

TECHNICAL MEMORANDUM

March 14, 2025

Project# 29019

To: Jason White, BKF Engineers
From: Joey Bansen, P.E.; Sutapa Banerjee
RE: Third Street Improvement Project

Permanent Parking Impacts & Opportunities Assessment

This technical memorandum summarizes the anticipated impacts to on-street parallel parking supply resulting from the *Third Street Improvement Project*, as well as opportunities for increasing supply and utilization of existing parking in Downtown. The project is at the 30% design stage, and additional opportunities and details will be developed as the project development moves forward.

INTRODUCTION

Background

The *Third Street Improvement Project* is a nine-block street improvement and urban revitalization project on NE 3rd Street, McMinnville's downtown "main street", from NE Adams Street to NE Johnson Street. The City of McMinnville has been planning for this project from as early as the year 2000, and has been working on the vision, goals, objectives, and a concept block design for the past several years in a comprehensive public process.

The concept design completed in 2022 set a preferred vision and functional design that keeps the existing two-lane street (single lane in each direction) and creates a "Person-Centered Main Street" by:

- Installing large curb extensions that create flexible areas for seating, art, planting, and dining spaces;
- Installing larger sidewalks providing more room for pedestrians and commerce;
- Implementing a balanced design equally serving both sides of the street; and
- Implementing narrower lanes, curb extensions, and on-street parking to calm traffic speeds.

Kittelison & Associates, Inc. (Kittelison) completed a high-level parking assessment study in March 2022 during the concept design phase, which identified existing parallel parking inefficiencies and planning-level strategies to increase parallel parking supply.

This memorandum builds on the previous work by expanding the study area and looking more specifically at parking supply opportunities on a block-by-block basis. The previous *Downtown McMinnville Parking Assessment* is provided as Appendix "A".

Rick Williams Consulting performed a *Downtown McMinnville Parking Study* in 2017, during which they inventoried all on- and off-street parking in the Downtown McMinnville area and performed a parking utilization study. This memorandum references some of the information summarized in that study.

Scope of Study

This memorandum addresses the following:

- Inventory of existing on-street parallel parking and expected impacts from *Third Street Improvement Project*;
- Summary of existing parking inefficiencies and opportunities strategies;
- Summary of specific opportunities for increasing on-street parking supply for each block in the study area; and
- Off-street parking lot wayfinding strategies.

The study area for this work is bounded by NE 2nd Street on the south, NE 4th Street on the north, NE Adams Street on west, and NE Johnson Street on the east side. The study area is shown in Figure 1.

EXISTING ON-STREET PARALLEL PARKING INVENTORY

The existing parallel parking inventory was summarized from the previous Kittelson *Downtown McMinnville Parking Assessment* completed in 2022, review of high-quality satellite imagery, and an on-site field inventory and verification. Table 1 and Table 2 summarize the existing number of marked parallel parking stalls block-by-block within the study area. Note that some blocks within the study area allow parking but do not have marked stalls, and some blocks do not allow parking. The inventory recorded the following:

- **310** total marked on-street parallel parking stalls (including ADA parking)
- **15** marked on-street parallel ADA stalls
- Most stalls have 2-hour limits from 9 a.m. to 6 p.m. all days
 - NE 3rd Street and some adjacent side streets have “No Parking” from 3 a.m. to 6 a.m. Monday through Friday.
- Several stalls are marked for 15-minute hotel loading zones, or 10-minute passenger loading zones.
- Four (4) commercial loading zones exist in the study area
 - Two (2) of the zones are all days and all times
 - One (1) of the zones is 9 a.m. to 2 p.m. Monday through Friday
 - One (1) of the zones is 8 a.m. to 5 p.m. all days.

A map of existing downtown free parking is available on the City website here: [Downtown Parking Map | McMinnville Oregon](#) and is included in Appendix “B”.

Figure 1 Parking Assessment Study Area and Inventory

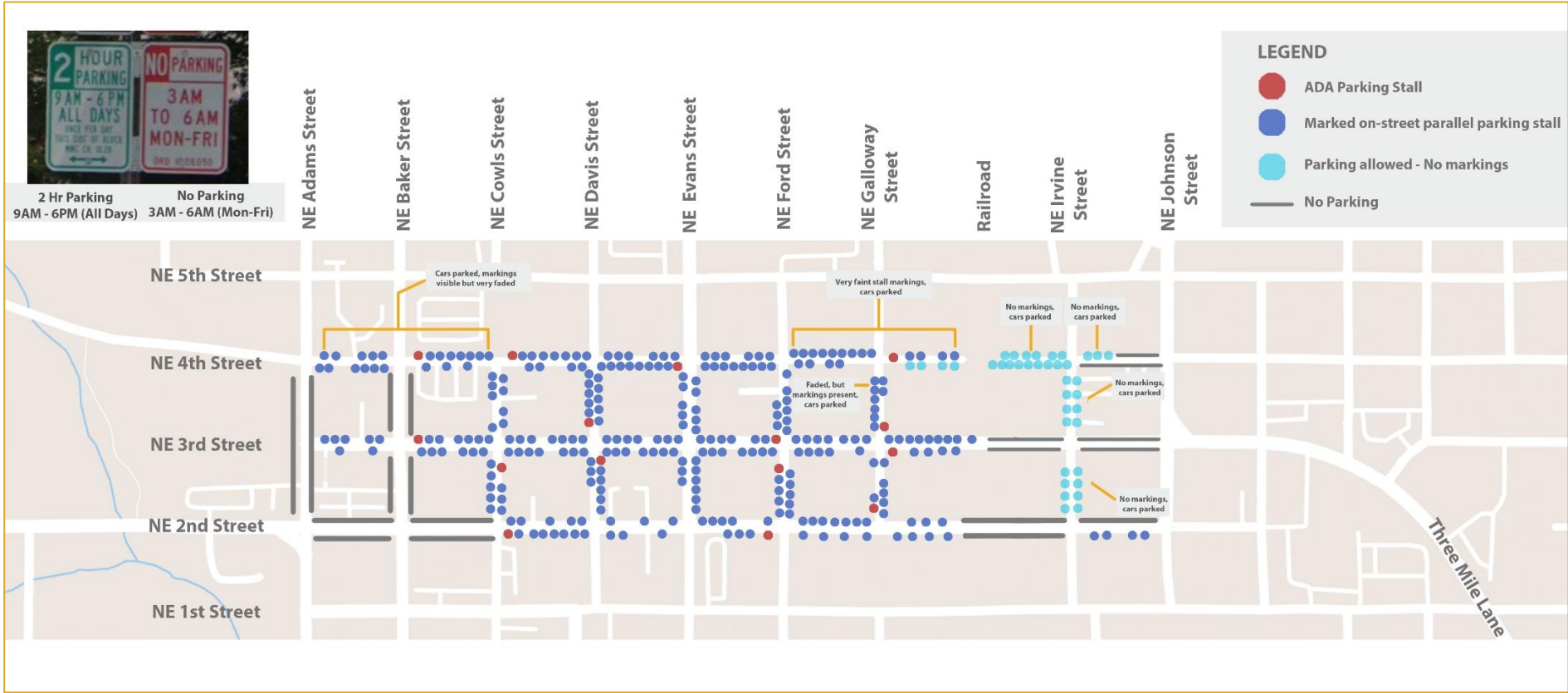


Table 1 Existing On-Street Marked Parallel Parking Inventory – East/West Streets

Street	Location	Adams to Baker	Baker to Cows	Cows to Davis	Davis to Evans	Evans to Ford	Ford to Galloway	Galloway to Rail	Rail to Irvine	Irvine to Johnson	Total Parking
NE 4 th St	North Side	5 stalls	7 stalls 1 ADA	7 stalls 1 ADA	6 stalls	6 stalls	9 stalls	4 stalls 1 ADA	No markings, cars parked	No markings, cars parked	77 stalls 4 ADA
	South Side	6 stalls	3 stalls	4 stalls	8 stalls 1 ADA	8 stalls	4 stalls	No markings, cars parked	No markings, cars parked	-	
NE 3 rd St	North Side	5 stalls	6 stalls 1 ADA	7 stalls	7 stalls	6 stalls 1 ADA	7 stalls	9 stalls	-	-	85 stalls 3 ADA
	South Side	2 stalls	6 stalls	7 stalls	7 stalls	7 stalls	5 stalls	4 stalls 1 ADA	-	-	
NE 2 nd St	North Side	-	-	5 stalls	3 stalls	5 stalls	7 stalls	3 stalls	-	-	48 stalls 2 ADA
	South Side	-	-	7 stalls 1 ADA	3 stalls	3 stalls 1 ADA	4 stalls	4 stalls	-	4 stalls	

Table 2 Existing On-Street Marked Parallel Parking Inventory – North/South Streets

Street	Location	4th St to 3rd St	3rd St to 2nd St	Total Parking
NE Cows St	East Side	4 stalls	3 stalls + commercial loading zone (all times) 1 ADA	16 stalls 1 ADA
	West Side	4 stalls + commercial loading zone (all times)	5 stalls	
NE Davis St	East Side	5 stalls	5 stalls 1ADA	18 stalls 2 ADA
	West Side	5 stalls 1 ADA	3 stalls	
NE Evans St	East Side	5 stalls (3 stalls 10-min passenger loading)	6 stalls	19 stalls 0 ADA
	West Side	5 stalls	3 stalls + commercial loading zone (8am-5pm all days)	
NE Ford St	East Side	5 stalls + 1 commercial loading stall (9am-2pm Mon-Fri)	5 stalls (1 10-min passenger loading) + 1 hotel loading	17 stalls 1 ADA
	West Side	3 stalls + 1 hotel loading	4 stalls 1 ADA	
NE Galloway St	East Side	2 stalls 1 ADA	5 stalls	15 stalls 2 ADA
	West Side	6 stalls	2 stalls 1 ADA	
NE Irvine St	East Side	No markings, cars parked	No markings, cars parked	No Marked Spaces
	West Side	No markings, cars parked	No markings, cars parked	

Third Street Improvement Project Impacts

The *Third Street Improvement Project* is in the 30% design stage and a preliminary street layout has been developed and refined for each block based on comments received on the 15% design stage and subsequent community outreach efforts. The design generally comprises a curbless “festival street” concept with flush curb extensions at each intersection corner, as well as expanded mid-block curb extensions to accommodate landscaping, street furniture, and other community uses. The earlier concept design stage recognized that the preferred design would have a trade-off in reducing the space available for on-street parallel parking on NE 3rd Street. Community outreach after the 15% design stage resulted

in smaller mid-block curb extensions that decreased the reduction in the number of on-street parking stalls by two per block (one per block face).

The design layout includes delineation of 20-foot-long parallel parking spaces on NE 3rd Street, with approximately 12 spaces per block. The current direction from the City is that parking spaces on NE 3rd Street will **not** be marked. Based on the 20-foot stall dimension included in the design, the change in on-street parking supply on NE 3rd Street between NE Adams Street and NE Johnson Street is expected to be as follows:

- Existing: **88 spaces**
- Proposed: **75 spaces**
- Reduction with Project: **13 spaces (15% reduction)**

The preliminary design plans showing proposed parking spaces are provided in Appendix "C".

PARKING INVENTORY OPPORTUNITIES ASSESSMENT

Strategies from previous study

The *Downtown McMinnville Parking Assessment* completed by Kittelson in 2022 identified several existing inefficiencies as well as strategies for increasing on-street parallel parking supply. The strategies include:

- Striping consistent length of parallel parking stalls throughout downtown. The assessment recommended 25-foot stall lengths.
 - Based on recent discussions and input from the City, 20-foot end stall lengths and 22-foot interior stall lengths are being used for this assessment, consistent with guidance in the *Manual on Uniform Traffic Control Devices* (MUTCD). The shorter length reflects the denser urban context and expectation that drivers will accept maneuvering in tighter parking spaces in this context.
- Striping 30-foot yellow curb restrictions consistently at stop-sign and signal approaches
- Striping 20-foot yellow curb restrictions consistently from marked/unmarked crosswalks
- Remove existing yellow paint located between existing parallel parking stalls
- Establishing time of day "Commercial Loading Zone Only" restrictions consistently from 8 a.m. to 5 p.m. can increase supply of on-street parallel parking stalls during the evening hours.

Implementing angled parking on the side streets was not recommended, as it is not likely to result in an overall increase in number of parking stalls.

Field Assessment Summary

A field assessment was conducted by Kittelson staff in March 2024 to review and identify specific parking efficiencies based on the strategies outlined above. The field assessment reviewed each block face within the study area and identified the following opportunities for additional on-street parallel parking supply based on measurements and observations. The following specific opportunities were identified:

NE 4th Street

- Baker to Cows – north side: **1 additional stall**
 - Existing: 7 stalls in 155-ft with 33-ft yellow curb at east end of block. Stalls are not marked.
 - Proposed: Maintain 20-ft yellow curb from unmarked crosswalk at east end of block , remove portion of yellow curb marking to allow for 8 stalls (two 20-foot end stalls and six 22-foot interior stalls).
- Cows to Davis – south side: **2 additional stalls**
 - Existing: 2 stalls in 56-ft with 32-ft yellow curb east of Cows.
 - Proposed: Maintain 20-ft yellow curb east of Cows, remove portion of yellow curb marking to allow for 3 stalls (two 20-ft end stalls, one 22-ft interior stall).
 - Existing: 2 stalls in 43-ft with 34-ft yellow curb east of US Bank driveway.
 - Proposed: Maintain 15-ft yellow curb east of US Bank driveway, remove portion of yellow curb marking to allow for 3 stalls (two 20-ft end stalls, one 22-ft interior stall).

NE 2nd Street

- Davis to Evans – south side: **1 additional stall**
 - Existing: 2 stalls in 52-ft at west end of block.
 - Proposed: Extend parking further east in front of Poseyland Florist to allow for 3 stalls (two 20-ft end stalls, one 22-ft interior stall). *Note: the parking zone would extend into existing curb cut which does not appear to be used for driveway purposes.*
- Ford to Galloway – north side: **2 additional stalls**
 - Existing: 7 spaces in 192-ft, includes yellow painted curb buffers between stalls.
 - Proposed: Maintain 20-ft yellow curb at each end of block, remove painted curb buffers and revise parking zone to allow for 9 stalls (two 20-ft end stalls, seven 22-ft interior stalls).
- Ford to Galloway – south side: **1 additional stall**
 - Existing: 3 stalls between Ford and midblock driveway.
 - Proposed: Maintain 20-ft yellow curb at west end of block, revise parking zone to allow for 4 stalls (two 20-ft end stalls, two 22-ft interior stalls).
- Galloway to Rail Crossing – south side: **1 additional stall**
 - Existing: 4 stalls in 97-ft, constrained by driveways. Existing yellow markings adjacent to driveways.
 - Proposed: Extend zone by 9 feet and revise markings to allow for 5 stalls (two 20-ft end spaces, three 22-ft interior spaces). Would allow for at least 15-ft yellow curb on each end at driveways.

NE Cows Street

- 4th St to 3rd St – west side: **2 additional stalls**
 - Existing: Commercial vehicle loading zone with no time restrictions.
 - Proposed: Consider establishing "Commercial Loading Zone Only" restrictions from 8 a.m. to 5 p.m. to allow for 2 stalls during evenings.
- 3rd St to 2nd St – east side: **2 additional stalls**

- Existing: Commercial vehicle loading zone with no time restrictions.
- Proposed: Consider establishing "Commercial Loading Zone Only" restrictions from 8 a.m. to 5 p.m. to allow for 2 stalls during evenings.

NE Evans Street

- 4th St to 3rd St – east side: **1 additional stall**
 - Existing: 1 stall at north end of block, with excess yellow striped curb south of 4th Street.
 - Proposed: Maintain at least 20-ft yellow curb at north end of block, extend parking zone north to allow for 2 20-ft stalls (both end stalls).
- 4th St to 3rd St – west side: **1 additional stall**
 - Existing: 2 stalls in 46-ft, with 38-ft yellow curb at north end of block.
 - Proposed: Maintain at least 20-ft yellow curb at north end of block, extend parking zone north to allow for 3 stalls (two 20-ft end stalls, one 22-ft interior stall).
- 3rd St to 2nd St – east side: **1 additional stall**
 - Existing: 6 stalls in 150-ft, includes yellow painted curb buffers between spaces.
 - Proposed: Remove yellow painted curb buffers, revise or restripe parking zone to allow for 7 stalls (two 20-ft end stalls, five 22-ft interior stalls).

The field assessment identified up to **fifteen (15) additional parking stalls** which could be added by utilizing the efficiency strategies, four (4) of which would time-restricted and shared with commercial loading zones. This represents regaining parking in excess of that expected to be lost on NE 3rd Street, or 17% of the total existing inventory on NE 3rd Street.

All other block faces were found to have constraints (existing driveways and alleys) such that re-organizing the parking with consistent stall lengths (20-ft end stalls, 22-ft interior stalls) would not result in a net increase in the number of stalls.

With the re-organization of parking on the block faces noted above, we recommend the City consider omitting markings for individual parking stalls. Instead, each end of the parking zone would be defined with yellow painted curb and/or parking signs defining the time limits. Omitting the stall markings may allow more flexibility within the zones for efficient use of the space given varying sizes of vehicles.

OFF-STREET PARKING LOT OPPORTUNITIES ASSESSMENT

The *Downtown McMinnville Parking Study* completed by Rick Williams Consulting in 2017 summarized both the on- and off-street parking supply in the downtown area. There are eight (8) existing surface parking lots and a two-story parking garage which currently provide free parking, as follows:

- Lot 27 – South side of NE 4th Ave between NE Baker St and NE Cows St:
 - Surface lot with **26 stalls** – 2-hour limit
- Lot 28 – South side of NE 4th Ave between NE Baker St and NE Cows St:
 - Surface lot with **30 stalls** – 2-hour limit
- Lot 47 – North side of NE 2nd Ave between NE Baker St and NE Cows St:
 - Surface lot with **29 stalls** – 2-hour limit
- Lot 48 – North side of NE 2nd Ave between NE Cows St and NE Davis St:

- Surface lot with **17 stalls** – no time limit
- Lot 50 – North side of NE 2nd Ave between NE Davis St and NE Evans St:
 - Surface lot with **53 stalls** – 2-hour limit
- Lot 64 – North side of NE 1st St between NE Baker St and NE Cows St:
 - Surface lot with **38 stalls** – no time limit
- Lot 65 – East side of NE Cows St between NE 1st St and NE 2nd St:
 - Surface lot with **15 stalls** – no time limit
- Lot 70 – East side of NE Evans St between NE 1st St and NE 2nd St:
 - Surface lot with **49 stalls** – no time limit
- Lot 73 – Block bounded by NE 5th St, NE 6th St, NE Davis St, and NE Evans St:
 - 2-story parking garage with **222 stalls** – no time limit

Another strategy to mitigate the loss of parking on NE 3rd Street is to improve utilization of the existing off-street free parking lots. These lots offer a convenient alternative to on-street parking with a significant inventory (**479 total spaces**) within close vicinity of the downtown retail core. The study completed by Rick Williams Consulting in 2017 noted that off-street lots have parking availability on both weekday and weekend peak periods.

Appendix “D” includes the Inventory Memorandum from the Rick Williams Consulting study.

Existing Downtown Free Parking Signage

The downtown free off-street parking lots are currently signed with a consistent style of City-branded wayfinding and parking lot signage. Each parking lot has signage at the access point as shown in Figure 2. Additionally, there is wayfinding signage on NE 3rd Street at the NE Cows Street, NE Davis Street, and NE Evans Street intersections as shown in Figure 3.

Figure 2 Existing Parking Lot Signage



Figure 3 Existing Parking Wayfinding Signage



Wayfinding Improvements Opportunities

We offer the following opportunities for improving wayfinding to existing off-street parking lots:

- **Make parking lot signage more conspicuous:**
 - The existing parking lot signs are small and set back from the street. Patrons may not easily see the signs while searching for parking opportunities.
 - Consider **larger signs placed closer to the street**, or **supplemental signs** nearby on the adjacent street that points toward the parking lot.
- **Make wayfinding signs on NE 3rd Street more conspicuous:**
 - The existing locations at NE Cows Street, NE Davis Street, and NE Evans Street appear to be appropriate given the locations of the free off-street parking lots.
 - **Consider larger signs** placed in locations that are **more clearly visible** and less visually cluttered.
 - **Consider using standard parking guide signs** (sign code D4-1) from the MUTCD. The City of Portland uses this sign modified with local branding for the specific venue. An example is shown in Figure 4, which could be modified to include the City's "Downtown Free Parking" branding.

Figure 4 Parking Guide Sign Example



- **Install additional wayfinding signs on side streets:**
 - Consider additional signage directing drivers to the respective parking lots after turning off of NE 3rd Street. The standard MUTCD signs or the City-branded "Downtown Free Parking" signs (or a combination of the two) could be used.
 - Specific locations should be confirmed, but the following may be beneficial:
 - NE Evans Street and NE Davis Street – northbound direction at NE 4th Street and NE 5th Street directing to parking garage at NE 5th Street.
 - NE Cows Street – northbound direction at NE 4th Street directing to parking lots to the west on NE 4th Street.
- **Improve visibility of signage at 5th Street parking garage:**
 - The parking garage does not stand out as an obvious public parking opportunity when approaching by vehicle from NE Davis Street or NE Evans Street. See Figure 5 below.
 - Consider more conspicuous "Public Parking" signing or painted logos matching the City-branded signage on or around the garage to indicate it is a publicly available garage.

Figure 5 5th Street Parking Garage Approaching from Davis St and Evans St



CONCLUSIONS AND RECOMMENDATIONS

We conclude the following based on the parking impacts and opportunities assessment summarized above:

- **Existing On-Street Parking Inventory:** The inventory of existing on-street marked parallel parking in the project vicinity is summarized in Table 1 and Table 2, and as follows:
 - **310** total marked on-street parallel parking spaces (including ADA parking)
 - **15** marked on-street parallel ADA spaces
 - Most spaces have 2-hour limits from 9 a.m. to 6 p.m. all days
 - Four (4) commercial loading zones exist in the study area
- **Third Street Improvement Project impact:** Based on the 30% design plans, the change in on-street parking supply on NE 3rd Street between NE Adams Street and NE Johnson Street is expected to be as follows:
 - Existing: **88 spaces**
 - Proposed: **75 spaces**
 - Reduction with Project: **13 spaces**
- **Parking Efficiency Strategies:**
 - Striping consistent length of parallel parking stalls throughout downtown. This assessment recommends 20-foot end stalls and 22-ft interior stall lengths.
 - Striping 30-foot yellow curb restrictions consistently at stop-sign and signal approaches.
 - Striping 20-foot yellow curb restrictions consistently from marked/unmarked crosswalks.
 - Remove yellow painted curb buffers located between existing parallel parking stalls.
 - Establish time of day "Commercial Loading Zone Only" restrictions consistently from 8 a.m. to 5 p.m. to increase supply of on-street parallel parking stalls during the evening hours.
- **Block-by-Block On-Street Parking Opportunities Summary:**
 - The field assessment and opportunities evaluation identified up to **fifteen (15) additional parking stalls** which could be added, four (4) of which would time-restricted and shared with commercial loading zones. See summary above for specific opportunities.

- Most block faces have constraints (existing driveways and alleys) such that re-organizing the parking with consistent 20-foot stalls would not result in a net increase in the number of stalls.
- Consider omitting individual on-street parallel parking stall markings on NE 3rd Street and/or the block faces where parking re-organization is recommended above.
Delineating only the limits of the zone may provide more efficient use of the space given vehicles of differing sizes.
- **Off-Street Free Parking Inventory:** There are eight (8) existing surface parking lots and a two-story parking garage which currently provide approximately **480 total spaces** of free parking. The parking lots vary between 2-hour parking limits and unrestricted parking.
 - A utilization study conducted in 2017 indicated adequate availability in these parking lots during both the weekday and weekend peak hours.
- **Downtown Free Off-Street Parking Opportunities:**
 - **Make parking lot signage more conspicuous:** Consider larger signs placed closer to the street, or supplemental signs nearby on the adjacent street that points toward the parking lot.
 - **Make wayfinding signs on NE 3rd Street more conspicuous:** Consider larger signs placed in locations that are more clearly visible and less visually cluttered.
 - **Install additional wayfinding signs on side streets:** Consider additional signage directing drivers to the respective parking lots after turning off of NE 3rd Street.
 - **Improve visibility of signage at 5th Street parking garage:** Consider more conspicuous “Public Parking” signing or painted logos matching the City-branded signage on or around the garage.

Appendix A:
Downtown McMinnville Parking
Assessment

Memorandum

March 9, 2022

Project# 27495

To: Heather Richards, PCED, Planning Director
City of McMinnville
231 NE Fifth Street McMinnville, OR 97128

From: Nicholas Gross & Marc Butorac, PE, PTOE, PMP

RE: Downtown McMinnville Parking Assessment Memorandum

DOWNTOWN MCMINNVILLE PARKING ASSESSMENT

The Downtown McMinnville Parking Assessment is a high-level concept study with the purpose of identifying existing parallel parking inefficiencies and planning-level strategies to increase parallel parking supply. The assessment also includes an evaluation of angled parking; determining if angled parking can physically and operationally fit on the side streets (Cows Street to Ford Street) off Third Street between 2nd Street and 4th Street while maintain two-way traffic.

Executive Summary

The following key findings are based on site observations and the parallel parking inefficiencies and angled parking assessments:

- Approximately 141 existing parallel parking stalls, including eight (8) Americans with Disability Act (ADA) parking stalls were identified within the study area.
- Opportunities exist within the study area to increase parallel parking supply. Approximately 12 to 16 additional parallel spaces may be freed up, based on the following recommendations:
 - Striping 30-foot yellow curb restrictions consistency at stop-sign and signal approaches
 - Striping 20-foot yellow curb restrictions consistently from marked/unmarked crosswalks
 - Striping 25-foot parallel parking stalls consistently¹
 - Removing existing yellow paint located between existing parallel parking stalls
- Three (3) "Commercial Loading Zone Only" stalls were identified within the study area, including two (2) with unrestricted time of day signage.
 - Establishing time of day "Commercial Loading Zone Only" restrictions consistently from 8AM to 5PM can increase between three (3) and six (6) on-street parallel parking stalls during the evening hours.
 - The City may choose to work collaboratively with local businesses to determine appropriate time management strategies of Commercial Loading Zone spaces.

¹ Opportunity for narrower parking stalls exists. MUTCD identifies 22-foot stalls as appropriate for internal stalls and 20-foot lengths for typical end spaces. 25-foot parallel parking stalls were used as a conservative planning level assumption as part of this concept study.

- Based on the angled parking assessment, angled parking can physically fit within a typical side street cross section but requires modifications to the street context including the removal of parallel parking on both sides of the street and repositioning travel lane alignment against one curb.
- Without modifications to existing curb extensions, the installation of angled parking **will not** result in a net positive increase of parking stalls along the side streets and is likely to reduce the total parking stalls volume. This reduction is primarily due to:
 - Removing all parallel parking on both sides of the street to convert to angled parking stalls, and
 - Developing proper setbacks from marked and unmarked crosswalks while transitioning travel lanes from curb tight to the center of the roadway – see Figure 2.
- With the removal of curb extensions on one side of the street, angled parking may result in a net neutral or potential loss in parking stalls (up to two [2] parking stalls per block) compared to existing conditions.

Parking Assessment Study Area



The study area for the Side Street Angled Parking Assessment examining the feasibility of potential parallel parking efficiencies strategies and/or implementing angled parking was performed on the side streets of Cowls Street, Davis Street, Evans Street, and Ford Street between 4th Street and 2nd Street in downtown McMinnville, Oregon. Parking inefficiencies were examined on Cowls Street, Davis Street, Evans Street, Ford Street, 4th Street, and 2nd Street to determine if additional parking could be provided based on modifications to parking geometrics, signing, and striping.

Existing Parallel Parking Inventory

Existing parallel parking inventory was collected based on a site visit and review of high-quality satellite imagery. Table 1 and Table 2 summarize the existing number of parallel parking stalls block-by-block within the study area.

Table 1: Existing Parallel Parking Inventory (4th Street and 2nd Street)

Street	Location	Cowls to Davis	Davis to Evans	Evans to Ford	Total Parking
4 th Street	North Side	7 parking stalls 1 ADA	6 parking stalls	6 parking stalls	39 parking stalls 2 ADA
	South Side	4 parking stalls	8 parking stalls 1 ADA	8 parking stalls	
2 nd Street	North Side	5 parking stalls	4 parking stalls	5 parking stalls	28 parking stalls 2 ADA
	South Side	7 parking stalls 1 ADA	3 parking stalls	4 parking stalls 1 ADA	

Table 2: Existing Parallel Parking Inventory (Cowls, Davis, Evans, and Ford Street)

Street	Location	4 th to 3 rd	3 rd to 2 nd	Total Parking
Cowls Street	East Side	4 parking stalls	4 parking stalls 1 ADA	17 parking stalls 1 ADA
	West Side	4 parking stalls	5 parking stalls	
Davis Street	East Side	5 parking stalls	5 parking stalls 1 ADA	18 parking stalls 2 ADA
	West Side	4 parking stalls 1 ADA	4 parking stalls	
Evans Street	East Side	5 parking stalls	6 parking stalls	19 parking stalls
	West Side	5 parking stalls	3 parking stalls	
Ford Street	East Side	6 parking stalls	6 parking stalls	20 parking stalls 1 ADA
	West Side	5 parking stalls	3 parking stalls 1 ADA	

Based on the existing condition inventory recorded during the project team site visit, there are approximately 141 existing parallel parking stalls including 8 ADA parking stalls within the project study area².

² Commercial loading zones were not recorded as parking stalls; two (2) commercial loading zones were recorded

EXISTING PARALLEL PARKING INEFFICIENCIES

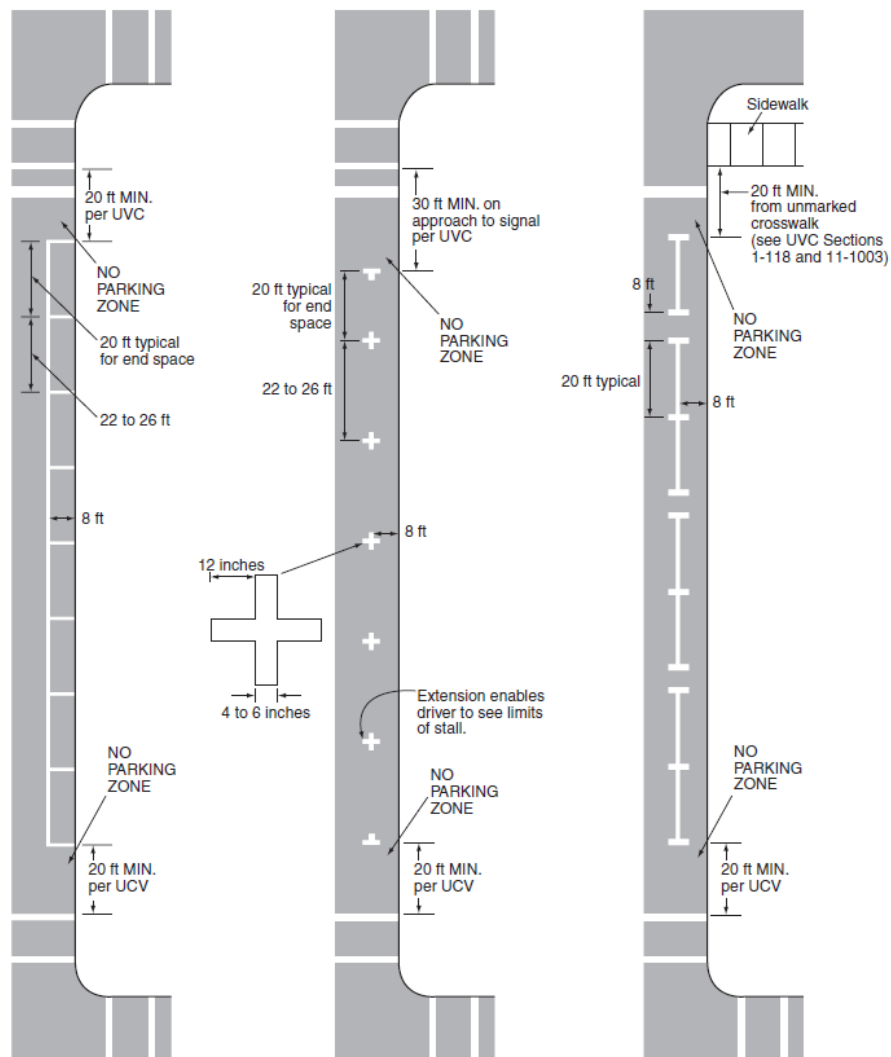
Opportunities to implement additional parallel parking without modifications to existing street geometry were explored based on the recommended guidance for parallel parking stall geometry identified in standard reference materials.

Reference Material and Analysis Assumptions

MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)

Federal regulations establish the MUTCD as “the national standard for all traffic control devices installed on any street, highway, or bicycle trail open to public travel” (23 USC 655.603). The MUTCD does not dictate requirements for parking zones but provides the standard that “Parking space markings shall be white.” The MUTCD includes examples of parking space markings, shown below, which cite the Uniform Vehicle Code (UVC).

Figure 3B-21. Examples of Parking Space Markings



UNIFORM VEHICLE CODE (UVC)

The UVC was developed by the National Committee on Uniform Traffic Laws and Ordinance and last updated in 2000. It serves as a “comprehensive guide or standard for state motor vehicle and traffic laws” (Transportation Research Board) and was intended to promote uniformity in traffic regulation across states. It serves as the bases for traffic laws in many states. The sections from the UVC referenced in the MUTCD include the definition of a crosswalk and text prohibiting “stopping, standing, or parking” “within 20 feet of a crosswalk at an intersection” or “within 30 feet of any flashing signal, stop sign, yield sign or traffic—control signal located at the side of a roadway.”

THE DIMENSIONS OF PARKING FIFTH EDITION

The Dimensions of Parking Fifth Edition is a standard reference for studying, planning, designing, implementing, and maintaining parking. Specifically, the Dimensions of Parking Fifth Edition provides details on parking geometrics based on varying street contexts including curb-to-curb width, type of parking, and angled of parking stall. Based on the Dimensions of Parking guidance, the 85th percentile vehicle in the United States is 17' 3".

- As part of the parallel parking inefficiencies assessment and based on the recommended parallel parking stall lengths identified in the Dimensions of Parking Fifth Edition, parking stall lengths of 25 feet were used to evaluate the potential for increased parallel parking stalls in the study area.

NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS (NACTO)

National Association of City Transportation Officials (NACTO) Urban Street Design Guide provides guidance on the design of streets and intersections, including intersection visibility and sight distance. Based on the NACTO's Urban Street Design Guide, daylighting intersections by removing parking within 20 feet of the intersection is recommended.

- As part of the parking inefficiencies assessment, removing parking within 20 feet of the was assumed when examining opportunities for additional parallel parking stalls.

Existing Parking Inefficiencies

Based on site visit documentation and review of high-quality satellite imagery, the primary elements resulting in inefficient use of parking include:

INCONSISTENT PARKING STALL DIMENSIONS

Based on project team site visit documentation, parallel parking stall lengths varied between 18 to 25 feet in the study area.

- Consistently striping 25-foot parking stalls is recommended and can increase the overall number of parking stalls within the study area when coupled with additional parking efficiency strategies.

INCONSISTENT YELLOW CURB DISTANCES FROM INTERSECTION

Based on project team site visit documentation, yellow curbs (prohibited parking) offset from intersections varied between 20 and 35 feet.

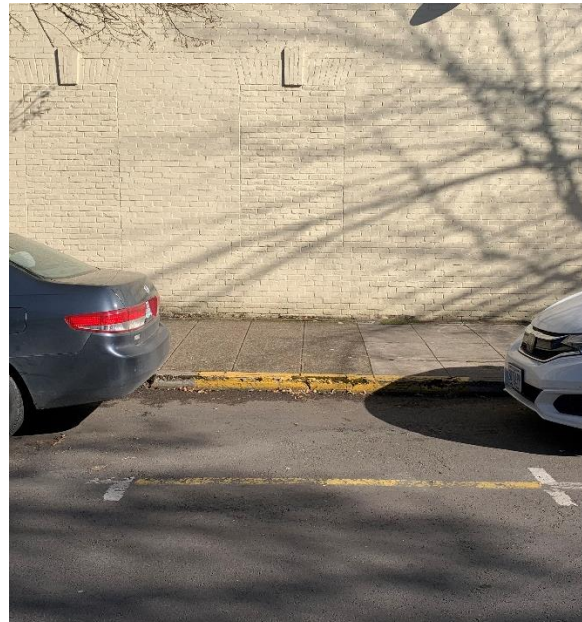
- Consistency striping a 30-foot offset from stop signs and signals and a 20-foot offset from marked/unmarked crosswalks is recommended and can increase the overall number of parking stalls within the study area when coupled with additional parking efficiency strategies.

USE OF YELLOW PAINT BETWEEN EXISTING PARKING STALLS

Based on project team site visit documentation, yellow paint is used between parallel parking stalls on side streets to fill excess or leftover space due to total block length in relation to parallel parking stall lengths and parking limitations (i.e., loading zones, driveway access points). Yellow paint was specifically used in front of street trees, likely intended to reduce the potential of car doors opening into the street trees. On several side streets, multiple yellow paint lines between parallel parking exists within the same block.



Example of yellow paint between parallel parking stalls on Evans Street



Example of yellow paint between parallel parking stalls on Cows Street

- Removing yellow paint between parallel parking stalls in combinations with consistently striping parallel parking stall lengths is recommended and can increase the overall number of parking stalls within the study area when coupled with additional parking efficiency strategies.
- Particularly, combining the removal of yellow paint between multiple parallel parking stalls within the same block can increase the overall number of parking stalls within the study area.

COMMERCIAL LOADING ZONE ONLY PARKING STALLS LENGTHS

Three (3) "Commercial Loading Zone Only" stalls are located within the study area and include lengths ranging from 60 to 80 feet. The City may consider the opportunity for off-street commercial loading in adjacent surface parking lots, consolidating the length of "Commercial Loading Zone Only" stalls, or placing time of day restrictions for the loading areas (i.e., restrict loading between 8AM and 5PM)³ to free up additional on-street parking during the evening hours. Based on implementation of these strategies, an additional three (3) to six (6) parking stalls may be added.

³ Only one (1) of the Commercial Loading Zone Only stalls restricted use between 8AM and 5PM.

Side Street Angled Parking Assessment

The existing physical and operational characteristics of Cows Street between 2nd Street and 4th Street were evaluated to determine if angled parking off Third Street could be implemented without losing a lane of traffic. Cows Street was used for the analysis as it represents a typical side street in downtown McMinnville.

EXISTING PHYSICAL AND OPERATIONAL CHARACTERISTICS

Cows Street has a curb-to-curb width of 40 feet and includes two (2) 12-foot travel lanes and parallel parking (8 feet) on both sides. No street center stripe is provided. Exhibit 1 illustrates a typical section of Cows Street including curb extensions at the Cows Street/Third Street intersection.

Exhibit 1: Cows Street Typical Section



Cows Street facing north between 3rd and 4th Street

Curb Extensions

Existing curb extensions are located at all Third Street intersection corners within the study area (Cows, Davis, Evans, Ford) creating shorter crossing distances for pedestrians, tighter curve radii for vehicles, and increased visibility of pedestrians waiting to cross the street. The existing curb-to-curb width between the curb extensions is 24 feet. The width between curbs along the block is 40 feet.

Curb extensions pose a challenge for implementing angled parking due to vehicles needing to maneuver through the curb extension "pinch point" of 24 feet and then transition to one side of the street to be properly positioned to access the angled parking stall. The following section illustrates and further explains the required offset and transition zone needed to implement angled parking.

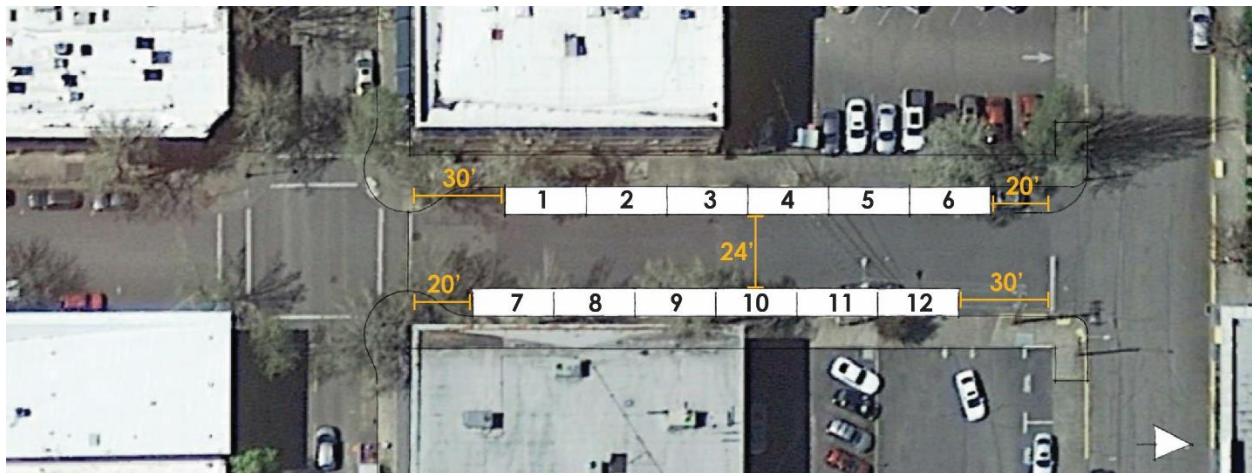
SIDE STREET PARKING COMPARISON

For the purposes of the side street angled parking assessment, unconstrained conditions were used for comparison purposes assuming no prohibited parking (yellow paint) and no driveway access requirements.

SCENARIO 1: EFFICIENT PARALLEL PARKING

Scenario 1 includes parallel parking on both sides of the street with a 30-foot setback from existing stop signs and 20-foot setbacks from existing marked/unmarked crosswalks. Due to the existing block length of 200 feet and considering the required setbacks, 25-foot parallel parking stalls were used to better accommodate the block length to parallel parking stall length ratio. Figure 1 illustrates the unconstrained parallel parking scenario.

Figure 1: Unconstrained Parallel Parking Scenario



As illustrated in Figure 1, up to 12 parallel parking spots could be accommodated on a one block segment of Cows Street under the unconstrained scenario assuming consistent striping of 25-foot parallel parking stall lengths⁴. Table 3 summarizes the comparison of Scenario 1 to existing conditions.

Table 3: Comparison of Scenario 1 to Typical Side Street Existing Conditions

Cows Street (3 rd to 4 th)	Existing Parking Stalls	Scenario 1 Parking Stalls	Net Difference Implementing Scenario 1
East Side	~4 to 5	6	~+1
West Side	~4 to 5	6	~+1

As summarized in Table 3, implementing Scenario 1 has the potential to increase up to two (2) parallel parking stalls per typical side street block.

⁴ Based on the project team site visit, the highest number of existing parallel parking stalls on a north-south street was recorded on the east side of Ford Street between 2nd and 3rd street which includes seven (7) parallel parking stalls.

SCENARIO 2: ANGLED PARKING MAINTAINING EXISTING CURBS

Scenario 2 includes angled parking on one side of the street. Angled parking is shown at 18-foot parking stall depths, 8.5 feet wide, and angled at 30° based on the guidance provided in the Dimensions of Parking, Fifth Edition for a street with a curb-to-curb width of 40 feet.

Due to the existing curb extensions at the 3rd Street/Cowls intersection, a painted taper is required to transition vehicles to the opposite side of the angled parking stalls. A 60-foot transition “taper” is recommended based on an assumed operating speed limit of 20 MPH. Parallel parking opposite the angled parking will need to be removed. Two (2) 11-foot travel lanes.

Figure 2 illustrates the angled parking maintaining existing curbs scenario.

Figure 2: Angled Parking Maintaining Existing Curbs



As illustrated in Figure 2, up to five (5) angled parking spots could be accommodated on a one block segment of Cowls Street. In this scenario only northbound vehicles would have a properly positioned to access angled parking. Table 4 summarizes the comparison of Scenario 2 to existing conditions.

Table 4: Comparison of Scenario 2 to Typical Side Street Existing Conditions

Cowls Street (3 rd to 4 th)	Existing Parking Stalls	Scenario 1 Parking Stalls	Net Difference Implementing Scenario 1
East Side	~4 to 5	5	~0 to +1
West Side	~4 to 5	0	~-4 to -5

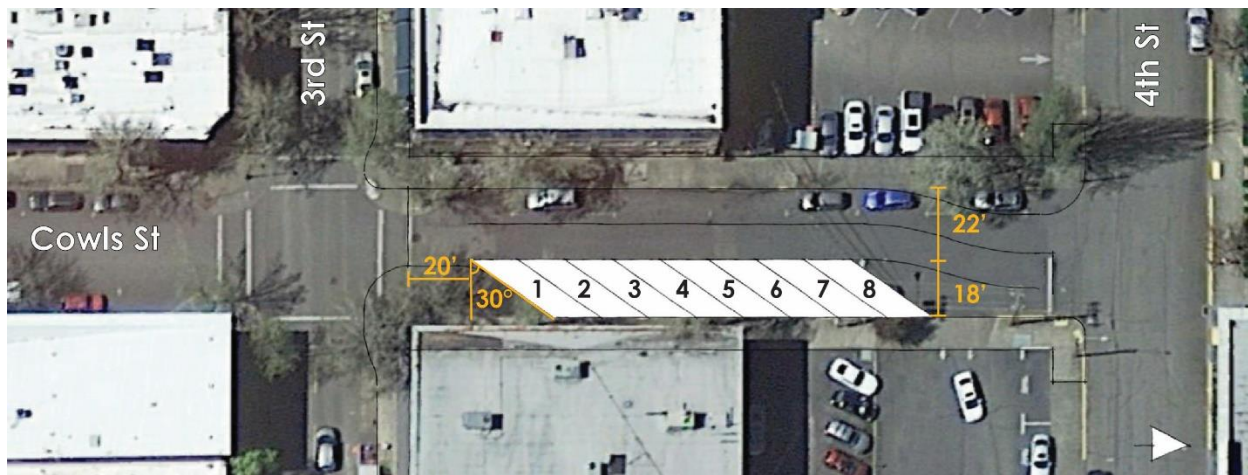
As summarized in Table 4, implementing Scenario 2 is likely to result in a loss of approximately 3 to 5 parking stalls per typical side street block.

SCENARIO 3: ANGLED PARKING CURB MODIFICATIONS

Scenario 3 includes angled parking on one side of the street, the removal of parallel parking, and modifications to the existing curb extensions at the 3rd Street/Cowls Street intersection. The curb extensions modifications allow for the removal of the required taper (Scenario 2), allowing through vehicles to travel on a north-south path along Cowls Street.

Similar to Scenario 2, angled parking is shown at 18-foot parking stall depths, 8.5 feet wide, and angled at 30° based on the guidance provided in the Dimensions of Parking, Fifth Edition for a street with a curb-to-curb width of 40 feet. Figure 3 illustrates the angled parking maintaining existing curbs scenario.

Figure 3: Angled Parking Curb Modifications



As illustrated in Figure 3, up to eight (8) angled parking spots could be accommodated on a one block segment of Cowls Street. In this scenario only northbound vehicles would have a properly positioned to access angled parking. Table 5 summarizes the comparison of Scenario 3 to existing conditions.

Table 5: Comparison of Scenario 3 to Typical Side Street Existing Conditions

Cowls Street (3 rd to 4 th)	Existing Parking Stalls	Scenario 1 Parking Stalls	Net Difference Implementing Scenario 1
East Side	~4 to 5	8	~+3 to +4
West Side	~4 to 5	0	~-4 to -5

As summarized in Table 5, implementing Scenario 3 is likely to result in a neutral (0) to potential loss of up to two (2) parking stall per typical side street block.

If the City wanted to consider extending the angled parking beyond 2nd and 4th Streets or removing the bulb-outs to offset the travel lanes without transitions, the angle parking scenarios could warrant additional spaces beyond what is demonstrated above.

Recommendations

Based on the project team site visit, parking inefficiency assessment, and side street angled parking analysis, **maintaining parallel parking on the side streets with improved efficiencies strategies aimed at increasing the overall number of parallel parking stalls is recommended.** Parallel parking efficiency strategies include:

- Striping 30-foot yellow curb restrictions consistency at stop-sign and signal approaches
- Striping 20-foot yellow curb restrictions consistently from marked/unmarked crosswalks
- Remove existing yellow paint located between existing parallel parking stalls

Implementing the parallel parking efficiency strategies has the opportunity to increase up to 14 parallel parking stalls within the study area.

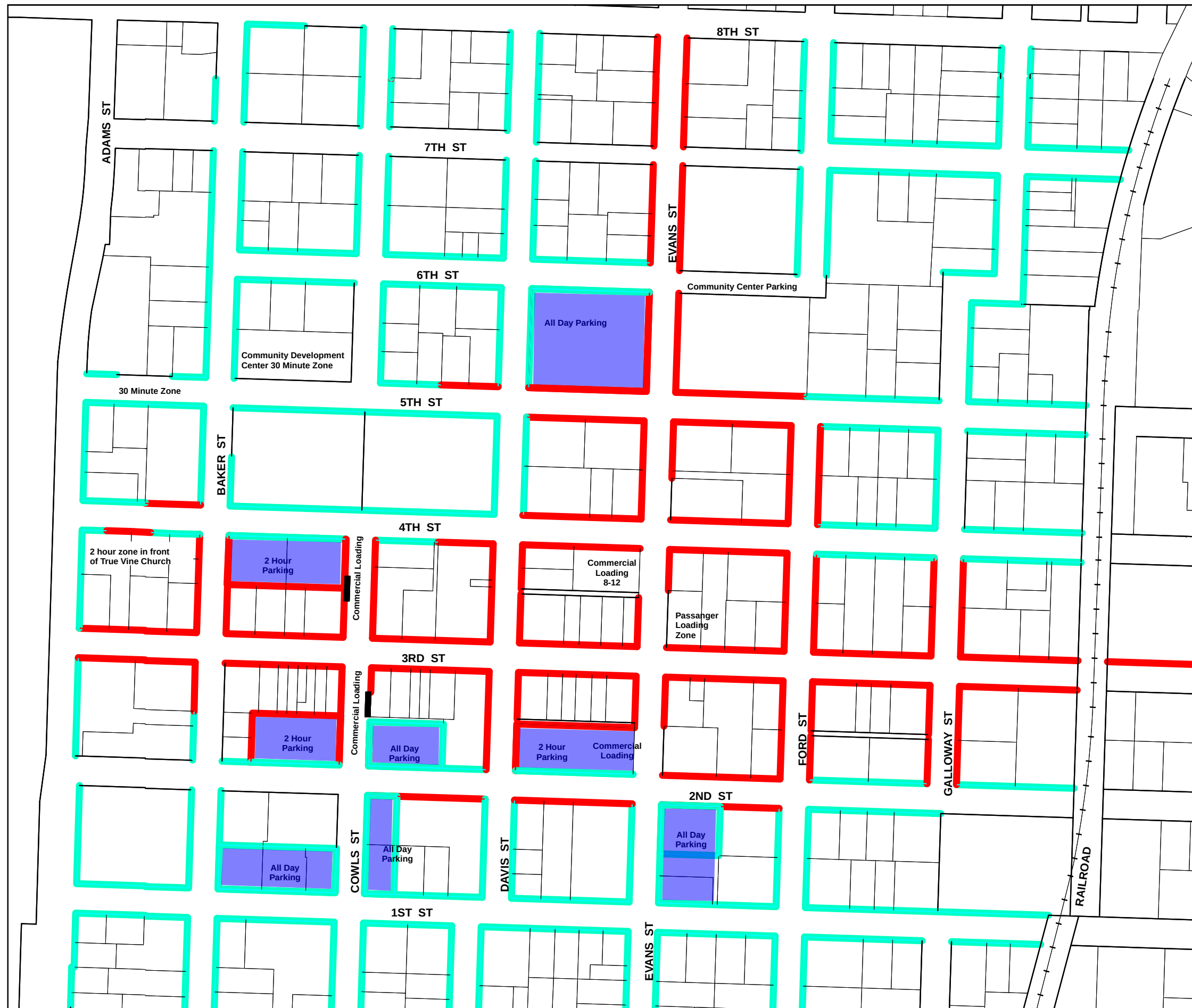
- Establishing time of day "Commercial Loading Zone Only" restrictions consistently from 8AM to 5PM can increase between three (3) and six (6) on-street parallel parking stalls during the evening hours.

Implementing angled parking on the side streets is not recommended and is not likely to result in an increase in overall parking stalls. Further, angled parking would only be accessible for one-way travel and would require the removal of curb extensions at Third Street intersections to be most effective.

Appendix B: Downtown Free Parking Map



Free Downtown Parking



Legend

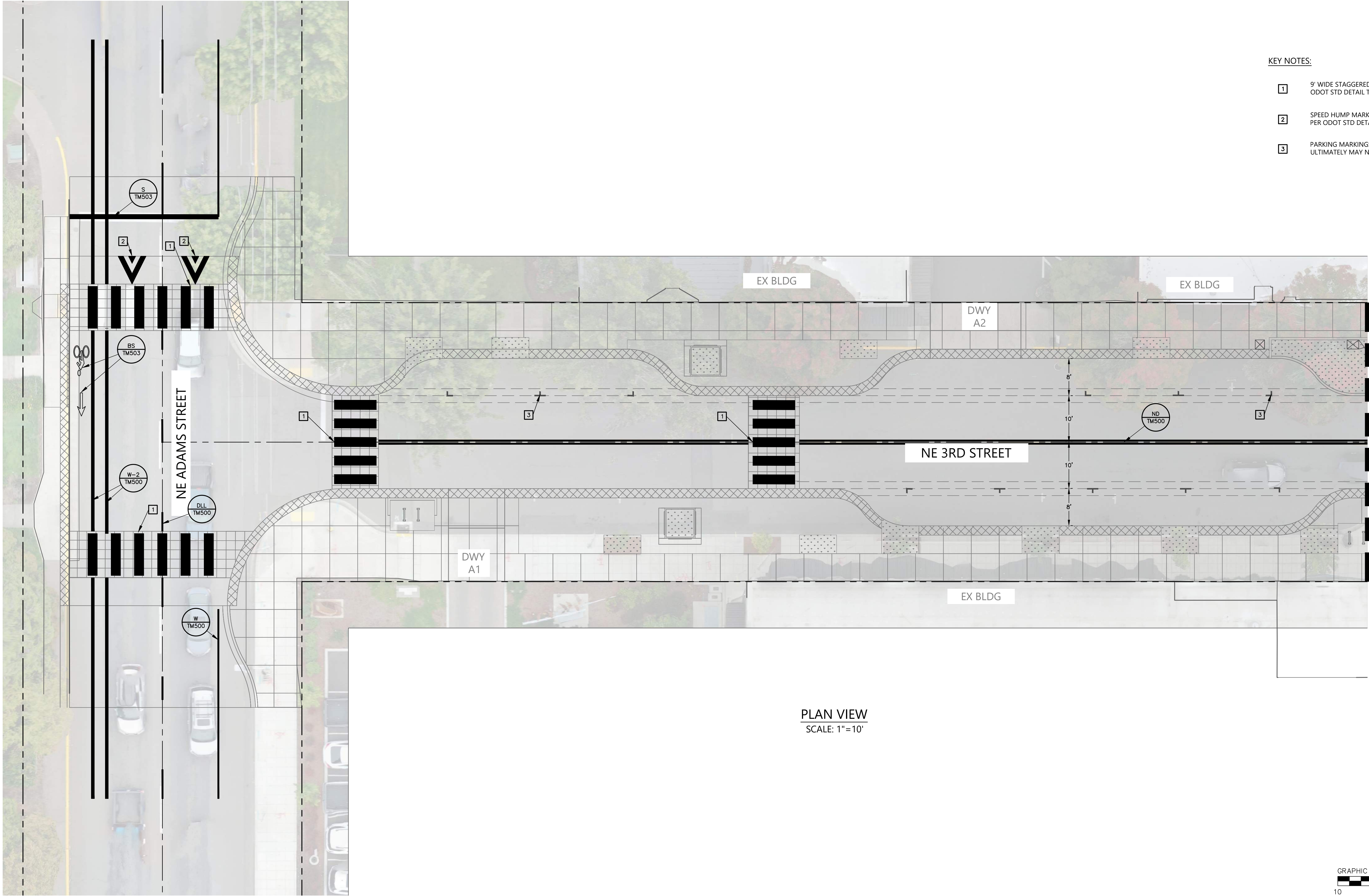
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- 2 Hr Parking Limit



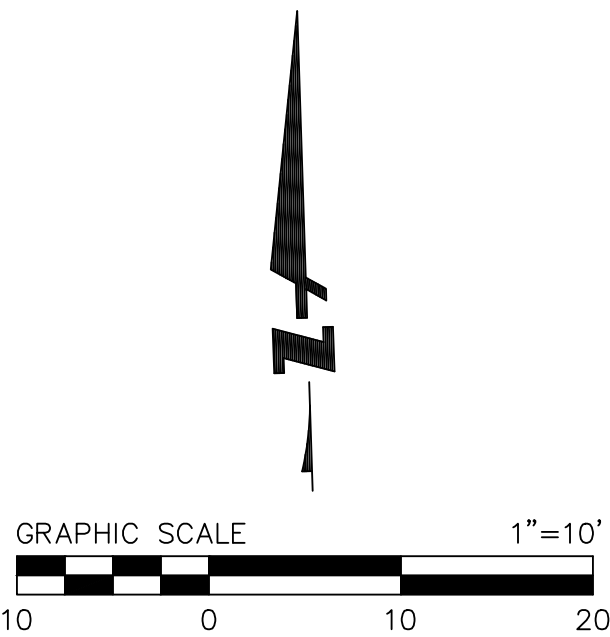
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Appendix C: 15% Preliminary Design Plans

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PLOT DATE: 03-14-25 PLOTTED BY: cschermesser



PLAN VIEW
SCALE: 1"=10'



STRIPING AND CURB MARKING LEGEND

- CURB AND STRIPING DETAIL PER ODOT STANDARD PLANS
- STREET SIGN PER MUTCD SIGNAGE STANDARD DETAIL
- PROPOSED STREET SIGN

KEY NOTES:

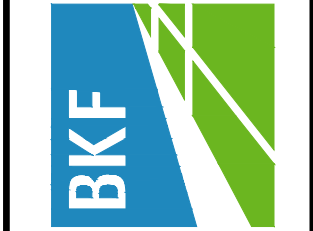
- 9' WIDE STAGGERED CONTINENTAL CROSSWALK PER ODOT STD DETAIL TM503, SHEET CD.06 (TYP.)
- SPEED HUMP MARKING WITH CROSSWALK LEADING EDGE PER ODOT STD DETAIL DET4560, SHEET CD.06 (TYP.)
- PARKING MARKINGS SHOW FOR REFERENCE AND ULTIMATELY MAY NOT BE MARKED IN THE FIELD.

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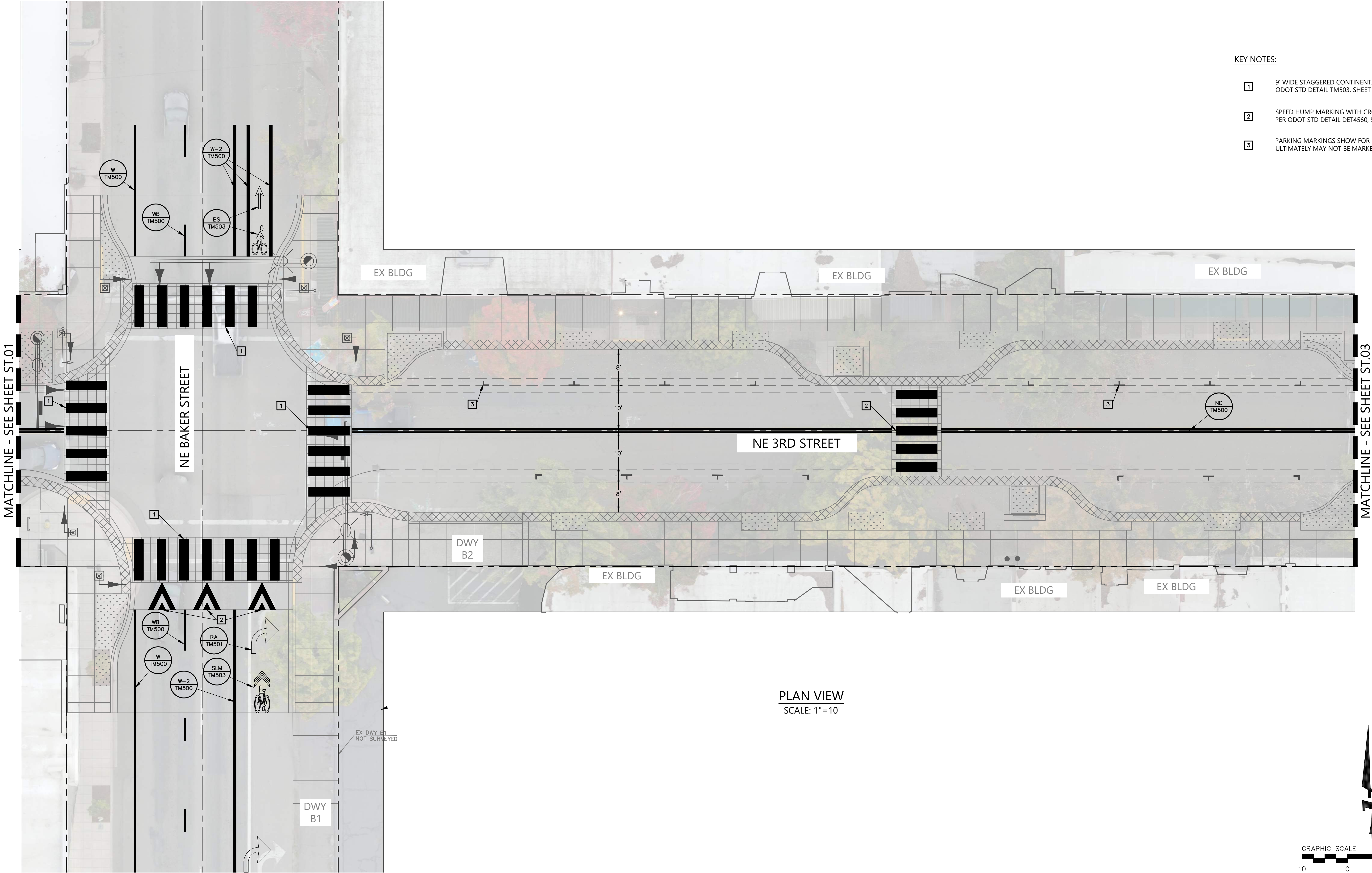


THIRD STREET IMPROVEMENT PROJECT
SIGNAGE AND STRIPING PLAN - BLOCK A

CITY OF MCMINNVILLE YAMHILL COUNTY OREGON

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STRIPING AND CURB MARKING LEGEND

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- DTL # STREET SIGN PER MUTCD SIGNAGE STANDARD DETAIL
- PROPOSED STREET SIGN

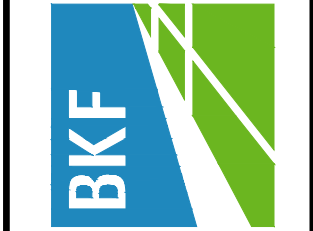
KEY NOTES:

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THIRD STREET IMPROVEMENT PROJECT
SIGNAGE AND STRIPING PLAN - BLOCK B

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PLOTTED BY: cschermesser

MATCHLINE - SEE SHEET ST.02

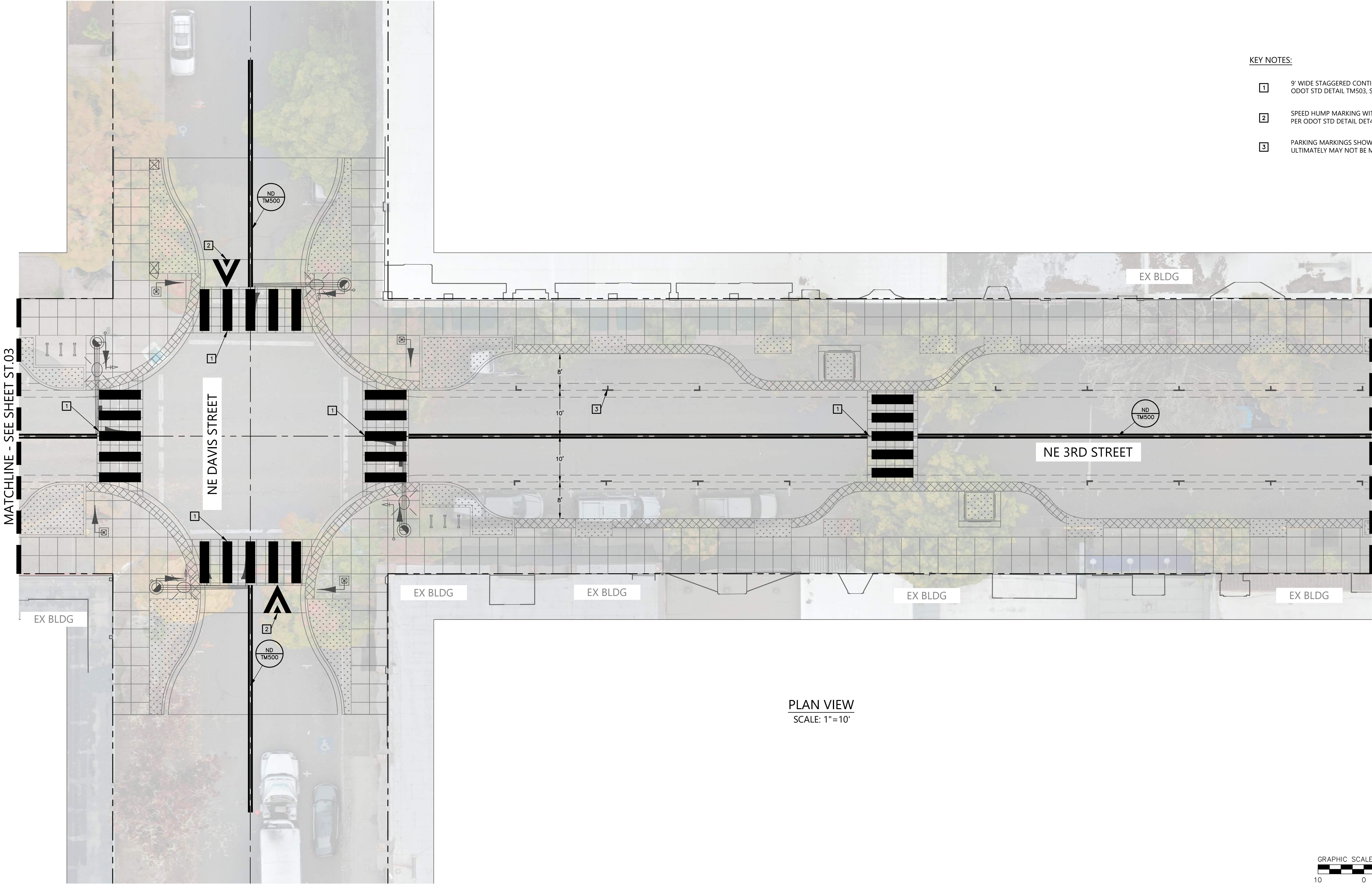
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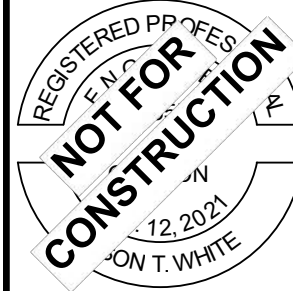
STRIPING AND CURB MARKING LEGEND

- ODOT DTL NO. CURB AND STRIPING DETAIL PER ODOT STANDARD PLANS
- DTL # STREET SIGN PER MUTCD SIGNAGE STANDARD DETAIL
- PROPOSED STREET SIGN

KEY NOTES:

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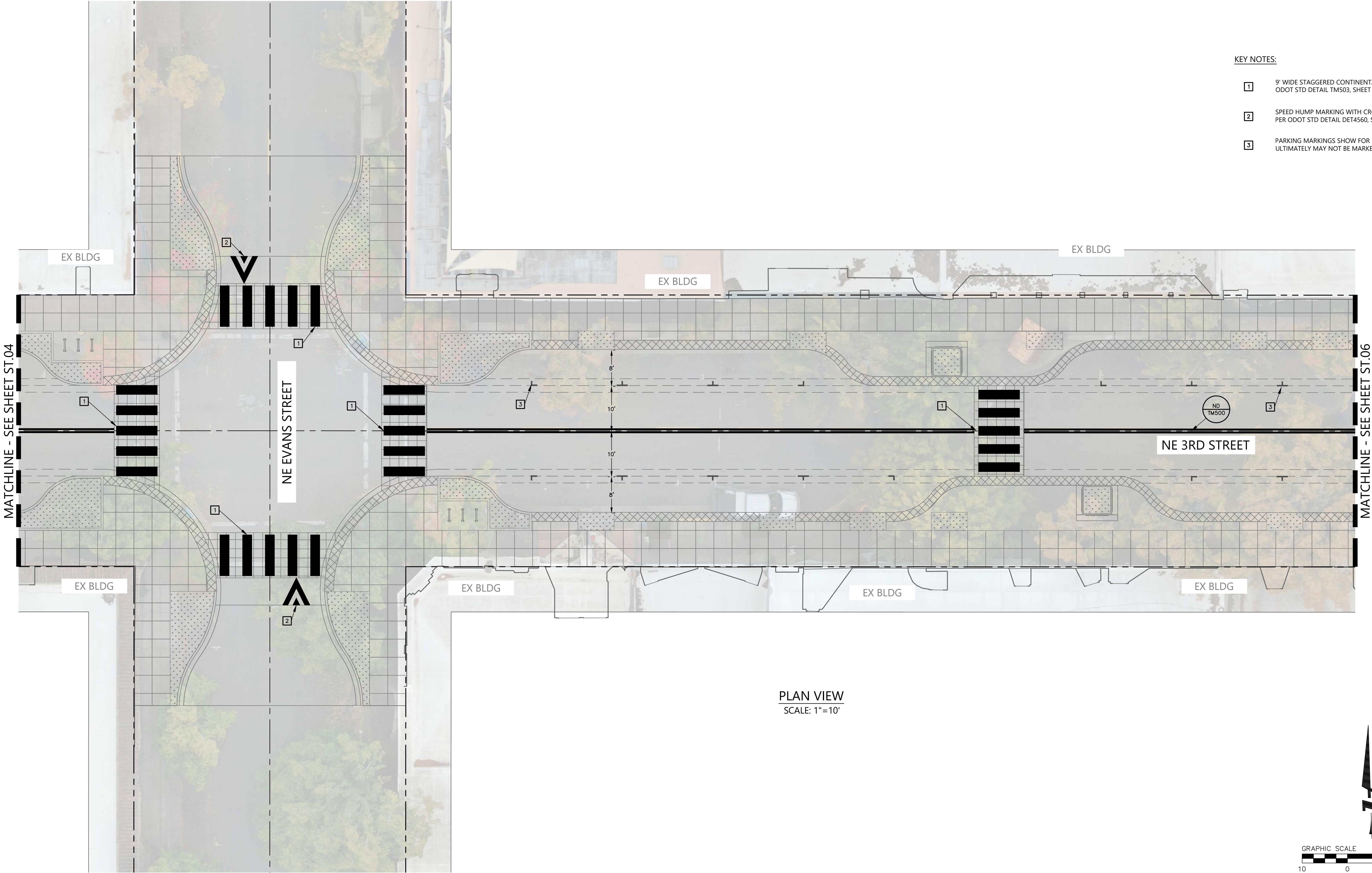
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PLAN VIEW
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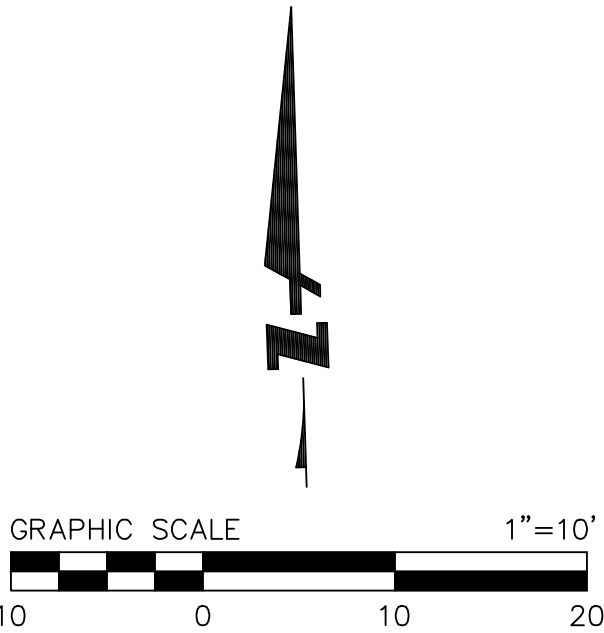
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- CURB AND STRIPING DETAIL PER ODOT STANDARD PLANS
- STREET SIGN PER MUTCD SIGNAGE STANDARD DETAIL
- PROPOSED STREET SIGN

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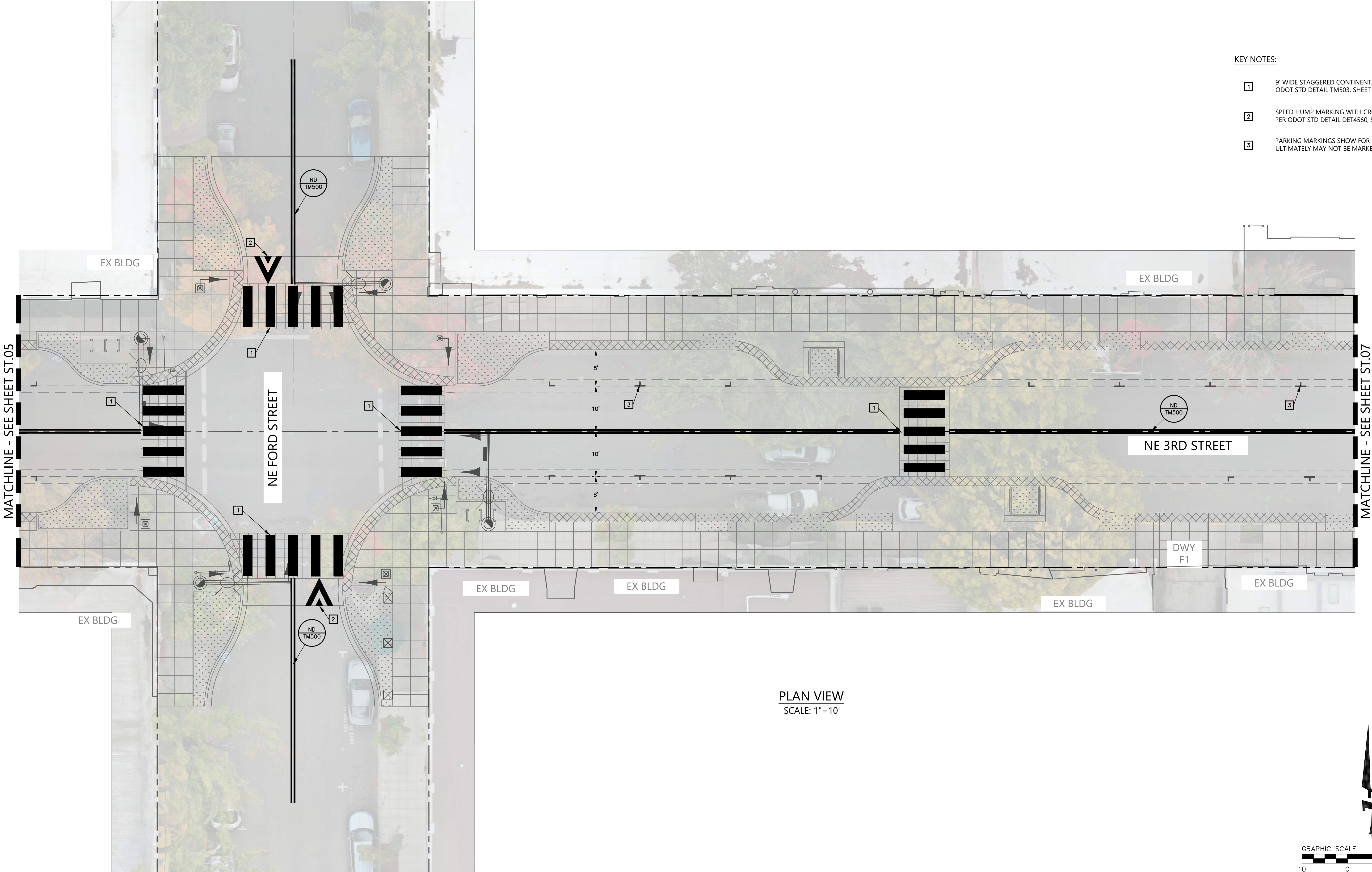
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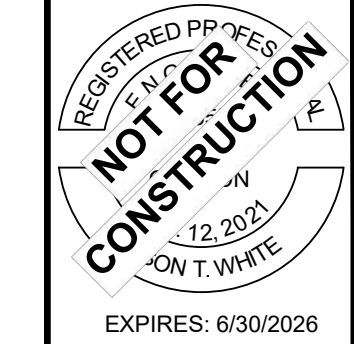
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- PROPOSED STREET SIGN

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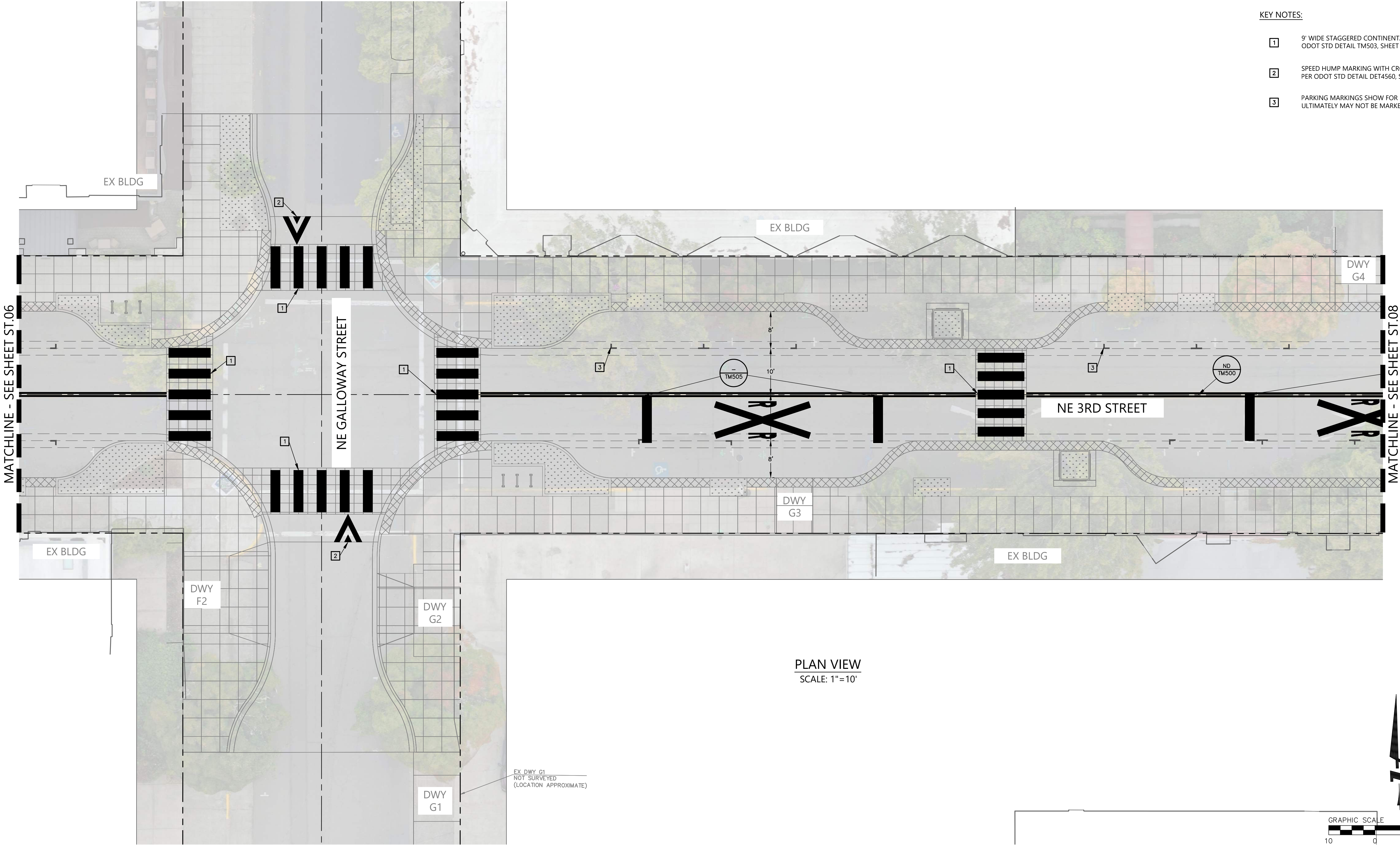
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PLAN VIEW
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STRIPING AND CURB MARKING LEGEND

- CURB AND STRIPING DETAIL PER ODOT STANDARD PLANS
- STREET SIGN PER MUTCD SIGNAGE STANDARD DETAIL
- PROPOSED STREET SIGN

KEY NOTES:

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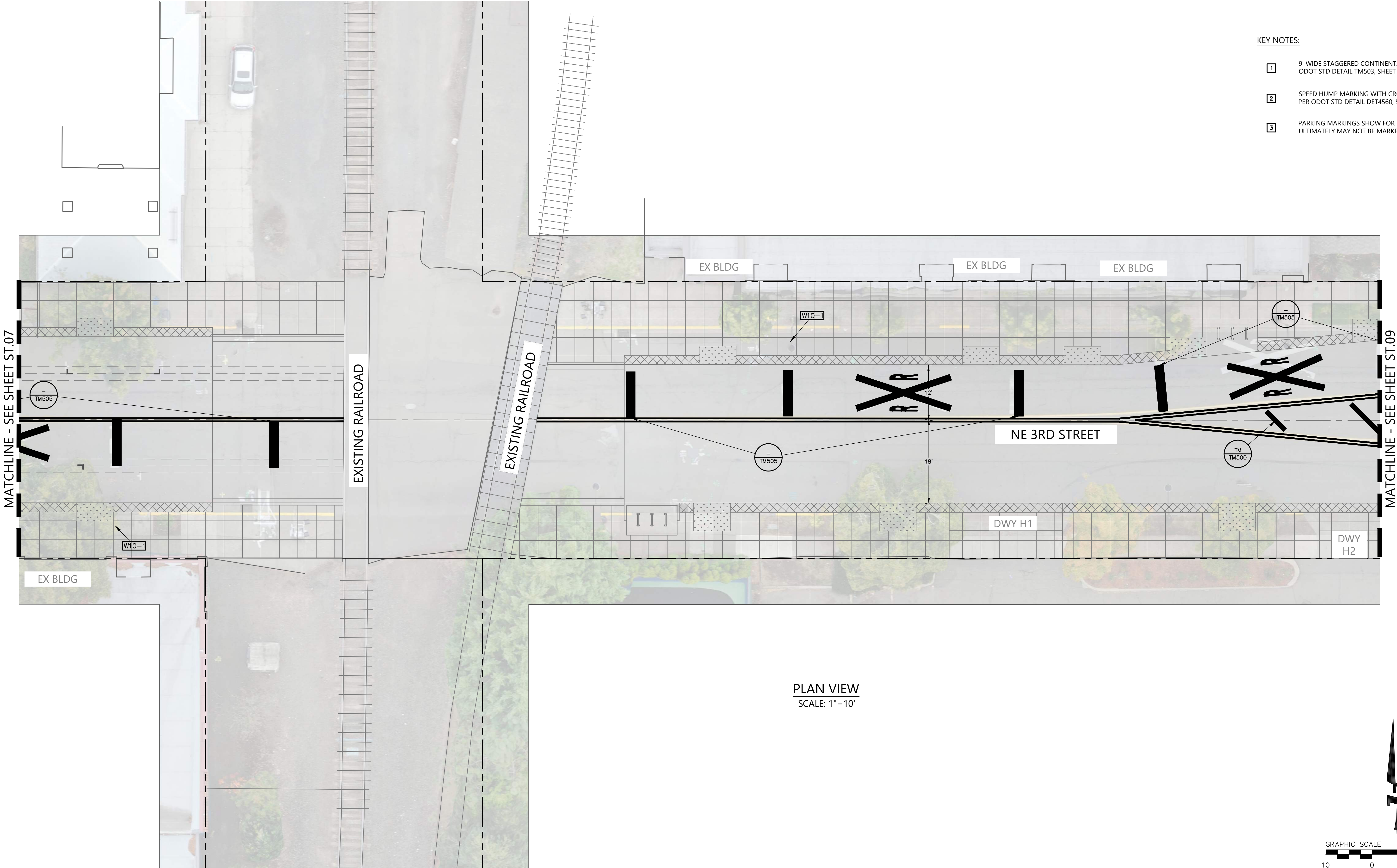
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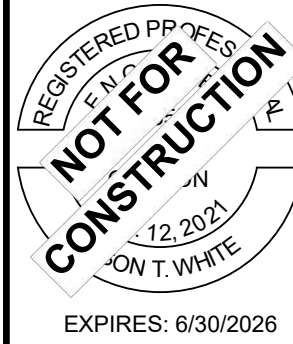
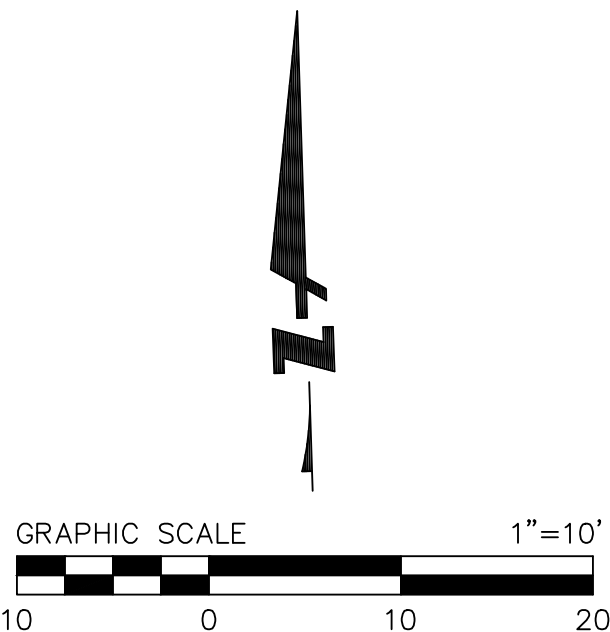
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STRIPING AND CURB MARKING LEGEND

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- PROPOSED STREET SIGN

KEY NOTES:

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SIGNAGE AND STRIPING PLAN - BLOCK H

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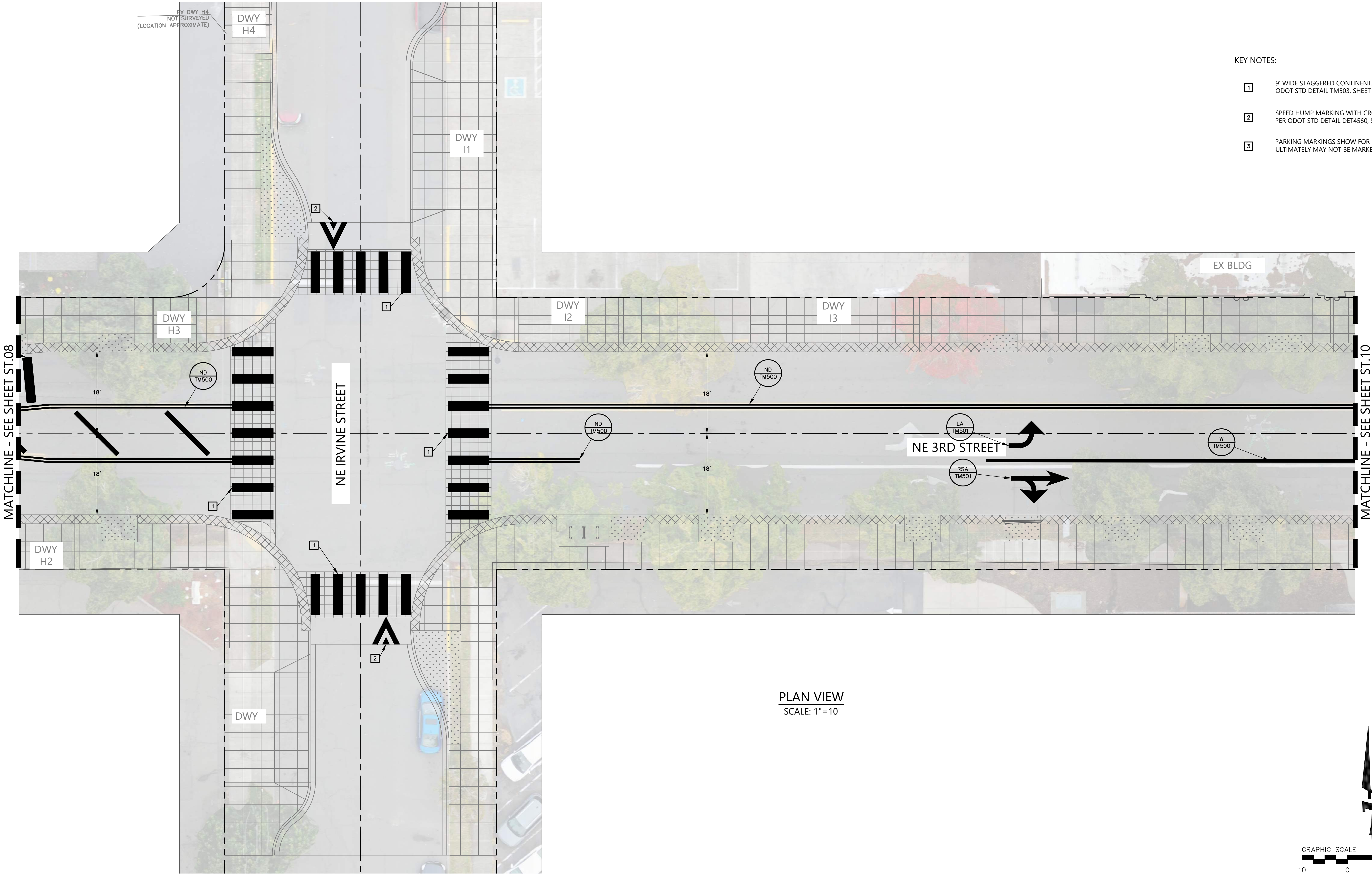
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STRIPING AND CURB MARKING LEGEND

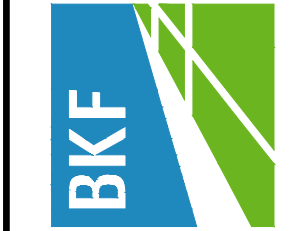
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SIGNAGE AND STRIPING PLAN – BLOCK 1

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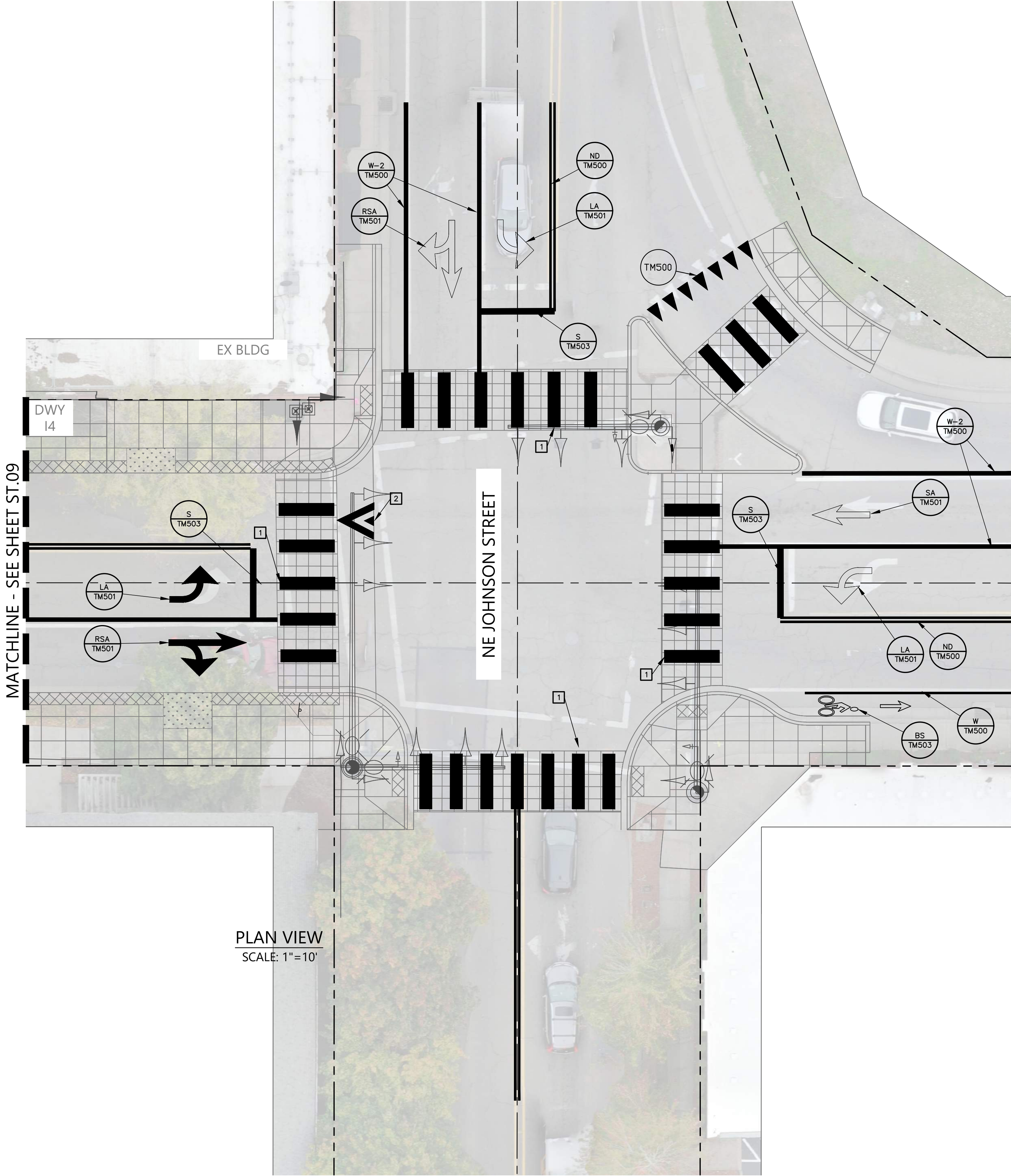
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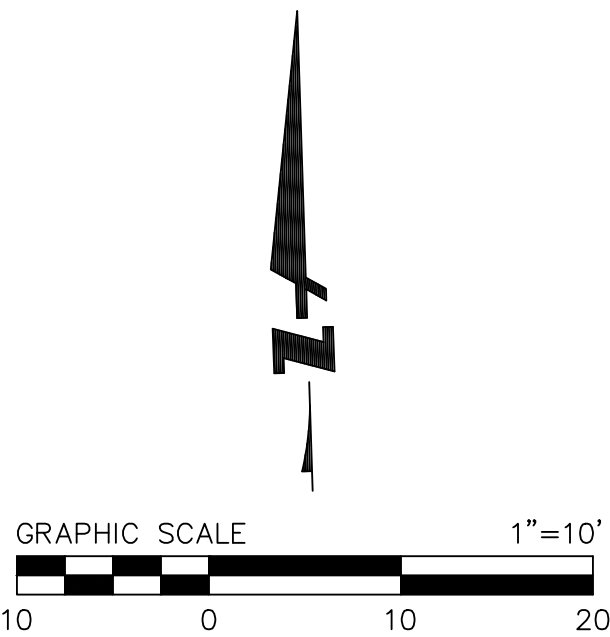
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STRIPING AND CURB MARKING LEGEND

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- STREET SIGN PER MUTCD SIGNAGE STANDARD DETAIL
- PROPOSED STREET SIGN

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- 3** PARKING MARKINGS SHOW FOR REFERENCE AND ULTIMATELY MAY NOT BE MARKED IN THE FIELD.



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Appendix D:
Rick Williams Consulting Parking
Inventory Memorandum

RICK WILLIAMS CONSULTING

Parking & Transportation

(503) 459-7638
rickwilliamsconsulting.com

PO Box 12546
Portland, OR 97212

MEMORANDUM

To: Heather Richards, City of McMinnville
From: Rick Williams, Owen Ronchelli, and Pete Collins, RWC
Date: September 6, 2017
Project: Downtown McMinnville Parking Study
Subject: **Task 2: Technical Memorandum 1 – Inventory Summary**

This memorandum summarizes the project purpose as well as presents the inventory of the on- and off-street parking supply within the downtown McMinnville Parking Study Area. The purpose of the project is to provide an objective understanding of parking behavior in downtown using accurate data and to develop management strategies the City can implement to compliment an already thriving and growing Downtown McMinnville.

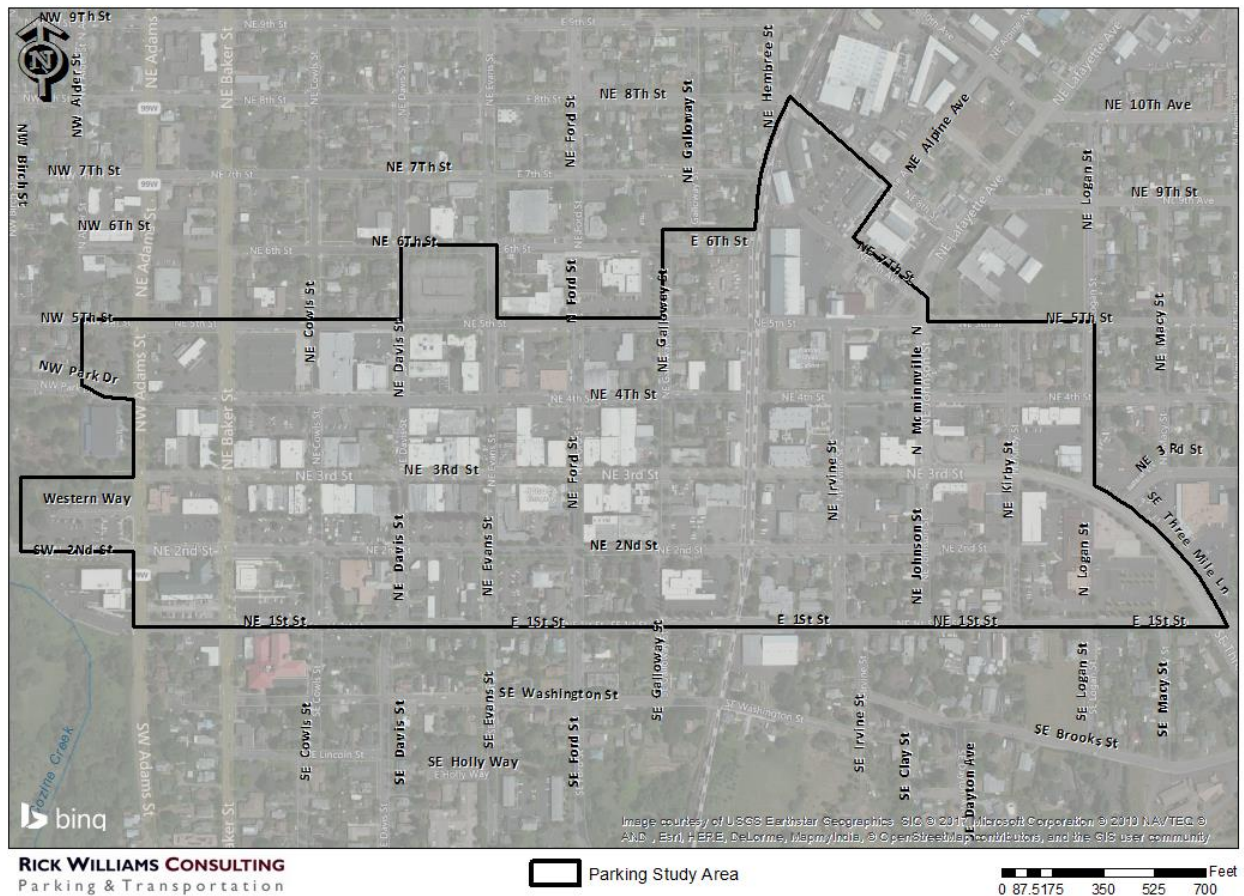
This technical memorandum sets out to accurately summarize the complete on and off-street parking supply within the study area boundary as provided for in Task 2 of the project work scope.

I. STUDY AREA

The City of McMinnville is interested in an objective assessment of the dynamics of use within the parking supply, both on-street and off-street (public and private) associated with the area north of 1st Street, south of 5th Street and extension, east of NW Adams Street/NW Birch/NW Alder and west of N Logan Street/SE Three Mile Lane. The study area was determined in conjunction with the project Stakeholder Advisory Committee and city staff.

The inventory provides a categorization (i.e., on and off-street, by time restriction, by lot or garage) of the parking supply that exist to support the business and commerce, and residences of the downtown. To this end, this study focuses on on-street parking stalls located within close proximity to the downtown core along NE 3rd Street as well as 75 off-street lots (both public and private) located throughout the study area. The inventory of off-street lots are evaluated as sites that currently, or could possibly, serve commercial uses in the downtown. **Figure A** (page 2) illustrates the Downtown McMinnville study area boundary.

Figure A: Parking Inventory Study Area



II. PARKING SUPPLY

The consultant team inventoried the on and off-street parking supply on the morning of Monday, May 8th, 2017. The inventory day was selected in consultation with McMinnville City staff as were specific streets and lots seen as reasonably serving downtown uses and/or showing potential for serving downtown activities.

The total supply of parking within the parking study includes 2,845 parking stalls, of which 798 (28%) are on-street stalls and 2,047 (72%) are off-street stalls located on 75 off-street sites. Four (4) off-street public parking lots are included as part of the comprehensive off-street inventory. Components used as the basis for the parking study assessment include:

On-Street

As all of on-street parking stalls are within close proximity to the Downtown core, 100% of the on-street stalls was inventoried and subsequently surveyed, amounting to 798 on-street stalls. Stalls were categorized by type (i.e. timestay, NL (No Limit) and ADA (American Disability Act – Handicapped) stalls).

Table 1 presents a breakout of the on- and off-street parking inventoried in Downtown McMinnville.

Table 1: 2017 Downtown McMinnville On-Street Inventory

Stalls by Type	Stalls	% of Total
10 Minutes (Signed)	1	< 1%
15 Minutes (Signed)	1	< 1%
2 Hours (Signed)	282	35.3%
ADA Accessible (Signed)	21	2.6%
No Limit	493	61.8%
<i>On-Street Supply</i>	<i>798</i>	<i>100%</i>
Off-Street Supply (75 sites)	2,047	100%
<i>Off-Street Supply Surveyed (42 sites)</i>	<i>1,666</i>	<i>81.4%</i>
<i>Off-Street 2 Hour Parking Supply¹</i>	<i>138</i>	<i>6.7%</i> <i>(of off-street supply)</i>
Total Supply	2,845	100%
Total Supply Surveyed	2,464	86.6%

From **Table 1** the following on-street findings can be derived:

- 35% of the on-street supply is provided in the form of 2 Hour stalls.
- 62% of the supply is provided in the form of No Limit stalls, or stalls with no time restrictions.
- Nearly 3% of the on-street supply is devoted to ADA Accessible stalls.
- Only two stalls in the downtown study area are dedicated to quick trips (stalls of 30 minutes or less).

Off-Street

The entire public and private off-street parking supply has 2,047 stalls spread across 75 sites. The parking inventory captures all parking stalls within the study boundary including small parking areas in alleyway (if applicable), reserved stalls for specific user groups (e.g., emergency vehicles, ADA Accessible, etc.). As such, this represents the total available off-street parking supply for all users of the

¹ A sub-category of off-street stalls dedicated to short-term stays (stays of 2 hours or less).

Downtown. When it comes to the data collection effort, measuring parking utilization, only a portion of those stalls will be evaluated. This is done to make efficient use of survey resources; managing data collection costs while also delivering highly accurate findings. That sampling of off-street sites is noted in **Table 1 – Off-Street Supply Surveyed (42 sites)**. Of the total supply, 1,666 stalls will be evaluated for occupancy which represents an 81% sample of the whole off-street system – a highly statistically valid and accurate sample of off-street parking behavior/utilization.

From **Table 1** the following off-street findings can be derived:

- The public and private off-street parking system has 2,047 parking stalls.
- The 2,047 stalls are distributed across 75 individual sites throughout the study area.
- 138 stalls (7% of the supply) are designated for short-term stays, 2 Hour parking.
- 81% of the total off-street supply will be sampled for parking utilization.

Table 2 illustrates the entire off-street parking inventory identified by Lot ID, site name, number of stalls, and the percentage of the off-street supply. Of the seventy-five off-street sites, forty-two (42) sites will be surveyed for parking utilization during the data collection process, including four (4) public off-street lots (Lot #s 27, 28, 47, 50). **Figure B** (page 7) displays the geographical distribution of all the off-street parking sites included in the inventory identified by Lot ID number.

Table 2: 2017 Downtown McMinnville Off-Street Inventory by Site

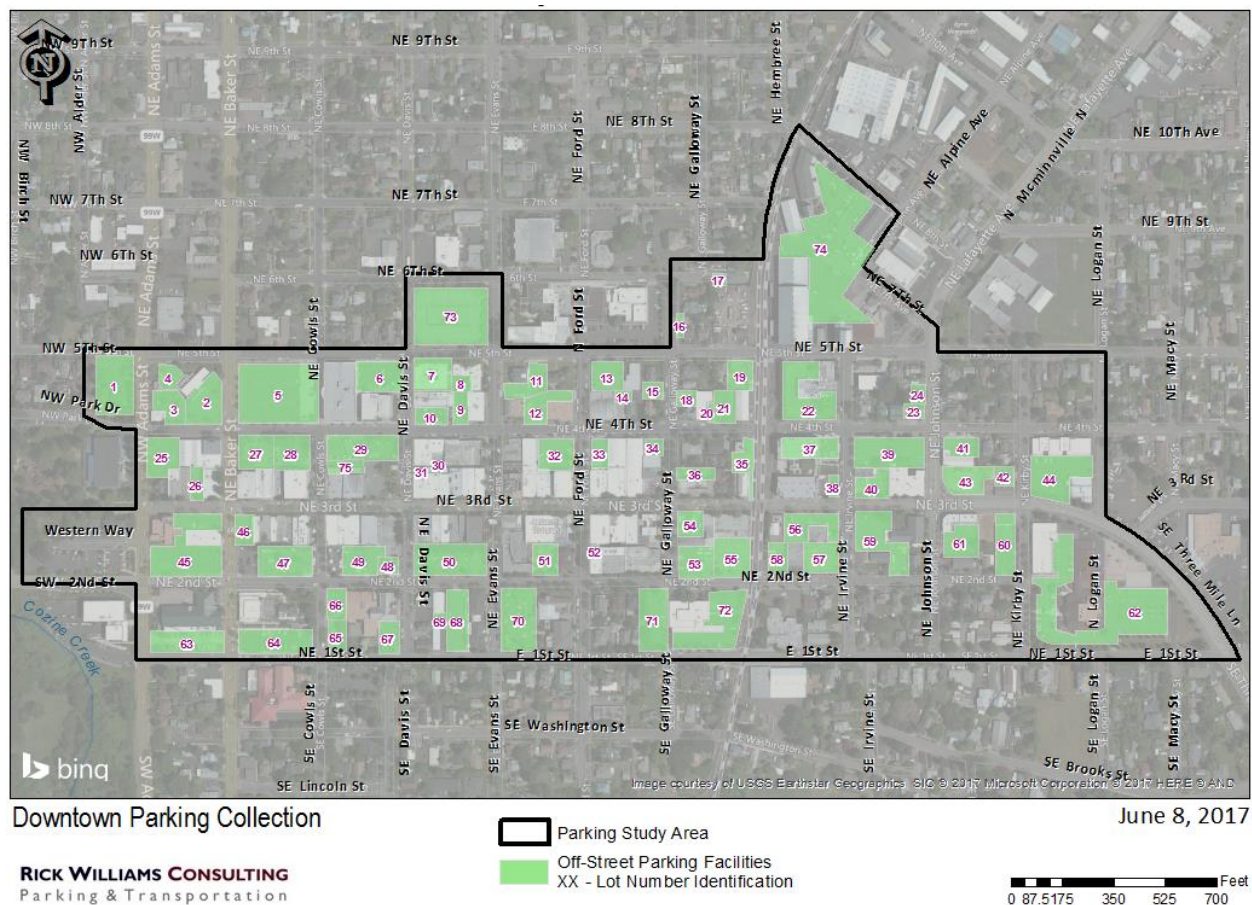
Lot ID	Off-Street Parking Sites ²	Stalls	% of Total
1	McMinnville Chamber of Commerce	29	1.4%
2	Citizens Bank	31	1.5%
3	Ticor Title	11	0.5%
4	Dutch Bros	3	0.1%
5	Oregon Mutual Insurance	140	6.8%
6	Oregon Mutual Insurance – Rear	22	1.1%
7	Yamhill County Family + Youth Program	19	0.9%
8	Vacant Building	7	0.3%
9	The Springs Living	13	0.6%
10	Frontier	7	0.3%
11	Board of County Commissioners	19	0.9%
12	Dept. Planning + Dev	19	0.9%

² Sites highlighted in red will not be surveyed for parking utilization during the data collection phase of this study.

13	Yamhill Co Public Health	33	1.6%
14	Court Appointed Advocates	6	0.3%
15	Private Residence	5	0.2%
16	707 NE 5th St	4	0.2%
17	Galloway Place	2	0.1%
18	Cynthia Kaufman Noble LLC	5	0.2%
19	Utility Yard	6	0.3%
20	Boxer Boys	4	0.2%
21	Cellar Ridge Construction	7	0.3%
22	Elizabeth Chambers Winery	10	0.5%
23	Buchanan Cellars	5	0.2%
24	Carlyle Construction	8	0.4%
25	Cozine House/ First Federal	17	0.8%
26	Retail Parking	10	0.5%
27	Retail – 2 Hour Parking	26	1.3%
28	Retail – 2 Hour Parking	30	1.5%
29	US Bank	20	1.0%
30	Retail Parking	3	0.1%
31	Retail Parking	3	0.1%
32	News Register	37	1.8%
33	News Register	13	0.6%
34	McMinnville Glass Shop Entrance	5	0.2%
35	Portland & Western McMinnville Depot	20	1.0%
36	Lost in the 50s	10	0.5%
37	Village Outlier/ Yamhill County	54	2.6%
38	Third Street Animal Hospital	4	0.2%
39	Golden Valley	58	2.8%
40	Mini Super Hidalgo	19	0.9%
41	Acupro Oregon Computer Sales	14	0.7%
42	Northwest Spine & Sport	9	0.4%
43	Acupro Oregon Computer Sales	40	2.0%
44	HBF International	69	3.4%

45	First Federal	64	3.1%
46	Berkshire Hathaway	11	0.5%
47	Public - 2 Hour Parking	29	1.4%
48	Public – All Day Parking	17	0.8%
49	Key Bank	20	1.0%
50	Public – 2 Hour Parking	53	2.6%
51	Multi-Tenant Parking	15	0.7%
52	The Springs Living	5	0.2%
53	Rays Auto Service Back lot	27	1.3%
54	Rays Auto Service Front lot	0	0.0%
55	Unknown	27	1.3%
56	K Mini Mart	13	0.6%
57	Headstart of Yamhill County	15	0.7%
58	Headstart of Yamhill County – Bus Parking	10	0.5%
59	McMinnville Praise Assembly	40	2.0%
60	Mountain View – Dr. Marvin Johnson and Thomas Kolodge	24	1.2%
61	Farmers Insurance	23	1.1%
62	James Catholic Church/ School	128	6.3%
63	McMinnville Fire Department	34	1.7%
64	Public – All Day Parking/ Civic-City Hall	38	1.9%
65	Public – All Day Parking	15	0.7%
66	First Presbyterian Church	12	0.6%
67	First Presbyterian Church – Rear	15	0.7%
68	Macy & Son Memorial Chapel	25	1.2%
69	Poseyland Florist	7	0.3%
70	McMinnville Co-op/ Public – All Day Parking	49	2.4%
71	US Post Office	31	1.5%
72	Authorized Vehicles Only	69	3.4%
73	5th Avenue Garage	222	10.8%
74	The Granary	120	5.9%
75	McMinnville Grand Ballroom	13	0.6%
	Off-Street Supply (75 sites)	2,046	100%
	Off-Street Supply Surveyed (42 sites)	1,665	81.4%

Figure B: Off-Street Parking Inventory Sites



III. SUMMARY

Downtown McMinnville's on-street parking supply is healthy and well distributed throughout the study area. There are only a few block faces that prohibit on-street parking for safety purposes (e.g., adjacent to railroad tracks, near the transit center), consequently the supply is proximate and convenient to most downtown businesses. Most of the short-term parking stall (2 Hour) are appropriately located along 3rd Street, the retail 'main street', and intersecting perpendicular streets between 2nd and 4th Streets. Streets beyond this retail core have some mix of time restrictions depending on their location, but are predominantly made up of No Limit stalls. The off-street system is primarily private or accessory to specific adjacent uses, with a handful of lots in public control catering to shorter-term stays (for trips up to 2 hours), which encourages parking turnover and is supportive of neighboring retail businesses. The off-street system complements the on-street supply by allowing for longer-term stays for both employee and customer use.

McMinnville's parking system appears to be well structured and supportive of commerce activities in the downtown. The forthcoming data collection effort will provide helpful utilization information that will detail how these parking assets are being used and when.