

**A BILL FOR AN ORDINANCE ADOPTING)
THE 2007 LEBANON TRANSPORTATION)
SYSTEM PLAN)**

**ORDINANCE BILL NO. 1
FOR 2007
ORDINANCE NO. 2729**

WHEREAS, the State of Oregon provides for the required establishment of local Transportation System Plans which coordinate a network of transportation facilities adequate to serve state, regional and local transportation needs; and

WHEREAS, the City of Lebanon, by virtue of the Oregon Administrative Rules, Chapter 660 and Oregon Revised Statutes, Chapter 197 is required to establish its own Transportation System Plan; and

WHEREAS, the City of Lebanon has established a Technical Advisory Committee and a Citizen Advisory Committee for the purposes of providing expertise and citizen involvement in establishing the Transportation System Plan; and

WHEREAS, the City Council of the City of Lebanon finds that there were conducted joint meetings of the City Council and the Lebanon Planning Commission together with the public on November 8, 2006 and November 29, 2006; and

WHEREAS, the City Council has considered the recommendation of the Lebanon Planning Commission after its public hearing on December 20, 2006; and

WHEREAS, a final draft copy of the Transportation System Plan has been available to the general public for public review and comment since November 1, 2006; and

WHEREAS, the City Council has conducted its own public hearing on January 10, 2007, considering the recommendations of the Technical Advisory Committee, the Citizen Advisory Committee and the testimony at the public hearing, along with any other public comment concerning the Transportation System Plan; and

WHEREAS, the City Council makes the findings listed in the ordinance as well as adopting the findings and reasoning adopted by the City of Lebanon Planning Commission and attached as Exhibit "A"; and

WHEREAS, the City Council finds that appropriate, adequate and legal notice has been given as prescribed by law to the citizens of the City of Lebanon.

**NOW, THEREFORE, THE PEOPLE OF THE CITY OF LEBANON DO ORDAIN
AS FOLLOWS:**

Section 1. The City of Lebanon hereby adopts the Lebanon Transportation System Plan, which is attached hereto as Exhibit "B", and incorporated herein by this reference.

Section 2. The City Council for the City of Lebanon finds that the proposed Lebanon Transportation System Plan complies with the requirements of Oregon Administrative Rule 660-012-0015 and 660-012-0020 for the following reasons:

- A. The Plan ensures adequate planned transportation facilities to support planned land uses for the next 20 years;
- B. The Plan provides certainty and predictability for the siting of new streets, roads, highway improvements and other planned transportation improvements;
- C. The Plan provides predictability for land development;
- D. The Plan helps reduce the cost and maximizes the efficiency of public spending on transportation facilities and services by coordinating land use and transportation decisions.

Section 3. The City Council further finds that the Transportation System Plan is created by considering, coordinating with and applying the following principles:

- A. Statewide Planning Goals as follows: one (Citizen Involvement), two (Land use planning), six (Air, Water and land Resources Quality), nine (Economic Development), eleven (Public Facilities and Services), twelve (Transportation), thirteen (Energy Conservation) and fourteen (Urbanization);
- B. The 1992 Oregon Transportation Plan;
- C. The 1999 Oregon Highway Plan;
- D. The 2002-2005 Statewide Transportation Improvement Program;
- E. 1995 Oregon Bicycle and Pedestrian Plan;
- F. 2001 Oregon Rail Plan;
- G. Freight Moves the Oregon Economy plan of 1999;
- H. Western Transportation Trade Network report of 1999;
- I. 1997 Oregon Public Transportation Plan;
- J. 1995 Oregon Transportation Safety Action Plan;
- K. Transportation Planning Rule as required by Oregon Administrative Rules Chapter 660-012; and
- L. Access Management Rules of Oregon Administrative Rules chapter 734-051.

Section 4. The City Council also finds and determines that the Transportation System Plan coordinates and considers local and regional plans and policies by taking into consideration the following:

- A. Willamette Valley Transportation Strategy (1995);
- B. US 20/OR 34 Interim Corridor Strategy of 1998;
- C. Linn county Comprehensive Plan and Transportation System Plan of 1999;
- D. City of Lebanon/Linn county Urban Growth Management Agreement;
- E. Lebanon Land Use Regulations, including the Comprehensive Plan, Zoning Ordinance and draft land use regulation amendments which were adopted by the Council as amendments to its Comprehensive Plan on December 10, 2003;
- F. The City's Transportation Master Plan, adopted in 1991; and
- G. Downtown Lebanon Transportation Enhancements study of 2000.

Section 5. By considering and reviewing the above studies, materials and recommendations, the Lebanon Transportation System Plan, adopted herein, does establish a system of transportation facilities and services adequate to meet identified local transportation needs, it is consistent with regional Transportation System Plans and adopted elements of the state of Oregon's Transportation System Plan. This Transportation System Plan has been coordinated with affected state and federal agencies, local governments, special districts (where applicable) and private providers of transportation services in the community. The Transportation System Plan, further, adequately makes provision for the requirements of these considerations by using experts, considering the recommendations of citizen and technical advisory committees, the recommendations of the Lebanon Planning Commission and public comment, review and testimony.

Passed by the Lebanon City Council by a vote of 5 for and 0 against this 10th day of January, 2007.

Kenneth I. Yonks
Mayor

ATTEST:

Linda Kaser
City Recorder

Exhibit "A"

PROPOSED FINDINGS -- that address Relevant Criteria

Finding #1, Addressing Criteria from Statewide Planning Goal 12:

As evidenced below, the proposed Lebanon Transportation System Plan fulfills and is in compliance with **Statewide Planning Goal 12** because it satisfies all of the relevant requirements of **Statewide Planning Goal 12** based on the Findings listed in the right column.

GOAL 12: TRANSPORTATION OAR 660-015-0000(12)	
To provide and encourage a safe, convenient and economic transportation system.	
Goal 12 Requirements (Criteria)	Findings
A transportation plan shall:	
(1) consider all modes of transportation including mass transit, air, water, pipeline, rail, highway, bicycle and pedestrian;	The Lebanon TSP (LTSP) includes discussions of mass transit, air, water, pipeline, rail, highway, bicycle and pedestrian, along with that of issues relating cars and trucks. Therefore, the LTSP satisfies this Goal 12 requirement to consider all transportation modes.
(2) be based upon an inventory of local, regional and state transportation needs;	Section 3 of the LTSP contains an inventory of current facilities, and Section 4 contains an inventory of future conditions, deficiencies, and needs. Hence, the LTSP satisfies this Goal 12 requirement of being 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;	Section 5 of the LTSP analyzes different system alternatives for meeting the established needs. By including discussions of the full range of multi-modal transportation available to the community, the differing social consequences that would result from utilizing different combinations of transportation modes have been considered. Therefore, the LTSP satisfies this Goal 12 requirement to consider differing social consequences.
(4) avoid principal reliance upon any one mode of transportation;	By including strong discussions of and provisions for the various components of a multi-modal transportation system (e.g., pedestrians, bicycling, transit, pooling, rail, air, etc.), principal reliance upon any one mode of transportation has been avoided (e.g., Sections 6 & 7), and thus this Goal 12 requirement is satisfied by the LTSP.
(5) minimize adverse social, economic and environmental impacts and costs;	Section 5 of the LTSP analyzes different system alternatives for meeting the established needs. By including discussions of the full range of multi-modal transportation available to the community, the adverse social, economic and environmental impacts and costs have been considered. For example, the provisions of the preferred alternative (Section 6) reduce ROWS for local streets, reducing construction costs, and impacts upon the environment by consuming less land, avoiding unnecessary UGB expansions, reducing travel time and costs within a more compact community. Therefore, the LTSP satisfies this Goal 12 requirement to minimize adverse social, economic and environmental impacts and costs.
(6) conserve energy;	The finding directly above involves minimizing energy consumed in both the short term during construction of the system and in utilizing the system over the long term. Consequently, the LTSP satisfies this Goal 12 requirement to conserve energy.

<p>(7) meet the needs of the transportation disadvantaged by improving transportation services;</p>	<p>Section 5 of the LTSP analyzes different system alternatives for meeting the established needs. By including discussions of the full range of multi-modal transportation available to the community, and the provisions of the preferred alternative (Section 6) for mass transit, pedestrians, bicycling, and pooling are clearly beneficial to those who may be transportation disadvantaged. Therefore, the LTSP satisfies this Goal 12 requirement to meet the needs of the transportation disadvantaged by improving transportation services.</p>
<p>(8) facilitate the flow of goods and services so as to strengthen the local and regional economy; and</p>	<p>Section 5 of the LTSP analyzes different system alternatives for meeting the established needs. By including discussions of the full range of multi-modal transportation available to the community, and the provisions of the preferred alternative (Section 6) include discussions and provisions for freight and air transportation as well as improved access to the community for commercial and industrial needs. Hence, the LTSP satisfies this Goal 12 requirement to facilitate the flow of goods and services so as to strengthen the local and regional economy.</p>
<p>(9) conform with local and regional comprehensive land use plans.</p>	<p>The LTSP and the 2004 Lebanon Comprehensive Plan (LCP) were developed simultaneously so that the two plans would be completely consistent (see Section 1 of the LTSP). Additionally, as noted in Section 2 of the LTSP, regional plans were taken into account as the LTSP was developed. Accordingly, the LTSP satisfies this Goal 12 requirement conforming with local and regional comprehensive land use plans.</p>
<p>Each plan shall include a provision for transportation as a key facility.</p>	<p>The 2004 LCP includes an entire chapter (#8) devoted to transportation as a key facility, and the LTSP provides additional depth to this key community facility. Hence this Goal 12 requirement is satisfied by the LTSP and 2004 LCP.</p>

Finding #2, Addressing Criteria from the State’s Transportation Planning Rule -- OAR 660-012 (Division 12 Transportation Planning):

As evidenced below, the proposed Lebanon Transportation System Plan fulfills and is in compliance with **the State’s Transportation Planning Rule (OAR 660-012)** because it satisfies all of the relevant requirements of **Transportation Planning Rule (OAR 660-012)** based on the Findings listed in the right column.

TPR SECTION	FINDINGS
OAR 660-012-0020 Elements of Transportation System Plans	TPR Compliance is Demonstrated in the following TSP SECTION(s) [in October 2006 Draft] and Other Documents
(1) A TSP shall establish a coordinated network of transportation facilities adequate to serve state, regional and local transportation needs.	Entire TSP
(2) The TSP shall include the following elements:	
(a) A determination of transportation needs as provided in OAR 660-012-0030;	3, 4, 5
(b) A road plan for a system of arterials and collectors and standards for the layout of local streets and other important non-collector street connections. Functional classifications of roads in regional and local TSPs shall be consistent with functional classifications of roads in state and regional TSPs and shall provide for continuity between adjacent jurisdictions. The standards for the layout of local streets shall provide for safe and convenient bike and pedestrian circulation necessary to carry out OAR 660-012-0045(3)(b). New connections to arterials and state highways shall be consistent with designated access management categories. The intent of this requirement is to provide guidance on the spacing of future extensions and connections along existing and future streets which are needed to provide reasonably direct routes for bicycle and pedestrian travel. The standards for the layout of local streets shall address:	6 and LDC ¹
(A) Extensions of existing streets;	6
(B) Connections to existing or planned streets, including arterials and collectors; and	6
(C) Connections to neighborhood destinations.	6
(c) A public transportation plan which:	[4- and 6]
(A) Describes public transportation services for the transportation disadvantaged and identifies service inadequacies;	4 7 6
(B) Describes intercity bus and passenger rail service and identifies the location of terminals;	4 & 6
(C) For areas within an urban growth boundary which have public transit service, identifies existing and planned transit trunk routes, exclusive transit ways, terminals and major transfer stations, major transit stops, and park-and-ride stations. Designation of stop or station locations may allow for minor adjustments in the location of stops to provide for efficient transit or traffic operation or to provide convenient pedestrian access to adjacent or nearby uses.	Not Applicable (NA) [See discussion in 4]
(D) For areas within an urban area containing a population greater than 25,000 persons, not currently served by transit, evaluates the feasibility of developing a public transit system at buildout. Where a transit system is determined to be feasible, the plan shall meet the requirements of paragraph (2)(c)(C) of this rule.	Not Applicable (NA)
(d) A bicycle and pedestrian plan for a network of bicycle and pedestrian routes throughout the planning area. The network and list of facility improvements shall be consistent with the requirements of ORS 366.514;	4 & 6

¹ LDC = Lebanon Development Code that is currently in Draft

(e) An air, rail, water and pipeline transportation plan which identifies where public use airports, mainline and branchline railroads and railroad facilities, port facilities, and major regional pipelines and terminals are located or planned within the planning area. For airports, the planning area shall include all areas within airport imaginary surfaces and other areas covered by state or federal regulations;	4 & 6 [& new LDC]
(f) For areas within an urban area containing a population greater than 25,000 persons a plan for transportation system management and demand management;	NA
(g) A parking plan in MPO areas as provided in OAR 660-012-0045(5)(c);	NA
(h) Policies and land use regulations for implementing the TSP as provided in OAR 660-012-0045;	8; LDC
(i) For areas within an urban growth boundary containing a population greater than 2500 persons, a transportation financing program as provided in OAR 660-012-0040.	7
(3) Each element identified in subsections (2)(b)–(d) of this rule shall contain:	
(a) An inventory and general assessment of existing and committed transportation facilities and services by function, type, capacity and condition:	3, 6
(A) The transportation capacity analysis shall include information on:	
(i) The capacities of existing and committed facilities;	
(ii) The degree to which those capacities have been reached or surpassed on existing facilities; and	3, 4
(iii) The assumptions upon which these capacities are based.	
(B) For state and regional facilities, the transportation capacity analysis shall be consistent with standards of facility performance considered acceptable by the affected state or regional transportation agency;	3, 4
(C) The transportation facility condition analysis shall describe the general physical and operational condition of each transportation facility (e.g., very good, good, fair, poor, very poor).	3, 4
(b) A system of planned transportation facilities, services and major improvements. The system shall include a description of the type or functional classification of planned facilities and services and their planned capacities and levels of service;	4, 6
(c) A description of the location of planned facilities, services and major improvements, establishing the general corridor within which the facilities, services or improvements may be sited. This shall include a map showing the general location of proposed transportation improvements, a description of facility parameters such as minimum and maximum road right of way width and the number and size of lanes, and any other additional description that is appropriate;	4, 5, 6
(d) Identification of the provider of each transportation facility or service.	3
OAR 660-012-0015 Preparation and Coordination of Transportation System Plans	
(3) Cities and counties shall prepare, adopt and amend local TSPs for lands within their planning jurisdiction in compliance with this division:	4, 5, 6
(a) Local TSPs shall establish a system of transportation facilities and services adequate to meet identified local transportation needs and shall be consistent with regional TSPs and adopted elements of the state TSP;	
(b) Where the regional TSP or elements of the state TSP have not been adopted, the city or county shall coordinate the preparation of the local TSP with the regional transportation planning body and ODOT to assure that regional and state transportation needs are accommodated.	[ODOT staff has consistently been closely involved with every step of the preparation of the LTSP since 2001, including the detailed review of all drafts since at least 2003.]
(4) Cities and counties shall adopt regional and local TSPs required by this division as part of their comprehensive plans. Transportation financing programs required by OAR 660-012-0040 may be adopted as a supporting document to the comprehensive plan.	All LTSP Sections (Financing programs are routinely adopted in the City's Capital Improvement Programs or CIPs.)

660-012-0025 Complying with the Goals in Preparing Transportation System Plans; Refinement Plans	
(1) Except as provided in section (3) of this rule, adoption of a TSP shall constitute the land use decision regarding the need for transportation facilities, services and major improvements and their function, mode, and general location.	
(2) Findings of compliance with applicable statewide planning goals and acknowledged comprehensive plan policies and land use regulations shall be developed in conjunction with the adoption of the TSP.	See ALL Staff Report Findings
(3) A local government or MPO may defer decisions regarding function, general location and mode of a refinement plan if findings are adopted which:	NA The City is NOT deferring any decisions regarding function, general location and mode of a refinement plan.
(a) Identify the transportation need for which decisions regarding function, general location or mode are being deferred;	
(b) Demonstrate why information required to make final determinations regarding function, general location, or mode cannot reasonably be made available within the time allowed for preparation of the TSP;	
(c) Explain how deferral does not invalidate the assumptions upon which the TSP is based or preclude implementation of the remainder of the TSP;	
(d) Describe the nature of the findings which will be needed to resolve issues deferred to a refinement plan; and	
(e) Demonstrate that the refinement effort will be completed within three years or prior to initiation of the periodic review following adoption of the TSP.	
(4) Where a Corridor Environmental Impact Statement (EIS) is prepared pursuant to the requirements of the National Environmental Policy Act of 1969, the development of the refinement plan shall be coordinated with the preparation of the Corridor EIS. The refinement plan shall be adopted prior to the issuance of the Final EIS.	NA

OAR 660-012-0030 Determination of Transportation Needs	
(1) The TSP shall identify transportation needs relevant to the planning area and the scale of the transportation network being planned including:	2 & 4
(a) State, regional, and local transportation needs;	
(b) Needs of the transportation disadvantaged;	
(c) Needs for movement of goods and services to support industrial and commercial development planned for pursuant to OAR 660-009 and Goal 9 (Economic Development).	
(2) Counties or MPOs preparing regional TSPs shall rely on the analysis of state transportation needs in adopted elements of the state TSP. Local governments [emphasis added] preparing local TSPs shall rely on the analyses of state and regional transportation needs in adopted elements of the state TSP and adopted regional TSPs.	2 & 4
(3) Within urban growth boundaries, the determination of local and regional transportation needs shall be based upon:	
(a) Population and employment forecasts and distributions which are consistent with the acknowledged comprehensive plan, including those policies which implement Goal 14, including Goal 14's requirement to encourage urban development on urban lands prior to conversion of urbanizable lands. Forecasts and distributions shall be for 20 years and, if desired, for longer periods;	4
(b) Measures adopted pursuant to OAR 660-012-0045 to encourage reduced reliance on the automobile. <i>[e.g., enhanced sidewalk, bike, and pedestrian plans reduce reliance on autos]</i>	6 and 8 (& LDC)
(4) In MPO areas, calculation of local and regional transportation needs also shall be based upon accomplishment of the requirement in OAR 660-012-0035(4) to reduce reliance on the automobile.	NA

OAR 660-012-0035 Evaluation and Selection of Transportation System Alternatives	
(1) The TSP shall be based upon evaluation of potential impacts of system alternatives that can reasonably be expected to meet the identified transportation needs in a safe manner and at a reasonable cost with available technology. The following shall be evaluated as components of system alternatives:	5
(a) Improvements to existing facilities or services;	
(b) New facilities and services, including different modes or combinations of modes that could reasonably meet identified transportation needs;	
(c) Transportation system management measures;	
(d) Demand management measures; and	
(e) A no-build system alternative required by the National Environmental Policy Act of 1969 or other laws.	4 & 5 [Section 4 of the TSP is the “no build” analysis that identifies future needs]
(2) Local governments in MPO areas of larger than 1,000,000 population shall, and other governments may also, evaluate alternative land use designations, densities, and design standards to meet local and regional transportation needs. Local governments preparing such a strategy shall consider:	NA
(3) The following standards shall be used to evaluate and select alternatives:	
(a) The transportation system shall support urban and rural development by providing types and levels of transportation facilities and services appropriate to serve the land uses identified in the acknowledged comprehensive plan;	6
(b) The transportation system shall be consistent with state and federal standards for protection of air, land and water quality including the State Implementation Plan under the Federal Clean Air Act and the State Water Quality Management Plan;	2
(c) The transportation system shall minimize adverse economic, social, environmental and energy consequences;	2, 6
(d) The transportation system shall minimize conflicts and facilitate connections between modes of transportation;	6 & LDC
(e) The transportation system shall avoid principal reliance on any one mode of transportation and shall reduce principal reliance on the automobile. In MPO areas this shall be accomplished by selecting transportation alternatives which meet the requirements in section (4) of this rule.	6

OAR 660-012-0040 Transportation Financing Program	
(1) For areas within an urban growth boundary containing a population greater than 2,500 persons, the TSP shall include a transportation financing program.	7
(2) A transportation financing program shall include the items listed in (a)–(d):	
(a) A list of planned transportation facilities and major improvements;	7
(b) A general estimate of the timing for planned transportation facilities and major improvements;	
(c) A determination of rough cost estimates for the transportation facilities and major improvements identified in the TSP; and	
(d) In metropolitan areas, policies to guide selection of transportation facility and improvement projects for funding in the short-term to meet the standards and benchmarks established pursuant to 0035(4)–(6). Such policies shall consider, and shall include among the priorities, facilities and improvements that support mixed-use, pedestrian friendly development and increased use of alternative modes.	NA
(3) The determination of rough cost estimates is intended to provide an estimate of the fiscal requirements to support the land uses in the acknowledged comprehensive plan and allow jurisdictions to assess the adequacy of existing and possible alternative funding mechanisms. In addition to including rough cost estimates for each transportation facility and major improvement, the transportation financing plan shall include a discussion of the facility provider's existing funding mechanisms and the ability of these and possible new mechanisms to fund the development of each transportation facility and major improvement. These funding mechanisms may also be described in terms of general guidelines or local policies.	7
(4) Anticipated timing and financing provisions in the transportation financing program are not considered land use decisions as specified in ORS 197.712(2)(e) and, therefore, cannot be the basis of appeal under ORS 197.610(1) and (2) or ORS 197.835(4).	
(5) The transportation financing program shall provide for phasing of major improvements to encourage infill and redevelopment of urban lands prior to facilities and improvements which would cause premature development of urbanizable lands or conversion of rural lands to urban uses.	6

660-012-0045 Implementation of the Transportation System Plan

See Sections 2 & 8 of TSP --- Provisions primarily incorporated into new Lebanon Development Code (LDC) which is still in the process of being developed and refined.

OAR 660-012-0050 Transportation Project Development	
(1) For projects identified by ODOT pursuant to OAR Chapter 731, Division 15, project development shall occur in the manner set forth in that Division.	NA
(2) Regional TSPs shall provide for coordinated project development among affected local governments. The process shall include:	NA
(a) Designation of a lead agency to prepare and coordinate project development;	
(b) A process for citizen involvement, including public notice and hearing, if project development involves land use decision-making. The process shall include notice to affected transportation facility and service providers, MPOs, and ODOT;	
(c) A process for developing and adopting findings of compliance with applicable statewide planning goals, if any. This shall include a process to allow amendments to acknowledged comprehensive plans where such amendments are necessary to accommodate the project;	
(d) A process for developing and adopting findings of compliance with applicable acknowledged comprehensive plan policies and land use regulations of individual local governments, if any. This shall include a process to allow amendments to acknowledged comprehensive plans or land use regulations where such amendments are necessary to accommodate the project.	NA
(3) Project development addresses how a transportation facility or improvement authorized in a TSP is designed and constructed. This may or may not require land use decision-making. The focus of project development is project implementation, e.g. alignment, preliminary design and mitigation of impacts. During project development, projects authorized in an acknowledged TSP shall not be subject to further justification with regard to their need, mode, function, or general location. For purposes of this section, a project is authorized in a TSP where the TSP makes decisions about transportation need, mode, function and general location for the facility or improvement as required by this division.	
(4) Except as provided in Subsection (1) of this section, where an Environmental Impact Statement (EIS) is prepared pursuant to the National Environmental Policy Act of 1969, project development shall be coordinated with the preparation of the EIS. All unresolved issues of compliance with applicable acknowledged comprehensive plan policies and land use regulations shall be addressed and findings of compliance adopted prior to issuance of the Final EIS.	NA
5) If a local government decides not to build a project authorized by the TSP, it must evaluate whether the needs that the project would serve could otherwise be satisfied in a manner consistent with the TSP. If identified needs cannot be met consistent with the TSP, the local government shall initiate a plan amendment to change the TSP or the comprehensive plan to assure that there is an adequate transportation system to meet transportation needs.	NA
(6) Transportation project development may be done concurrently with preparation of the TSP or a refinement plan.	NA

Finding #3, Addressing Criteria from City of Lebanon Comprehensive Plan (LCP) Chapter 8 (Transportation):

As evidenced below, the proposed Lebanon Transportation System Plan fulfills and is in compliance with **the City's Comprehensive Plan Chapter 8 (Transportation) Policies and Goals** since it satisfies all of the relevant requirements of **this Chapter** based on the Findings listed in the right column.

LCP Chapter 8 Goals and Policies	Findings
Overall Goals -- <u>The City's Transportation Related Goals include the following:</u>	TPR Compliance is Demonstrated in the following TSP SECTION(s) [in October 2006 Draft] and Other Documents
G-1: Developing and maintaining a well-planned, comprehensive transportation system that balances the needs of future land development with a system that serves all users.	Entire TSP, as well as New LDC
G-2: Providing a transportation policy plan as a guide for development of a systematic network of traffic ways related to the patterns and needs of community activity.	Sections 6 & 8, as well as New LDC
G-3: Promoting connectivity and efficient multi-modal access within and between developments and neighborhoods.	New LDC
G-4: Promoting efficient access to land development and maintaining operational levels of traffic flow in terms of safety, capacity, functional classification, and performance standards.	Sections 6 & 8, as well as New LDC
G-5: Complying with all applicable Statewide Planning Goal 12 requirements for transportation.	Entire TSP, as well as New LDC
G-6: Complying with all applicable Statewide Planning Goal 11, Public Facilities and Services, requirements for transportation.	Entire TSP, as well as New LDC
G-7: Complying with all applicable requirements of the State's Airport Planning Rule (OAR 660, Division 13).	Entire TSP, as well as New LDC

General Policies -- The City shall:	Findings
P-1: Review residential street standards to ensure that streets are designed in a manner that provides a safe and balanced environment for all uses, including pedestrians, bicyclists, and automobiles.	Sections 6 & 8, as well as New LDC
P-3: Create local street connectivity standards to ensure that new street development provides a high degree of connectivity between streets for automobiles and also for bicyclists and pedestrians.	Sections 6 & 8, as well as New LDC
P-6: The City shall seek to develop a balanced transportation system that includes all transportation modes appropriate to the needs of the City's residents.	Sections 6 & 8, as well as New LDC
P-7: To achieve consistency in construction, operation, and maintenance within street classifications, the City shall classify streets according to their function.	Sections 6 & 8, as well as New LDC
P-8: The roadway design standards for the development of future roadway facilities shall be identified in the Transportation System Plan.	Sections 6 & 8, as well as New LDC

Transportation System Planning Policies	Findings
P-11: The transportation system shall be planned and developed in a manner that contributes to community livability, recognizes and respects the characteristics of natural features, and minimizes the negative effects on abutting land uses.	Sections 5, 6 & 8, as well as New LDC
P-12: The transportation system shall be managed to reduce existing traffic congestion and facilitate the safe, efficient movement of people and commodities within the community.	Sections 6 & 8, as well as New LDC
P-13: The City shall develop and/or promote alternative systems of transportation that will safely, economically, and conveniently serve the needs of the residents.	Sections 6 & 8
P-14: Special consideration in the design of the transportation system shall be given to the needs of those people who have limited choice in obtaining private transportation.	Sections 6 & 8, as well as New LDC
P-15: The transportation system shall give consideration to providing energy efficient transportation alternatives.	Sections 6 & 8, as well as New LDC
P-20: The Transportation System Plan shall reflect consistency with the City Comprehensive Plan, land use designations, and regional and statewide transportation planning efforts.	Entire TSP, as well as New LDC

Auto Traffic And Circulation Policies	Findings
P-28: The street element of the Transportation System Plan shall be the Official Street Map for the City of Lebanon.	Section 6
Local Connectivity Policies	Findings
P-32: The City shall review new developments in light of identified needs for local connectivity and extension of streets, sidewalks, bicycle, pedestrian and multi-use paths.	Sections 6 & 8, as well as New LDC
Downtown Transportation Policies	Findings
P-84: The City shall balance vehicle access needs with those of bicycles and pedestrians when considering transportation issues Downtown, as empowered by the Special Transportation Area (STA).	Sections 6 & 8, as well as New LDC

Transit Policies	Findings
P-63: The City shall 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.	New LDC
P-64: Park-and-ride lots on the periphery of the City shall be investigated by the City as an alternative solution to parking and congestion problems.	Section 6
P-65T: The City shall continue to support any available inter-city or intra-city bus service as necessary and needed transportation alternatives, especially for elderly and handicapped citizens.	Section 6
Rail Policies	Findings
P-65R: Passenger and freight rail service shall be included as part of the multi-modal potential options available to the community during future transportation planning.	Section 6
Airport Policies	Findings
P-74: The City shall work to ensure that land uses surrounding the Airport both inside the City and Urban Growth Area are developed in a fashion that maintains the City's ability to enable the Airport to function as an important element of the transportation system.	Section 6, as well as New LDC
Truck/Freight Route Policies	Findings
P-82: In the interim, the City shall enhance the existing truck route (e.g., improved road structure, surface condition, and turning radii). Projects to provide these improvements are included in the roadway plan listed in the TSP, and will be included in the City of Lebanon Capital Improvement Program.	Sections 6 & 7, as well as New LDC, and City's Capital Improvement Program (CIP)

Bicycle Policies	Findings
P-38: Bikeways shall be conveniently located, be adequately constructed, have minimal stops and obstructions, and have safe crossings on major streets.	Sections 6 & 8, as well as New LDC
P-39: Bikeways shall provide safe, efficient corridors that encourage bicycle use.	Sections 6 & 8, as well as New LDC
P-41: Designated bike lanes shall be managed and coordinated with on street vehicular parking according to the standards established in the TSP.	Sections 6 & 8, as well as New LDC
P-43: New and redeveloped collector and arterial streets shall be designed to accommodate bicycle corridors.	Sections 6 & 8, as well as New LDC
P-47: Safe and convenient bicycle facilities that minimize travel distance shall be provided within and between new subdivisions, planned developments, shopping centers, industrial parks, residential areas, transit stops, & neighborhood activity centers such as schools, parks, & shopping.	Sections 6 & 8, as well as New LDC
Pedestrian Policies	Findings
P-51: The City shall comply with all requirements of the Americans with Disability Act (ADA) for all new development. All new public and private development shall comply with all requirements of the Americans with Disability Act (ADA).	Sections 6 & 8, as well as New LDC
P-54: All arterial and collector streets shall have sidewalks or other pedestrian ways constructed at the time of initial street improvement to support and facilitate pedestrian use.	Sections 6 & 8, as well as New LDC
P-55: Safe and convenient pedestrian facilities that minimize travel distance 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.	Sections 6 & 8, as well as New LDC
P-60: The City shall develop a bikeway and pedestrian plan as part of its TSP.	Sections 6 & 8
P-61: The TSP System Plan shall contain a priority list of future bike and pedestrian ways.	Sections 6 & 8

Finding #4, Addressing issues from DLCD Letter of December 5, 2006 (See Exhibit B):

The proposed Transportation System Plan is in compliance with **all relevant criteria vis-à-vis issues raised in the DLCD Letter of December 5, 2006** since it satisfies all of issues raised in this letter based on the Findings listed below:

In the following paragraphs, the City addresses the six numbered items of the DLCD December 5th Letter.

Finding 4.1: Item #1 (page 1) Planned Facilities:

The City has deleted the words “recommended” from the Tables and Figures in Section 6, and the word “proposed” from Table 7-3 in Section 7. These deletions will be effected in the adopted LTSP. Therefore, this TPR requirement to include planned needed transportation facilities is explicitly satisfied.

Finding 4.2: Item #2 (page 2) State Highway Designations:

As noted on page 6-3 of the LTSP, the City of Lebanon has an OTC designated Special Transportation Area (STA) consisting of portions of Highways 34, and 20, focused in the Downtown area including the City’s emerging civic center around Academy Square at the intersection of Highways 20 and 34 north of the Downtown area. This Oregon Highway Plan (OHP) requirement for the City’s TSP is thus fully satisfied. If it is later determined by the City, in conjunction with ODOT and DLCD, that other special highway segment designations need to be made, the LTSP may be amended to include such designations. In 2001, as part of the City’s Land Use Regulation Amendments (LURA) project (TGM Agreement # 18165) to implement the TPR, the City prepared other proposed special transportation area designations, but was advised to not adopt them at the local level by ODOT staff since these other designations had not yet been adopted by the State (OHP), and would not be adopted in the foreseeable future. Nonetheless, the City still has the applicable 2001 LURA draft provisions for other special transportation areas that could readily be brought forward, updated, and adopted should the City in concurrence with ODOT and DLCD decide that this is now appropriate. Furthermore, it is worth noting that ODOT staff has consistently been closely involved with every step of the preparation of the LTSP since 2001, including the detailed review of all drafts since at least 2003.

Finding 4.3: Item#3 (page 2) Downtown Street Standard:

DLCD staff notes that the TSP does not contain a typical street cross section for Highway 20 in the Downtown area (Main Street from Oak Street to Vine Street). This area is totally built out with sidewalk abutting buildings. Consequently, the only pragmatic and cost effective modifications to the road itself would entail minor pedestrian accommodations and streetshed enhancements such as those in the advisory Downtown Lebanon Transportation Enhancements study (2000 TGM Quick Response project, by Crandall Arambula). Likewise, the primary recommendations contained in the Crandall Arambula study have already been implemented during 2001 – 2003 via an Oregon Housing & Community Services CIF Project (# 130), and an OTIA funded project.

In response to the DLCD suggestion that such a cross section be included in the TSP, it is the City’s finding that by making reference in the TSP to the advisory role of the Crandall Arambula study, sufficient guidelines for any future improvements of Main Street (Highway 20), in the Downtown area are already in place. Nevertheless, the City has added enhanced language to its reference to the Crandall Arambula study in the LTSP.

Also, please note that the STA and the Downtown area covered by the Crandall Arambula study

have some overlap on Main Street, but large portions of the STA are **NOT** in the Downtown area and were intentionally not part of the Crandall Arambula study.

Finding 4.4: Item #4 (page 2f) Local Street Standard:

DLCD staff suggests that the standards for local streets in the TSP do not satisfy OAR 660-012-0045 (7). The City concludes that the standards in the TSP do indeed fully satisfy the above noted TPR requirements, by offering an alternative that provides even greater protection of resource lands and greater cost effectiveness in both the short and long terms. In addition, public safety is at the forefront of the City's standards (please see attached copy of the December 8, 2006, letter from the Lebanon Fire District).

The City's current (1991) local residential street standard calls for a 60-foot right-of-way (ROW) with a 32 foot wide roadway and curb side sidewalks. The revised local street standard, as described in this TSP, includes standards for two local street types: (1) a 28 foot wide pavement width within a 50 foot right of way, and (2) a 34 foot wide pavement width within a 56 foot wide right of way. The 34 foot wide local residential street within a 56 foot right of way represents a 6.7% reduction in over all right of way width from the current local street standard. The 28 foot wide pavement width within a 50 foot right of way represents a 16.7% reduction in over all right of way width from the current local street standard. On average, new subdivisions constructed in the City tend to implement a combination of both standards, with a preference to date shown by developers to minimize the ROWs and hence land area consumed by streets and a concomitant savings in construction costs. In addition to reducing the overall right of way width, the street standards also call for set back sidewalks that facilitate the addition of a beauty or planter strip and the addition of street trees as called for in the City of Lebanon Street Tree Policy. The separated planter strip and street trees enhance pedestrian safety and neighborhood livability, and thus promote such general TPR objectives as improving the livability of urban areas by promoting changes in land use patterns and the transportation system that make it more convenient for people to walk, bicycle and drive less to meet their daily needs (OAR 660-012-0000).

Thus, as mandated in the TPR, the City has reduced the amount of right-of-way for local streets by 6.7% for a 34 foot street, and 16.7% for a 28 foot street. This is a significant step toward achieving the objectives noted in OAR 660-012-0045 (7): *"reduce the cost of construction, provide for more efficient use of urban land, provide for emergency vehicle access while discouraging inappropriate traffic volumes and speeds, and which accommodate convenient pedestrian and bicycle circulation."*

Furthermore, the City finds that the TPR contains no requirements that local jurisdictions must adopt in their TSP the specific local street standard suggested for consideration by the DLCDC letter. It is the City's understanding that a variety of methodologies and standards may be used by the cities and counties of the State to achieve the goals of the TPR, and that no one standard is appropriate for jurisdictions of differing sizes and circumstances. Rather, jurisdictions may select different routes to accomplish the common goals presented in the TPR. The City of Lebanon has voluntarily included standards and provisions that go beyond that required by the TPR for a City of its size (12,950 in the 2000 Census, and an estimated population in July 2005 of 13,834). The City of Lebanon continues to explore alternatives to achieve the goals of the TPR. For example, provisions for "green streets" will be in the new development code (in process) and public infrastructure improvements standards, and the City is working currently with developers on a large project that hopefully will include such concepts as "bioswales." In conclusion, the TSP is in full compliance with OAR 660-012-0045 (7).

Finding 4.5: Item # 5 (page 4) Transit:

As suggested by DLCDC staff, the City has integrated a discussion of Vanpools into Section 6, along with a reference that the Santiam Travel Station (the City's renovated Historic Rail Road Depot) has for several years been a designated facility and site for multimodal transportation in the Downtown area. Therefore, this DLCDC staff suggestion for revisions to the TSP's Transit subsection is explicitly satisfied.

Finding 4.6: Item # 6 (page 4) Funding Plan:

As suggested by DLCDC staff, the City has integrated a more in depth discussion of needed pedestrian improvements into Section 6, along with further details on funding mechanisms into Section 7. Therefore, these revisions to Sections 6 and 7 of the TSP explicitly satisfy the requirements of OAR 660-012-0040.