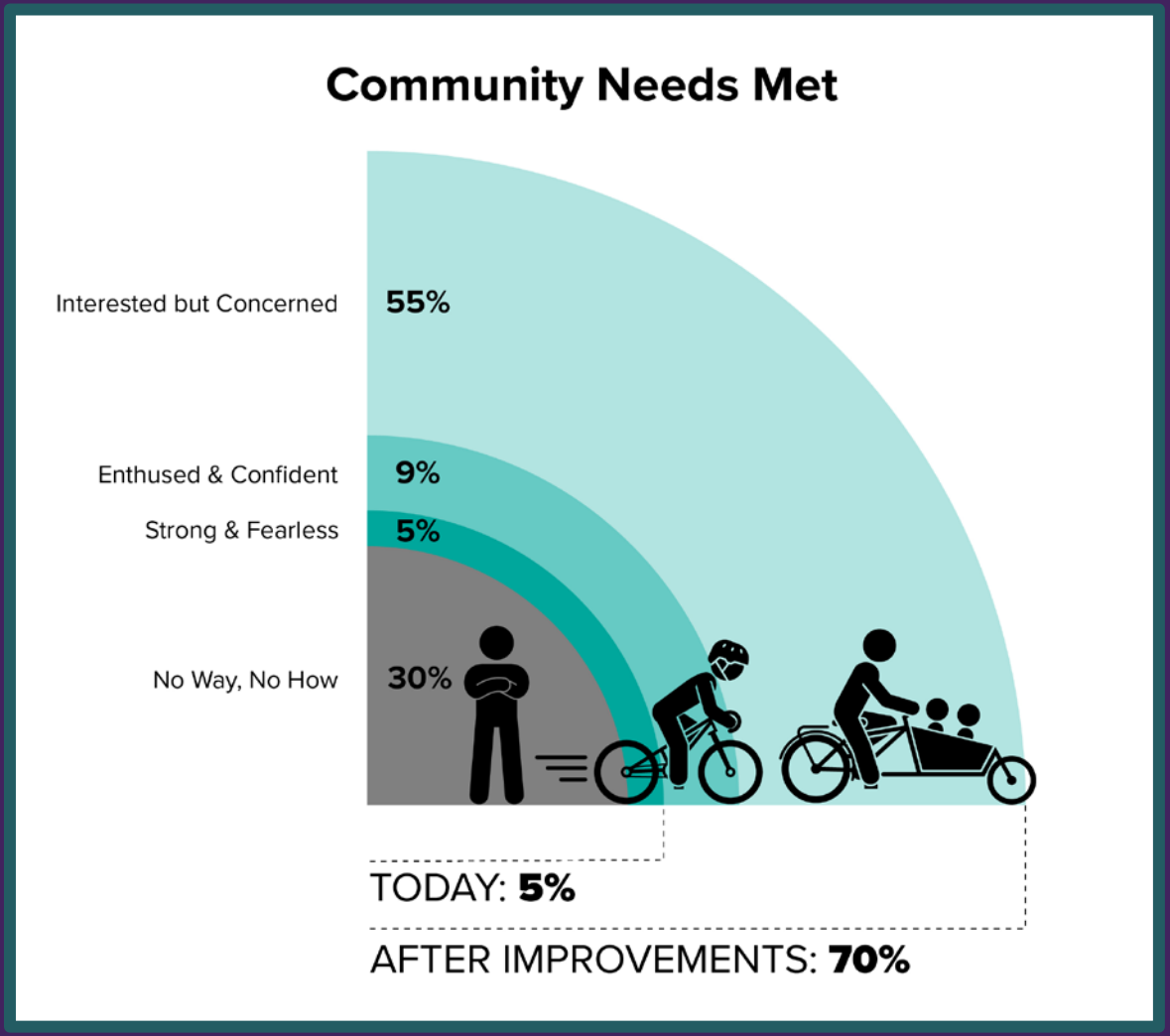
City of McMinnville

Corridor Vision Statement:

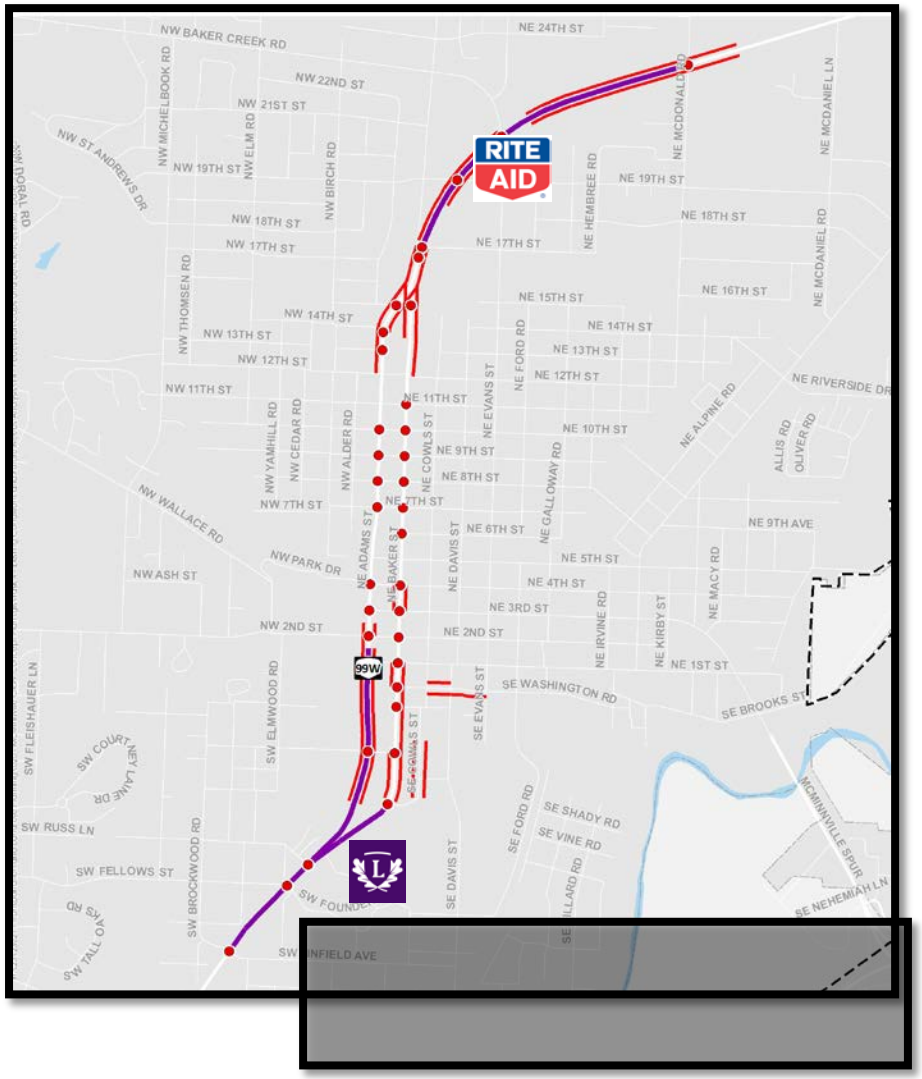
"The primary purpose of the McMinnville Active Transportation Concept Plan is to identify improvements in the OR 99W corridor that will result in a ***safer, more comfortable, and attractive place to walk, bike, roll and facilitate transit use****"*

What does this mean to the community?

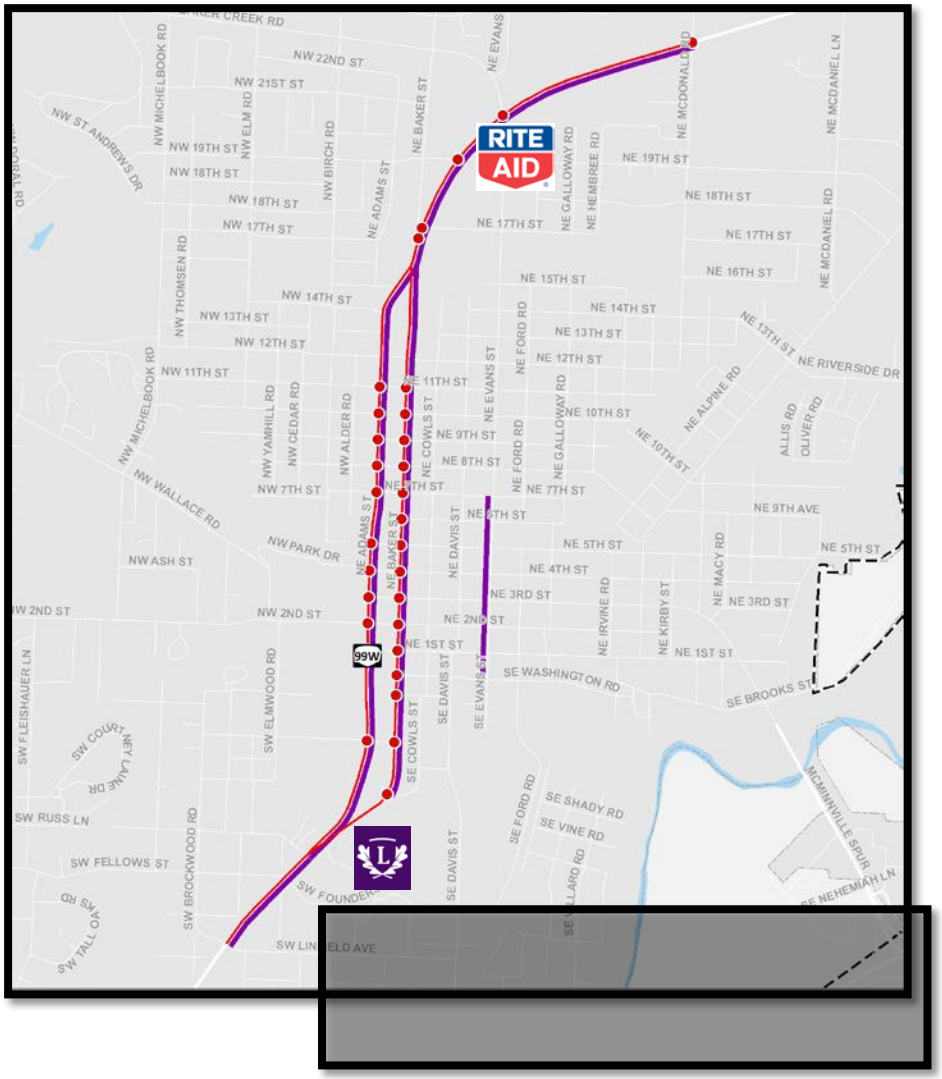


City of McMinnville

Gaps and Barriers in the Walking Network



Gaps and Barriers in the Biking Network



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City of McMinnville

Overview of Bicycle Design Concepts

Concept 1:
Two-Way Separated Bike Lane on Adams Street

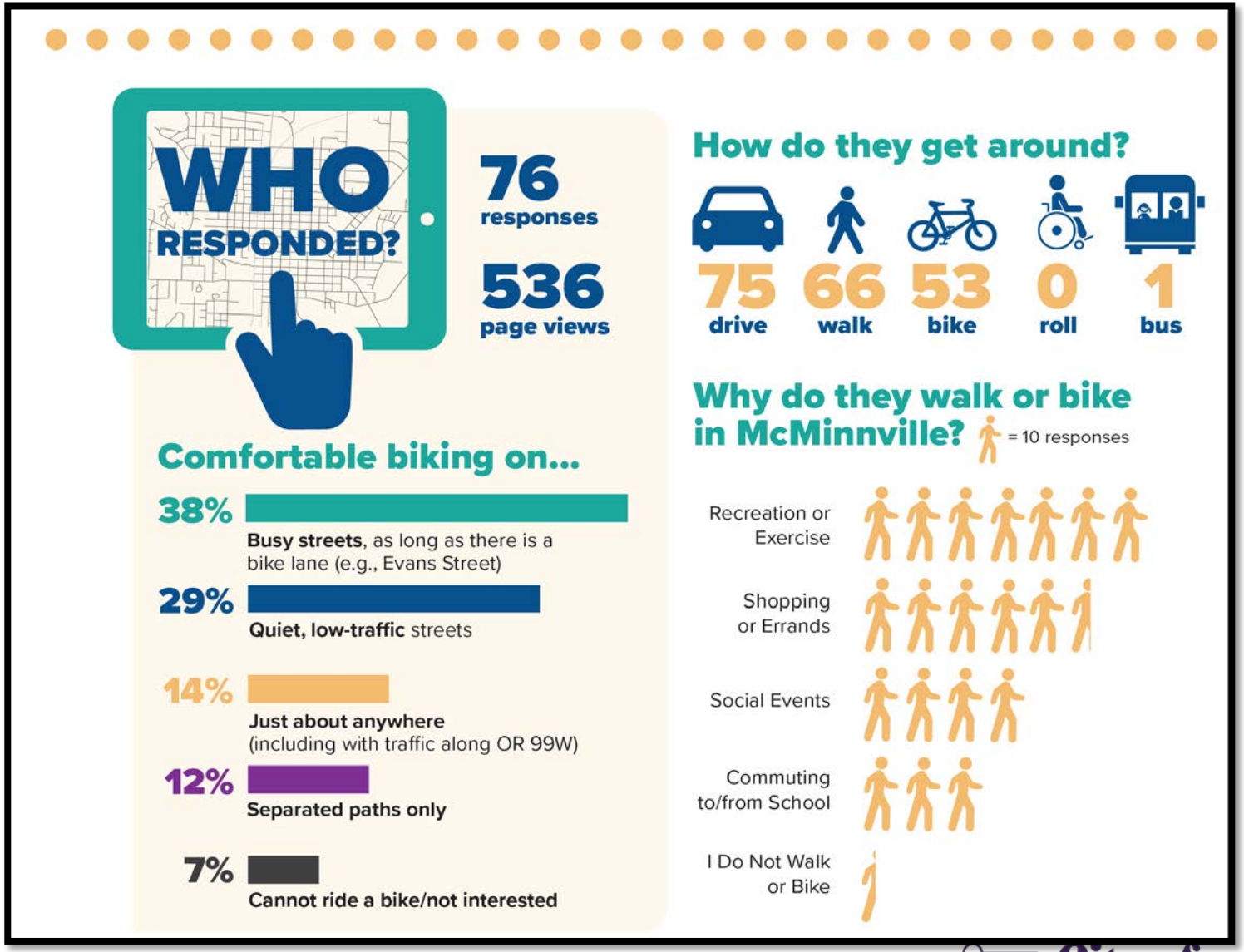
Concept 2:
Buffered Bike Lanes on Adams Street and Baker Street

Concept 3A: Neighborhood Greenway on Davis Street
Concept 3B: Neighborhood Greenway on Evans Street

OR 99W Concept Evaluation

Evaluation Criteria	Concept 1: Two-Way Separated Bike Lane	Concept 2: Buffered Bike Lanes	Concept 3A: Davis Street Greenway	Concept 3B: Evans Street Greenway
Complete Streets	+1.5	+1	+2	+2
Multi-Modal Transportation System	+1	+1	+1	+1
Connectivity	+2	+2	+1.7	+2
Safety	+1.8	+1.8	+2	+1.9
Equity	+1	+ 0.8	+1	+1
Livability	+1.5	+1.5	+1.5	+1.5
Design Feasibility	-1	0	+1	0
Total Score	**7.8**	**8.1**	**10.2**	**9.4**

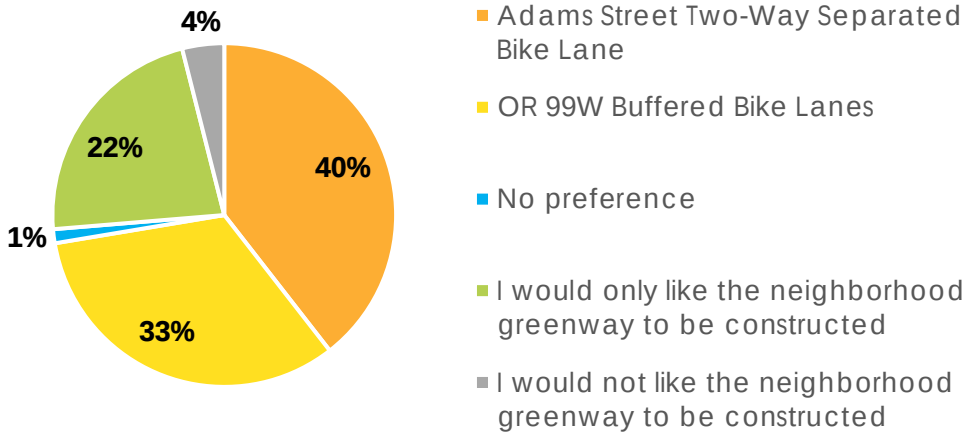
Virtual Open House and Public Preferences

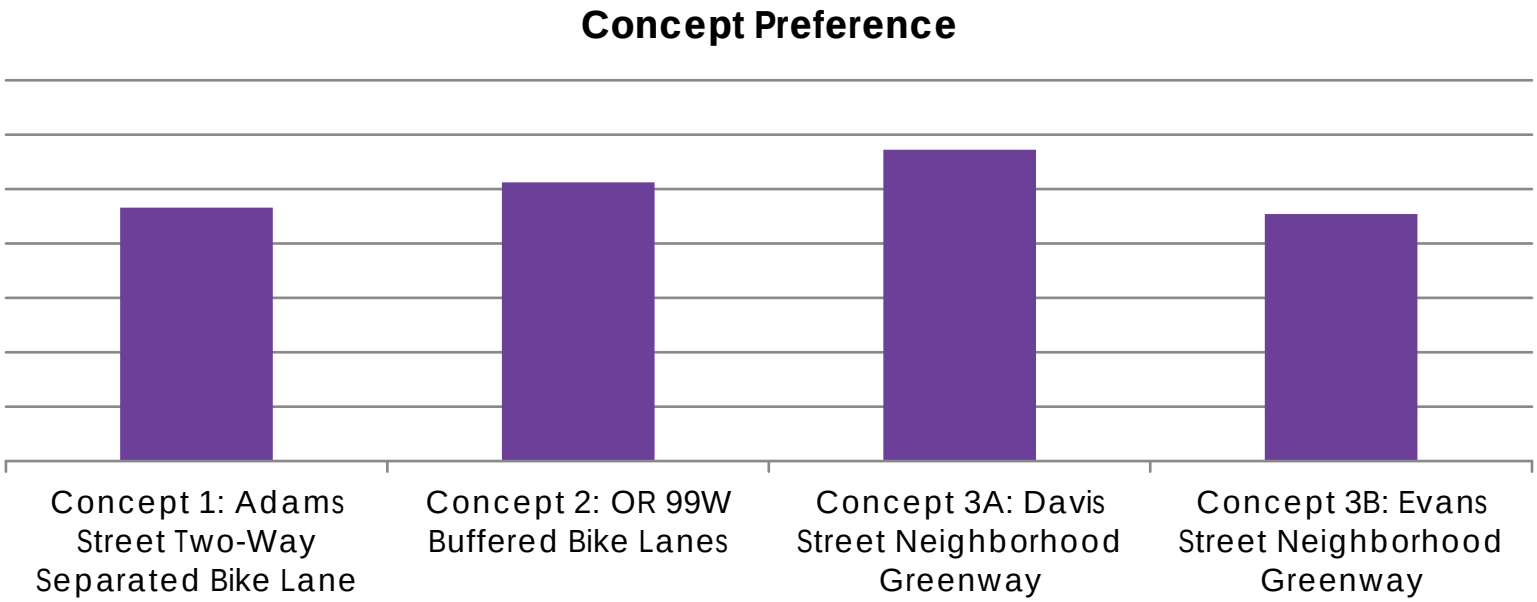


City of McMinnville

Virtual Open House and Public Preferences

- 536 Open House Website Views
- 76 Survey Responses





Planning Commission, 10.21.21

City of McMinnville

Virtual Open House and Public Preferences

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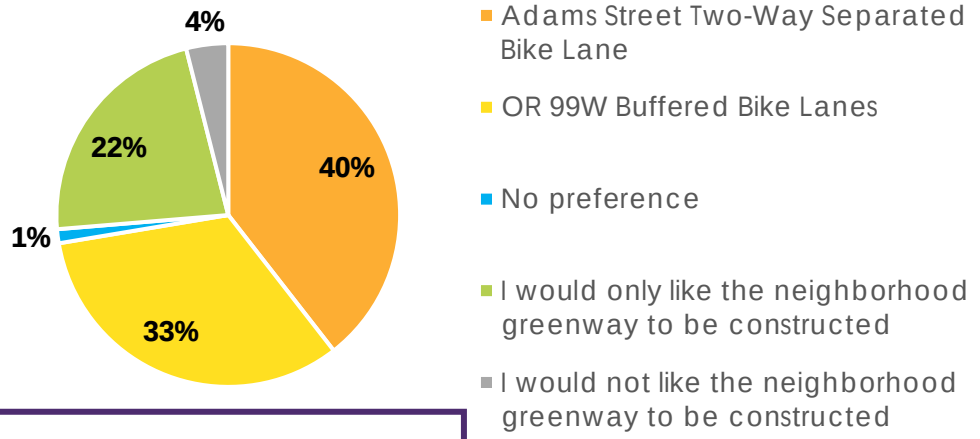

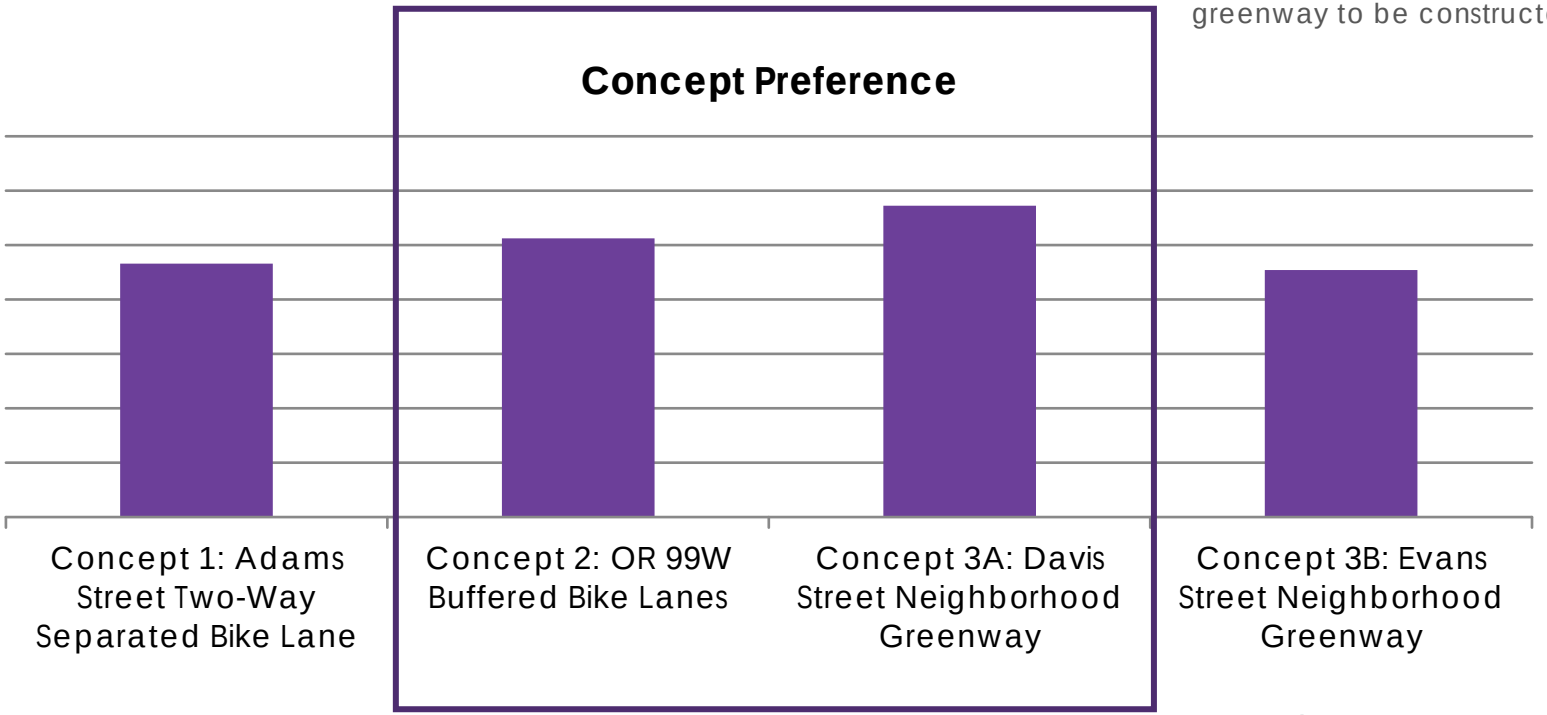

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City of McMinnville

Enhanced Crossing Study and Plan

Rectangular Rapid Flashing Beacon (RRFB)

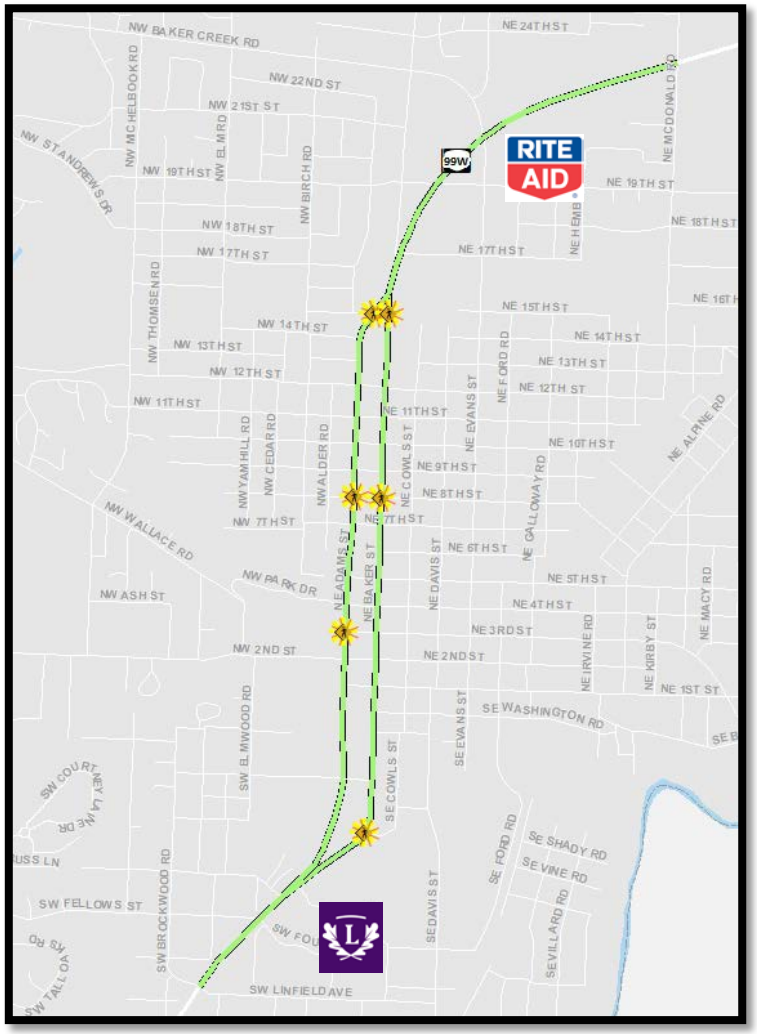
Adequate nighttime levels

Advance Stop Here to Pedestrians sign and stop line

High visibility crosswalk markings

Enhanced Crossing Recommended Locations

- 15th St/Adams & Baker St
- 8th St/Adams & Baker St
- 3rd St/Adams St
- Cowls St/Baker St



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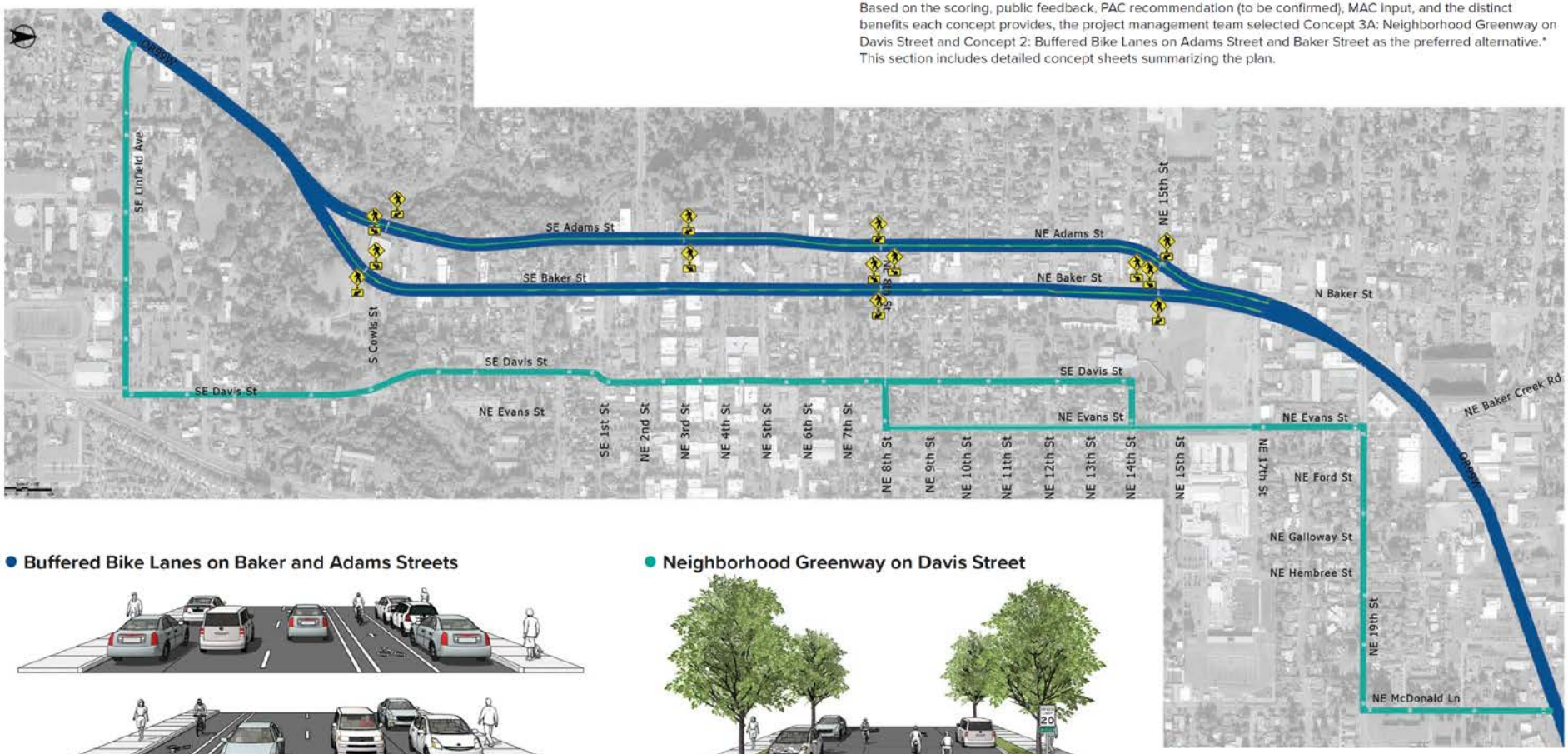
City of McMinnville

Preferred Solution Concepts

Based on the scoring, public feedback, PAC recommendation (to be confirmed), MAC input, and the distinct benefits each concept provides, the project management team selected Concept 3A: Neighborhood Greenway on Davis Street and Concept 2: Buffered Bike Lanes on Adams Street and Baker Street as the preferred alternative.* This section includes detailed concept sheets summarizing the plan.



- **Buffered Bike Lanes on Baker and Adams Streets**

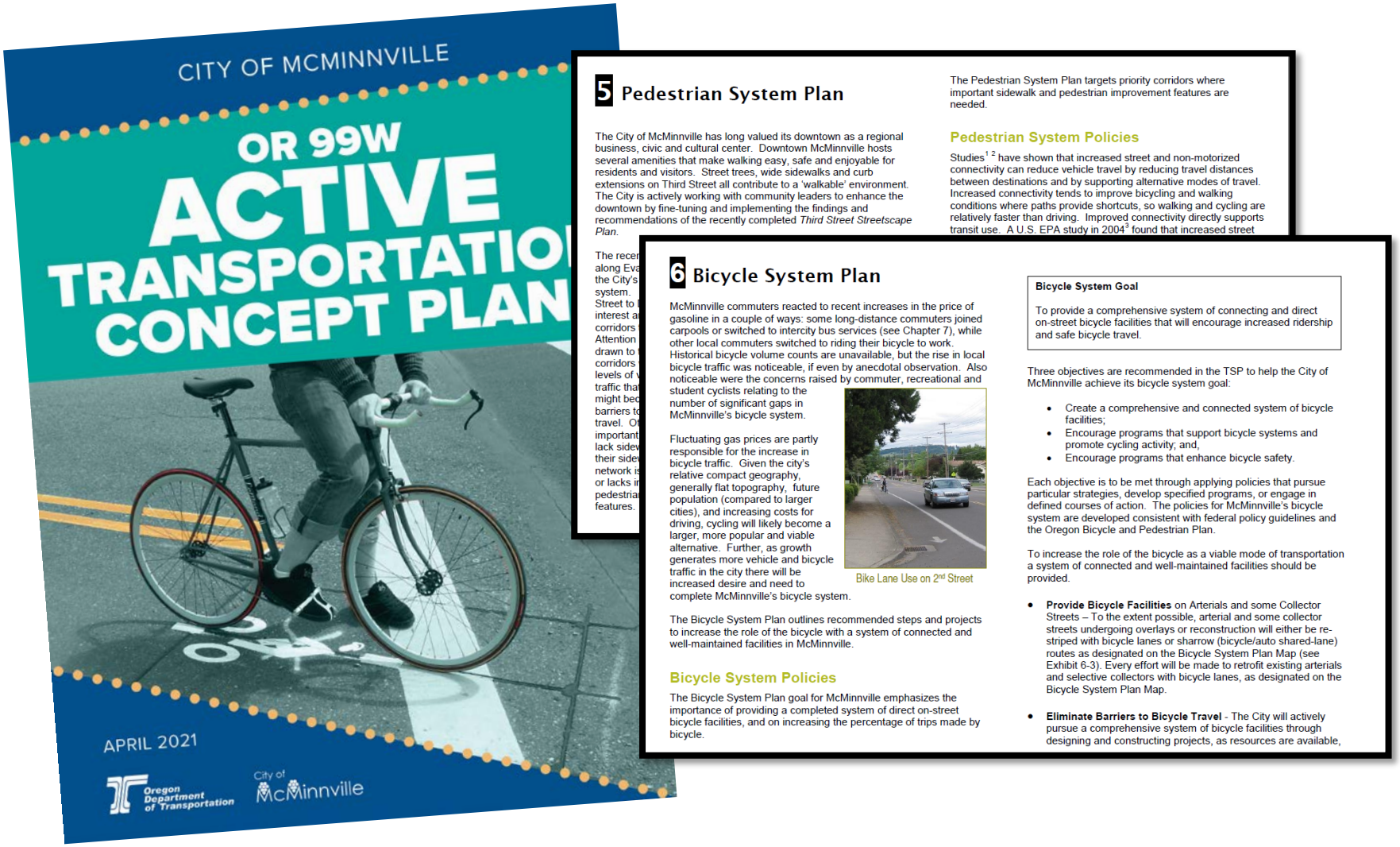
- **Neighborhood Greenway on Davis Street**

*Planning concept potentially reduces vehicle-carrying capacity of the highway; further evaluation of the project design will be required at the time of implementation to ensure compliance with ORS 366.215.

City of McMinnville

Concept	Near-Term Recommendations	Long-Term Recommendations
Neighborhood Greenway on Davis Street	• Sharrows • Signage • Traffic calming	• Evaluate success of traffic diverters and consider adding additional traffic calming features • Expand the network of neighborhood greenway routes in McMinnville • Potential connections include a multiuse path on Evans Street between 17th Street and OR 99W and bike lanes or sharrows along Lafayette Avenue, 3rd Street, 4th Street, 5th Street, Birch Street, and Alder Street.
Buffered Bike Lanes on Adams Street and Baker Street	• Construct buffered bike lanes with repaving project • Provide vertical separation at intersections with high-turn volumes along Adams Street and consistently south of 2nd Street where there are no driveway conflict points.	• Explore additional opportunities for vertical separation

Findings to Support Action



Planning Commission, 10.21.21

City of McMinnville

As noted in the Street System Plan, pavement conditions have deteriorated on Adams and Baker streets. At some point in time, both streets will likely need to be reconstructed to safely carry future traffic demand. McMinnville should coordinate with ODOT to define and program the reconstruction of Adams and Baker streets in the future update of the Statewide Transportation Improvement Program (STIP), including with it a number of pedestrian and bicycle access and safety enhancements:

Pedestrian System Goal

TO PROVIDE A COMPREHENSIVE SYSTEM OF CONNECTING SIDEWALKS AND WALKWAYS THAT WILL ENCOURAGE AND INCREASE SAFE PEDESTRIAN TRAVEL.

Additional policies are identified to help guide the Pedestrian System Plan, supplementing those policies in the McMinnville Comprehensive Plan (see Appendix E) and Chapter 2 of the TSP.

- **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.*

- **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. All street 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.

Need for Sidewalks and Greater Connectivity

- **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.

- **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.

- **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.

- **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.

Adams and Baker Street Corridor

The portion of Highway 99W through the downtown McMinnville area operates as a one-way couplet along Adams Street and Baker Street. Adams and Baker Streets are both classified as *major arterials*. By City standards, major arterials are intended to provide connection through McMinnville, carry higher traffic volumes, provide bicycle lanes and sidewalks, and provide planting strip as buffers (wherever possible).

Both Adams and Baker Streets include two travel lanes (for each direction of the one-way couplet) and on-street parking on both sides of the street. At some intersections there are special turn lanes and traffic signals. Sidewalks have been constructed along both sides of Adams and Baker Streets. Typically the sidewalks are located adjacent to the curb. From the pedestrian's perspective, the on-street parking stalls serve as a buffer to highway traffic. Intersecting streets along the one-way couplet also have sidewalk connections, linking neighboring land uses to or across the one-way couplet corridor.

Sidewalks and Curb Ramps on Baker Street

In general, while the sidewalks along Adams and Baker Streets are fairly contiguous and in decent shape, they are too narrow (four-five feet) to carry substantial pedestrian traffic, and there are many obstructions and obstacles within the sidewalk area that impede safe pedestrian travel. Several of the intersections along Adams and Baker Streets include curb ramps that do not meet Americans with Disabilities Act (ADA) guidelines.

Also, many of the intersections in the corridor have storm-water drain inlets near the apex of the curb. In addition, the utility poles that carry overhead power lines are often located in the middle of the sidewalk along the east side of Baker Street or at the corner of major intersections, and can impede pedestrian circulation and safety.

Land uses along the Highway 99W corridor include a mix of commercial, civic, park and residential activity. These uses have historically developed with orientation to automobile access and circulation within and through the corridor.

Within the last 10-15 years, vehicular traffic on Highway 99W in McMinnville has grown to levels that make pedestrian crossings more difficult. Today, the Adams and Baker Street one-way couplet carries more than 33,000 vehicles per day. From 8:00 AM until well after 6:00 PM, both Adams and Baker carry in excess of 1,000 vehicles per hour. The total distance to cross either street, from curb to curb, is about 60 feet. This wide area, coupled with the sheer volume of Highway 99W traffic, tends to intimidate pedestrians walking along or across the corridor.

Some of the major intersections along the couplet, like Second, Third and Twelfth Streets, have traffic lights that regulate highway traffic flow for pedestrian crossings. At unsignalized intersections, pedestrians must wait for gaps in traffic on Adams and Baker to cross.

With few exceptions, the street lights along Adams and Baker Streets are antiquated and designed primarily to illuminate intersections for automobile traffic.

A number of factors, when combined, form a barrier to pedestrian traffic accessing or crossing this Highway 99W corridor:

- heavy highway traffic volume
- physical width of Adams and Baker Streets
- absence of pedestrian amenities, and
- presence of physical barriers to pedestrian travel.

There is a need to better link and weave the Highway 99W corridor into the multi-modal fabric of greater McMinnville, with stronger pedestrian connections to Downtown. There is also the need to improve the pedestrian environment along Adams and Baker Streets

Amend Chapter 6 of the TSP to add Buffered Bike Lanes and Neighborhood Greenways

Exhibit 6-1 illustrates the basic forms of bikeway facilities as defined by AASHTO.[1] Pavement markings and signing guidance is provided by the Manual of Uniform Traffic Control Devices (MUTCD)[2]. Consistent with the MUTCD, the City of McMinnville should adhere to the following definition of terms concerning bicycle facilities:

Bicycle Facilities

This is a general term denoting improvements and provisions that accommodate or encourage bicycling, including parking and storage facilities, and shared roadways not specifically designed exclusively for bicycle use.

Bikeway

Bikeway is a generic term for any road, street, or path that in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for exclusive bicycle use or are to be shared with other travel modes.

Bicycle Lane

A bicycle lane is a portion of a roadway that has been designated by signs and pavement markings for preferential or exclusive use by bicyclists. Bicycle lanes are facilities that are placed on both sides of a street, and they carry bicyclists in the same direction as adjacent vehicle traffic. ***Bicycle lanes can be buffered from adjacent traffic by vertical barriers or can be identified by lane striping and signage.***

Designated Bicycle Routes

Designated bicycle routes consist of a system of bikeways designated by the roadway's jurisdictional authority with appropriate directional and informational route signs, with or without specific bicycle route numbers. Bicycle routes, which might be a combination of various types of bikeways, should establish a continuous routing. Designated bicycle routes can be divided into ***shared roadway*** and ***shared-use path*** facilities.

Shared Roadway

On a shared roadway, bicyclists and motorists use the same travel lane. Shared roadway bicycle routes can be placed on streets with wide outside travel lanes, along streets with bicycle route signing, or along local streets where motorists have to weave into the lane in order to safely pass a bicyclist.

Shared-Use Path

A shared-use path is a bikeway physically separated from motorized vehicular traffic by an open space or barrier, and is either within the public right-of-way or within an independent alignment. Shared-use paths are also used by pedestrians (including skaters, users of manual and motorized wheelchairs, and joggers) and other authorized motorized and non-motorized users. Shared-use paths primarily attract recreational users, because they typically wind through and connect destinations; they also offer an opportunity to function as emergency motorized transportation routes. Shared-use paths may be the preferred facility for any cyclist uncomfortable with riding on public roadways alongside motor vehicles.

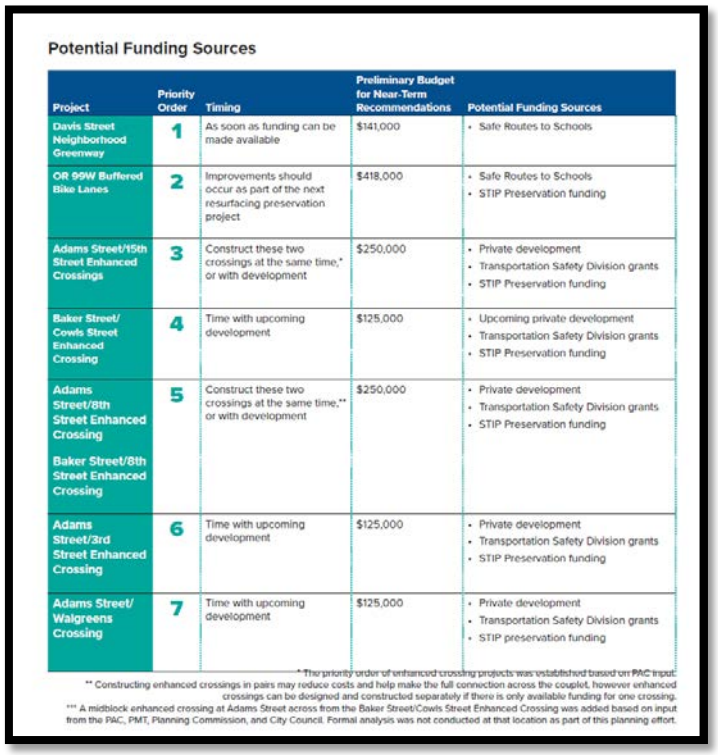
Neighborhood Greenways

Neighborhood Greenways are residential streets designed to prioritize bicycling and enhance conditions for walking. Vehicles should travel 20 mph or less. There should be a daily average of approximately 1,000 cars per day wiht the upper limit set at 2,000 cars. Neighborhood greenways typically include two shared travel lanes and two parking lanes. In order to keep people from jusing neighborhood greenways as automobile cut-through routes, speed bumps and traffic diverters are commonly installed on greenways.

Planning Commission, 10.21.21

City of McMinnville

Funding

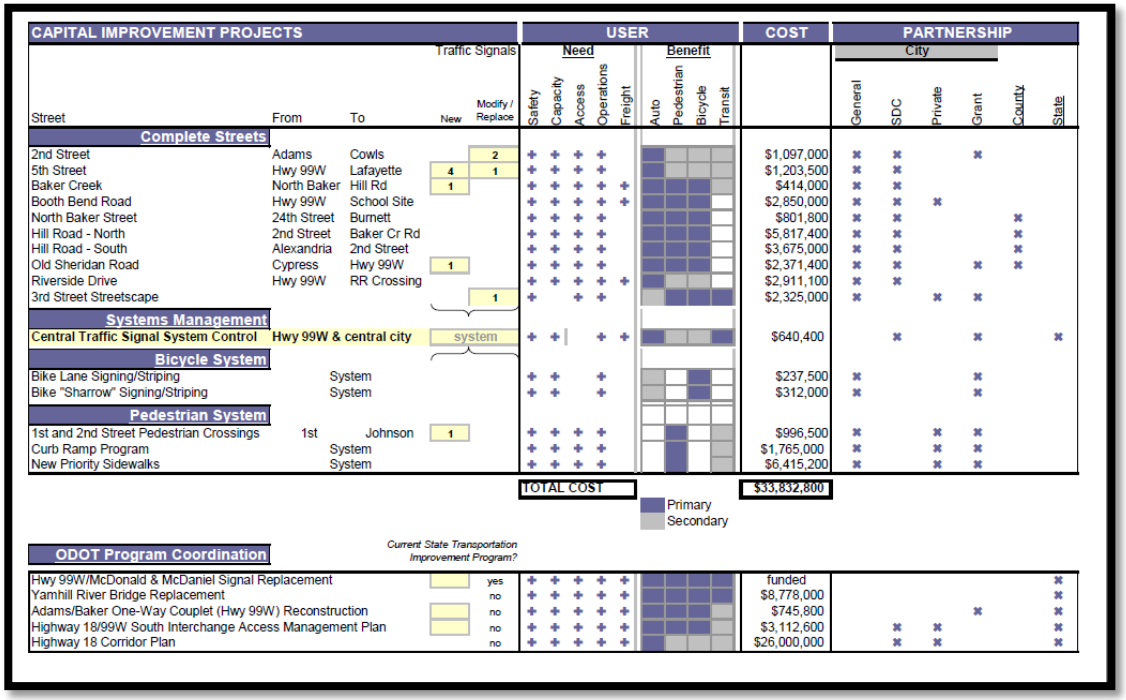


Potential Funding Sources

Project	Priority Order	Timing	Preliminary Budget for Near-Term Recommendations	Potential Funding Sources
Davis Street Neighborhood Greenway	1	As soon as funding can be made available	$141,000	• Safe Routes to Schools
OR 99W Buffered Bike Lanes	2	Improvements should occur as part of the next resurfacing preservation project	$418,000	• Safe Routes to Schools • STIP Preservation funding
Adams Street/15th Street Enhanced Crossings	3	Construct these two crossings at the same time,* or with development	$250,000	• Private development • Transportation Safety Division grants • STIP Preservation funding
Baker Street/ Cowls Street Enhanced Crossing	4	Time with upcoming development	$125,000	• Upcoming private development • Transportation Safety Division grants • STIP Preservation funding
Adams Street/8th Street Enhanced Crossing Baker Street/8th Street Enhanced Crossing	5	Construct these two crossings at the same time,** or with development	$250,000	• Private development • Transportation Safety Division grants • STIP Preservation funding
Adams Street/3rd Street Enhanced Crossing	6	Time with upcoming development	$125,000	• Private development • Transportation Safety Division grants • STIP Preservation funding
Adams Street/ Walgreens Crossing	7	Time with upcoming development	$125,000	• Private development • Transportation Safety Division grants • STIP preservation funding

* The priority order of enhanced crossing projects was established based on PAC input.
** Constructing enhanced crossings in pairs may reduce costs and help make the full connection across the couplet, however enhanced crossings can be designed and constructed separately if there is only available funding for one crossing.
*** A midblock enhanced crossing at Adams Street across from the Baker Street/Cowls Street Enhanced Crossing was added based on input from the PAC, PMT, Planning Commission, and City Council. Formal analysis was not conducted at that location as part of this planning effort.

Potential Funding, ATCP



CAPITAL IMPROVEMENT PROJECTS			Traffic Signals		USER: Need: Safety	Capacity	Access	Operations	Freight	USER: Benefit: Auto	Pedestrian	Bicycle	Transit	COST	PARTNERSHIP: City: General	SDC	Private	Grant	County	State
Street	From	To	New	Modify / Replace																
Complete Streets																				
2nd Street	Adams	Cowls		2	+	+	+	+						$1,097,000	✖	✖		✖		
5th Street	Hwy 99W	Lafayette	4	1	+	+	+	+						$1,203,500	✖	✖				
Baker Creek	North Baker	Hill Rd	1		+	+	+	+	+					$414,000	✖	✖				
Booth Bend Road	Hwy 99W	School Site			+	+	+	+	+					$2,850,000	✖	✖	✖			
North Baker Street	24th Street	Burnett			+	+	+	+						$801,800	✖	✖			✖	
Hill Road - North	2nd Street	Baker Cr Rd			+	+	+	+						$5,817,400	✖	✖			✖	
Hill Road - South	Alexandria	2nd Street			+	+	+	+						$3,675,000	✖	✖			✖	
Old Sheridan Road	Cypress	Hwy 99W	1		+	+	+	+						$2,371,400	✖	✖		✖	✖	
Riverside Drive	Hwy 99W	RR Crossing			+	+	+	+	+					$2,911,100	✖	✖				
3rd Street Streetscape				1	+		+	+						$2,325,000	✖		✖	✖		
Systems Management																				
Central Traffic Signal System Control	Hwy 99W & central city		system		+	+		+	+					$640,400		✖		✖		✖
Bicycle System																				
Bike Lane Signing/Striping		System			+	+		+						$237,500	✖			✖		
Bike "Sharrow" Signing/Striping		System			+	+		+						$312,000	✖			✖		
Pedestrian System																				
1st and 2nd Street Pedestrian Crossings	1st	Johnson	1		+	+	+	+						$996,500	✖		✖	✖		
Curb Ramp Program		System			+	+	+	+						$1,765,000	✖		✖	✖		
New Priority Sidewalks		System			+	+	+	+						$6,415,200	✖		✖	✖		
					TOTAL COST									$33,832,800						
										Primary										
										Secondary										
ODOT Program Coordination				*Current State Transportation Improvement Program?*																
Hwy 99W/McDonald & McDaniel Signal Replacement				yes	+	+	+	+	+					funded						✖
Yamhill River Bridge Replacement				no	+	+	+	+	+					$8,778,000						✖
Adams/Baker One-Way Couplet (Hwy 99W) Reconstruction				no	+	+	+	+	+					$745,800				✖		✖
Highway 18/99W South Interchange Access Management Plan				no	+	+	+	+	+					$3,112,600		✖	✖			✖
Highway 18 Corridor Plan				no	+	+	+	+	+					$26,000,000		✖	✖			✖

Capital Improvement Program, TSP

Planning Commission, 10.21.21

City of McMinnville

Funding

CAPITAL IMPROVEMENT PROJECTS			Traffic Signals		USER: Need					USER: Benefit				COST	PARTNERSHIP: City						
Street	From	To	New	Modify / Replace	Safety	Capacity	Access	Operations	Freight	Auto	Pedestrian	Bicycle	Transit		General	SDC	Private	Grant	County	State
Complete Streets																					
2nd Street	Adams	Cowls		2	+	+	+	+		■				$1,097,000	✖	✖		✖		
5th Street	Hwy 99W	Lafayette	4	1	+	+	+	+		■				$1,203,500	✖	✖				
Baker Creek	North Baker	Hill Rd	1		+	+	+	+	+	■	■	■		$414,000	✖	✖				
Booth Bend Road	Hwy 99W	School Site			+	+	+	+	+	■	■	■		$2,850,000	✖	✖	✖			
North Baker Street	24th Street	Burnett			+	+	+	+		■	■	■		$801,800	✖	✖			✖	
Hill Road - North	2nd Street	Baker Cr Rd			+	+	+	+		■	■	■		$5,817,400	✖	✖			✖	
Hill Road - South	Alexandria	2nd Street			+	+	+	+		■	■	■		$3,675,000	✖	✖			✖	
Old Sheridan Road	Cypress	Hwy 99W	1		+	+	+	+		■	■	■		$2,371,400	✖	✖		✖	✖	
Riverside Drive	Hwy 99W	RR Crossing			+	+	+	+	+	■				$2,911,100	✖	✖				
3rd Street Streetscape				1	+		+	+			■	■	■	$2,325,000	✖		✖	✖		
Systems Management																					
Central Traffic Signal System Control	**Hwy 99W & central city**		system		+	+		+	+	■				$640,400		✖		✖		✖
Bicycle System																					
Bike Lane Signing/Striping		System			+	+		+				■		$237,500	✖			✖		
Bike "Sharrow" Signing/Striping		System			+	+		+				■		$312,000	✖			✖		
Pedestrian System																					
1st and 2nd Street Pedestrian Crossings	1st	Johnson	1		+	+	+	+			■			$996,500	✖		✖	✖		
Curb Ramp Program		System			+	+	+	+			■			$1,765,000	✖		✖	✖		
New Priority Sidewalks		System			+	+	+	+			■			$6,415,200	✖		✖	✖		
					TOTAL COST									**$33,832,800**						
										■ Primary ■ Secondary										
ODOT Program Coordination			*Current State Transportation Improvement Program?*																		
Hwy 99W/McDonald & McDaniel Signal Replacement				yes	+	+	+	+	+	■	■	■	■	funded						✖
Yamhill River Bridge Replacement				no	+	+	+	+	+	■	■	■	■	$8,778,000						✖
Adams/Baker One-Way Couplet (Hwy 99W) Reconstruction				no	+	+	+	+	+	■	■	■		$745,800				✖		✖
Highway 18/99W South Interchange Access Management Plan				no	+	+	+	+	+	■	■	■		$3,112,600		✖	✖			✖
Highway 18 Corridor Plan				no	+	+	+	+	+	■				$26,000,000		✖	✖			✖

Funding: ODOT

CAPITAL IMPROVEMENT PROJECTS			Traffic Signals		USER: Need					USER: Benefit				COST	PARTNERSHIP: City						
Street	From	To	New	Modify / Replace	Safety	Capacity	Access	Operations	Freight	Auto	Pedestrian	Bicycle	Transit		General	SDC	Private	Grant	County	State
Complete Streets																					
2nd Street	Adams	Cowls		2	+	+	+	+						$1,097,000	x	x		x		
5th Street	Hwy 99W	Lafayette	4	1	+	+	+	+						$1,203,500	x	x				
Baker Creek	North Baker	Hill Rd	1		+	+	+	+	+					$414,000	x	x				
Booth Bend Road	Hwy 99W	School Site			+	+	+	+	+					$2,850,000	x	x	x			
North Baker Street	24th Street	Burnett			+	+	+	+						$801,800	x	x			x	
Hill Road - North	2nd Street	Baker Cr Rd			+	+	+	+						$5,817,400	x	x			x	
Hill Road - South	Alexandria	2nd Street			+	+	+	+						$3,675,000	x	x			x	
Old Sheridan Road	Cypress	Hwy 99W	1		+	+	+	+						$2,371,400	x	x		x	x	
Riverside Drive	Hwy 99W	RR Crossing			+	+	+	+	+					$2,911,100	x	x				
3rd Street Streetscape				1	+		+	+						$2,325,000	x		x	x		
Systems Management																					
Central Traffic Signal System Control	**Hwy 99W & central city**		system		+	+		+	+					$640,400		x		x		x
Bicycle System																					
Bike Lane Signing/Striping		System			+	+		+						$237,500	x			x		
Bike "Sharrow" Signing/Striping		System			+	+		+						$312,000	x			x		
Pedestrian System																					
1st and 2nd Street Pedestrian Crossings	1st	Johnson	1		+	+	+	+						$996,500	x		x	x		
Curb Ramp Program		System			+	+	+	+						$1,765,000	x		x	x		
New Priority Sidewalks		System			+	+	+	+						$6,415,200	x		x	x		
					TOTAL COST									**$33,832,800**						

Primary
Secondary

ODOT Program Coordination	*Current State Transportation Improvement Program?*																			
Hwy 99W/McDonald & McDaniel Signal Replacement		yes	+	+	+	+	+						funded							x
Yamhill River Bridge Replacement		no	+	+	+	+	+						$8,778,000							x
Adams/Baker One-Way Couplet (Hwy 99W) Reconstruction		no	+	+	+	+	+						$745,800					x		x
Highway 18/99W South Interchange Access Management Plan		no	+	+	+	+	+						$3,112,600		x	x				x
Highway 18 Corridor Plan		no	+	+	+	+	+						$26,000,000		x	x				x

City of McMinnville

Funding: Local Improvement

CAPITAL IMPROVEMENT PROJECTS			Traffic Signals		USER									COST	PARTNERSHIP						
					Need					Benefit					City						
Street	From	To	New	Modify / Replace	Safety	Capacity	Access	Operations	Freight	Auto	Pedestrian	Bicycle	Transit		General	SDC	Private	Grant	County	State
Bicycle System																					
Bike Lane Signing/Striping		System			+	+		+				■		$237,500	✖			✖		
Bike "Sharrow" Signing/Striping		System			+	+		+				■		$312,000	✖			✖		
Pedestrian System																					
1st and 2nd Street Pedestrian Crossings	1st	Johnson	1		+	+	+	+			■			$996,500	✖		✖	✖		
Curb Ramp Program		System			+	+	+	+			■			$1,765,000	✖		✖	✖		
New Priority Sidewalks		System			+	+	+	+			■			$6,415,000	✖		✖	✖		

City of McMinnville

Testimony and Notices

Notices:

- DLCD
- News Register

Testimony:

Tara Rich
Lisa Macy-Baker
Jeff Burgess
Katie Baker
Shannon Dunn
Sinell Harney
Kitri McGuire
Amy and Jason Bizon
Matthew Roth

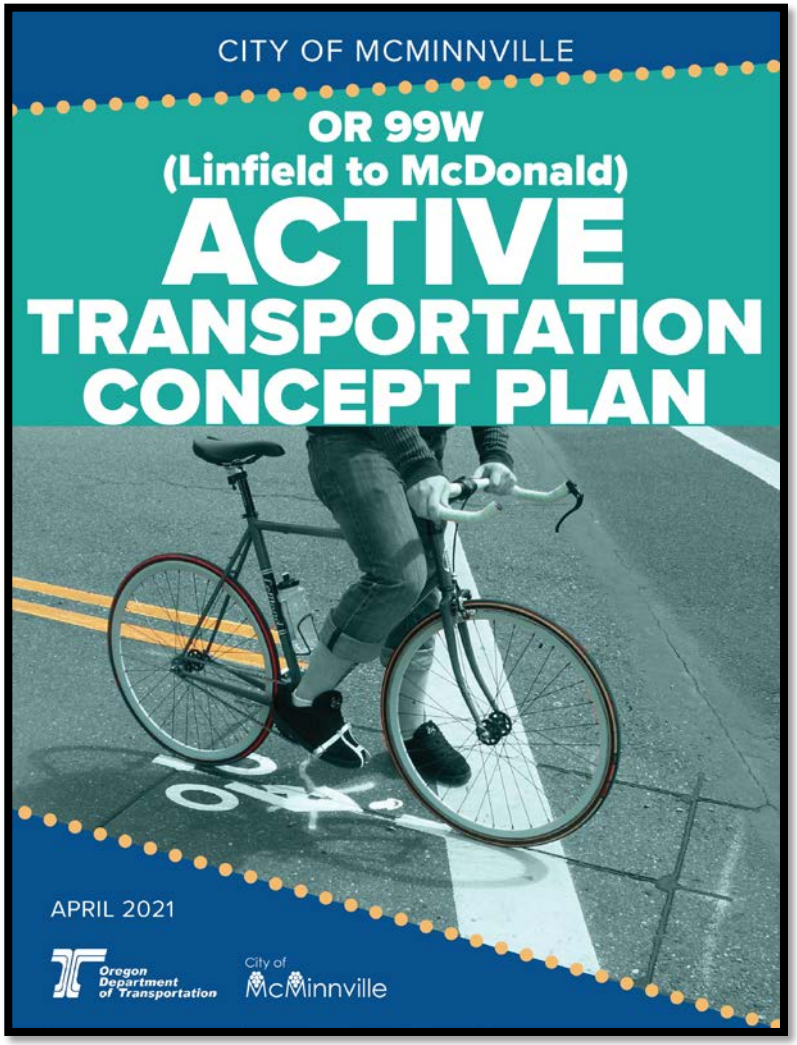
Jill Mann
Ron Baker
Jill Gross
Cole Gross
Ron Baker
Hallie Carpenter
Jas Carpenter
Corey Rich
Lysha Wasser

Travis McGuire
Philip Higgins
Dave Barsotti
Jeff McNamee
Abigail Quist
Kourtney Wessels
Casey Rich
Mary Sue Macy

Commissioner Comments:

- Underground Utilities
- Safety Measures for Scooters

City of McMinnville



City of McMinnville

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

Planning Commission
Public Hearing
(Docket G 4-21)

October 21, 2021