

EST.  1856

# City of McMinnville Oregon

231 NE Fifth Street, McMinnville, Oregon 97128

[www.mcminnvilleoregon.gov](http://www.mcminnvilleoregon.gov)

503-434-7311

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## THIRD STREET IMPROVEMENT PROJECT

Project Advisory Committee Meeting

Monday, December 13, 10:00 AM – 12:00 PM

### AGENDA

- I. Introductions (10 Minutes)
- II. A Reminder of What You Accomplished in Phase A (10 Minutes)
- III. Phase B and C Project Process and PAC Role (5 Minutes)
- IV. Review of Functional Alternatives
  - a. Seek to narrow to a short-list (no more than 3 options) by the end of December PAC
  - b. Discuss relevant evaluation criteria for PAC consideration
  - c. Confirm any next steps and updates for January PAC

**Zoom Meeting Link:**

<https://mcminnvilleoregon.zoom.us/j/87374664402?pwd=cS9lSmhZMHdMNWFTNy9HVHN3WFc2QT09>

Meeting ID: 873 7466 4402

Passcode: 725900

By Phone: 253 215 8782

# **McMinnville 3rd Street Streetscape**

## Functional Alternatives

Project Advisory Committee Review  
12/13/2021

# A Vision for Third Street (from Phase A, 2019)

Third Street is McMinnville's signature People Place and year-round "living room" - a comfortable space for daily living and social cohesion - as well as its "central stage" for extraordinary events that bring everyone together. It is the welcoming feature and "heartbeat" of the community - the place where locals mingle with visitors to enjoy the authentic ambiance and lively atmosphere of this rural Downtown. Leafy green and shaded in summer, magically illuminated in the evenings and during the winter, Third Street is intimate, artistically creative, and beautifully enchanting.

Third Street is both quirky and classy, proudly reflecting the cultural richness of the city and the surrounding region while forging an identity all its own. Featuring historic architectural gems, curated art and furnishings, and adaptive infrastructure, Third Street's organic flexibility makes it both timeless and future-proof. It maintains a diverse, thriving, and independent business community. Local ownership and an overarching commitment to authenticity ensure an interesting and rewarding experience unique to McMinnville.

# Project Goals and Objectives (from Phase A, 2019)

## **reinforce and celebrate McMinnville's UNIQUE and WELCOMING IDENTITY**

- Honor Downtown's heritage and include the contributions of previous generations
- Perpetuate Downtown's quirky character (and leave room for individual expression)
- Define cohesive furnishing, material, and color palettes
- Integrate public art into the streetscape and create opportunities for temporary art installations
- Create a comprehensive lighting program that includes building illumination
- Strategically revitalize Third Street's iconic canopy of street trees
- Create more gathering spaces and provide more seating

## **strengthen the PROSPERITY of LOCAL BUSINESSES**

- Partner with property owners, local businesses, and the Downtown Association to foster and develop a sense of shared pride and ownership of the street
- Design sidewalk areas, seating, lighting, and access to support business function
- Ensure that special events are programmed and facilitated in ways that complement and bolster commercial businesses

## **ensure SAFETY for all users and CONNECTIVITY throughout Downtown**

- Manage the needs of all modes of transportation while prioritizing pedestrians
- Provide universal access
- Improve wayfinding and signage
- Maintain mid-block crossings
- Improve connections between Third Street and key destinations (e.g., City Park, Library, East End, Granary District, surrounding neighborhoods, etc.)
- Manage downtown parking holistically

## **foster a range of EVENTS for citizens and visitors alike**

- Integrate features into the streetscape to facilitate special events and improve safety and security for pedestrian crowds
- Provide facilities and amenities that support events and benefit local businesses
- Program events that generally cater to a mix of local residents and visitors

## **choose DURABLE, LONG-LASTING solutions that allow for EFFICIENT CONSTRUCTION and EFFECTIVE MAINTENANCE**

- Develop a comprehensive phasing strategy with business owners and contractors to minimize construction impacts on businesses
- Improve and/or expand existing infrastructure (e.g., power, water, sewer, stormwater drainage, communication) to meet current and future needs
- Future-proof utility investments

## **facilitate a robust PUBLIC ENGAGEMENT process that engages the entire community**

- Manage a transparent design and decision-making process
- Engage a complete cross-section of stakeholders (e.g., businesses, property owners, utility providers, City / agency staff, event organizers, and the general public)
- Provide a mix of engagement activities (e.g., meetings, open houses, workshops, website, social media)



# Project Design Principles (from Phase A, 2019)



- Third Street is of the **people**, for the people, and created by the people
- Third Street is **safe, inclusive, and accessible to all**
- Third Street is Downtown's premier **public space**
- Third Street is an **integral part of Downtown**
- Third Street is the **vibrant commercial heart** of Downtown McMinnville
- Third Street's success relies on **public-private partnerships**
- Third Street is an **ever-evolving** street that **embraces change**
- Third Street is actively geared towards **early implementation-oriented improvements**
- Third Street contributes to a more **sustainable** environment
- Thirds Street is **quirky** and **unique**

# Agenda - 12/13/2021 - PAC Meeting

1. Introductions (10 minutes)
2. A Reminder of What You Accomplished in Phase A (10 minutes)
3. Phase B and C Project Process and PAC Role (5 minutes)
4. Review of Functional Alternatives:
  - a. Seek to narrow to a short-list (no more than 3 options) by the end of December PAC
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# Permanent v. Flexible

Surface materials  
Long-term tree planting  
Curbs/dimensions

Street seats  
Dine out  
Temporary closures



# This Project Starts Beneath the Surface

Phase A Information  
from 2019





# PAC and Community Engagement in the Project

Dec 2021	Jan 2022	Feb 2022	Mar 2022	Apr 2022	May 2022	Jun 2022	Jul 2022
<b>B1. Functional Alternatives</b>	————●						
	<b>B2. Tree Alternatives</b>	————●					
		<b>B3. Design Theme Alternatives</b>	————●				
			<b>B4. Initial Design Review</b>				
				<b>C1. Preferred Design Alternative</b>	————●		
					<b>C2. Conceptual Cost Forecast</b>	————●	
						<b>C3. Review of Preferred Design</b>	————●
TAC (B1)	TAC (B1 and B2)	TAC (B2 and B3)	TAC (B3)	TAC (C1)	TAC (C1, C2)		TAC (C3)
<b>PAC (B1)</b>	<b>PAC (B1 and B2)</b>	<b>PAC (B2 and B3)</b>	<b>PAC (B3)</b>	<b>PAC (C1)</b>	<b>PAC (C1)</b>		<b>PAC (C3)</b>
			Community Forum (B4)			Community Forum (C3)	
			MURAC/PC/CC (B4)			MURAC/PC/CC (C3)	

# Three Design Phases

## TODAY'S TOPIC

Reduce to:

- 2-3 options in December
- 1 option in January

JANUARY - FEBRUARY  
2022

FEBRUARY - APRIL 2022



## FUNCTIONAL ALTERNATIVES

- What mobility space do you prefer?
- How is the 60ft width divided up?

## STREET TREE ALTERNATIVES

- Preserve, replace, or relocate trees?
- What species and planting principles?

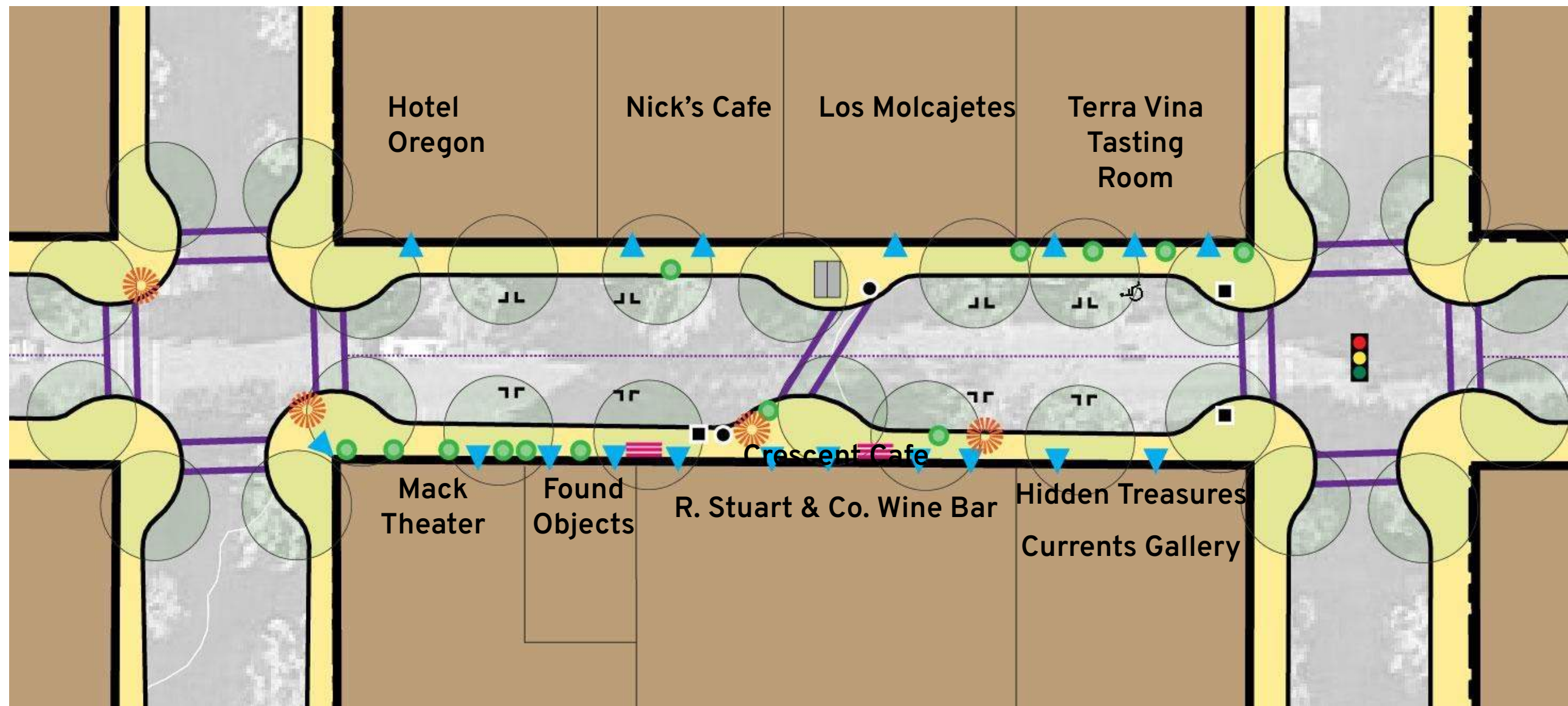
## DESIGN THEME ALTERNATIVES

- What materials and furnishings?
- How unified versus quirky?



# Existing Conditions :: Study Area

Phase A Information  
from 2019



- ### LEGEND
- Traffic Signal
  - Street Light
  - Planter
  - Trash Can
  - Bicycle Rack
  - Building Entry
  - Bench
  - Street Centerline
  - Crosswalk
  - Railroad
  - Public Parking
  - Kiosk
  - Tree



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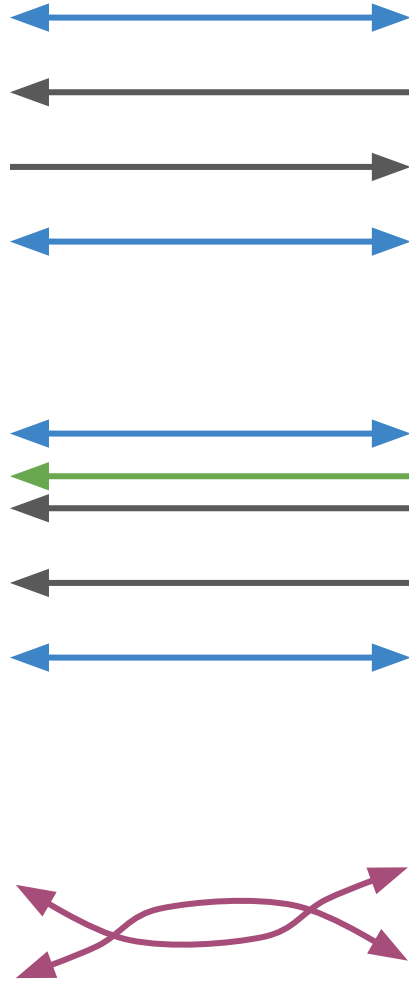
# Today's Meeting Process

1. Presentation of Initial Alternatives
2. Vote - rank 1, 2, 3
3. Discuss and Fill in Evaluation Criteria
4. Refine the List: Keep some, eliminate some, create new
5. Vote - rank 1, 2, 3
6. Discuss and evaluate
7. Repeat as needed to reach a maximum of 3 in your short-list

# Reaching a Decision



**ALLOCATING SPACE IN 60 FEET**



**TRAFFIC AND MOBILITY**



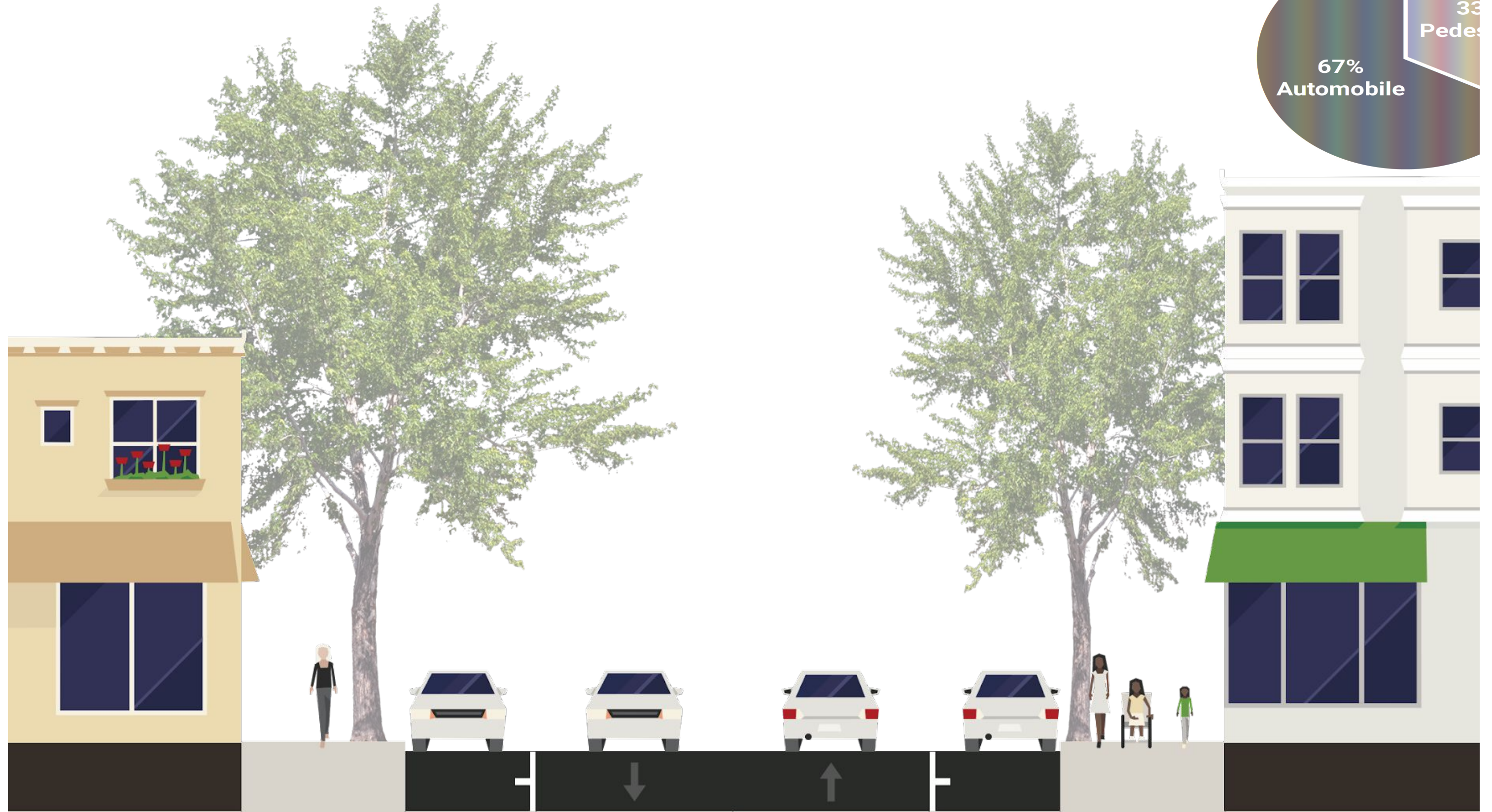
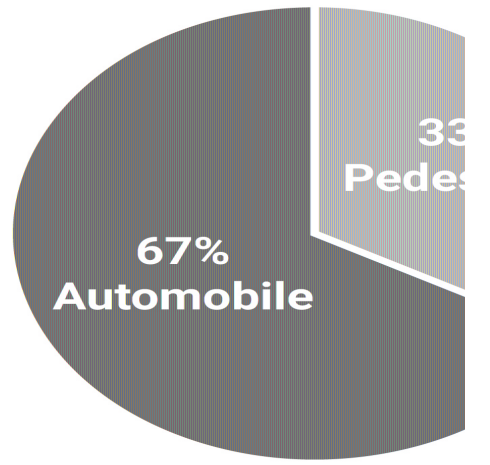
**SUPPORT FOR PLACEMAKING:  
TREES, FURNISHING, SEATING, MATERIALS**

**AND: WHAT FURTHER INFORMATION DOES THE PAC WANT TO CONSIDER BEFORE AND DURING THE JANUARY 2022 MEETING?**



# Existing Conditions :: Current X-Section

Phase A Information  
from 2019



10'  
Sidewalk

8'  
Parking lane

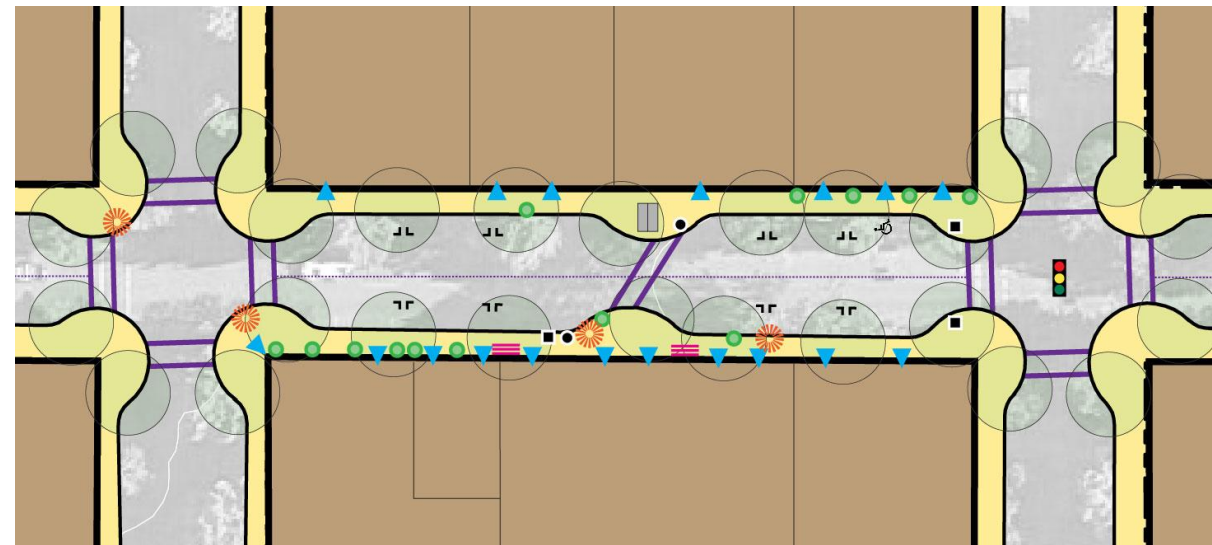
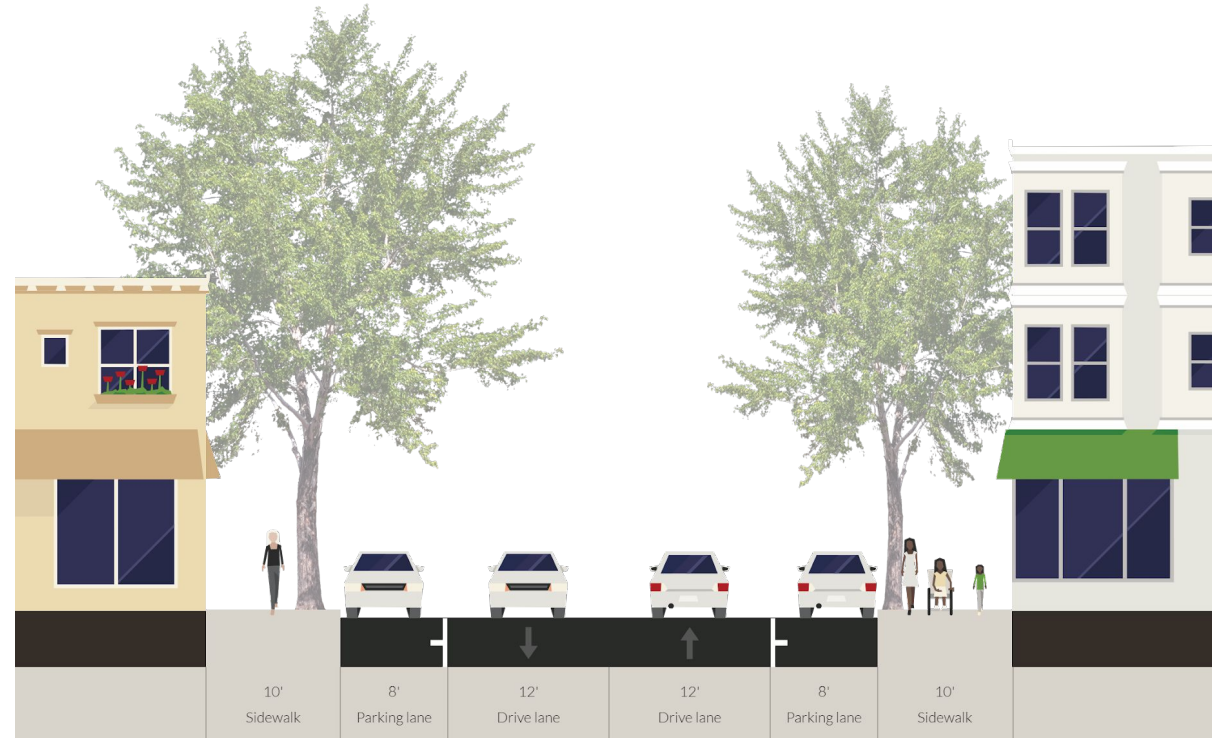
12'  
Drive lane

12'  
Drive lane

8'  
Parking lane

10'  
Sidewalk

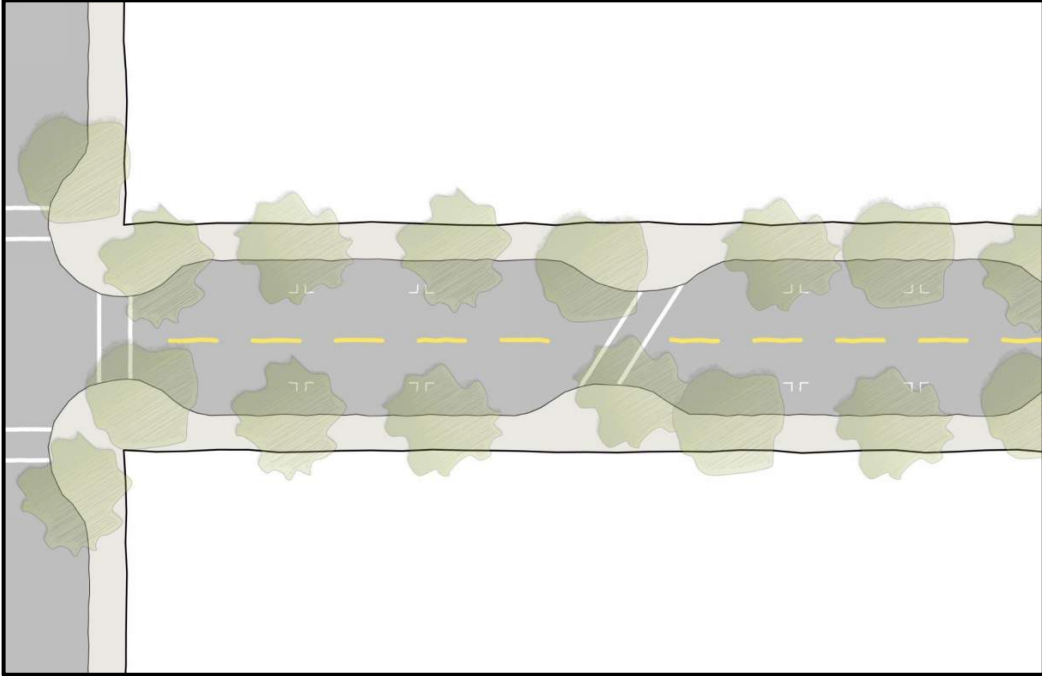
# Variables for Consideration



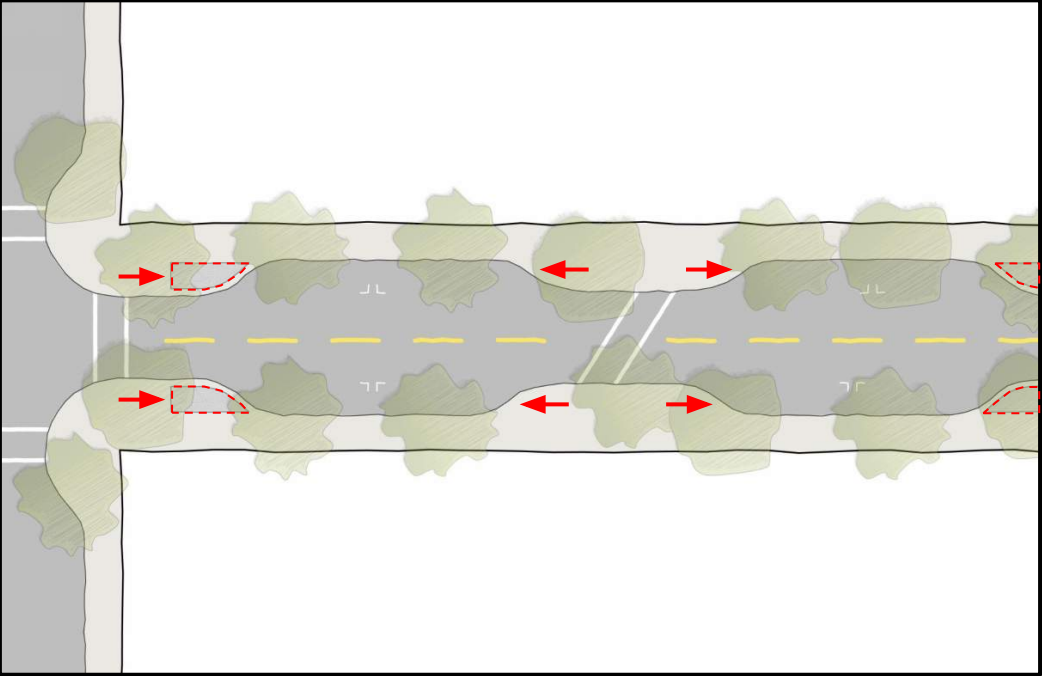
- **Sidewalk Width**
- **Travel Lanes (number and width)**
- **Two-Way vs. One-Way**
- **Vehicular Traffic**
- **Traffic-Calming Measures**
- **Bicycle Facilities**
- **Curb Extensions (length, mid-block)**
- **Planting Areas**



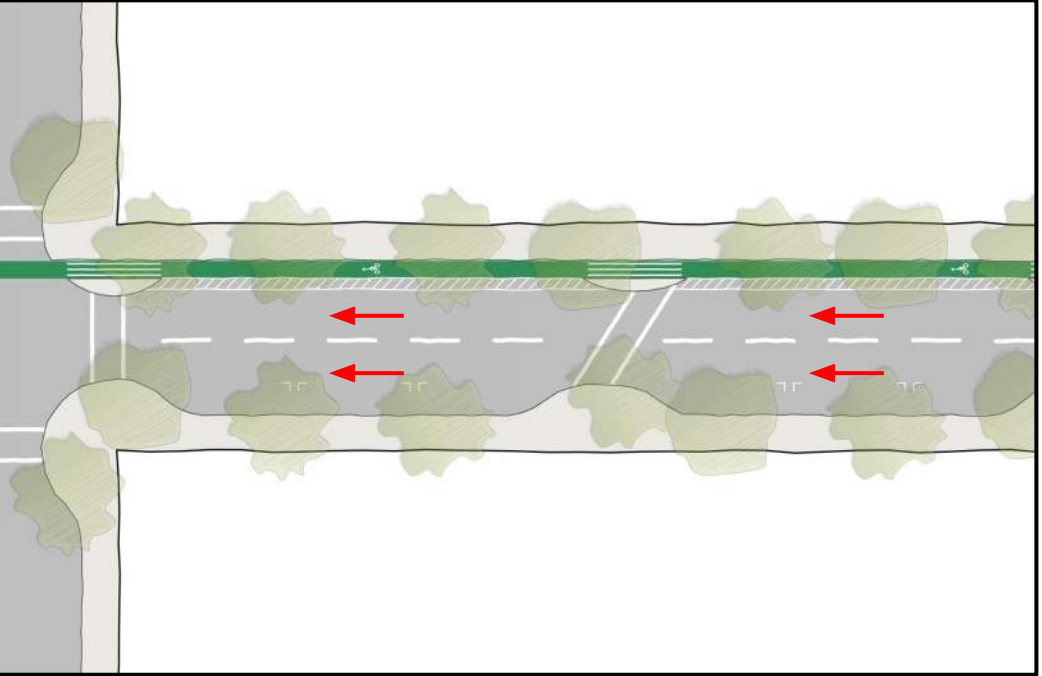
# Alternatives Summary - Plan View



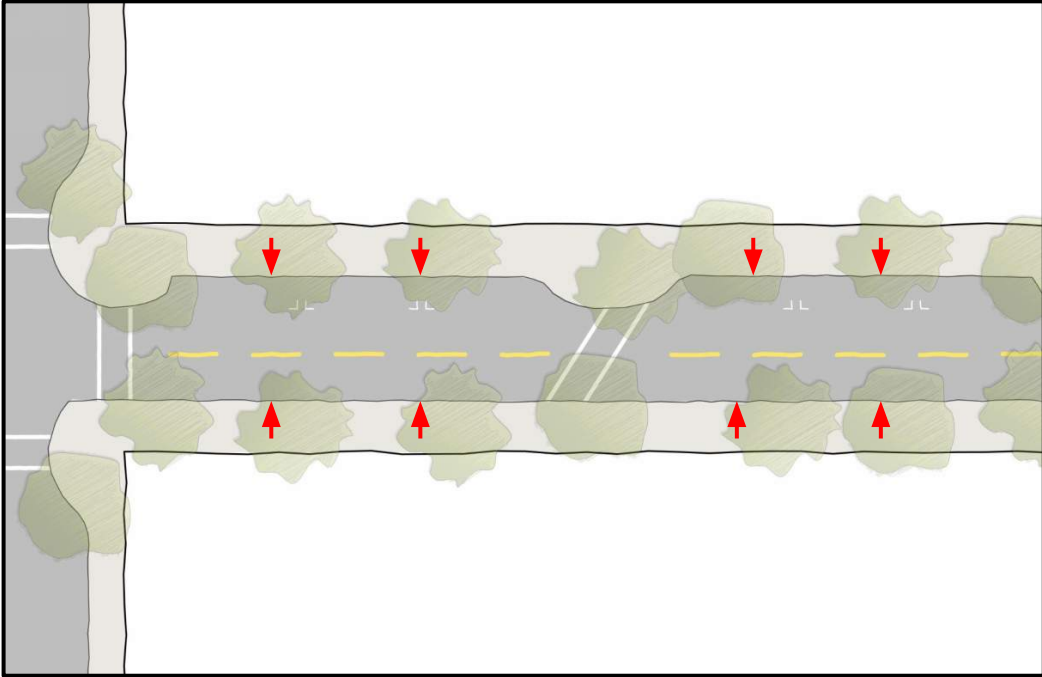
1: Rebuild to Existing Cross-Section



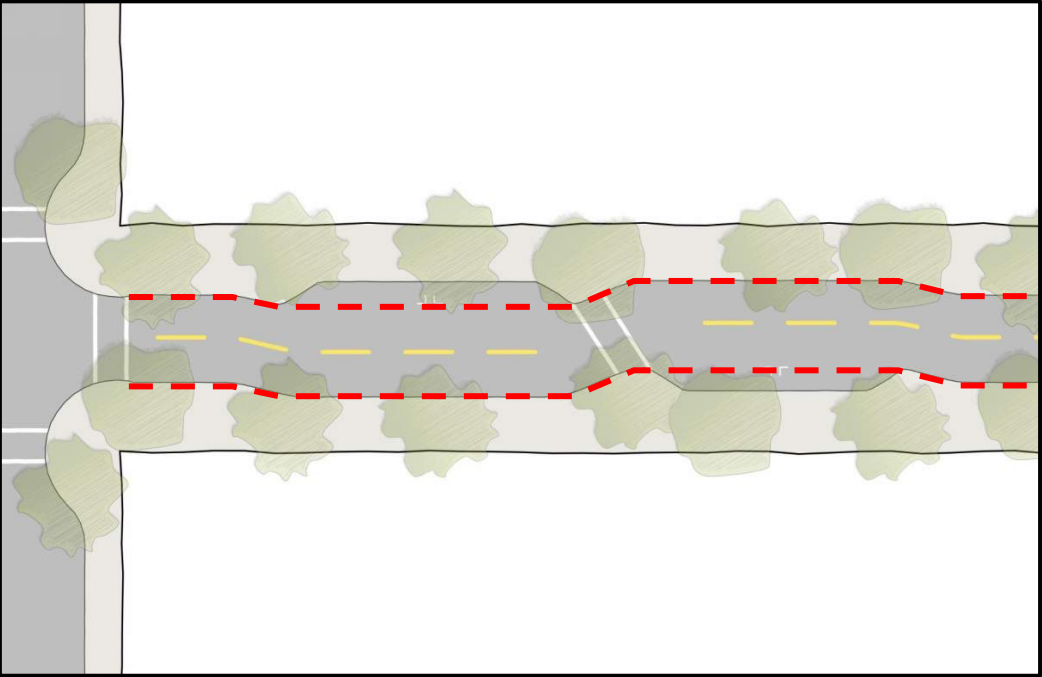
2: Expanded Curb Extensions



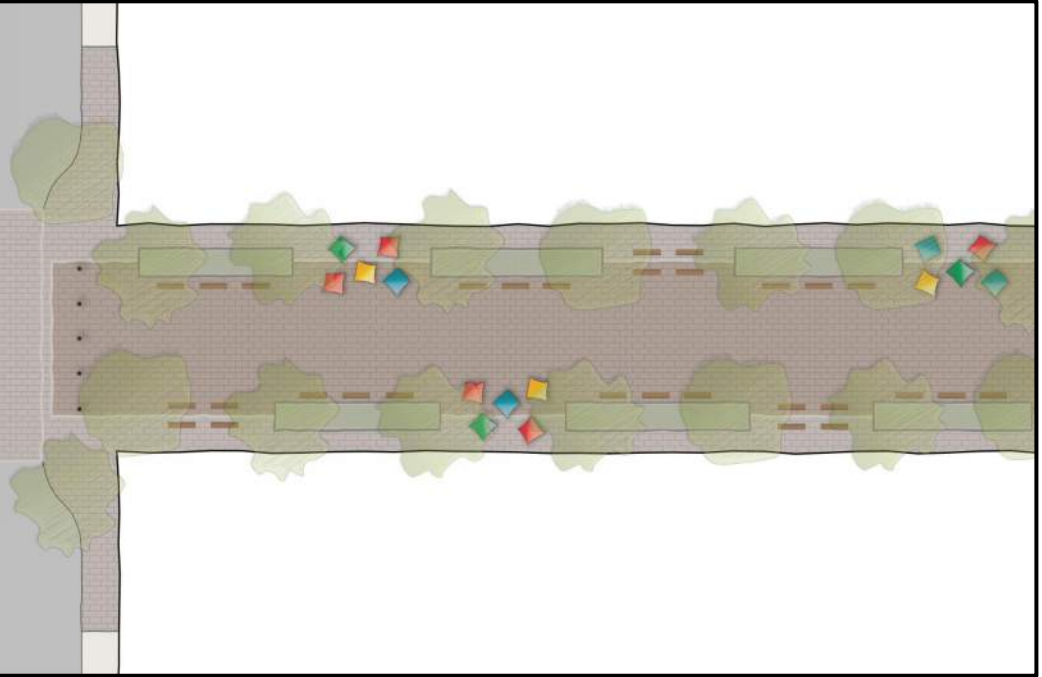
3: One-Way w/ Bike Lane



4: Wider Sidewalks / One-Sided Parking

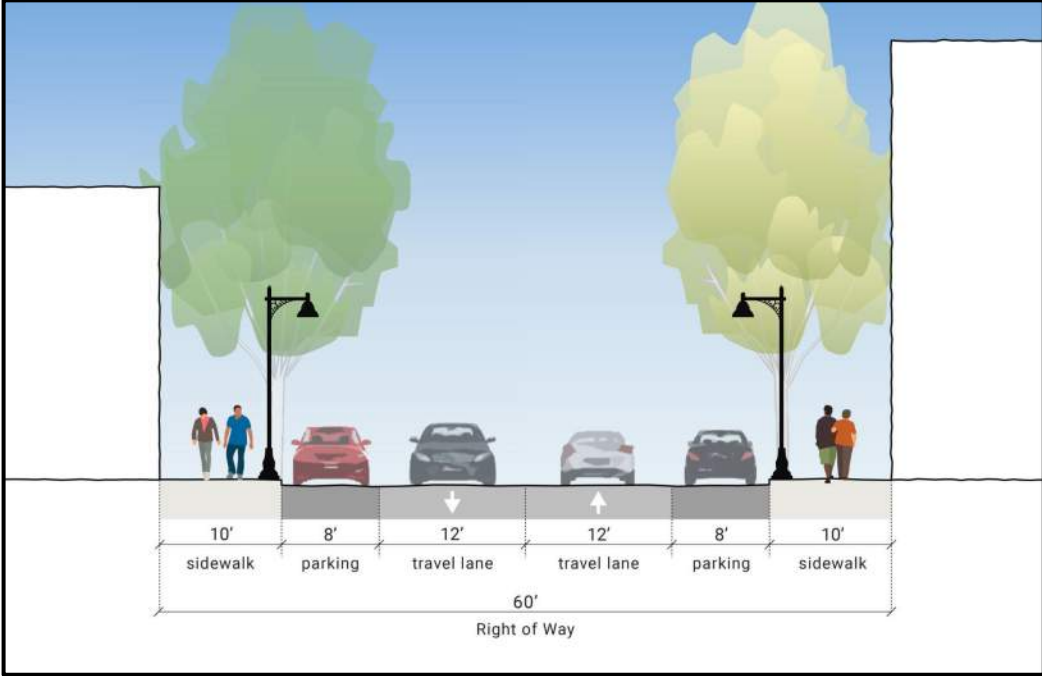


5: Chicane

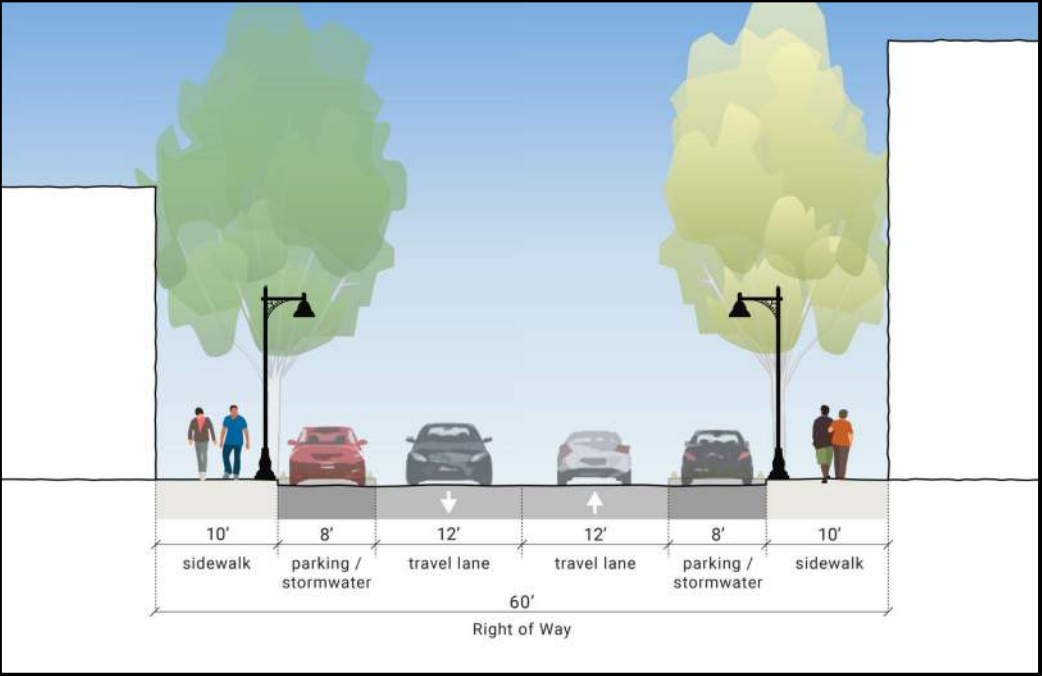


6: Full Pedestrian Mall

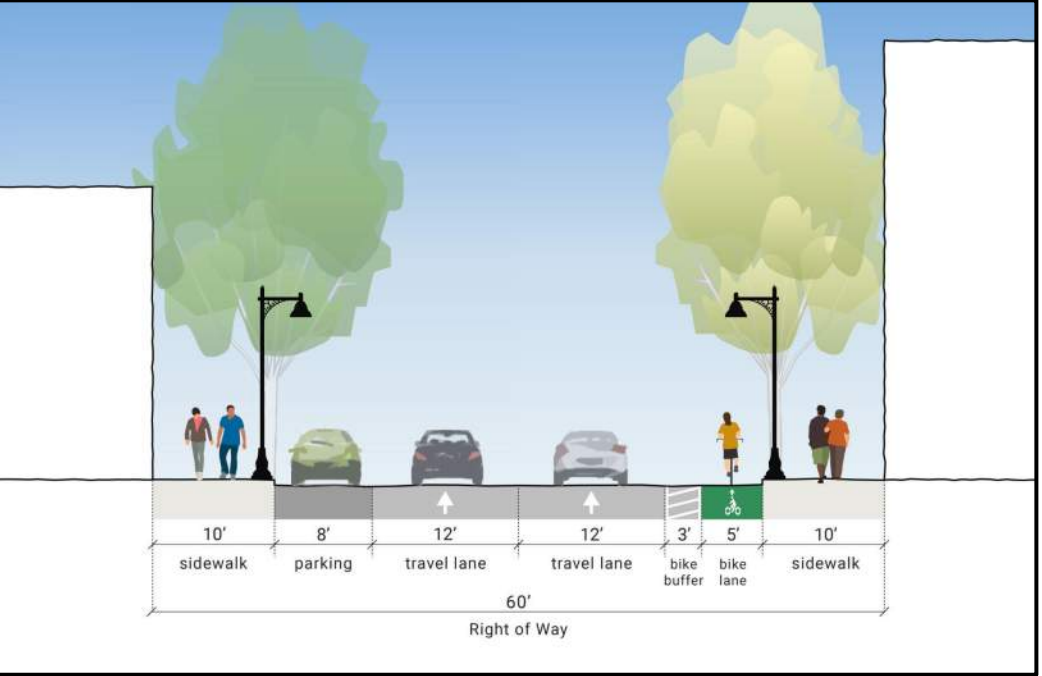
# Alternatives Summary - Cross-sections



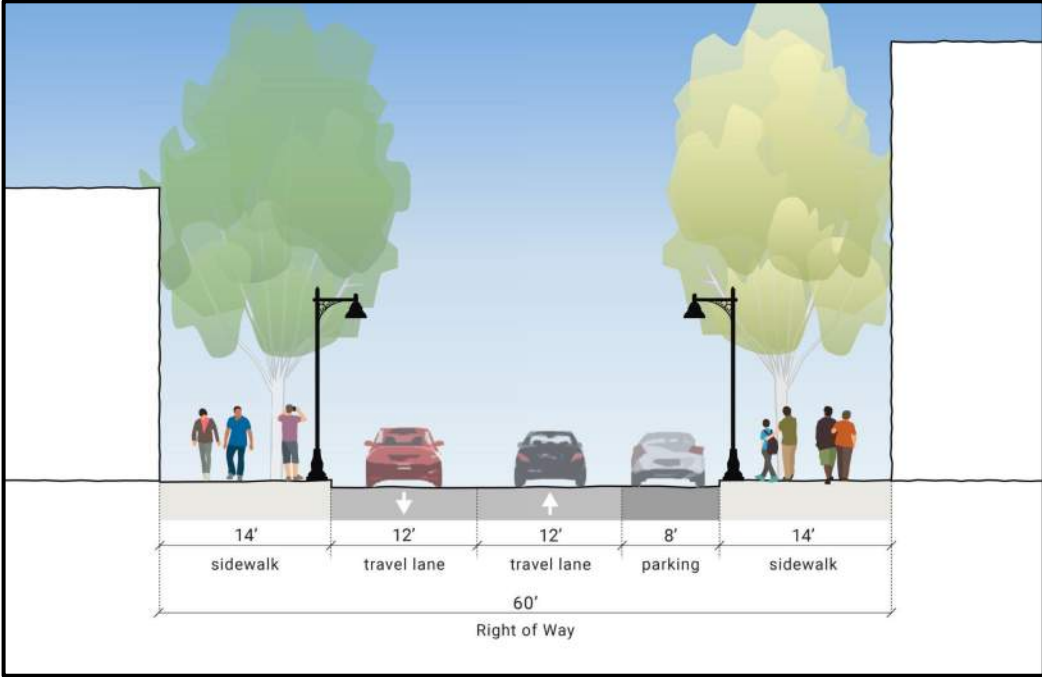
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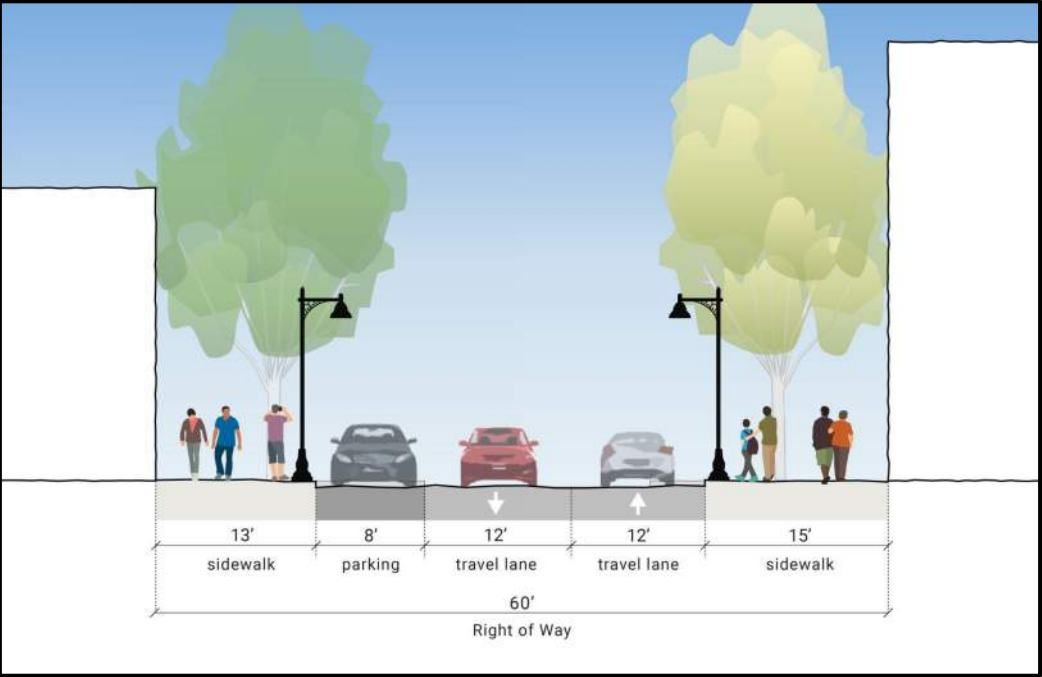
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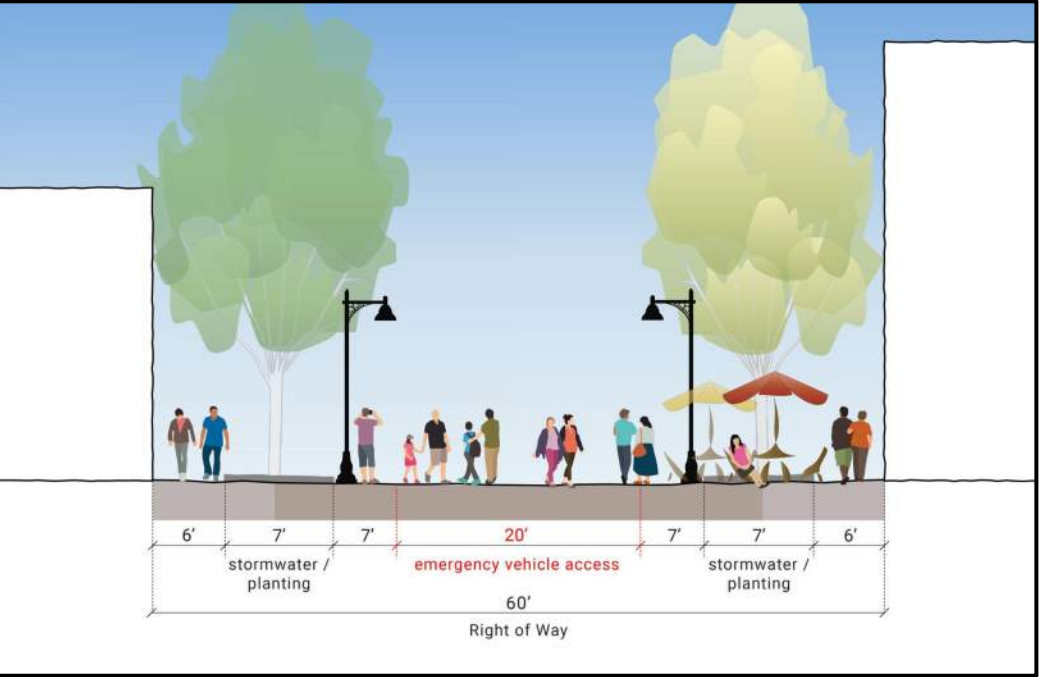
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4: Wider Sidewalks / One-Sided Parking



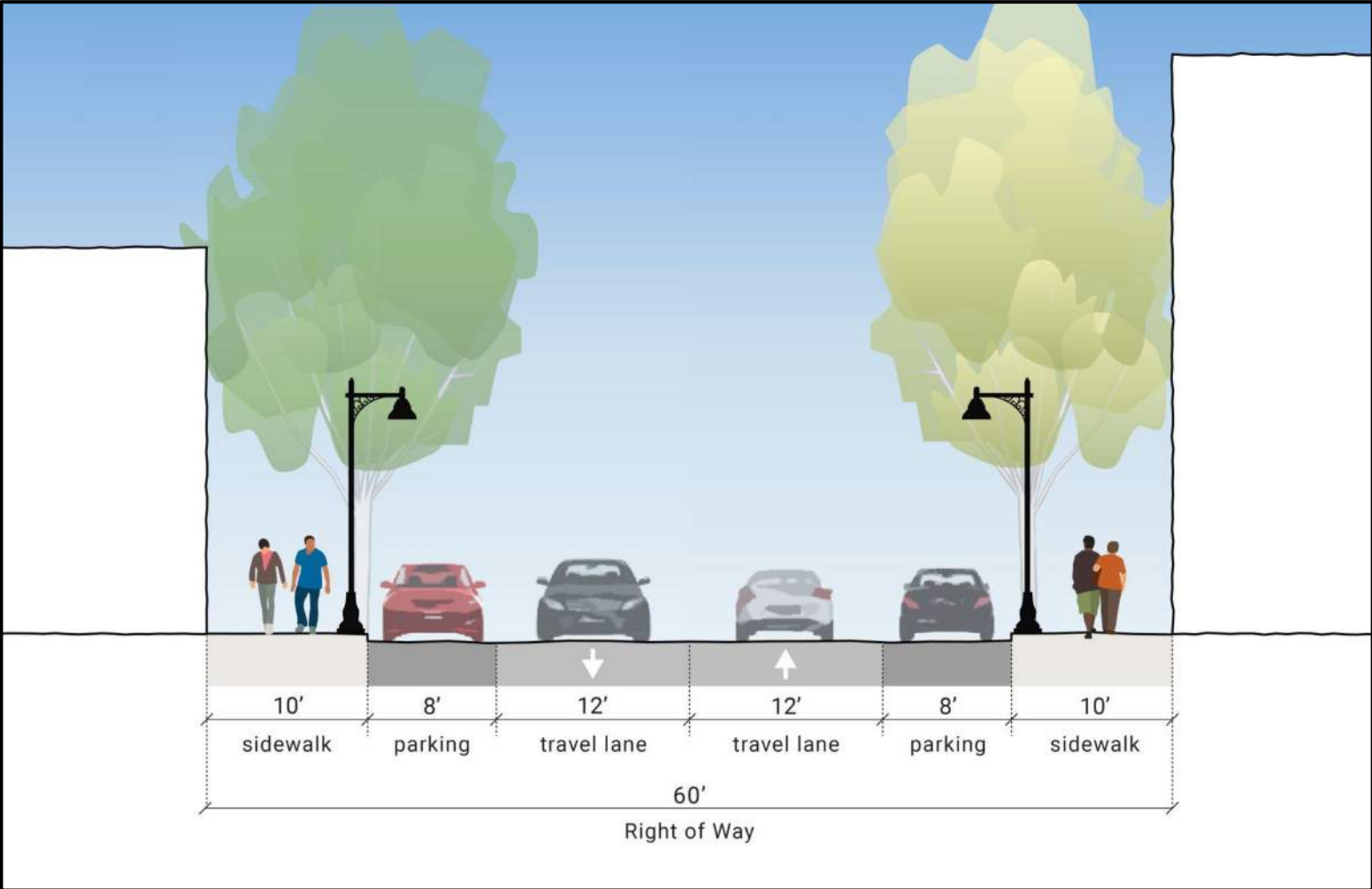
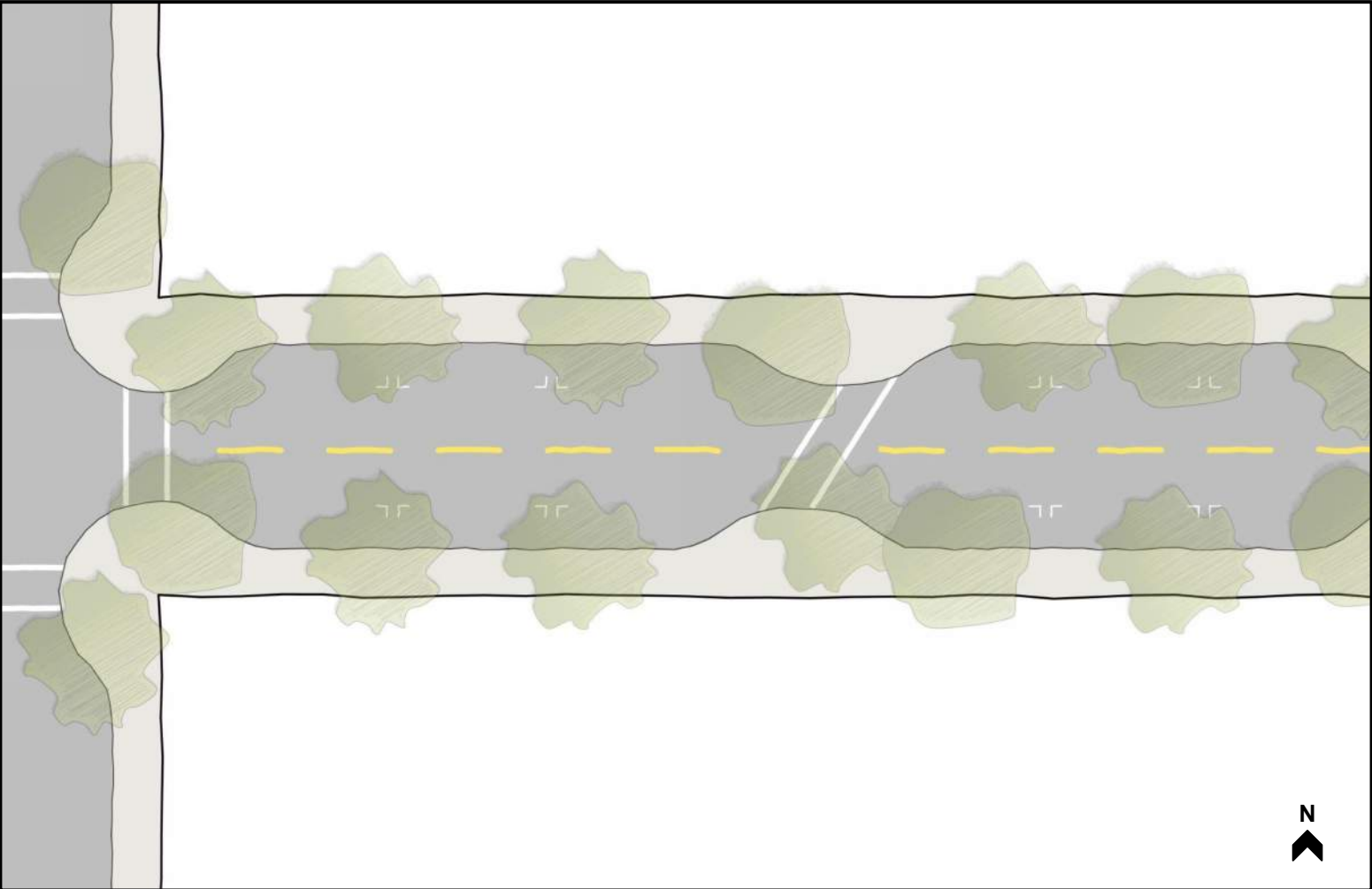
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6: Full Pedestrian Mall



# Concept 1: Rebuild to Existing Cross-Section



New curb ramps (Historic Columbia River Hwy - Troutdale, OR)

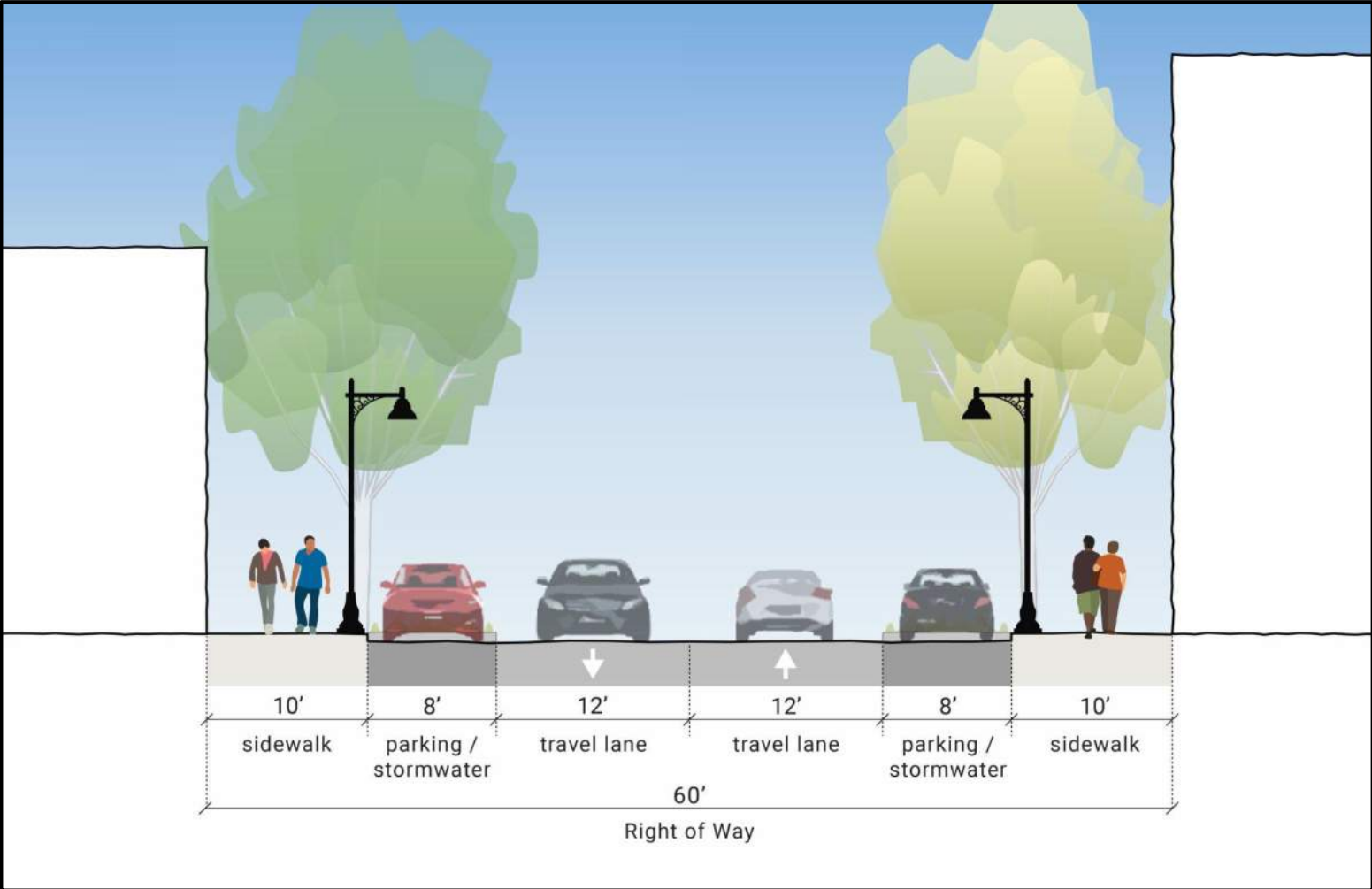
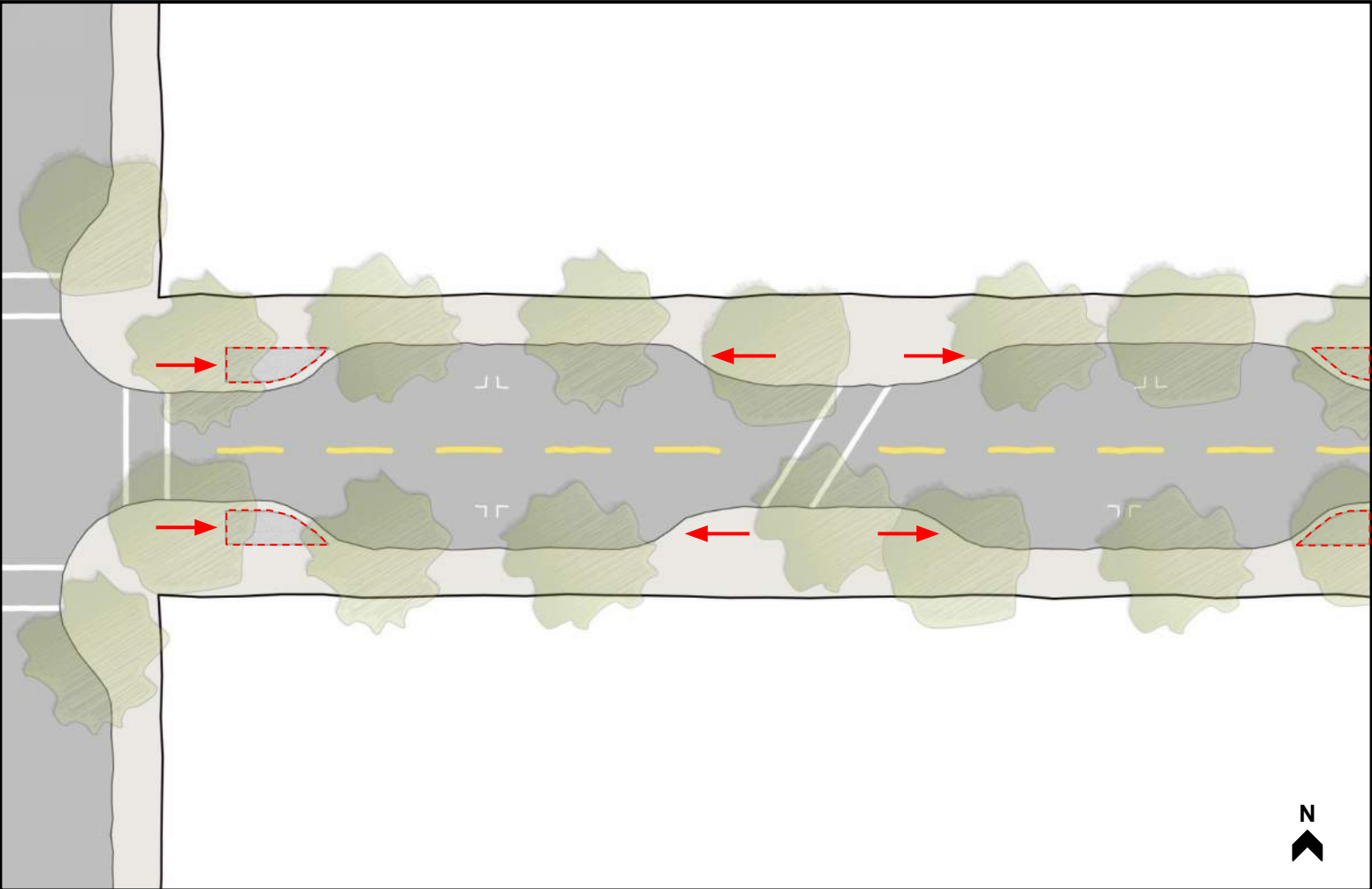


New sidewalks and planter wells (Downtown Walla Walla, WA)

- Existing approach; a familiar 3rd Street
- Rebuild with existing dimensions, traffic flow, parking
- Update features to meet modern standards and ADA
- Update amenities to enhance design aesthetic
- Improve stormwater function
- Improve tree planting conditions and replace as needed



# Concept 2: Expanded Curb Extensions



Seating and planting (Winslow Way - Bainbridge Island, WA)

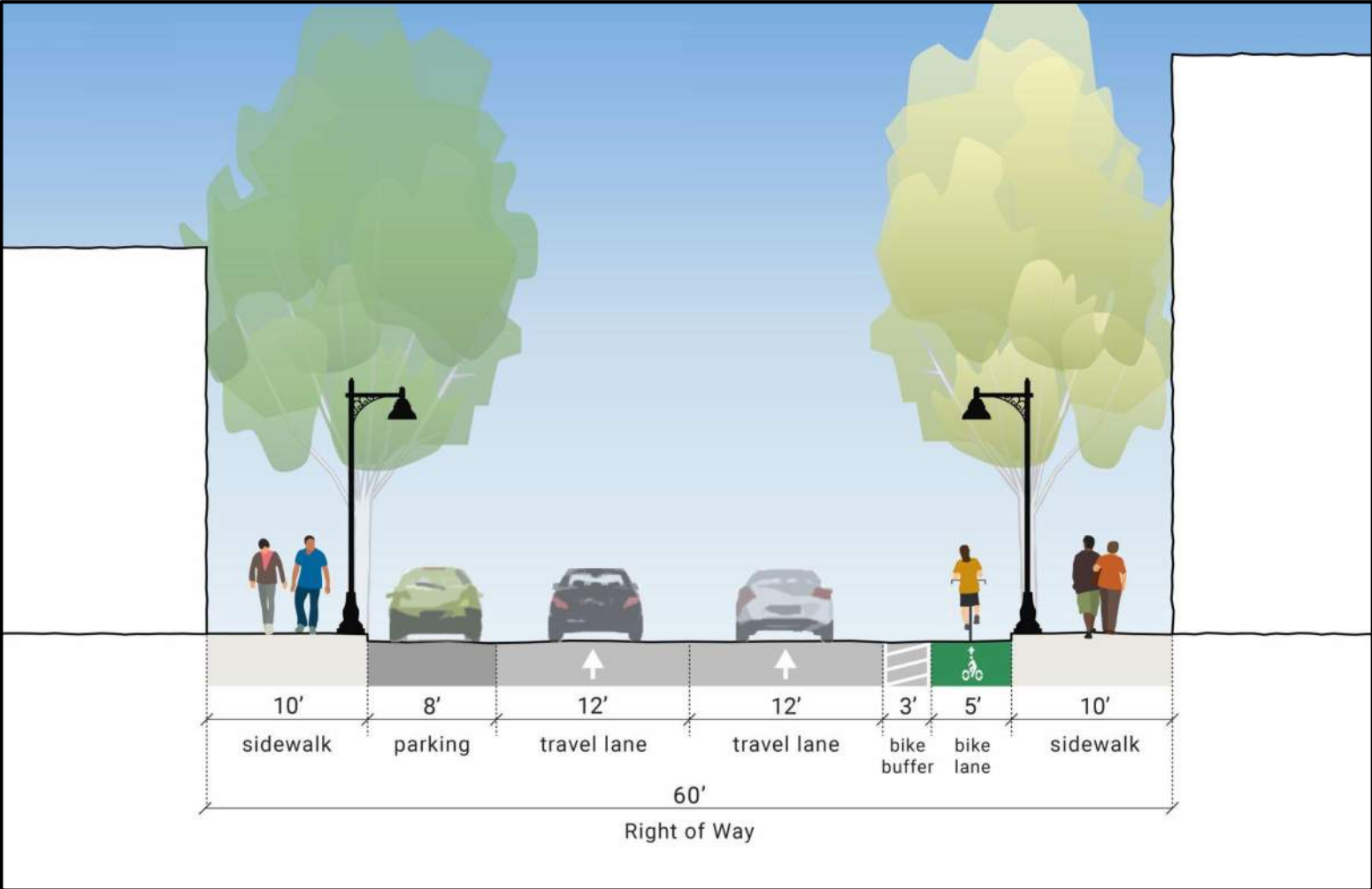
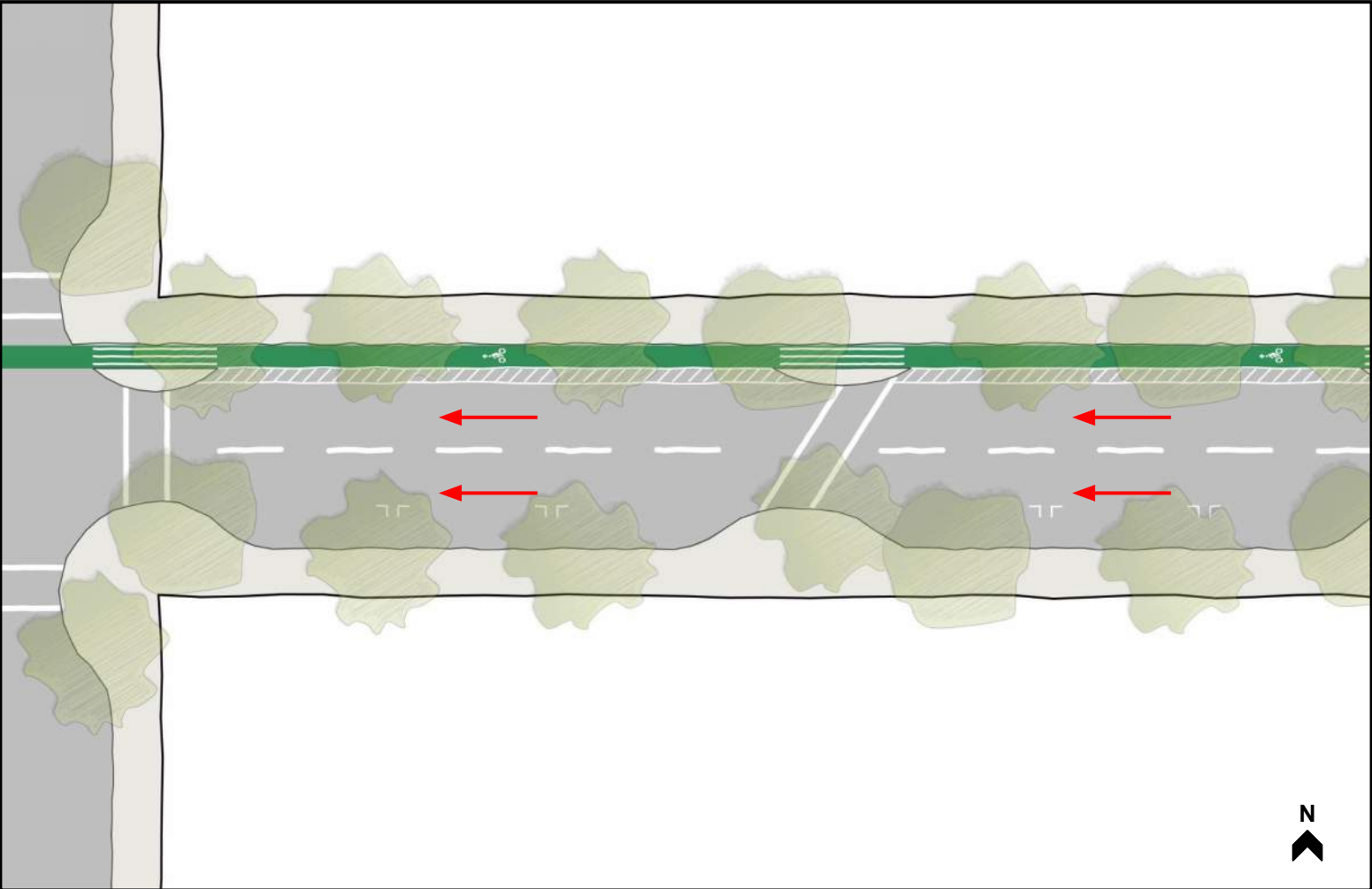


Stormwater (SE Division Street - Portland, OR)

- **More pedestrian and sidewalk spaces**
- Retains basic existing design and operations
- Extends curb extensions further along street length
- Creates more space for seating, stormwater, tree planting, art, and amenities in curb extensions
- Relocates certain stormwater catchment



# Concept 3: One-Way with Bike Lane



One-way main street (SW 6th St - Redmond, OR)

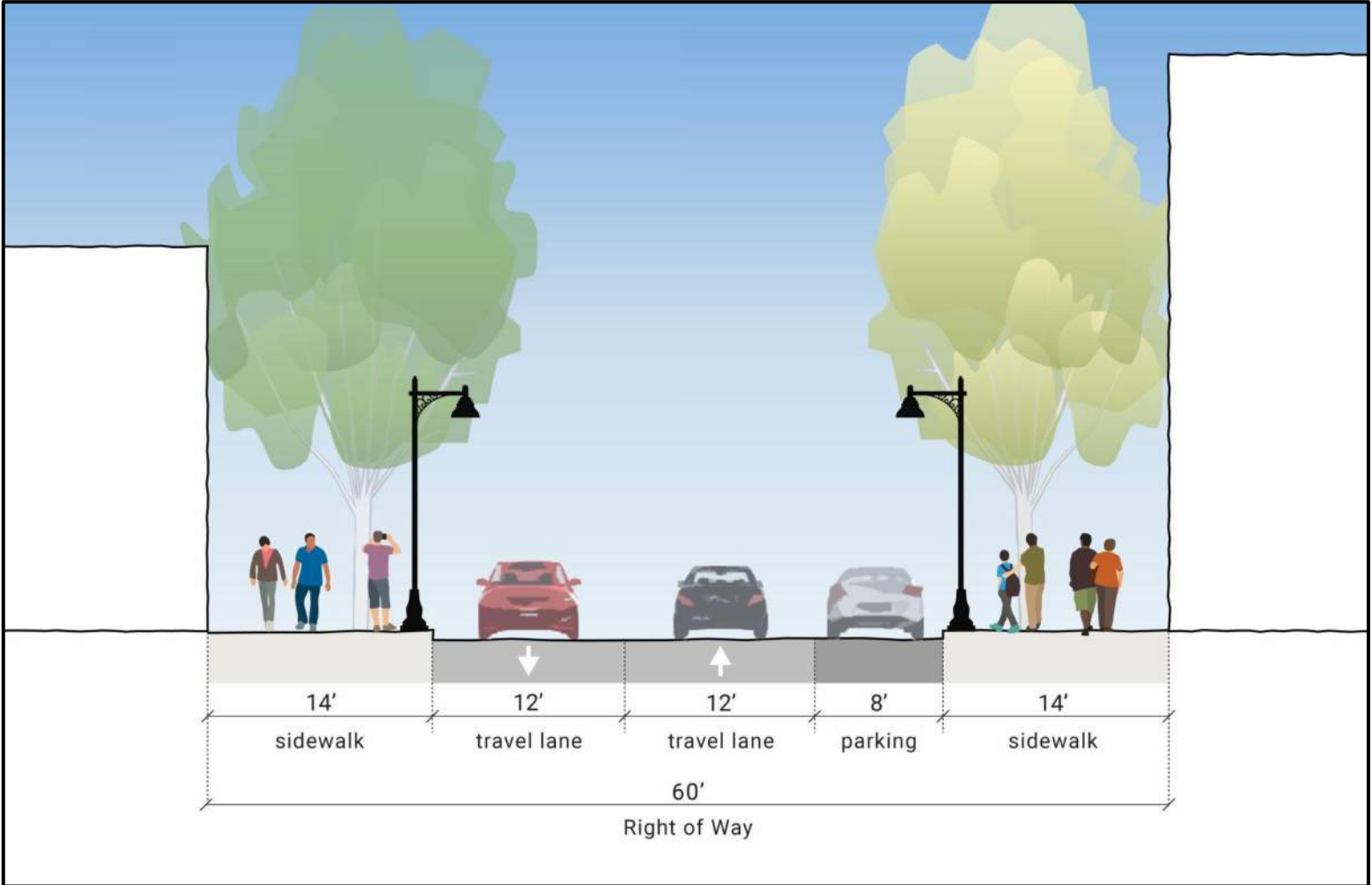
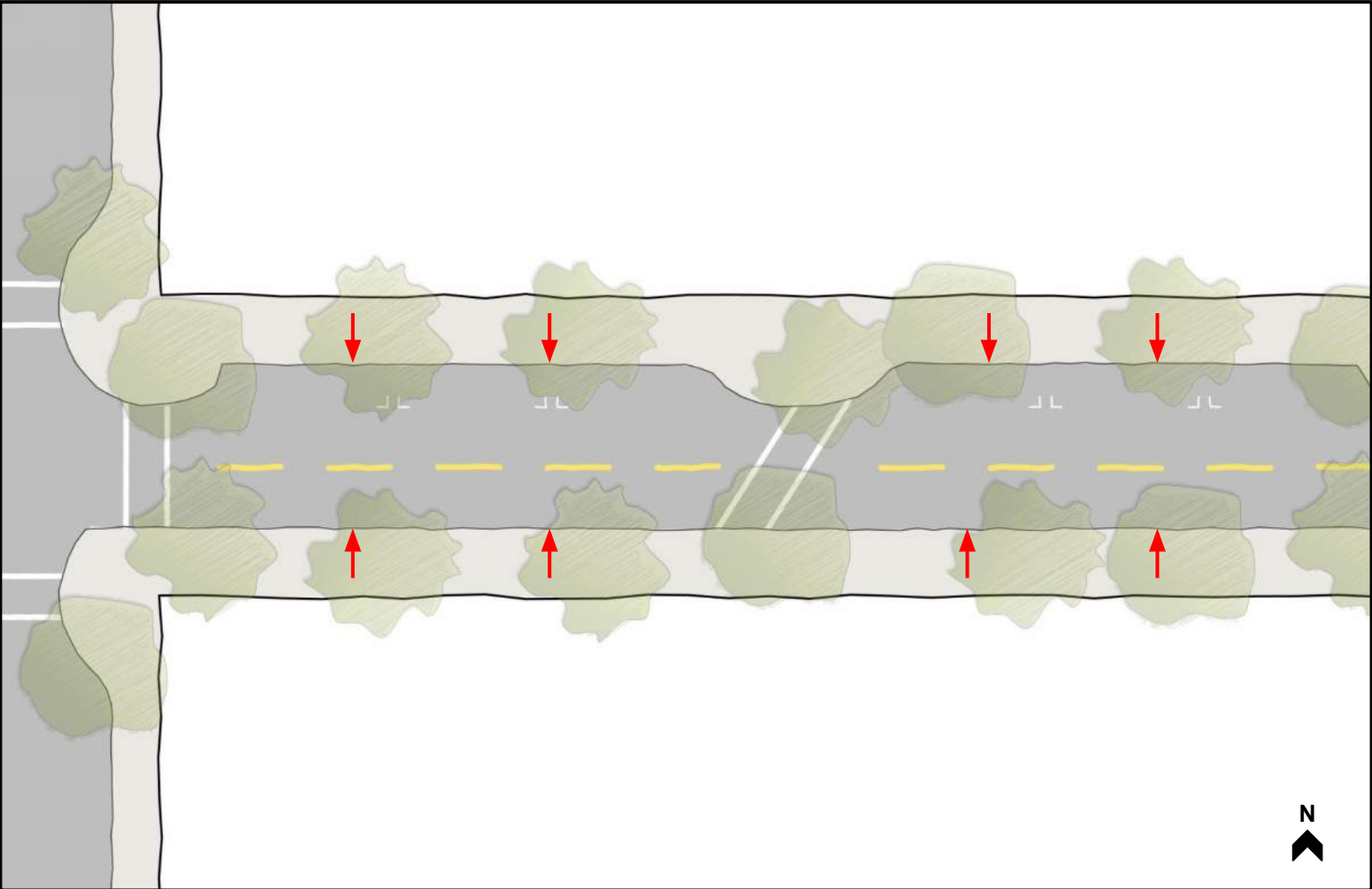


Dedicated bikeway (NW 19th Ave - Portland, OR)

- **Adds bikeway; new traffic flows**
- Convert to one-way traffic (westbound in this image)
- On-street parking only on one side
- Buffered bike lane
- Keeps same sidewalk width
- Non-disruptive to tree locations
- May require complementary eastbound traffic on a nearby parallel street



# Concept 4: Wider Sidewalks / One-Sided Parking



Outdoor seating and tree areas (Denver Ave - Portland, OR)

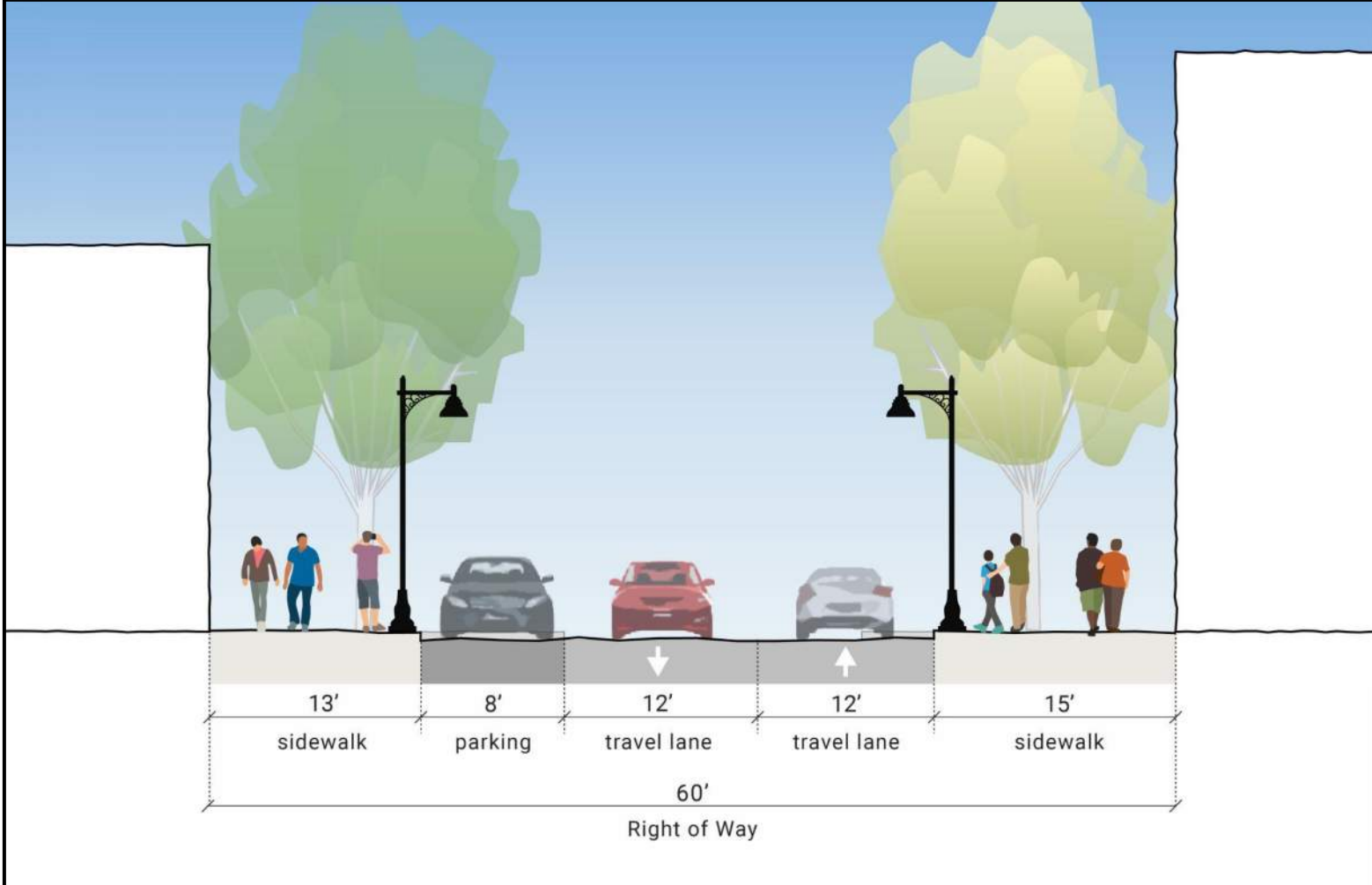
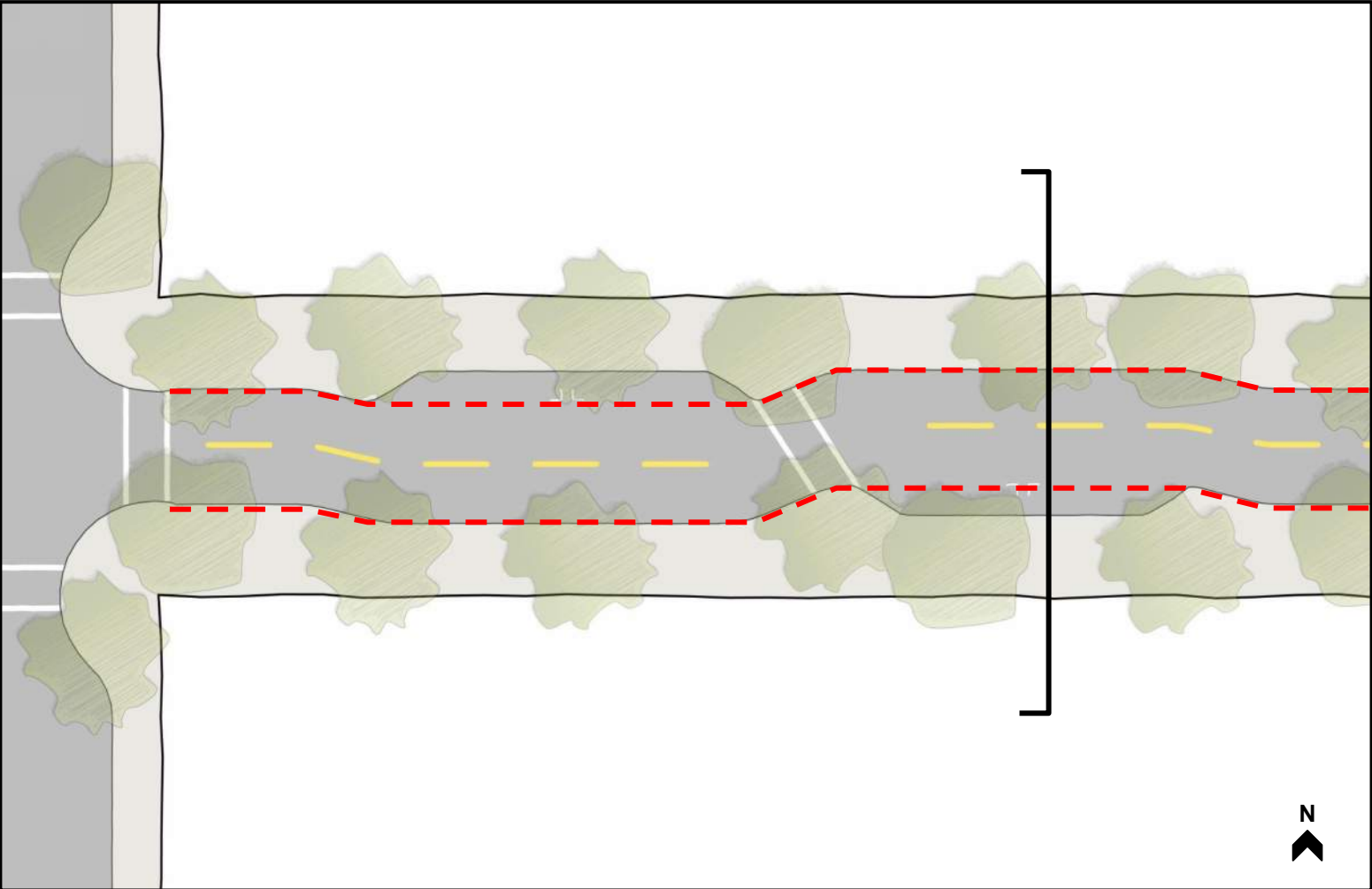


Outdoor seating and stormwater (Willamette St - Eugene, OR)

- **Creates more pedestrian and outdoor business space**
- Widens both sidewalks by 4ft (from 10ft to 14ft)
- Retains parking only on one side
- Provides more tree planting and furnishing space
- Retains two-way vehicle travel
- (Note: This could also be done as a One-Way option)



# Concept 5: Chicane



Chicane calms traffic, makes outdoor places (Bell St - Seattle)

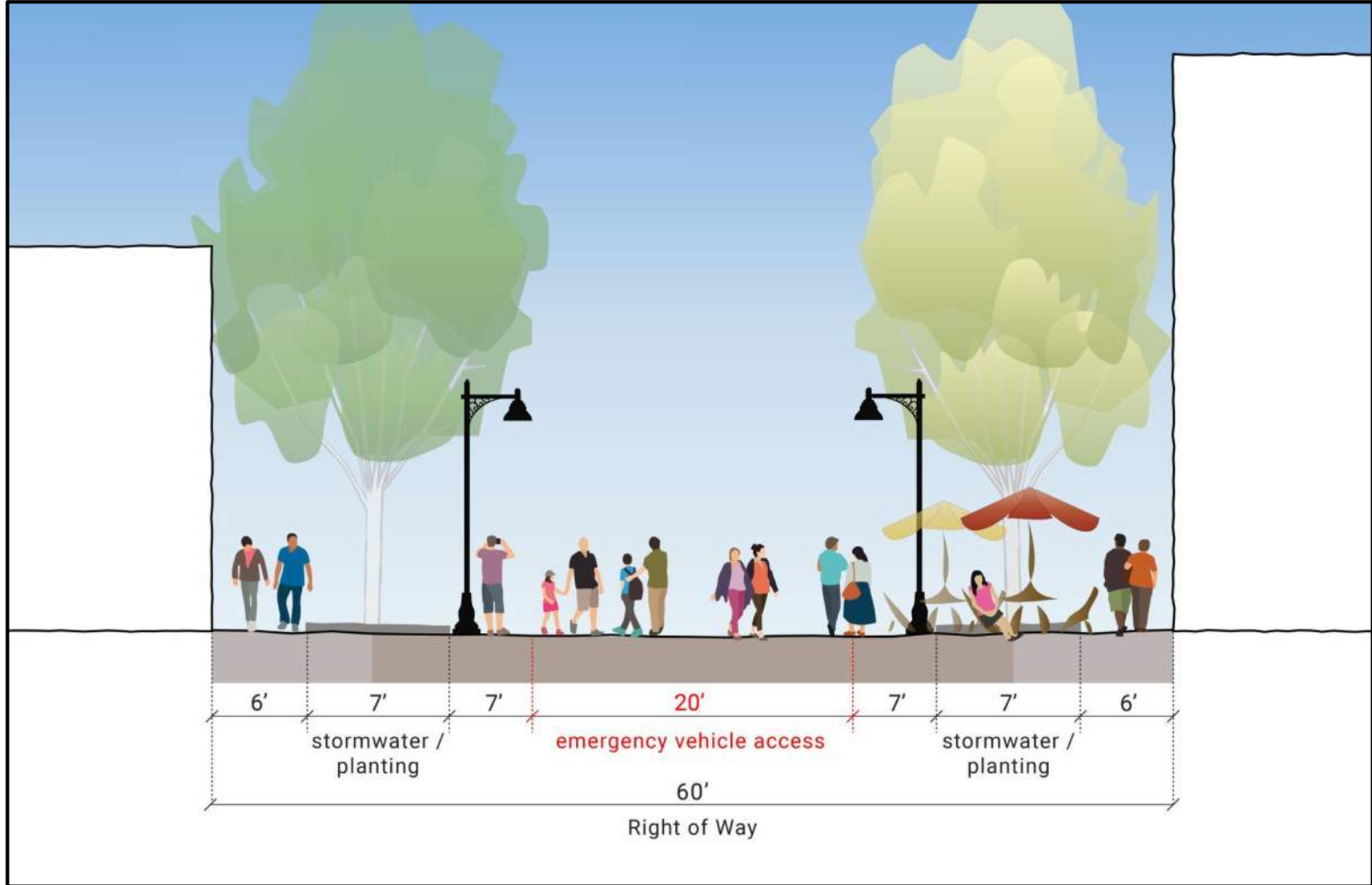
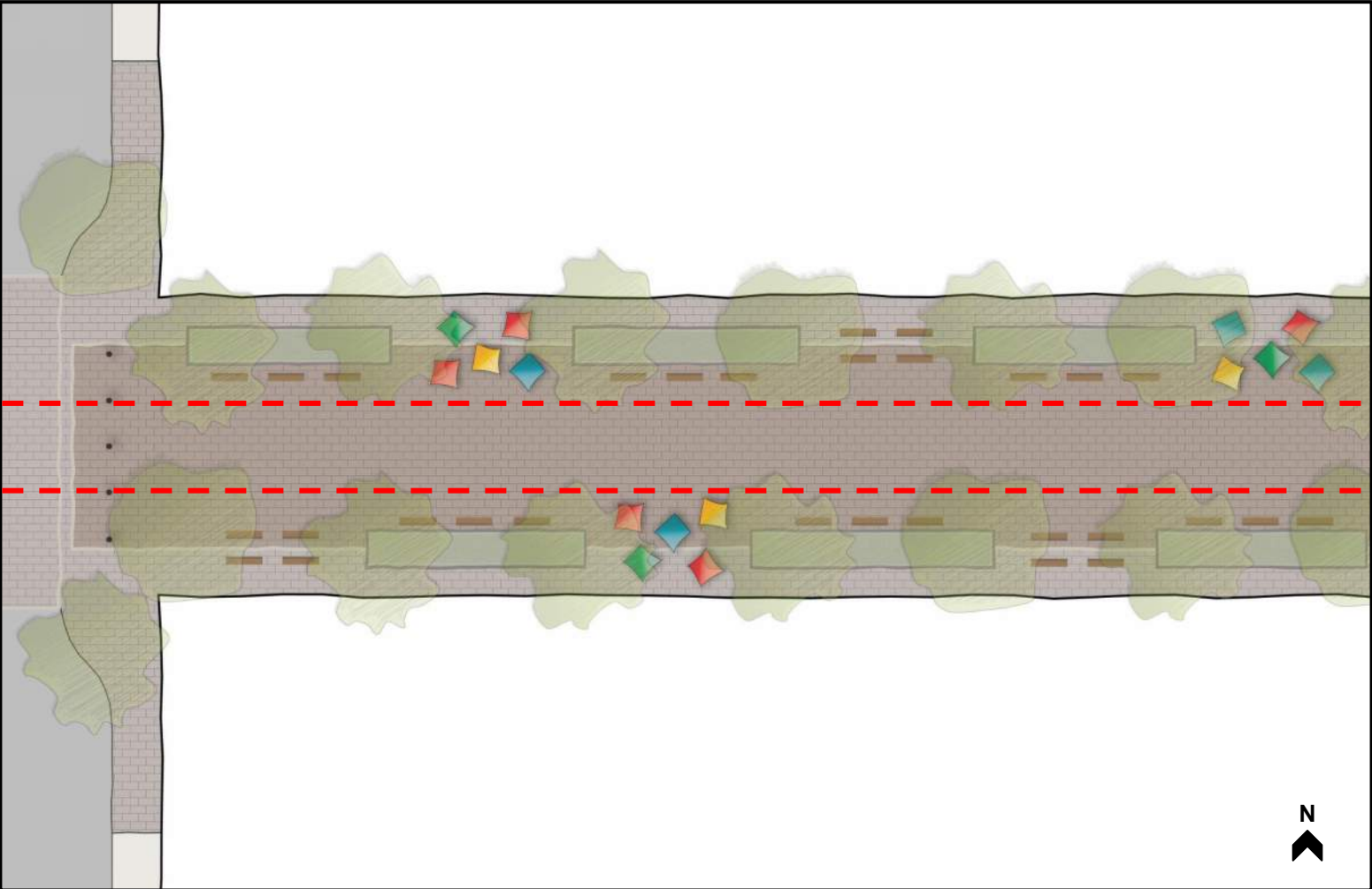


Varied sidewalk & parking (Colorado Ave - Grand Junction, CO)

- **Traffic calming = business visibility; wider sidewalks**
- Uses alternating parking, sidewalk widening, and curb extension to create travel lane chicane (zig-zag)
- Adds traffic-calming (slowing) effects via the chicane
- Wider sidewalks and curb extension areas provide more tree, furnishing, and stormwater space
- Reduces on-street parking quantity



# Concept 6: Full Pedestrian Mall



Reduced vehicle access (S. Kalamazoo Mall, MI)

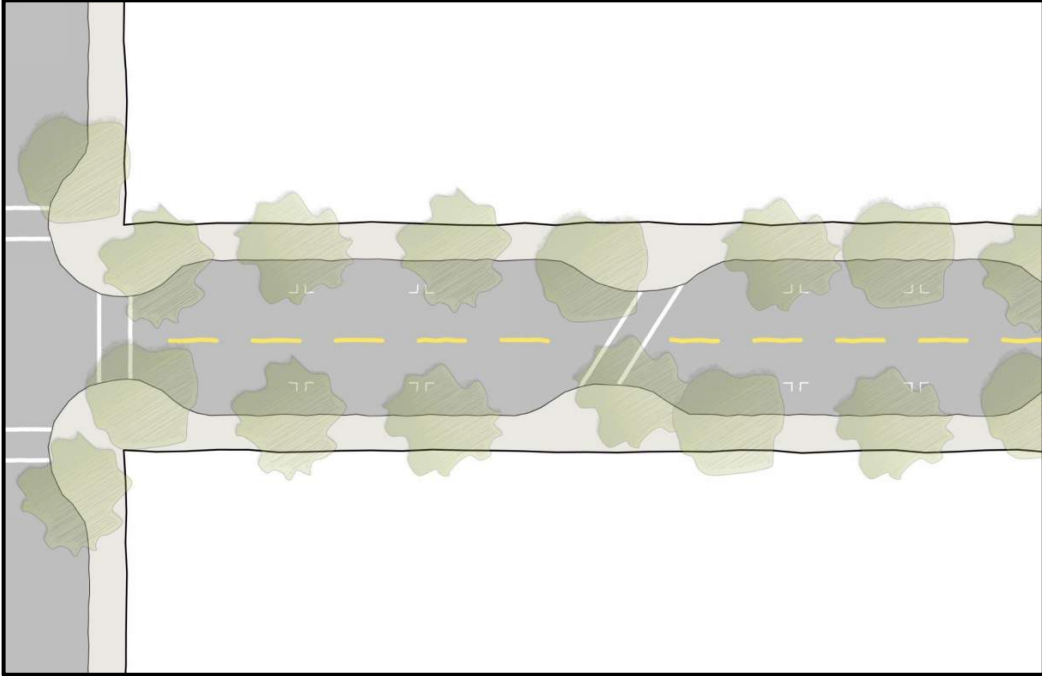


Central "clear" zone (Ithaca Commons - Ithaca, NY)

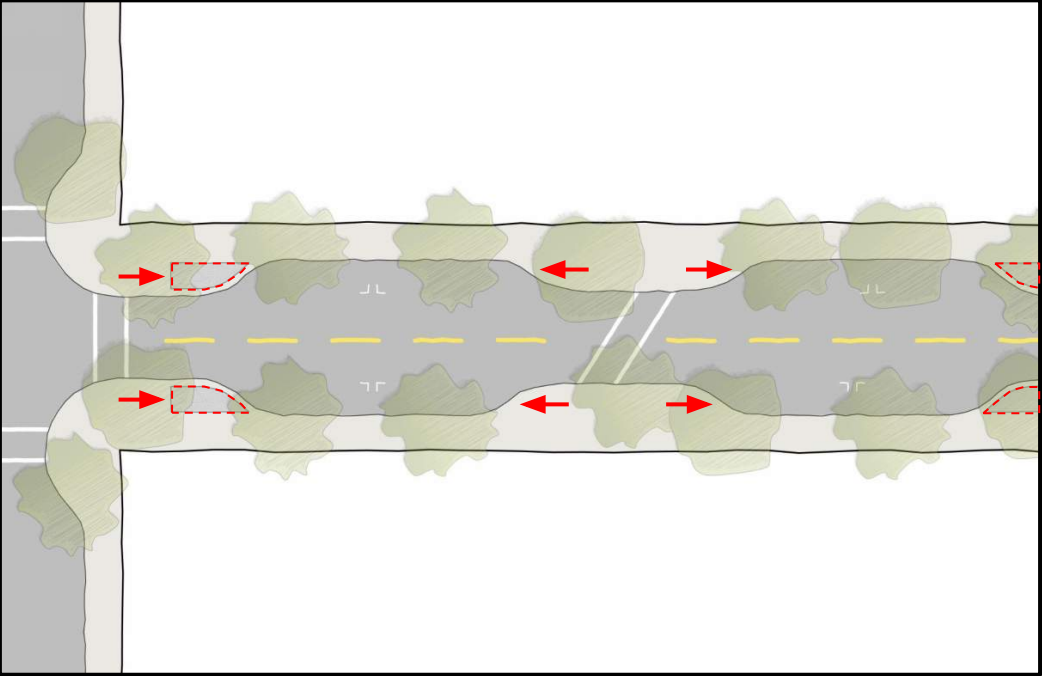
- A fully pedestrian main street; streets for business
- Dedicates the street to walking and biking
- Includes "clear path" for emergency vehicles
- 60ft of street width for walking, biking, and business
- Could be implemented on entire street length or certain blocks



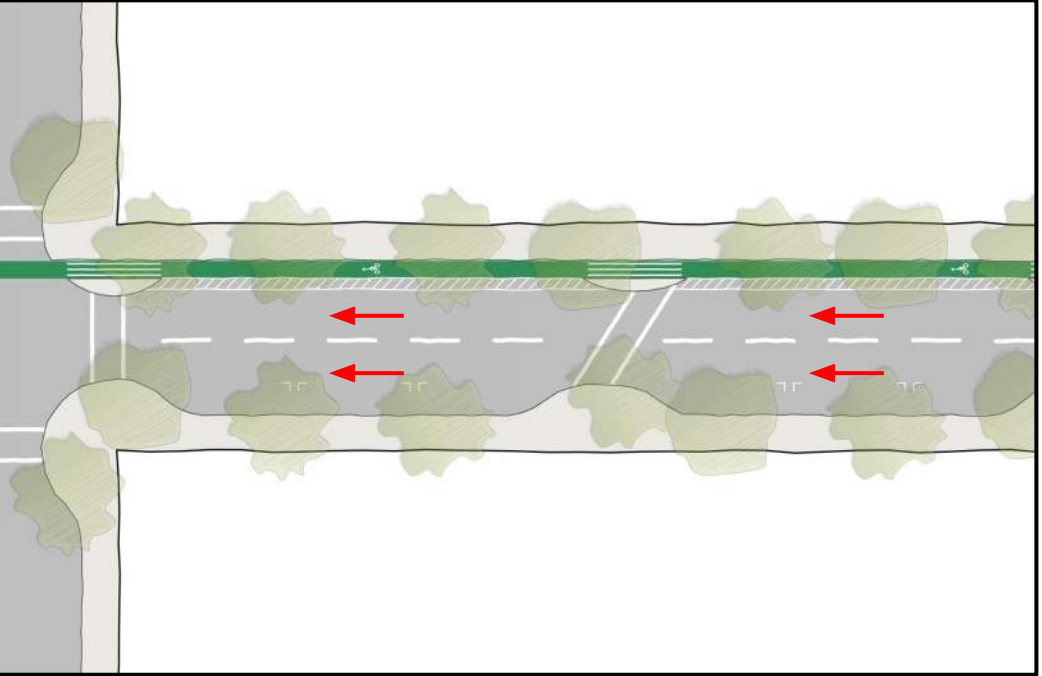
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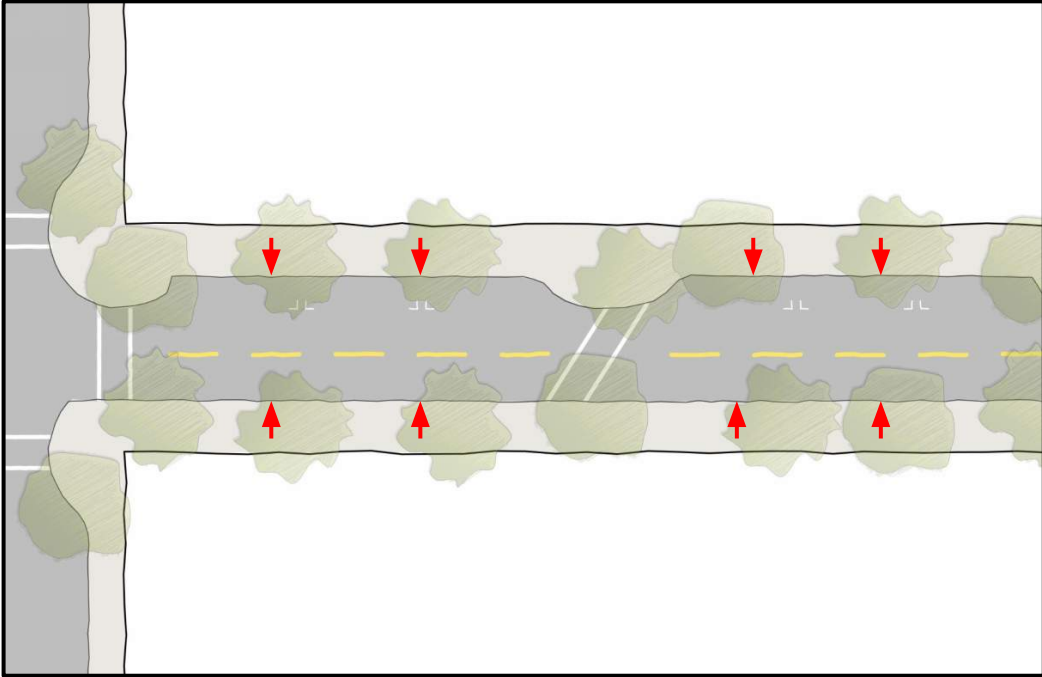
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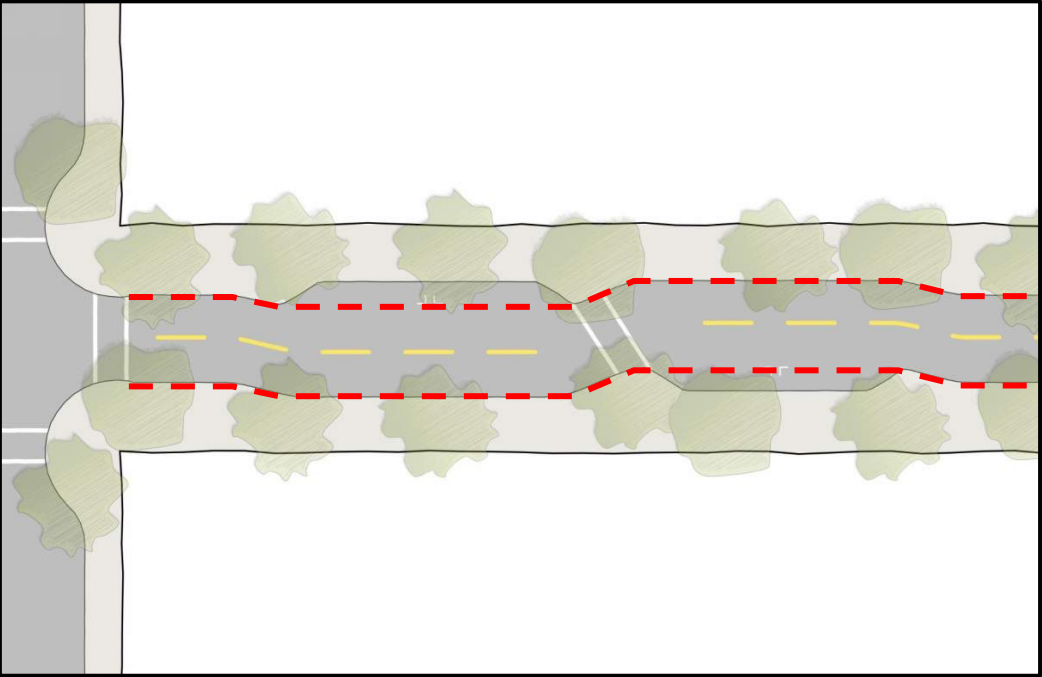
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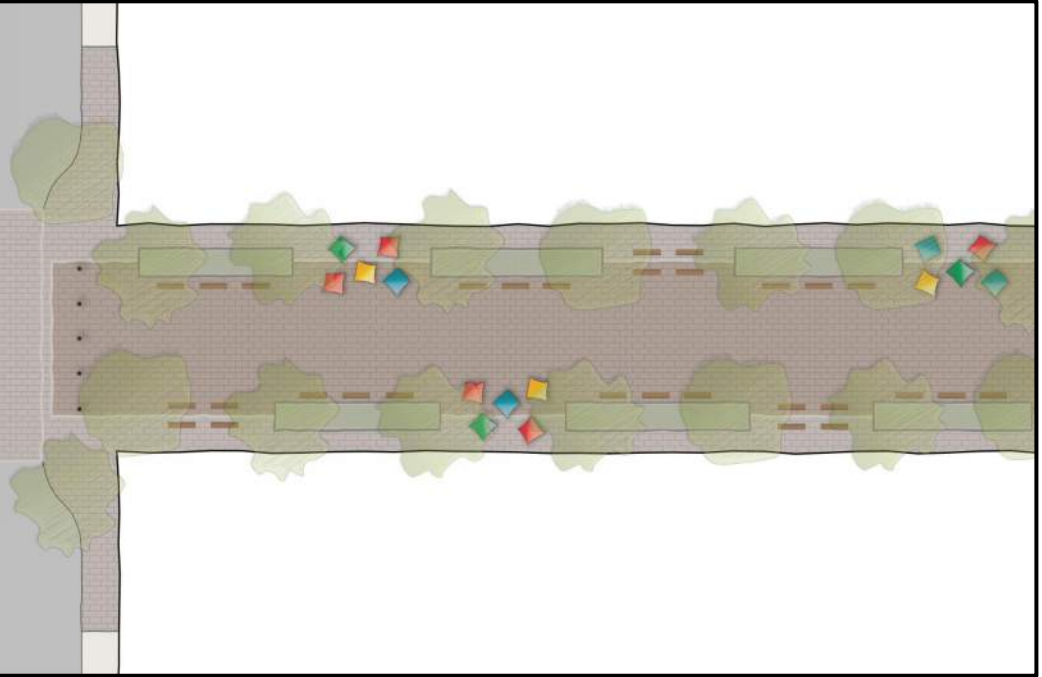
3: One-Way w/ Bike Lane



4: Wider Sidewalks / One-Sided Parking

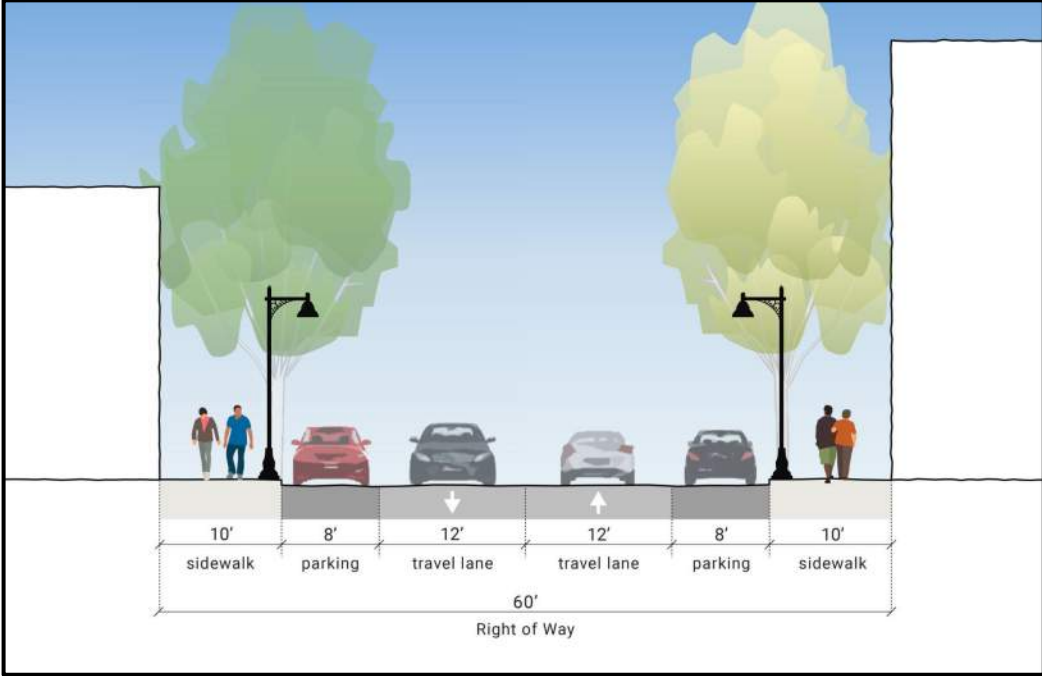


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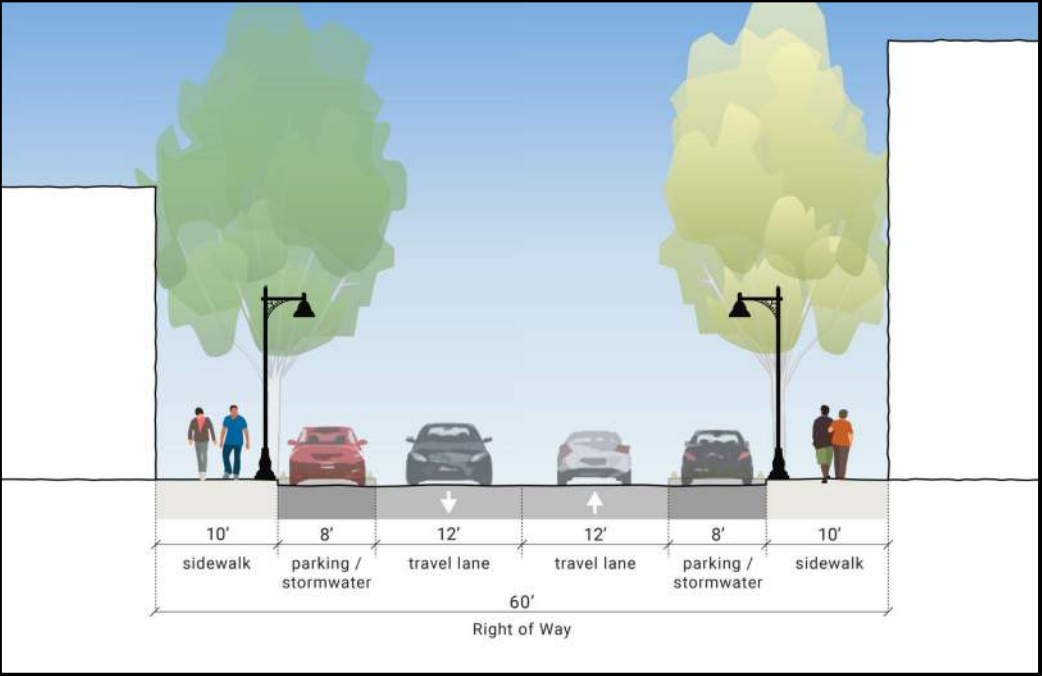


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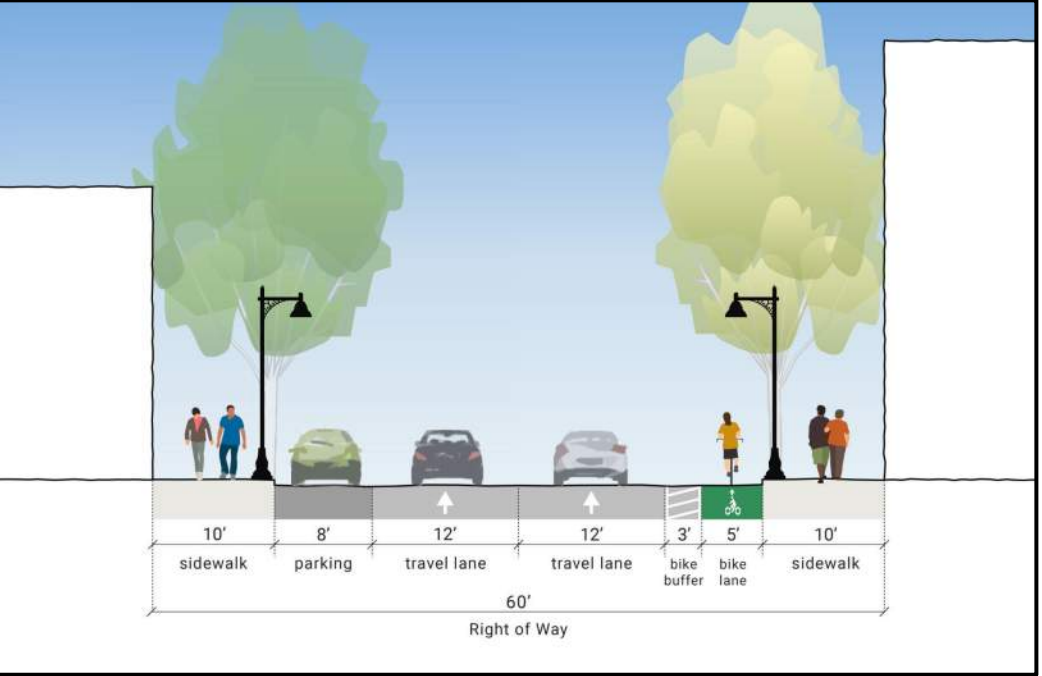
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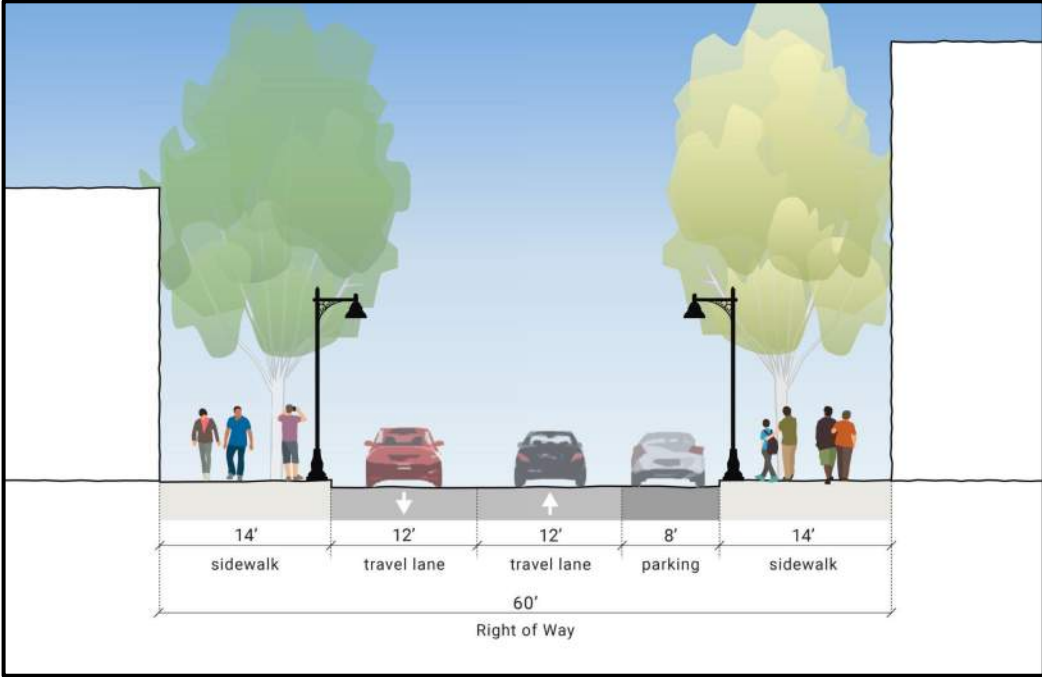
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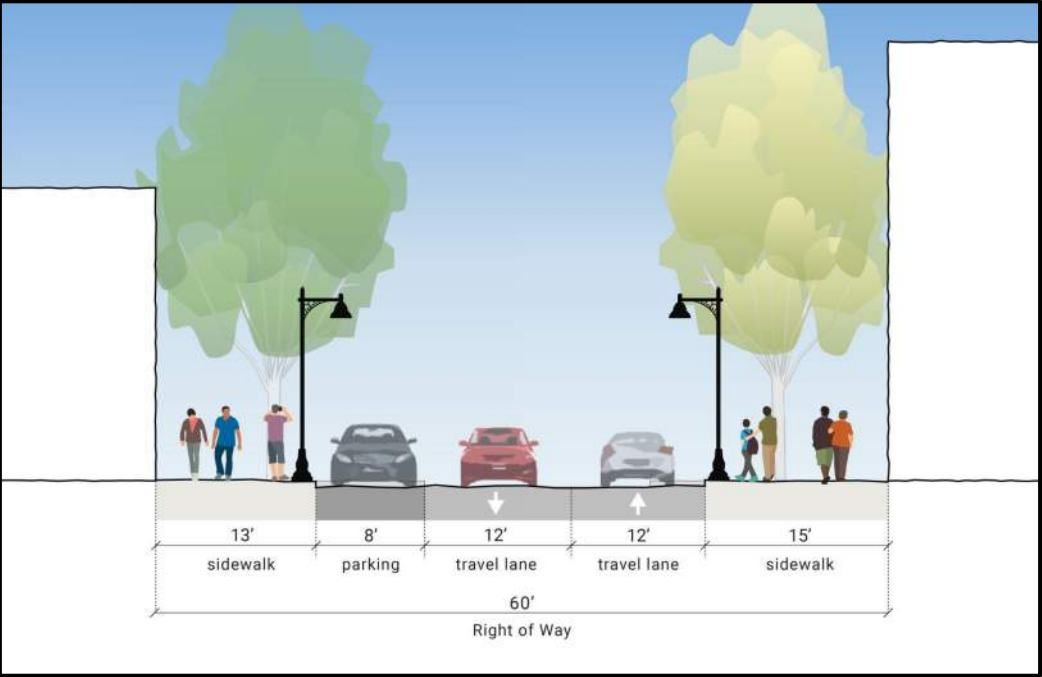
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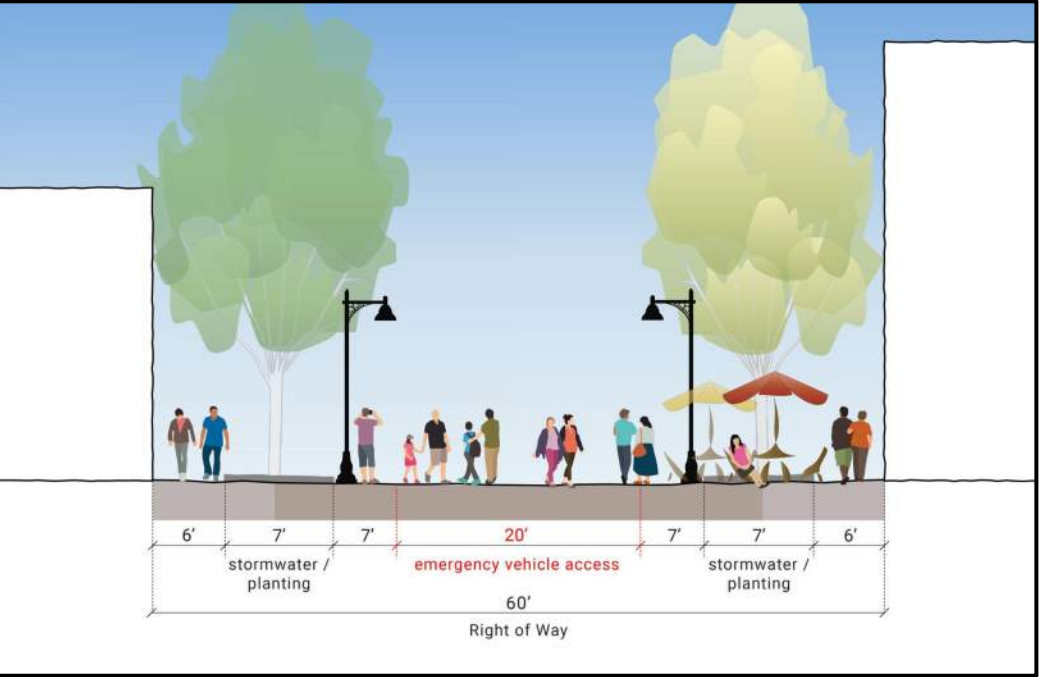
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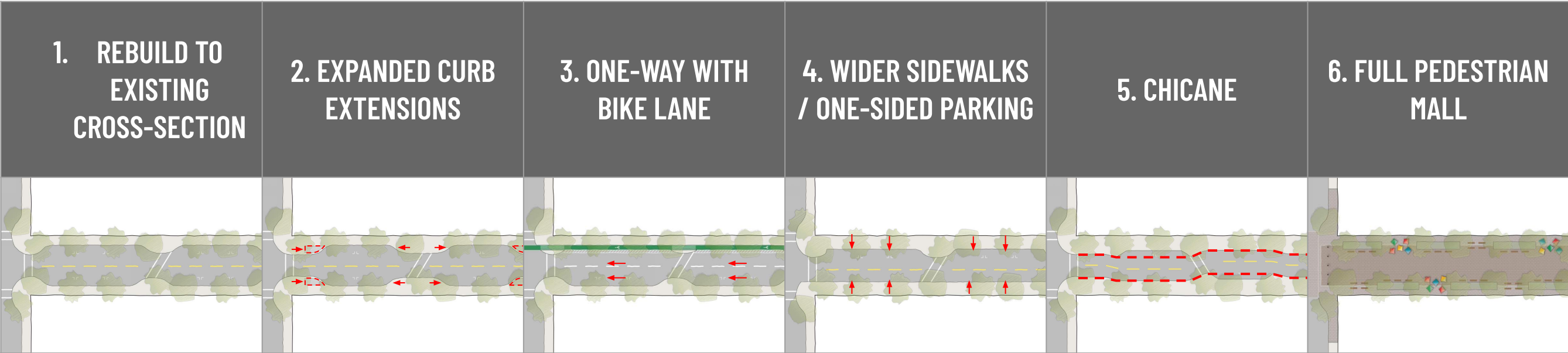


6: Full Pedestrian Mall

**VOTE!**

# Evaluation Criteria

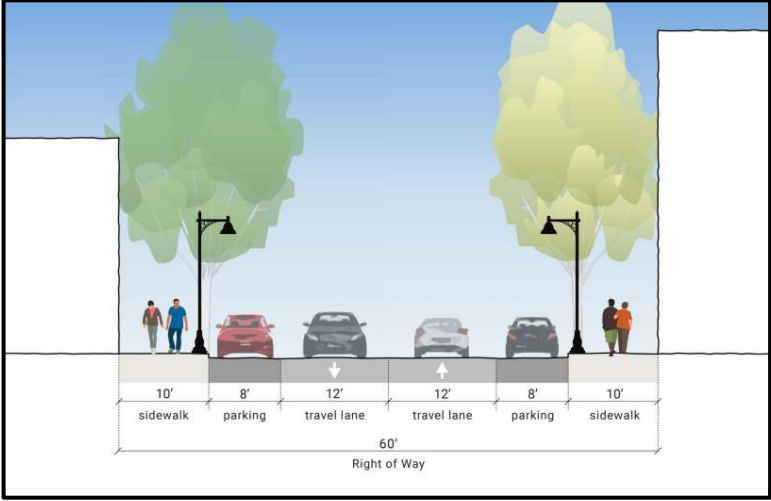
**-1** WORSE  
**0** SAME  
**1** BETTER  
**2** GREAT



	1. REBUILD TO EXISTING CROSS-SECTION	2. EXPANDED CURB EXTENSIONS	3. ONE-WAY WITH BIKE LANE	4. WIDER SIDEWALKS / ONE-SIDED PARKING	5. CHICANE	6. FULL PEDESTRIAN MALL
ACTIVE MOBILITY	#	#	#	#	#	#
AUTO ACCESS	#	#	#	#	#	#
BUSINESS VISIBILITY & ACCESSIBILITY	#	#	#	#	#	#
URBAN ECOLOGY & STREET TREE IMPACT	#	#	#	#	#	#
PLACEMAKING / PUBLIC REALM	#	#	#	#	#	#
PARKING QUANTITY ON 3RD	#	#	#	#	#	#

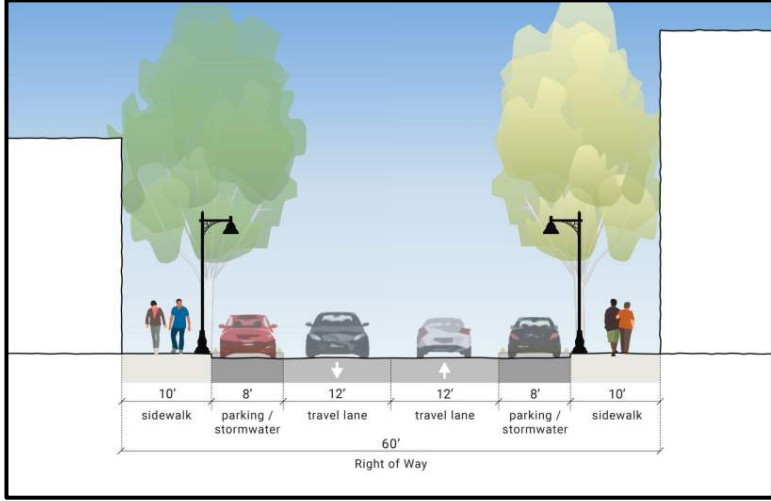


# Revised Alternatives List: Keep, Delete, Add



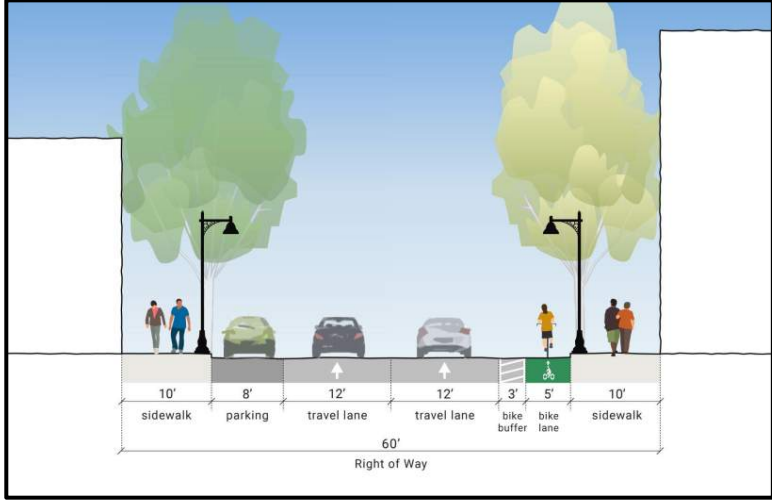
**1: Rebuild to Existing Cross-Section**

- 10ft sidewalks
- 8ft parking on both sides
- 12ft lanes: one in each direction



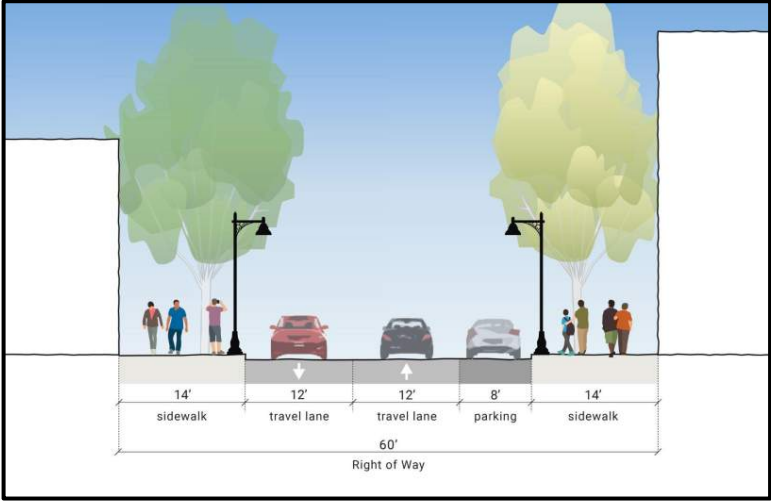
**2: Expanded Curb Extensions**

- 10ft sidewalks (with longer curb extensions)
- 8ft parking on both sides
- 12ft lanes: one in each direction



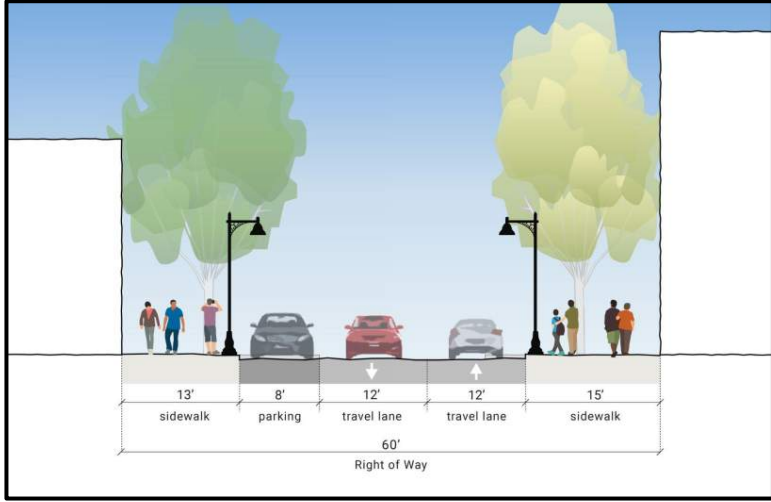
**3: One-Way w/ Bike Lane**

- 10ft sidewalks
- 8ft parking on one side; 8ft bikeway on other side
- 12ft lanes: two in same one-way direction



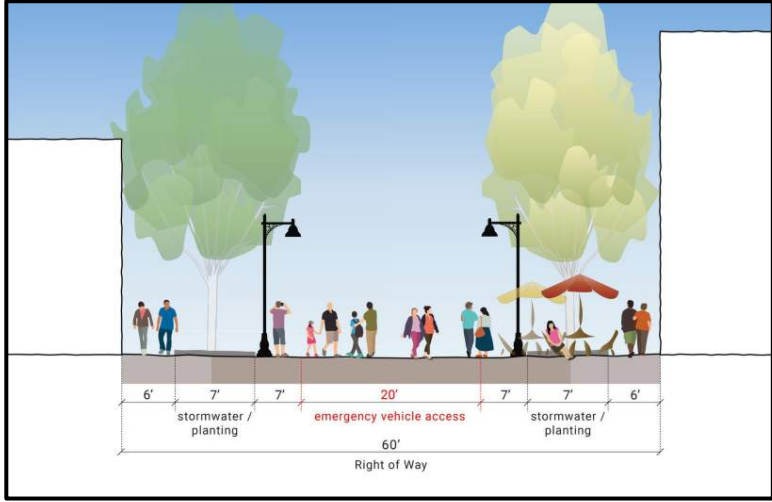
**4: Wider Sidewalks / One-Sided Parking**

- 14ft sidewalks
- 8ft parking on one side
- 12ft lanes: one in each direction



**5: Chicane**

- Wider sidewalks - average 14ft
- 8ft parking on one side (varies side)
- 12ft lanes: one in each direction (chicane weave)



**6: Full Pedestrian Mall**

- 20ft pedestrian/furnishing zone on each side
- 20ft "clear" center emergency vehicle aisle
- Very flexible options to allocate space

# Appendix



# Chicane Precedents

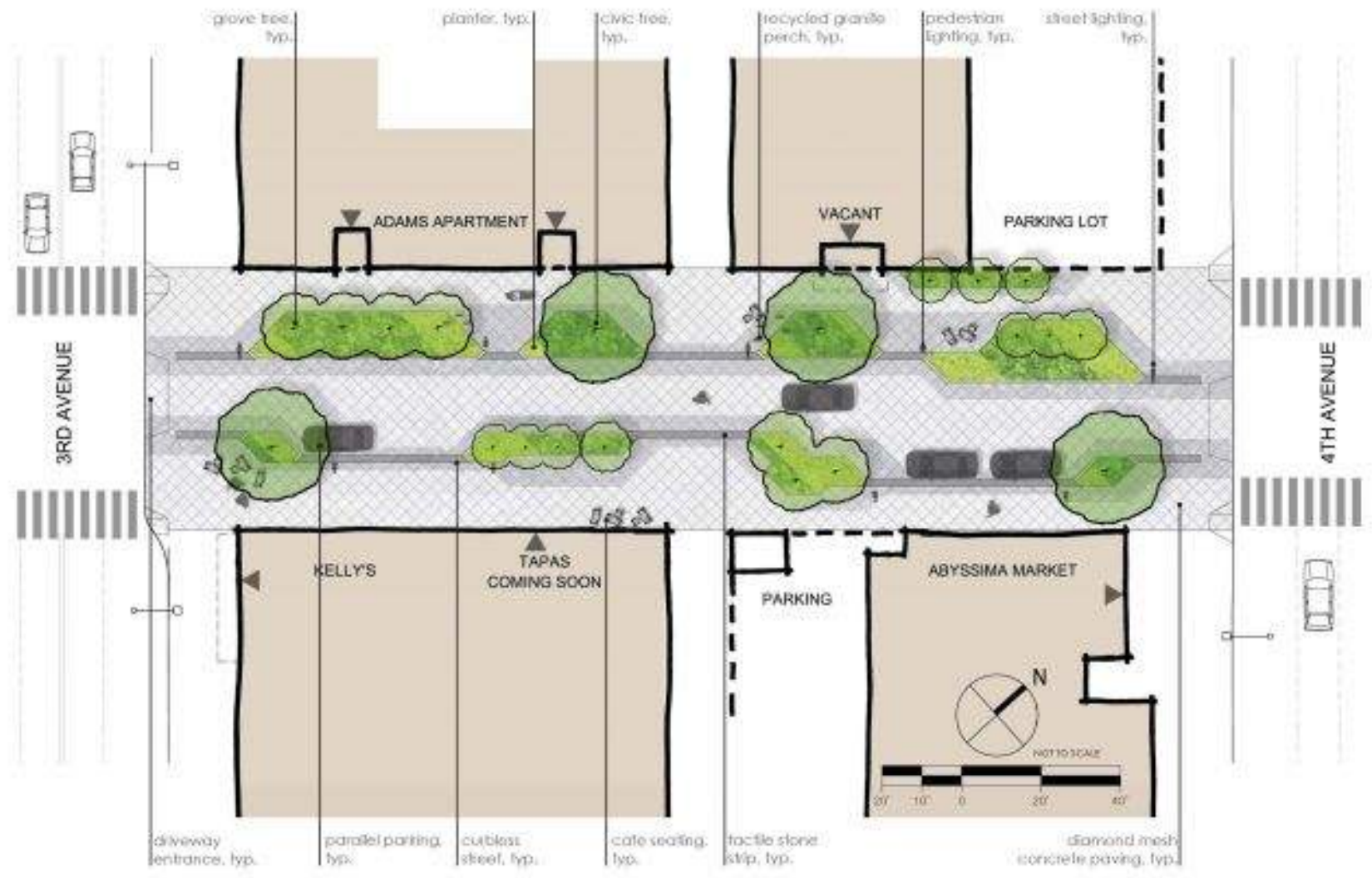
Grand Junction, CO





# Chicane Precedents

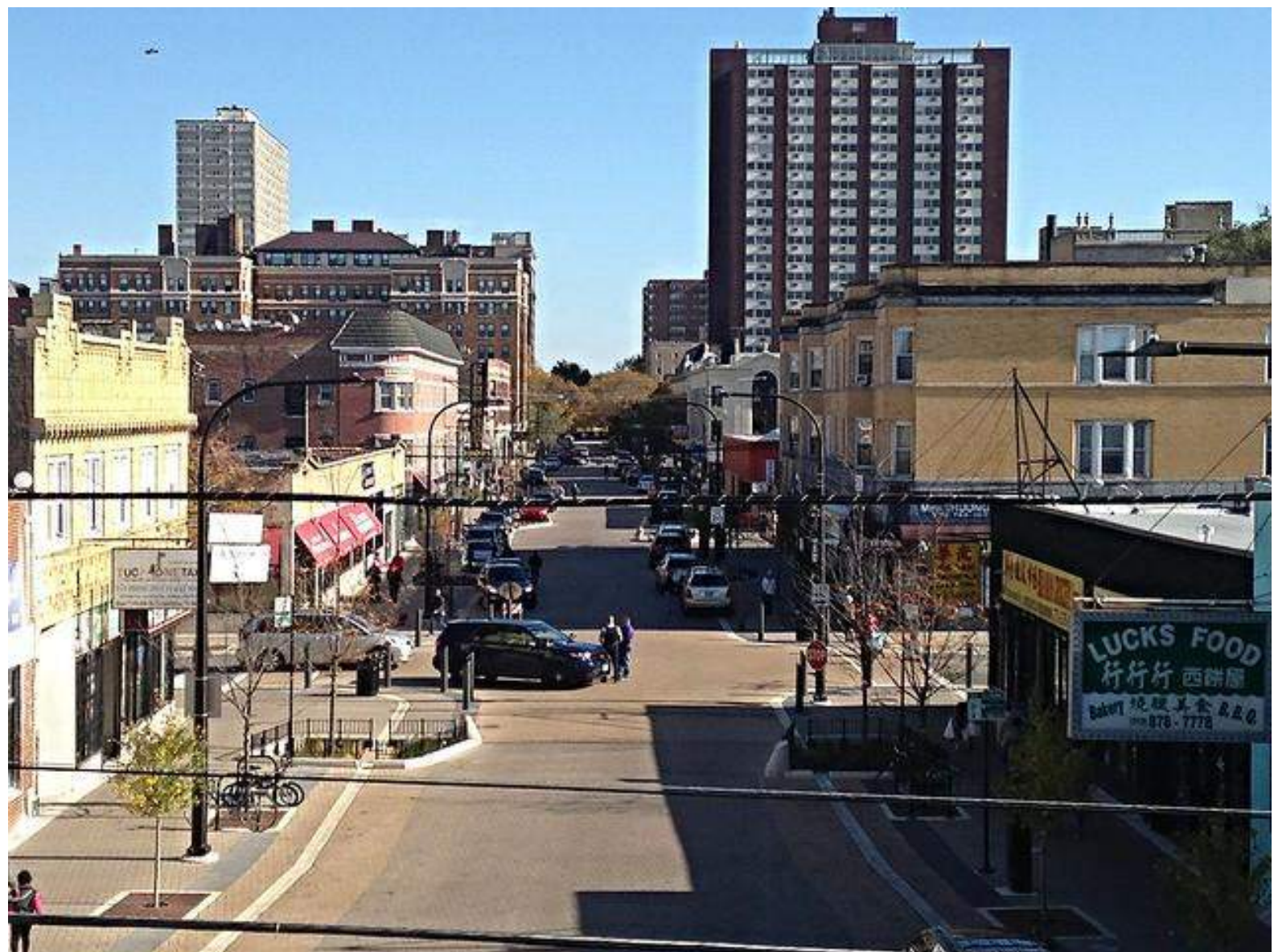
## Bell Street - Seattle, WA (Shared Street)





# Chicane Precedents

## Argyle Street - Chicago, IL (Shared Street)



### ARGYLE SHARED STREET PARKING AND TWO-WAY TRAFFIC

As construction nears completion, two-way traffic and parking is being reintroduced on Argyle! Take extra care when navigating this new Shared Street. Remember, pedestrians have the right-of-way above vehicles and bicycles!

- Parking areas are designated by the lighter, sandstone colored pavers
- No parking is allowed along side the planters or in front of alleys
- Vehicles will need to maneuver through chicanes that shift the travel lanes from side to side, slowing down traffic through the shared area
- Infiltration planters help define the "chicane" movement of the traffic lanes as they shift from side to side
- Dark grey, grooved pavers act as the "curb" line and denote the separation between the pedestrian only area and the vehicle area
- Concrete gutter is for drainage purposes only, parking will typically be on one side of the gutter or the other, while there are some cases when the gutter will be within the parking lane

Note that in this location, the parking lane is between the concrete gutter and the dark grey, grooved pavers.

The car on the right is parked correctly - with the flow of traffic and up to but not over the dark grey, grooved pavers and adjacent tree grate.

Please contact Alderman Harry Osterman's office with any questions at (773) 784-5277 or [Harry@48thward.org](mailto:Harry@48thward.org)



# Chicane Precedents

Alpine Ave - McMinnville, OR





# Full Pedestrian Mall Precedents

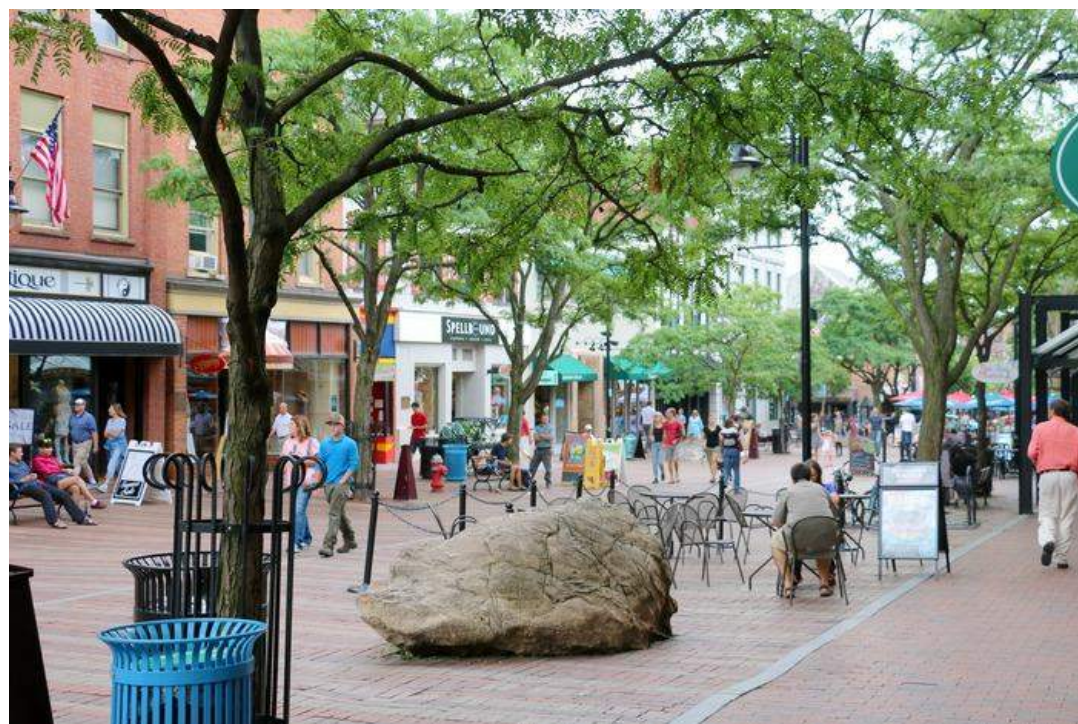
Pearl Street - Boulder, CO





# Full Pedestrian Mall Precedents

Church Street - Burlington, VT





# Full Pedestrian Mall Precedents

Downtown Mall - Charlottesville, VA





# Full Pedestrian Mall Precedents

Ithaca Commons - Ithaca, NY

