

Technical Memorandum

May 11, 2023

Project# 27003.020

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RE: TM# 1: Background Document Review and Existing Conditions
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 16th, 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 14th, 2023 and April 3rd, 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)
- 2nd 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 12th 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 12th Street.
- Sight distance challenges and high speeds at Crowfoot and US 20.
- High speeds on the highways, including at the S curve on 2nd 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 2nd Street, including at the library, at OR 34, and at Airport Road;
 - Along 5th 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:
 - 3rd Street
 - 5th Street
 - 8th Street
 - 12th Street
- Along Wheeler Street, including at the intersection of OR34/US 20 and near the water treatment plant
- Along 5th 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 12th Street, ideally extending to Corvallis;
- A bike facility on 2nd 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 2nd Street, 5th 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 2nd 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 7th Street and Airport Road.

Online Open House

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

Lebanon
THE CITY THAT REIMAGINED ITSELF

Lebanon Urban Design Improvements - Online Open House #1

1. How do you usually get around on or near OR-34 and US-20 through Lebanon? (Check all that apply)

- Drive
- Ride the bus
- Walk
- Bike
- Wheelchair/mobility device
- Other (please specify)

2. What are the key destinations you go to on or near OR-34 and U.S. 20?

3. What are the biggest challenges you face walking or biking along or across OR-34 (Tangent Street) and US-20 (Main Street and Park Street)?

4. Where would you suggest we consider providing enhanced pedestrian crossings on OR-34 (Tangent Street) and US-20 (Main Street and Park Street)? Where do you find it difficult to cross the street now?

5. If you traveled by bike from the Lebanon Library (or another location in NW Lebanon) to Safeway (or another location near Airport Road and U.S. 20), which route would you most prefer to take? Please list specific street names. What types of improvements, if any, would you like to see on that route?

6. If comfortable biking treatments were provided, would you prefer to bike on the highway (U.S. 20) to get north-south through town or would you prefer to bike on a parallel road, like Second Street?

Done

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Figure 2. Online Open House #1 Comment Map

