

Bypass #12 - McMinnville-Dayton Bypass, OR 18, Salmon River Highway, Highway 39 (MP 43.75-52.65)

Description: This section of OR 18, a Statewide Highway on the National Highway System, is a primary route for travel between the Portland metropolitan area and the central Oregon coast. Multiple modes of travel are available in the corridor. It is used both for commuter and recreational/tourist travel, catering to coastal tourist traffic and visitors to wineries, two gambling casinos and the Oregon Aviation Museum. The McMinnville-Dayton Bypass section of OR 18 goes through farming and forest uses and changes to urban uses around McMinnville. Urban land uses include the McMinnville Airport, a shopping center, the Willamette Valley Medical Center, the new Oregon Aviation Museum and residential uses. OR 18 is a two-lane highway except for the segment described below which involves four travel lanes and a center left-turn lane between the east McMinnville interchange and Cruickshank Road.

Construction: Original bypass in 1958-1959. Grade separation of the McMinnville Spur in the 1970s. No Environmental Impact Statement.

Final Environmental Impact Statement for Three-Mile Lane: 1985

Construction: 1990-1993

Description of Three-Mile Lane project: Four lanes with frontage roads between the interchange with OR 99W and Norton Lane and four lanes with a continuous left-turn median east of Norton Lane. Wide shoulders provide for bicycle travel. The project area was 2.2 miles long, from MP 46.3 to MP 48.5, locally called Three-Mile Lane.

Purpose and need:

- To improve vehicle and bicycle safety,
- To improve levels of service and control access to planned industrial development south of highway, and
- To alleviate problems created by high through traffic volumes.

Population of McMinnville:

1980: 14,080

1997: 23,485

Land use: In 1985 land uses were a mixture of agricultural, residential, institutional, industrial and commercial. Farming was common and a large percentage of land was undeveloped. Development pressures were being felt along Three Mile Lane. The McMinnville Plan called for residential uses in the Planned Unit Development (PUD) north of the highway and a large amount of industrial and institutional uses south of the highway.

A finding in a city ordinance supporting the PUD said the development of lands along the project corridor was acceptable if provisions were made to integrate the dual functions of the highway as

a bypass around the city and a land service arterial for adjacent properties. The ordinance required a 120-foot setback and promoted limited access and frontage roads.

The two-lane OR 18 was serving dual through traffic and local access purposes and was projected to operate at Level of Service D in 2000. About half of the adjacent area was within the McMinnville city limits and all but a very small portion was within the UGB. Oversized sewer and water lines were in place.

Traffic volumes: In 1982 traffic volumes were 10,400 ADT. By 1997 they were 13,300.

Crash rate: The Three-Mile Lane area had 62 recorded collisions from 1977-1981. Seventeen were rear-end and 25 associated with turning movement. The 1998-2000 average crash rate was 0.48 per million vehicle miles traveled, lower than the state average for urban highways. The top collision types were rear end, turning movement and fixed or other object.

Analysis: The UGB has been expanded in the case study area since 1985. No major changes in zoning or plan designations have been made. (The PUD overlay allowed mixture of uses.) Additional residential development in the area has accounted for small percentage of the city's residential units.

The focus group for the *Indirect Impacts* case study felt the shopping center adjacent to Three-Mile Lane had not pulled much local business from establishments in other McMinnville commercial districts including downtown. They believed there was not much pressure for residential development along Three Mile Lane because of the geographic disconnect and potential incompatibility with highway and airport activity. Businesses said that the widening of Three Mile Lane was not a significant factor in their businesses' decision to locate there although the access, visibility and capacity associated with the highway were generally seen as beneficial. With the exception of the hospital, the level of industrial development that was planned by the city for the study area has not occurred.

The OR 18 Refinement Plan calls for two new interchanges and reconstruction of the existing interchange leading into downtown McMinnville—two to replace existing intersections--and an extension of the frontage road.

Since 1981, planning and public policy have consistently supported the current development patterns. However, the opening of two casinos on the coast increased the through traffic and improved the area's attractiveness for travel-oriented businesses. Frontage roads could have been included originally to improve access control. One of the Access Management Bonding Fund projects is a frontage road designed to serve part of the north side of OR 18 and close 14 existing accesses in summer 2002.

Primary Sources:

- *McMinnville Case Study: Indirect Land Use and Growth Impacts, Interim Report, December 1999*
- *Portland to Lincoln City Corridor, Oregon Highways 99W and 18, I-5 to U.S. 101 Interim Corridor Strategy, March 1997*

- *Oregon Highway 18 Corridor Refinement Plan, McMinnville Three Mile Lane Section, Draft October 1996*
- *Draft Environmental Impact Statement, East McMinnville Interchange-Airport Road, Salmon River Highway, June 1984*