

# Technical Memorandum

August 22, 2023

Project# 27003.020

To: James Feldmann,  
Oregon Department of Transportation (ODOT)  
3700 SW Philomath Blvd.  
Corvallis, OR 97333

From: Camilla Dartnell, PE; Sophia Semensky; Phill Worth

RE: Public Outreach Event Summary  
Lebanon Urban Design Verification Study

## INTRODUCTION

The Lebanon Urban Design Verification (UDV) project aims to identify opportunities for walking and biking facilities on US 20 and OR 34 in Lebanon. The project will develop solutions that can be included in existing or upcoming projects over the next five to 10 years. Throughout the process, the project will engage the public via two in-person and two online outreach events to gather feedback on needs and solutions.

## PUBLIC OUTREACH #1

The first set of in-person and online outreach events aimed to provide information on project activities and gather feedback on needs for people walking and biking on highways US 20 and OR 34. The project team gathered input on challenges that residents face walking and biking, as well as on key destinations in town and specific locations that need improvements.

The first in-person public outreach event for the Lebanon Urban Design Verification Study took place on Thursday, March 16<sup>th</sup>, 2023 between 10 AM and 1 PM. Tables were set up at the Lebanon Library from 10 AM to 1 PM, at Grocery Outlet from 10 AM to 11:30 AM, and in front of the Mugs coffee shop from 11:30 AM to 1 PM. The project team handed out surveys and recorded verbal comments related to walking and biking facilities in Lebanon; in total, approximately 40 to 50 comments were received.

In addition, an online open house was prepared with information about the project and an accompanying survey and commenting map. The online open house was open for about 3 weeks between March 14<sup>th</sup>, 2023 and April 3<sup>rd</sup>, 2023. There were 19 survey responses and 24 comments on the commenting map.

A summary of findings from both the in-person and online events are presented below, by topic area.

## Mode and Key Destinations

People were asked how they usually get around town and what their key destinations are. Most participants drive, but there were also a significant number of people who bike, walk, and/or use a mobility device. Many use a combination of both driving and walking/biking/mobility device. Key local destinations that participants travel to include:

- Grocery stores (Safeway, Grocery Outlet, Bimart, Walmart)
- Local trail system and parks, including Ralston Park and Cheadle Lake

- Library
- Schools (Lebanon High School, Seven Oak Middle School)
- Downtown shopping and restaurants
- Hospital
- Pharmacy
- Banks
- Churches
- Lebanon Community Pool
- Meadowlark Assisted Living
- Bars (Tallman's brewing)
- 2<sup>nd</sup> Street
- Work (Entek)
- Hardware store

In addition, participants also travel to regional destinations in Lacombe, Albany, and Corvallis, as well as recreational biking outside of town. People biking often use the sidewalk through downtown.

## Challenges

A number of participants shared challenges they face when walking or biking on and across OR 34 and US 20. Key locations and issues along US 20 and OR 34 include:

- Lack of marked crossings.
- Difficulty crossing along the highways at:
  - Along the southern portion of US 20, including at Russell Drive;
  - At the fire department;
  - At OR 34 and 12<sup>th</sup> Street
  - At OR 34 and the railroad crossing; and
  - At US 20 and Airport Road.
- Need for improved visibility and lighting near crosswalks.
- Not enough designated space for bikes or pedestrians along the highways.
- No protection for bikes and pedestrians on OR 34 west of 12<sup>th</sup> Street.
- Sight distance challenges and high speeds at Crowfoot and US 20.
- High speeds on the highways, including at the S curve on 2<sup>nd</sup> Street around the library.
- High speeds on Park Street between Grant Street and Carolina Street.
- Higher traffic along the highways, especially in the afternoon.
- Lack of safe ADA parking spaces.
- Logging trucks on US 20, as well as large number of semi-trucks and pickup trucks.
- Drivers not paying attention.
- Poor maintenance of sidewalks.
- Poor quality of sidewalks and ADA ramps.
  - Poor quality ADA ramp at Grant Street and US 20.
- Difficulty travelling between the east side and west side of Lebanon as US 20 acts as a barrier.

Additional key locations and issues on non-ODOT facilities include:

- Difficulty crossing:
  - Along 2<sup>nd</sup> Street, including at the library, at OR 34, and at Airport Road;
  - Along 5<sup>th</sup> Street;
  - At Lebanon High School; and
  - At Reeves Parkway and Cemetery Road.

- Accessing Cheadle Lake from Seven Oak Middle School.
- Need for path connections between Russell Drive and planned Dewey Street realignment.
- Need bridge over canal at Carroll Street to better connect east Lebanon to destinations on US 20.

## Walking and Biking Opportunities

Participants identified a number of opportunities to improve pedestrian crossings and facilities for biking in Lebanon. Locations for enhanced crossings included:

- At US 20 and Reeves Parkway
- At US 20 and Mullins Drive
- Across US 20 at the library
- At US 20 and OR 34
- Throughout downtown, including at:
  - Main Street and E Carolina Street
  - Main Street and Dodge Street
  - Main Street and Isabella Street
  - Main Street and Rose Street
  - Main Street and Park Street (at Elmore Street)
  - Park Street and Oak Street
  - Park Street and Isabella Street
  - Park Street and Rose Street
  - Park Street and Vine Street – curb extension needed
  - Park Street and Ash Street – curb extension needed
  - Park Street and Sherman Street – curb extension needed
- On US 20 south of the couplet, including at:
  - Walker Road
  - At Dutch Bros (US 20 and Market Street)
  - At Shari's Restaurant (Russell Street)
  - At Walmart
  - At Weirich Drive
  - At Crowfoot Street
- Along OR 34, including at:
  - 3<sup>rd</sup> Street
  - 5<sup>th</sup> Street
  - 8<sup>th</sup> Street
  - 12<sup>th</sup> Street
- Along Wheeler Street, including at the intersection of OR34/US 20 and near the water treatment plant
- Along 5<sup>th</sup> Street, including at Lebanon High School

Respondents noted that they want more Rectangular Rapid Flashing Beacons (RRFB's) and curb extensions. In addition, respondents recommended the following locations for improved bike facilities:

- A shared use path connection between Gore Drive and Reeves Parkway;
- A bike facility along OR 34 west of S 12<sup>th</sup> Street, ideally extending to Corvallis;
- A bike facility on 2<sup>nd</sup> Street, including signage and appropriate protections;
- A dedicated bike path east of US 20 to connect neighborhoods to Cheadle Lake;
- Extend existing multi-use path on Russell Drive to new Dewey Street/US 20 realignment;

- Connect the new Western University expansion (east of US 20 north of Russell St) to the northern part of town;
- Bike facilities along Cascade Drive; and
- Bike facilities along River Drive.

Participants were also asked if they would prefer biking on a parallel route or along the highway, if comfortable biking facilities were provided. Most respondents would rather use a parallel route for biking, such as 2<sup>nd</sup> Street, 5<sup>th</sup> Street, or Grove Street. Some respondents also relayed that Grove and Williams Streets are located in a neighborhood that feels safer to bike in, as well as offer connections to the river and to more rural communities for scenic rides.

A few respondents suggested removing a lane on Main Street and Park Street to add in bike facilities. In general, respondents preferred separated or buffered facilities along the highway. Particularly on OR 34, some respondents were concerned about the interaction of large trucks and bicycles.

Several respondents suggested that they would prefer Main and Park Streets to be designed for people walking, and parallel routes designed for people biking. Other suggestions included widening existing bike lanes and adding buffers, as well as ensuring adequate wayfinding signage if the bike route was on a parallel street.

## Miscellaneous

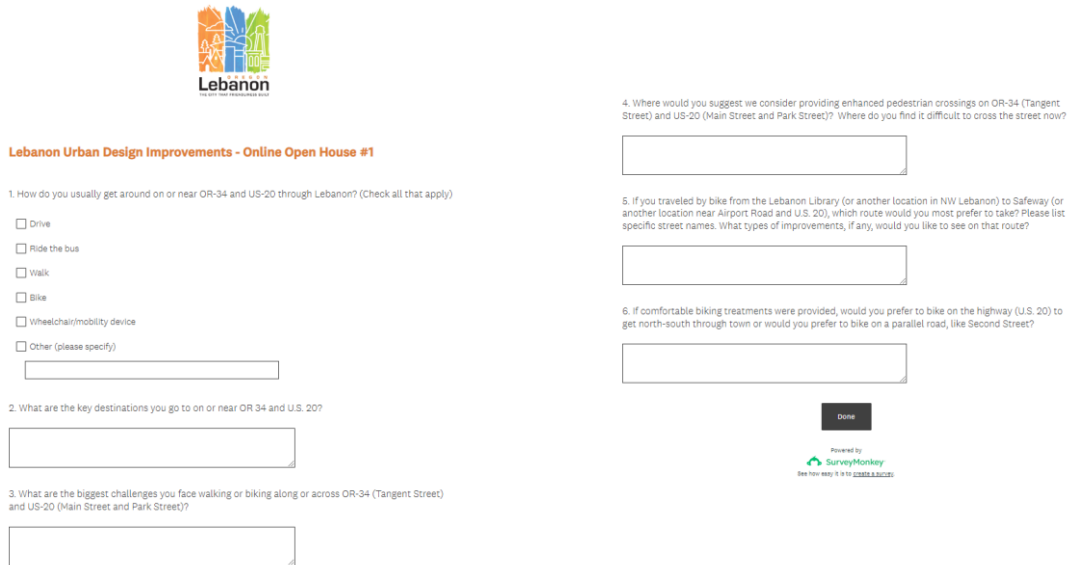
Other feedback relevant to the study area included:

- Add a roundabout along US 20;
- Make Park Street two-way;
- Remove one lane from Park Street to slow speeds;
- Add stop signs along 2<sup>nd</sup> Street;
- Improve road maintenance and sweeping;
- Reconsider the truck route on Wheeler/Williams/Oak Streets and reroute on highways;
- Restricting high speeds along US 20, which lead to drag racing;
- Implement intersection improvements at US 20 and Airport Road and at 7<sup>th</sup> Street and Airport Road.

## Online Open House #1

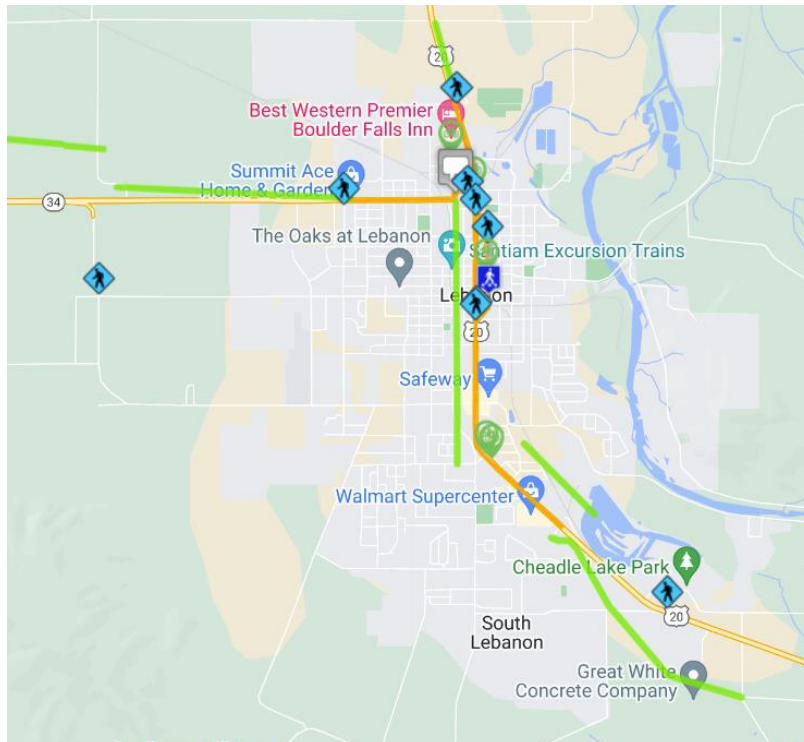
Feedback from Online Open House #1 is incorporated in the above sections. Figure 1 and Figure 2 show the online survey and comment map.

Figure 1. Online Open House #1 Survey



The screenshot shows a survey form titled "Lebanon Urban Design Improvements - Online Open House #1". It includes the Lebanon logo and five numbered questions. Question 1 asks about transportation modes with checkboxes for Drive, Ride the bus, Walk, Bike, Wheelchair/mobility device, and Other. Question 2 asks for key destinations. Question 3 asks for challenges walking or biking. Question 4 asks for enhanced pedestrian crossings. Question 5 asks for preferred bike routes. Each question has a text input field. The form is powered by SurveyMonkey.

Figure 2. Online Open House #1 Comment Map



## PUBLIC OUTREACH #2

The second set of in-person and online outreach events aimed to provide information on preliminary bicycle facility designs and proposed crossing locations. The project team gathered input on the proposed bicycle network and types of facilities, as well as location and type of crossings.

The event took place on Friday, July 28<sup>th</sup> 2023 between 12:30 PM and 3 PM. The team set up poster boards in the Lebanon Library and recorded verbal comments related to the proposed design solutions. In total, approximately 10 comments were received.

In addition, an online open house was prepared with information about the project and an accompanying survey. The online open house was open between July 28<sup>th</sup>, 2023 and August 14<sup>th</sup>, 2023. There were 17 survey responses.

A summary of findings from both the in-person and online events is presented below, by topic area.

### Proposed Bicycle Facilities on/near US 20 and OR 34

The in-person and online events provided depictions of the proposed bicycle facilities on or near US 20 and OR 34, which included:

- Protected/buffered bike lanes on OR 34 from 12<sup>th</sup> Street to US 20
- Buffered bike lanes on 5<sup>th</sup> Street from OR 34 to Kees Street, and then a neighborhood route to S Main Road, followed by buffered bike lanes on S Main Road to Market Street
- Northbound protected/buffered bike lane on Park Street from Oak Street to Carolina Street
- Neighborhood route on Grove Street from Wheeler Avenue to Elmore Street, Franklin Street, and Russell Drive

Participants were asked if they would feel comfortable using the proposed biking facilities to access destinations on or near US 20 and OR 34. Participants indicated a high level of support for improving the local street parallel network, specifically the buffered bike lanes on 5<sup>th</sup> Street. There was no notable concern about the proposed bike lanes on Park Street. Participants seemed to support improving highway crossings and maintaining Main Street along the couplet as a pedestrian-focused corridor.

The majority of respondents said that they would feel comfortable using the proposed facilities, though some noted that it is important to keep center turn lanes and to integrate with Build Lebanon Trails. Several respondents shared that they currently use the 5<sup>th</sup> Street bike lanes, and that the proposed improvements are much needed. One also noted that they support parking removal, though there is a need to keep parking in front of Century Park.

One participant noted that they would only feel comfortable on protected facilities, as they believe vehicles will park in a buffered bike lane or use it as a turn lane. Another felt that speeds on US 20 and OR 34 are too high to bike and walk comfortably along them. In addition, there was concern for the safety of neighborhood routes and confusion for drivers if facilities change along a route, for example from buffered bike lanes to standard bike lanes to neighborhood routes.

Another respondent noted that they do not support the proposed protected and buffered bike lanes, as they take away too much space from parking and turn lanes.

## Proposed East-West Bicycle Connections

Both events also provided a summary of the east-west bicycle connection routes, which connect parallel facilities to the highways. These include:

- Neighborhood route on Dodge Street
- Buffered bike lanes on Oak Street
- Neighborhood route on Sherman Street
- Buffered bike lanes on Airport Road
- Buffered bike lanes on Market Street

Participants were asked if they agree with the locations of the proposed bicycle connections. The majority of respondents agreed, with high support for Market Street in particular. One respondent was concerned with how busy Oak Street is and stated that they would prefer buffered bike lanes on Sherman Street instead.

## Proposed Enhanced Crossings and Signals

Participants were provided with a map of proposed crossings and signals and were asked if they agree with the locations. Most respondents strongly agreed with the need for more crossings and with the locations, with particular support for an enhanced crossing on OR 34 between 2<sup>nd</sup> Street and 3<sup>rd</sup> Street to improve access to the Library and Senior Center. In addition, there was support for a crossing at US 20 and Dodge Street. Several participants noted that the RRFB crossing at OR 34 and 5<sup>th</sup> Street is not very visible at night or in the morning when the sun is at a low angle.

Some respondents noted that there are long signal cycles on US 20 south of Elmore Street, which can make crossing challenging. Another participant offered support of a roundabout at US 20 and Airport Road.

Participants were also asked if any locations were missing. The following crossings were suggested as additional locations:

- US 20 and Truman Street
- OR 34 and 11<sup>th</sup> Street
- Airport Road and 5<sup>th</sup> Street
- Airport Road and 7<sup>th</sup> Street

## Online Open House #2

Feedback from Online Open House #2 is incorporated in the above sections. Figure 3 shows the online survey.

Figure 3. Online Open House #2 Survey



### Lebanon Design Improvements - Online Open House #2

1. Would you feel comfortable using the proposed biking facilities to access destinations on or near U.S. 20 and OR 34? If no, what locations and/or facilities types would you prefer to bike on?

2. Do you agree with the locations and proposed east-west bicycle connectors on Dodge Street, Sherman Street, Oak Street, Airport Road, and Market Street? Please elaborate.

3. Do you agree with the proposed enhanced crossing and signal locations? Please elaborate.

4. Are there other locations that we should consider for adding enhanced crossings?

5. Is there anything else you would like for us to know?