

City of Lebanon
Comprehensive Plan

Chapter 8:
TRANSPORTATION
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CHAPTER 8

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CHAPTER 8: TRANSPORTATION

1.0 Introduction

1.1 Statewide Planning Goal 12

Statewide Planning Goal 12 requires cities to provide and encourage a safe, convenient, and economic transportation system. Goal 12 indicates that a transportation plan shall: (1) consider all modes of transportation including mass transit, air, water, pipeline, rail, highway, bicycle and pedestrian; (2) be based upon an inventory of local, regional and state transportation needs; (3) consider the differences in social consequences that would result from utilizing differing combinations of transportation modes; (4) avoid principal reliance upon any one mode of transportation; (5) minimize adverse social, economic and environmental impacts and costs; (6) conserve energy; (7) meet the needs of the transportation disadvantaged by improving transportation services; (8) facilitate the flow of goods and services so as to strengthen the local and regional economy; and (9) conform with local and regional comprehensive land use plans. Each plan shall include a provision for transportation as a key facility.

1.2 State's Transportation Planning Rule (TPR)

A primary requirement of Goal 12 is that cities comply by developing a Transportation System Plan (TSP). This requirement is embodied in the State's Transportation Planning Rule or TPR (OAR 660-012). These laws and rules require that jurisdictions investigate and where appropriate develop the following:

- Plan for a network of arterial and collector roads
- Public transit plan
- Bicycle and pedestrian plan
- Air, rail, water, and pipeline plan
- Transportation financing plan
- Policies and ordinances for implementing the TSP.

The TPR also requires that:

- alternative travel modes be given equal consideration with the automobile, and that reasonable effort be applied to the development and enhancement of the alternative modes in providing the future transportation system;
- local jurisdictions amend land use and subdivision ordinances to implement the provisions of the TSP;
- local communities coordinate their respective plans with the applicable county, regional, and state transportation plans.

The TPR sets requirements for coordination among affected levels of government for preparation, adoption, refinement, implementation and amendment of transportation system plans.

1.3 Lebanon Transportation System Plan

With financial support from the Oregon Department of Transportation, the City of Lebanon began a planning project in 2016 to replace the City's 2007 Transportation System Plan and to prepare associated land use ordinances. The primary objective of the project was to plan for a multi-modal transportation system that supports the next 20 years of planned residential, commercial, and industrial growth in the City. The Transportation System Plan update focused in particular on the mobility and access improvements to support commercial and industrial

users, in particular economic development activity in the northern and western sections of the City.

The resulting 2018 Transportation System Plan is a multi-modal plan that embodies the community's vision for an equitable and efficient transportation system. It is a planning tool that will help the City balance its investments to ensure that it can develop and maintain the transportation system adequately to serve everyone who travels in and through Lebanon. The TSP outlines strategies and projects that are important for protecting and enhancing the quality of life in Lebanon and through the next 20 years and includes standards to guide future development.

1.4 Purpose of the Chapter

The 2018 Transportation System Plan (Volume 1) serves as the Transportation element of the City's Comprehensive Plan; additional information, including forecasted future transportation needs, roadway functional classifications, and transportation facility standards may be found in the Plan document. Volume 2 of the TSP provides the background information supporting the conclusions and recommendations of Volume 1.

2.0 Goals and Policies

2.1 Overall Goals

- G-1:** An equitable, balanced and well connected multi-modal transportation system.
- G-2:** Convenient facilities for pedestrians and bicyclists.
- G-3:** Transit service and amenities that encourage a higher level of ridership.
- G-4:** Efficient travel to and through the City.
- G-5:** Safe and active residents.
- G-6:** A sustainable transportation system.
- G-7:** A transportation system that supports a prosperous and competitive economy.
- G-8:** Coordinate with local and state agencies and transportation plans.

2.2 Equity and Multi-Modal Connectivity Policies

- P-1** Ensure that the transportation system provides equitable access to underserved and vulnerable populations and is friendly and accommodating to travelers of all ages.
- P-2** Ensure the pedestrian, and bike throughways are clear of obstacles and obstructions (e.g., utility poles, grates).
- P-3** Provide connections for all modes that meet applicable Lebanon and Americans with Disabilities Act (ADA) standards.

2.3 Multi-Modal Accessibility Policies

- P-4** Allow more walking and biking by encouraging improvements (e.g., street lighting, bike parking) that makes these modes of transportation more safe and convenient.
- P-5** Improve commuting and recreational walking and biking connections to community facilities and amenities.
- P-6** Enhance way finding signage for those walking and biking, directing them to bus stops, and key routes and destinations.
- P-7** Promote walking, bicycling, and sharing the road through public information and events.

- P-8** Ensure that land development requirements support the implementation of the planned transportation system.
- P-9** Safe and convenient bicycle facilities shall be provided by new development within and between new subdivisions, planned developments, shopping centers, industrial parks, residential areas, transit stops, and neighborhood activity centers such as schools, parks, and shopping.

2.4 Transit Policies

- P-10** Locate transit stops where safe and convenient for users.
- P-11** Encourage additional transit services and coordinate with transit providers to improve the coverage, quality and frequency of services, where needed.
- P-12** Encourage higher levels of transit use by enhancing multi-modal connections (e.g., by providing sidewalk and bicycle connections, shelters, benches, technology) to encourage higher levels of use.
- P-13** Explore opportunities to develop designated Park-and-Ride lots consistent with the direction provided by the Transportation System Plan.
- P-14** Work with the Lebanon School District when evaluating new subdivision and multi-family development proposals to identify the optimal location and design of transit facilities to serve student busing.

2.5 Efficiency Policies

- P-15** Develop and preserve north-south arterial and collector corridors through the City to provide alternative routes to US 20 for local traffic and improve connectivity across OR 34.
- P-16** Develop and preserve east-west arterial and collector corridors through the City to provide alternative routes to OR 34 for local traffic and improve connectivity across US 20.
- P-17** Ensure that new or improved transportation connections enhance system efficiency consistent with the Transportation System Plan.
- P-18** Coordinate with ODOT to ensure that travel information is available for motorists to maximize the reliability and effectiveness of US 20 and OR 34.
- P-19** Implement the City mobility standard to help maintain a minimum level of motor vehicle travel efficiency for local streets. State and County standards for mobility will be supported by the City on facilities under the respective jurisdiction.

2.6 Safety and Active Transportation Policies

- P-20** At high collision locations, improve safety for walking, biking, and driving.
- P-21** Enhance existing crossings of US 20 and OR 34 for safe walking and biking (e.g., install rapid flashing beacons, and aids for vulnerable populations, such as chirpers, at signalized pedestrian crossings).
- P-22** Ensure that new crossings for pedestrians and bicyclists are consistent with the planned transportation system and improve safety and mobility for these users.
- P-23** Improve the visibility of travelers in constrained areas, such as on blind curves.
- P-24** Promote walking and bicycling by educating users regarding good traffic behavior and consideration for all.
- P-25** Apply appropriate traffic calming solutions in residential neighborhoods to discourage high speed traffic on local existing or newly constructed residential

streets.

- P-26** Maintain compatible land uses, particularly industrial uses, adjacent to the Airport and continue to enforce development standards to ensure the operational safety of the Airport.

2.7 Sustainability Policies

- P-27** Avoid impacts to the scenic, natural and cultural resources in the City.
- P-28** Support alternative vehicle types (e.g., with electric vehicle plug-in stations).
- P-29** Encourage an arrangement of land use that would shorten trip lengths significantly or reduce the need for motor vehicle travel within the City.
- P-30** Maintain the existing transportation system assets to preserve their intended function and useful life.
- P-31** Improve travel reliability and safety with system management solutions.
- P-32** Establish stable and diverse revenue sources to meet the need for transportation investments in the City.
- P-33** Determine transportation system investment priorities through open and transparent processes.

2.8 Economic Development Policies

- P-34** Design and implement elements of the transportation system to be aesthetically pleasing to through travelers, residents, visitors, and users of adjoining land.
- P-35** Prioritize transportation improvements that will enhance access to employment.
- P-36** Design and implement streets and street improvements to capture and highlight views.
- P-37** Improve freight movement efficiency, access, capacity and reliability on identified freight routes.
- P-38** Support continued improvements to the Lebanon Airport as an important transportation element in the economic growth of the community.

2.9 Coordination Policies

- P-39** Work with the Cascades West Area Commission on Transportation and the South Valley / Mid Coast Regional Solutions Center to promote projects that improve regional linkages.
- P-40** Coordinate transportation projects, policy issues, and development actions with all affected government agencies in the area, including Linn County, and the Oregon Department of Transportation.
- P-41** Coordinate local neighborhood plans and visions with the Transportation System Plan.