

**From:** Matt Hughart <MHUGHART@kittelson.com>  
**Sent:** Tuesday, August 13, 2024 8:33 AM  
**To:** laurallaroque@gmail.com <laurallaroque@gmail.com>  
**Subject:** RE: Lebanon Trail Impact Analysis

No, the City of Lebanon has not forwarded this or asked us for technical review assistance.

Matt Hughart, AICP  
Principal Planner

[Kittelson & Associates, Inc.](#)

Transportation Engineering / Planning  
503.535.7425 (direct)  
503.936.1463 (mobile)

**From:** laurallaroque@gmail.com <laurallaroque@gmail.com>  
**Sent:** Tuesday, August 13, 2024 8:25 AM  
**To:** Matt Hughart <MHUGHART@kittelson.com>  
**Subject:** RE: Lebanon Trail Impact Analysis

**[External Sender]**

Matt,

Thank you. Attached is the notice that I received from Linn County. The proposal is just outside the city limits but in the city's UGB. Has the city forwarded it to you for comments?

Laura LaRoque

503-501-7197

On Tue, Aug 13, 2024 at 12:01 PM <laurallaroque@gmail.com> wrote:

Hello Thad/Joanne,

Thank you again for meeting me at the property to discuss the trail project and a potential property line adjustment. In terms of the property line adjustment, I have attached a revised draft map for your consideration. The adjusted line is set to 40' north of edge of bridge wing. Let me know if further adjustments to the map are necessary as well as if this is a direction the BLT board is interested in pursuing.

In terms of the trail project, I have decided to submit comments to the County for their consideration. Overall, I feel the submitted land use application needs more detailed information to determine if the proposed termination of the pedestrian bridge at Santiam Street will create an unsafe situation now or later once additional traffic is introduced to this area. Additionally, the submittal does not provide specific detail about the final ownership structure of the properties (after trail development occurs). Lastly, I plan to include a request for a 6' chain-link fence along the west side of the trail to limit trespass onto my family's properties as and request for existing park regulations to be applied to this trail segment. My intention is not to oppose the trail but to instead make sure it is a good fit with the existing and anticipated improvements in the area. My hope is that the comments are received in the manner they are intended. Not to be oppositional but to ensure compatibility between the trail and anticipated future development.

Please feel free to reach out with any questions.

Laura LaRoque

503-501-7197

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From: Thad Nelson <thadnelson@gmail.com>

Date: August 14, 2024 at 6:34:59 AM PDT

To: laurallaroque@gmail.com

Subject: Re: River Park to Santiam Trail proposal

Hi Laura,

You have several good suggestions. The fence in particular is something we can strongly support. As far as safety is concerned, I want to point out that "multiple use trails" commonly enter onto quiet residential streets that are designated as "greenways" and clearly marked to indicate they are being shared by cars, bicycles and pedestrians. The technique has proven to be safe and effective. Ron Whitlatch expressed no concerns about our intentions to incorporate such a plan for our new trail.

I'm not sure why BLT should be required to provide specific detail about the "final ownership structure" of the properties but I'm sure the county will let us know if that is a legitimate concern.

While we always want to be conscious of safety, it has been our impression that the traffic on Santiam St. and the bridge into Wood's Trailer Park is low enough for the roadways to be shared by trail users. Traffic over that bridge is expected to increase to a limited extent over time as properties east of the trailer park are developed. **Allowing additional motor vehicles to enter the roadway from a new housing development less than 1/2 block from our new trail's exit point onto Santiam St. is a legitimate concern and could jeopardise our greenway. Serious consideration should be given to whether that is wise. Why add to what you have already identified as a potentially unsafe traffic situation - especially when we are in an ideal position at this point to prevent it?**

While you are still welcome to submit your purchase offer to the BLT Board as per our discussion yesterday, it is only reasonable for you to understand that they have been given a lot of new information to evaluate including whether allowing a new bridge and housing development to enter the roadway adjacent to our trail is wise. That is something I, personally, had not considered. The action would clearly increase the number of motor vehicles entering the greenway significantly. A decision is not something the board is likely to feel comfortable making until we have much more information and trail project details are more fully defined.

Thad

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From: Thad Nelson <thadlnelson@gmail.com>

Sent: Wednesday, August 14, 2024 7:08 AM

To: Laura LaRoque <laurallaroque@gmail.com>

Cc: Joanne <joannenelson07@gmail.com>; Rod Sell <rodneysell@gmail.com>

Subject: Greenway clarification

Hello again,

After sending the email I wrote last night I thought it would be good to provide you with a little more clarity as to where I am coming from. I am concerned that your unfamiliarity with "greenways" may be inadvertently placing your subdivision and (less likely) our trail in jeopardy. Greenways are extensively used in Eugene, Portland and elsewhere to connect sections of the city that cannot be reached by offroad dedicated trails. Much different than bike lanes and sidewalks, trail users find them to be not only useful but desirable. A greenway's road surface carries walkers, bikers, runners, motor vehicles, wheelchairs and scooters alike and functions as a glorified trail - often connecting one off-road dedicated trail

to another. They require relatively low motor vehicle traffic volumes to function properly and are used in mature communities where major development is not expected to occur.

The greenway that BLT is proposing is critical to our making the connection between approximately 6 miles of existing trail on the north side of town and nearly 8 miles of trail on the east and south sides of town, **By focusing attention on your desire to have BLT to provide for future traffic growth, I believe you are placing your planned housing development at significant risk. Please keep in mind that while BLT considers our proposed greenway connection to be essential, your planned housing development is not!**

Thad

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From: laurallaroque@gmail.com

Date: August 14, 2024 at 8:44:41 AM PDT

To: Thad Nelson <thadlnelson@gmail.com>

Cc: Joanne <joannenelson07@gmail.com>, Rod Sell <rodneysell@gmail.com>

Subject: RE: Greenway clarification

Thad,

**I appreciate your response and believe there are many solutions to ensure safety and compatibility with both the recreational and housing needs of the city. I encourage continued dialogue during the trail planning process so we may work together on any needed solutions to aid both goals.**

Laura



# LEBANON CITY COUNCIL EXECUTIVE SESSION AND REGULAR MEETING MINUTES

June 12, 2024 at 5:30 PM

Santiam Travel Station – 750 3rd Street, Lebanon, Oregon

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## MISSION STATEMENT

*The City of Lebanon is dedicated to providing exceptional services and opportunities that enhance the quality of life for present and future members of the community.*

**Mayor: Kenneth Jackola**

**Council President Michelle Steinhebel | Councilor Wayne Dykstra | Councilor Carl Mann  
Councilor Jeremy Salvage | Councilor Kim Ullfers | Councilor Dave Workman**

## 5:30 PM – CITY COUNCIL EXECUTIVE SESSION

### 1. Executive Session Announcement:

Per ORS 192.660(2)(e) To conduct deliberations with persons designated by the Council to negotiate real property transactions.

The Executive Session was opened at 5:30 p.m. City Attorney Kennedy read the Executive Session Announcement.

The Executive Session adjourned at 5:45 p.m. There was no official decision made during the Executive Session.

## 6:00 PM – CITY COUNCIL REGULAR SESSION

### CALL TO ORDER / FLAG SALUTE

The meeting was called to order at 6:00 p.m.

### ROLL CALL

#### PRESENT

Mayor Kenneth Jackola  
Councilor - Ward 1 Wayne Dykstra  
Councilor - Ward 1 Carl Mann  
Councilor - Ward 2 Kim Ullfers  
Councilor - Ward 2 Dave Workman  
Councilor - Ward 3 Jeremy Salvage  
Council President - Ward 3 Michelle Steinhebel

#### STAFF

Interim City Manager Ron Whitlatch  
Community and Economic Development Director Kelly Hart  
Finance Director Brandon Neish  
City Recorder Julie Fisher  
Police Chief Frank Stevenson  
IT Administrative Assistant Erin Gomez

## CONSENT CALENDAR

*The following item(s) are considered routine and will be enacted by one motion. There will not be a separate discussion of these items unless a Councilor so requests. In this case, the item(s) will be removed from the Consent Calendar and considered separately.*

Motion to approve the Consent Calendar by Councilor - Ward 2 Ullfers, Seconded by Councilor - Ward 3 Salvage.

Voting Yea: Councilor - Ward 1 Dykstra, Councilor - Ward 1 Mann, Councilor - Ward 2 Ullfers, Councilor - Ward 2 Workman, Councilor - Ward 3 Salvage, Council President - Ward 3 Steinhebel

1. **AGENDA:** Lebanon City Council Agenda – June 12, 2024
2. **AGREEMENTS AND CONTRACTS:** *NW Code Professionals LLC  
Lebanon Fire District Contract*
3. **APPOINTMENTS:**
  - Budget Committee - Shantel Schroeder (appointment) and Tom Wells (reappointment)
  - Library Advisory Committee - Dr. Dustin Herb (reappointment) and Denice Lee (reappointment)
  - Parks, Trees & Trails Advisory Committee - Rick Barnett (reappointment) and Rod Sell (reappointment)
  - Planning Commission - Dave McClain (reappointment) and Michael Miller (reappointment)
4. **BOARD MINUTES:**
  - Planning Commission - April 17, 2024
5. **COUNCIL MINUTES:** *May 8, 2024, Executive Session and Regular Meeting*
6. **IRREVOCABLE PETITION:**
  - Public Improvements - 985 W. Rose Street
7. **COMMUNITY DEVELOPMENT BLOCK GRANT:** *Resolution No. 2024- 18 - A Resolution to Notify All Citizens that Discrimination is Prohibited by Title VIII of the Federal Fair Housing Amendments Act of 1988.*

## PRESENTATION / RECOGNITION

8. Build Lebanon Trails Funding Request

Rod Sells with the Build Lebanon Trails presented the request to Transient Lodge Tax Funds for the completion of the Georgia Pacific trail connector.

## PUBLIC COMMENTS

There were no public comments.

## PUBLIC HEARING(S)

9. Public Hearing - Ordinance Bill No. 2024-05, Ordinance No. 3021 - A Bill for an Ordinance Annexing and Zoning Property Following Consent Filed with the City Council by Landowners in Said Area Pursuant to ORS 222.120 And ORS 222.170 File A21-01 Josh Mitchell

The Public Hearing was opened at 6:04 p.m.

The Mayor asked of each Councilor if there was any ex parte' contact, conflict, or bias; there was none.

They Mayor asked if any member of the audience objected to the notice that was sent in this case or to the jurisdiction of this body to hear and consider this case; there was none.

The Community Development Director Hart presented the staff report which included the criteria to be considered. The Planning Commission has recommended approval.

There were no questions of staff.

The Mayor opened the hearing for Public Comment; there was none.

The Public Hearing was closed at 6:08 p.m.

The City Attorney read the title of Ordinance Bill No. 2024-05, Ordinance No. 3021 - A Bill for an Ordinance Annexing and Zoning Property Following Consent Filed with the City Council by Landowners in Said Area Pursuant to ORS 222.120 And ORS 222.170 File A21-01 Josh Mitchell.

**Motion to approve Ordinance Bill No. 2024-05, Ordinance No. 3021 - A Bill for an Ordinance Annexing and Zoning Property Following Consent Filed with the City Council by Landowners in Said Area Pursuant to ORS 222.120 And ORS 222.170 File A21-01 Josh Mitchell by Councilor - Ward 2 Workman, Seconded by Council President - Ward 3 Steinhebel.**

**Voting Yea: Councilor - Ward 1 Dykstra, Councilor - Ward 1 Mann, Councilor - Ward 2 Ulfers, Councilor - Ward 2 Workman, Councilor - Ward 3 Salvage, Council President - Ward 3 Steinhebel**

10. Public Hearing - Resolution No. 2024 -10, A Resolution of the City of Lebanon Referring to the Voters a Measure Proposing a Prohibition on Psilocybin Related Businesses and Adopting a Ballot Title and Explanatory Statement

The Public Hearing was opened at 6:09 p.m.

City Attorney Kennedy present the staff report explaining the changes to the Explanatory Statement to include additional information and give uniformity to the messaging on both Fluoride and Psilocybin information.

There were no questions of staff.

The Mayor opened the hearing to Public Comment; there was none.

The Public Hearing was closed at 6:10 p.m.

The City Attorney read the title of Resolution No. 2024 -10, A Resolution of the City of Lebanon Referring to the Voters a Measure Proposing a Prohibition on Psilocybin Related Businesses and Adopting a Ballot Title and Explanatory Statement

**Motion to approve Resolution No. 2024 -10, A Resolution of the City of Lebanon Referring to the Voters a Measure Proposing a Prohibition on Psilocybin Related Businesses and Adopting a Ballot Title and Explanatory Statement by Councilor - Ward 2 Ulfers, Seconded by Councilor - Ward 1 Dykstra.**

**Voting Yea: Councilor - Ward 1 Dykstra, Councilor - Ward 1 Mann, Councilor - Ward 2 Ulfers, Councilor - Ward 2 Workman, Councilor - Ward 3 Salvage, Council President - Ward 3 Steinhebel**

11. Public Hearing - Resolution No 2024-12, A Resolution Certifying Its Eligibility and Declaring the City of Lebanon's Election to Receive State Revenues.

The Public Hearing opened at 6:11 p.m.

Finance Director Neish presented the staff report and explained the State Shared Revenues. The State Shared Revenue Report from the League of Oregon Cities was reviewed.

There was a question on why a city wouldn't want to accept the State Shared Revenues.

The Mayor opened the hearing for Public Comment, there was none.

The Public Hearing was closed at 6:14 p.m.

The City Attorney read the title of Resolution No 2024-12, A Resolution Certifying Its Eligibility and Declaring the City of Lebanon's Election to Receive State Revenues.

**Motion to approve Resolution No 2024-12, A Resolution Certifying Its Eligibility and Declaring the City of Lebanon's Election to Receive State Revenues by Councilor - Ward 3 Salvage, Seconded by Councilor - Ward 2 Ulfers.**

**Voting Yea: Councilor - Ward 1 Dykstra, Councilor - Ward 1 Mann, Councilor - Ward 2**

**Ullfers, Councilor - Ward 2 Workman, Councilor - Ward 3 Salvage, Council President - Ward 3 Steinhebel**

12. Public Hearing - Resolution No. 2024-13 - A Resolution Certifying the City Complies with Sections of ORS 475 C Related to Marijuana Sales Inside City Limits

The Public Hearing opened at 6:15 p.m.

Finance Director Neish presented the staff report.

There was a question on how many marijuana retail stores could be within the City. Staff reported zoning and code requirements would be the only limitations.

The Mayor opened the hearing for Public Comment, there was none.

The Public Hearing was closed at 6:17 p.m.

City Attorney Kennedy read the title of Resolution No. 2024-13 - A Resolution Certifying the City Complies with Sections of ORS 475 C Related to Marijuana Sales Inside City Limits.

**Motion to approve Resolution No. 2024-13 - A Resolution Certifying the City Complies with Sections of ORS 475 C Related to Marijuana Sales Inside City Limits by Councilor - Ward 2 Ullfers, Seconded by Councilor - Ward 1 Mann.**

**Voting Yea: Councilor - Ward 1 Dykstra, Councilor - Ward 1 Mann, Councilor - Ward 2 Ullfers, Councilor - Ward 2 Workman, Councilor - Ward 3 Salvage, Council President - Ward 3 Steinhebel**

13. Public Hearing - Resolution No. 2024-14 - A Resolution Adopting the City of Lebanon's Budget and Making Appropriations for Fiscal Year 2024-2025. Resolution No. 2024-15 - A Resolution Levying Taxes for the City of Lebanon's Budget for Fiscal Year 2024-2025.

The Public Hearing opened at 6:18 p.m.

Finance Director Neish presented the staff report. The Budget Committee met during three separate public meetings to discuss the proposed budget. The Budget Committee approved the Budget on April 30th. Finance Director asked for adjustments in Engineering, Streets, Capital Projects, and Transfers Out. The total budget for 2024-25 is \$66,722,992.

There were no questions of staff.

The Mayor opened the hearing for Public Comment, there was none.

The Public Hearing was closed at 6:22 p.m.

City Attorney Kennedy read the title of Resolution No. 2024-14 - A Resolution Adopting the City of Lebanon's Budget and Making Appropriations for Fiscal Year 2024-2025.

**Motion to approve Resolution No. 2024-14 - A Resolution Adopting the City of Lebanon's Budget and Making Appropriations for Fiscal Year 2024-2025. Resolution No. 2024-15 - A Resolution Levying Taxes for the City of Lebanon's Budget for Fiscal Year 2024-2025 by Councilor - Ward 3 Salvage, Seconded by Councilor - Ward 2 Workman.**

**Voting Yea: Councilor - Ward 1 Dykstra, Councilor - Ward 1 Mann, Councilor - Ward 2 Ullfers, Councilor - Ward 2 Workman, Councilor - Ward 3 Salvage, Council President - Ward 3 Steinhebel**

The Public Hearing was reopened for public comment on Resolution No. 2024-15 - A Resolution Levying Taxes for the City of Lebanon's Budget for Fiscal Year 2024-2025. There was none. The City Attorney read the title of the resolution.

**Motion to approve Resolution No. 2024-15 - A Resolution Levying Taxes for the City of Lebanon's Budget for Fiscal Year 2024-2025. by Councilor - Ward 3 Salvage, Seconded by Councilor - Ward 2 Workman.**

**Voting Yea: Councilor - Ward 1 Dykstra, Councilor - Ward 1 Mann, Councilor - Ward 2 Ullfers, Councilor - Ward 2 Workman, Councilor - Ward 3 Salvage, Council President - Ward 3 Steinhebel**



14. Public Hearing - Resolution No. 2024-19 - A Resolution Amending Fees and Charges for City Services and Repealing Exhibit A "Fee Schedule" of Resolution No. 2022-18.

The Public Hearing opened at 6:25 p.m.

Finance Director Neish presented the staff report and reviewed all proposed changes. It was explained the City is not for profit and the fees are structured to cover the cost of the service. There was a question regarding what a Street Moratorium Service Fee and Reinspection Fee was.

The Mayor opened the hearing for Public Comment, Sean Eaton spoke regarding the Reinspection Fee and was in support of the fee.

The Public Hearing was closed at 6:31 p.m.

City Attorney Kennedy read the title of Resolution No. 2024-19 - A Resolution Amending Fees and Charges for City Services and Repealing Exhibit A "Fee Schedule" of Resolution No. 2022-18.

**Motion to approve Resolution No. 2024-19 - A Resolution Amending Fees and Charges for City Services and Repealing Exhibit A "Fee Schedule" of Resolution No. 2022-18 by Councilor - Ward 1 Mann, Seconded by Councilor - Ward 2 Workman.**

**Voting Yea: Councilor - Ward 1 Dykstra, Councilor - Ward 1 Mann, Councilor - Ward 2 Ullfers, Councilor - Ward 2 Workman, Councilor - Ward 3 Salvage, Council President - Ward 3 Steinhebel**

15. *Temporarily adjourn as the Lebanon City Council and convene as the Urban Renewal Agency Committee*

Public Hearing - Resolution No. 2024- 16 - A Resolution Adopting the Lebanon Urban Renewal Agency's Budget and Making Appropriations for Fiscal Year 2024-2025. Resolution No. 2024-17 A Resolution Levying Taxes for the Lebanon Urban Renewal Agency's Budget for Fiscal Year 2024-2025.

The public hearing opened at 6:33 p.m.

Finance Director Neish presented the staff report. Total Appropriations for 2024-25 is \$2,839,366.

There were no questions of staff.

The Mayor opened the hearing for Public Comment, there was none.

The Public Hearing was closed at 6:36 p.m.

City Attorney Kennedy read the title of Resolution No. 2024- 16 - A Resolution Adopting the Lebanon Urban Renewal Agency's Budget and Making Appropriations for Fiscal Year 2024-2025. City Attorney Kennedy also read by title only Resolution No. 2024-17 A Resolution Levying Taxes for the Lebanon Urban Renewal Agency's Budget for Fiscal Year 2024-2025.

**Motion to approve Resolution No. 2024- 16 - A Resolution Adopting the Lebanon Urban Renewal Agency's Budget and Making Appropriations for Fiscal Year 2024-2025 by Councilor - Ward 2 Ullfers, Seconded by Councilor - Ward 3 Salvage.**

**Voting Yea: Councilor - Ward 1 Dykstra, Councilor - Ward 1 Mann, Councilor - Ward 2 Ullfers, Councilor - Ward 2 Workman, Councilor - Ward 3 Salvage, Council President - Ward 3 Steinhebel**

**Motion to approve Resolution No. 2024-17 A Resolution Levying Taxes for the Lebanon Urban Renewal Agency's Budget for Fiscal Year 2024-2025 by Council President - Ward 3 Steinhebel, Seconded by Councilor - Ward 1 Dykstra.**

**Voting Yea: Councilor - Ward 1 Dykstra, Councilor - Ward 1 Mann, Councilor - Ward 2 Ullfers, Councilor - Ward 2 Workman, Councilor - Ward 3 Salvage, Council President - Ward 3 Steinhebel**

## REGULAR SESSION

16. Resolution No. 2024-20 - A Resolution Authorizing a Transfer of Appropriations for the Lebanon Urban Renewal Agency 2023-2024 Budget.

***Adjourn as the Urban Renewal Agency Committee and reconvene as the Lebanon City Council.***

Finance Director Neish presented the staff report. There is one adjustment to the Mill Race Urban Renewal District due to an increase in assessed value for property within the URD. Staff is requesting an adjustment from the contingency line to comply with ORS 294.456(6).

There were no questions of staff.

**Motion to approve Resolution No. 2024-20 - A Resolution Authorizing a Transfer of Appropriations for the Lebanon Urban Renewal Agency 2023-2024 Budget by Councilor - Ward 3 Salvage, Seconded by Councilor - Ward 2 Ullfers.**

**Voting Yea: Councilor - Ward 1 Dykstra, Councilor - Ward 1 Mann, Councilor - Ward 2 Ullfers, Councilor - Ward 2 Workman, Councilor - Ward 3 Salvage, Council President - Ward 3 Steinhebel**

17. Resolution No. 2024-21 - A Resolution Authorizing a Transfer of Appropriations for the City of Lebanon 2023-2024 Budget.

Finance Director Neish presented the staff report and requested the following adjustments; to the finance budget in the General Fund to cover additional costs associated with appeals and the contract for the defense attorney, and in the Water and Wastewater funds to cover additional health reimbursement account expenditures incurred.

There were no questions of staff.

**Motion to approve Resolution No. 2024-21 - A Resolution Authorizing a Transfer of Appropriations for the City of Lebanon 2023-2024 Budget by Councilor - Ward 1 Mann, Seconded by Councilor - Ward 3 Salvage.**

**Voting Yea: Councilor - Ward 1 Dykstra, Councilor - Ward 1 Mann, Councilor - Ward 2 Ullfers, Councilor - Ward 2 Workman, Councilor - Ward 3 Salvage**

18. **Build Lebanon Trails Request for Transient Lodge Tax Funds**

Interim City Manager Ron Whitlatch introduced the request for Build Lebanon Trails to receive Transient Lodge Tax Funds which are designated for tourism purposes. The Council consensus was that the trails do have an impact on tourism and impact tourist activities and the request was determined to be in compliance with ORS 320.

**Motion to approve \$23,500 to Build Lebanon Trails for the construction costs related to the Georgia Pacific Mill Race Trail by Councilor - Ward 2 Workman, Seconded by Councilor - Ward 3 Salvage.**

**Voting Yea: Councilor - Ward 1 Dykstra, Councilor - Ward 1 Mann, Councilor - Ward 2 Ullfers, Councilor - Ward 2 Workman, Councilor - Ward 3 Salvage, Council President - Ward 3 Steinhebel**

**Councilor Steinhebel expressed concerns on staff availability once the trails are built and maintenance becomes the responsibility of the city as it adds additional responsibilities to an already short staff.**

19. Gill's Landing Trail Award

Interim City Manager Whitlatch presented the request for the Gill's Landing Trail Award. Six bids were received. Santiam Canyon Excavating was the lowest bid. The City Attorney reviewed the proposal.

**Motion made to approve the Gill's Landing Trail Award by Councilor - Ward 3 Salvage, Seconded by Councilor - Ward 2 Workman.**

**Voting Yea: Councilor - Ward 1 Dykstra, Councilor - Ward 1 Mann, Councilor - Ward 2 Ullfers, Councilor - Ward 2 Workman, Councilor - Ward 3 Salvage, Council President - Ward 3 Steinhebel**

20. **Department Reports:**

Written reports were submitted in the packet from each department.

Interim City Manager Ron Whitlatch gave an update on Airport Road traffic signal.

There was discussion on the Elmore parking concern. Discussion ensued on removing parking from the south side of the street. A Traffic Study was completed, and those findings reported to Council. Surrounding Property Owner and residents will be notified of the process moving forward.

A reminder of the Strategic Planning Session on July 22 at Boulder Falls was giving to the Council.

A Work Session will be held in August on Utility Service Fees.

Community and Economic Development Director Hart, Consultant Shawn Tate, Interim City Manager Ron Whitlatch, and Representative's from Lori Chavez DeRemer's office visited the Wastewater Treatment Plant to explore possible funding options. Mayor added the City will more aggressively seek every asset and be sure we have a voice at the table for policy making decisions that impact Lebanon.

**ITEMS FROM COUNCIL**

Councilor Steinhebel reported on the Strawberry Festival and acknowledged the many volunteers and staff that make it a success.

**PUBLIC/PRESS COMMENTS**

Connie Strupund asked if there were any plans for a bottle drop in Lebanon. Staff responded that they had reached out before but can reach out again. Ms. Strupund also questioned the plans for a roundabout on Cascade Drive as identified in the TSP.

**NEXT SCHEDULED COUNCIL MEETING(S): July 10, 2024 Regular Meeting**

**July 22, 2024 Strategic Planning Session**

## **16.16.020 DEDICATION OF PUBLIC USE AREAS**

- A.** Where a proposed park, playground, or other public use or facility shown in a Facility or Special Area Plan adopted by the City is located in a site or area proposed for a subdivision or other land use action, the City may require the dedication or reservation of an area to implement the Plan and to mitigate the impact of the proposed development.
- B.** The City may purchase or accept dedication or reservation of land within a proposed subdivision or other land use that are suitable for the development of parks, public facilities, and other public uses as noted above. However, the City is under no obligation to accept such areas offered for dedication or sale, and will determine the suitability of the proposed dedication in its sole discretion.
- C.** Adequacy of utility and infrastructure facilities is based on the standards established in the City's adopted Master Facility Plans (e.g., Storm Water and Drainage, Parks, Wastewater).

## **16.16.030 SANITARY SEWER AND WATER SERVICE IMPROVEMENTS**

### ***A. Sewers and Water Mains Required***

- 1.** Adequate sanitary sewers and water infrastructure and service shall be made available to serve each new development or redevelopment. The facilities and services must comply with the City's Sanitary Sewer Facility Plan and Water System Facility Plan, and shall comply with applicable construction specifications.
- 2.** When streets are required to be stubbed to the edge of a development, sewer and water system improvements shall also be extended with those streets.

### ***B. Over-Sizing***

The City may require as a condition of development approval that sewer, water, and other infrastructure improvements serving new development be appropriately sized to serve neighboring properties or the designated service area according to the applicable Facility Plans. Consistent with the provisions of the City's SDC ordinance, the City may partially reimburse the developer for incremental costs incurred in construction of improvements greater in capacity than required to serve the proposed development (oversizing).

### ***C. Inadequate Facilities***

Development permits and land use approval may be restricted by the City where a deficiency exists in the existing water or sewer system that cannot be rectified by proposed infrastructure enhancements and that, if not rectified, will result in a threat to public health or safety.

**NIMBY NBR, LLC**

450 Walnut Street, Lebanon, OR 97355

Phone: (503) 501-7197

**Linn County Planning & Building Department**

Attn: Linn County Planning Commission

300 SW 4<sup>th</sup> Avenue, Room 114

P.O. Box 100, Albany, OR 97321

Phone: (541) 967-3816, ext. 2360

Email: [aboles@co.linn.or.us](mailto:aboles@co.linn.or.us)

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**Linn County Planning Commission:**

This letter is to serve as written testimony for the December 10, 2024, Linn County Planning Commission hearing on Planning File No. PD24-0237; a Condition Use Permit for a public trail on properties identified by the Linn County Tax Assessor Map No. T12S, R02W, Section 11AC, Tax Lot 1200 and T12S, R02W, Section 11BD Tax Lot 2000.

As outlined in previously submitted testimony by NIMBY NBR, LLC and as further reiterated below Planning File No. PD24-0237 fails to demonstrate that the proposed use complies with the decision criteria of Linn County Development Code (LCDC) Section 933.260(B)(1 – 5)(9) and as such should be denied.

**Review Criterion 1 (LCDC 933.260(B)(1))**

*(1) The proposed development is permitted and is consistent with the affected city's comprehensive plan map designations **and** future city zoning.*

1. The proposed development is a public trail. A public trail is permissible when owned or operated by a government agency or a public utility. (LCDC 930.720(B)(3) and LCDC 920.100(261))

*The County states that "nothing in the County Code prohibits the applicant from being a representative or person other than a government agency or public utility. Email correspondence provided by the applicant from the Lebanon Community Development Director indicates that the applicant will retain ownership of the trail until the project is complete, and then turn over the to the City to ensure that the project is constructed to the City's satisfaction."*

It is contested that the Applicant (BLT) is not a representative of a government agency, and the supposed land/trail conveyance has not been formally approved by the City of Lebanon. The provided email correspondence from a Lebanon city staff member is irrelevant since only City Council can make the decision to acquire private property.

On page 27 of Exhibit A, the Applicant includes an email from Lebanon City staff stating that once the project is completed the (Lebanon) City Council **will vote** to accept ownership. Notably, the outcome of a future Lebanon City Council vote is unknown and could very well be a **denial**.

In Section 16.16.020(B) of the Lebanon Development Code, it is stated that “the city may (...) accept dedication of land (...). However, the city is **under no obligation** to do so.

As denoted in the June 12, 2024, Lebanon City Council meeting minutes, although City Council approved expenditures from the transient lodge tax funds to BLT, at least one councilor expressed concerns about limited staffing once trails are built and maintenance becomes the responsibility of the city. Since that time the city has held several townhall meetings to discuss implementation of a utility fee to simply maintain basic level of staff services, cut most of the City’s parks staff due to budgetary constraints, and have deferred nearly all maintenance funding for existing parks and trails. It is entirely likely that the City Council may not feel it is timely to take on additional infrastructure and the maintenance that comes along with it.

2. The Applicant states that *“BLT will retain ownership of the trail until the project is completed and then turned over to the city. Until the project has been completed to their satisfaction the city is unable to guarantee that they will take ownership. This practice is the same as any other private development with public infrastructure. Until the project is built, inspected, and approved the city doesn’t take ownership.”*

The city can in fact acquire the subject properties if both parties are willing and construct the proposed public trail with assistance from BLT. Unlike other private developments that include dedications of public infrastructure, the zoning of the subject properties only allows a public use to be developed if such use is owned or operated by a government agency.

There are numerous ways the Applicant could formalized an agreement with the City of Lebanon to own and operate the proposed public trail or simply transfer the subject properties to the City but has failed to do so. Examples of commonly used tools that have failed to be produced by the Applicant are as follows:

- A signature from the City of Lebanon on the submitted land use application as a co-applicant
  - A Development Agreement (a legally binding contract between a property owner or developer and a government agency) that specifies the negotiated terms of development
  - Annexation and subsequent development approval by the City of Lebanon
  - Land acquisition by City of Lebanon and subsequent construction of the proposed trail under City of Lebanon ownership.
3. The County cannot ignore the proposed use conflicts with the City of Lebanon’s Residential Low Density (Z-RL) Zoning District. Even if the County establishes that the trail is part of the City’s Comprehensive Plan, it must demonstrate consistency with **both** the City’s Comprehensive Plan

and future zone designation. As outlined and shown below in Table 16.05-5, a recreational trail is not permitted in the Residential Density Zoning District.

**16.05.070 PUBLIC USES ALLOWED IN THE RESIDENTIAL ZONES**

<b>Table 16.05-5: Public Uses (Civic or Institutional) Allowed in Residential Zones</b>			
(See page 18 of Chapter 16.03 for further details and listings regarding Public Uses)			
<b>Use Categories</b>	<b>Z-RL</b>	<b>Z-RM</b>	<b>Z-RH</b>
Public Uses with <b>Class I</b> Impacts: City offices and Facilities; Community Development Center; and Utility Offices.	<b>CU</b>	<b>OP</b>	<b>OP</b>
<b>Public Uses with Class II Impacts:</b>			
Public Uses such as Community Centers, Colleges, Universities, Community Colleges, and Adult Education Facilities; Municipal Courts; Museums, Nursery Schools, Preschools; Public Safety Facilities, Including Fire/Emergency Medical Services and Police Stations, and Emergency Communication Broadcast Facilities; Public Squares, Plazas, Senior Centers, Social Service Facilities, Soup Kitchens, Vocational Training for the Physically or Mentally Challenged, Utility Substations, Youth Club facilities.	<b>CU</b> if adjacent to collector, arterial, or highway	<b>CU</b> if adjacent to collector, arterial, or highway	<b>CU</b> if adjacent to collector, arterial, or highway
Public Uses (above); a maximum of 10% expansion of existing structures or improvements.	<b>AR</b>	<b>AR</b>	<b>AR</b>
Other Public Uses such as Boat Launching Areas, Botanical Gardens, City Maintenance Shops; Hospitals and Large Medical Complexes Publicly Owned Swimming Pools, <b>Recreational Trails</b> , Surplus Food Distribution Centers; Transit Centers, Water Towers and Reservoirs.	<b>N</b>	<b>CU</b> if adjacent to collector, arterial, or highway	<b>CU</b> if adjacent to collector, arterial, or highway
Other Public Uses such as Parks and, Recreation Facilities, Open Space, Pedestrian Amenities,	<b>CU</b>	<b>CU</b>	<b>CU</b>
	<b>AR</b> if Projects Implement the City's Adopted Facilities Plans		
Other Public Uses such as Meeting Facilities or Related Facilities	<b>CU</b>	<b>CU</b>	<b>CU</b>
Other Public Uses such as Meeting Facilities or Related Facilities; a maximum 10% expansion of existing structures or improvements.	<b>AR</b>	<b>AR</b>	<b>AR</b>
Other Public Uses such as Daycare, adult or child day care (12 or fewer children); does not include Family Daycare under applicable ORS provisions.	<b>OP</b>	<b>OP</b>	<b>OP</b>
<b>Public Uses with Class III Impacts:</b>			
Public Uses such as Shelters for Short Term or Emergency Housing (e.g., Homeless Shelters) when operated by a Public or Non-profit Agency.	<b>N</b>	<b>CU</b>	<b>CU</b>
Other Public Uses such as Cemeteries	<b>CU</b>	<b>CU</b>	<b>CU</b>
Other Public such as Bus Barns (public), Treatment Plants and Facilities (Water and Sewage).	<b>N</b>	<b>CU</b>	<b>N</b>
	<b>AR</b> if Projects Implement the City's Adopted Facilities Plans		
<b>Key:</b> OP = Outright Permitted (Building Permit issued after a site review); MR = Ministerial Review; AR = Permitted with Administrative Review; CU = Conditional Use approval required (Chapter 16.22); <b>N =Not permitted</b> . * = Number of Units following an AR or CU designation. Also see Table 16.05-1: Characteristics of Major Land Use Actions Matrix -- Projects in a Residential Zone Requiring a Planned Development Review (Chapter 16.23).			

Figure 1 Table 16.05-5 of the Lebanon Development Code

On page 26 of Exhibit A, the Lebanon Community Development Director claims a clerical error must have been made during a 2008 Lebanon Development Code text amendment in this regard. If this

was the case, why in 16 years has staff not corrected this oversight through a Development Code Text Amendment?

It is contested that the prohibition of recreation trails in the Residential Density Zoning District was in fact intentional as the recreation trail use category was amended from a Conditional Use permit to a prohibited use. Furthermore, Trail 4, Sections 1 and 2 in the Lebanon Trails Plan (being represented as the subject of this application) are denoted across property entirely outside of the Residential Low Density Zoning District.

4. The County cannot ignore the proposed use also conflicts with the City's Comprehensive Plan. The Lebanon Trails Strategic Plan, Parks Master Plan, and Lebanon Transportation Plan all depict the Trail 4, Sections 1 and 2 nearly entirely along the **east of the Santiam Canal** and entirely outside of the Residential Low Density Zoning District as depicted below:

- *Trail 4 Section 1 begins at the entrance to Had-Irvine Park on Wheeler Street, then travels east along the Wheeler Street right-of-way for a short distance before turning south and proceeding along the eastern edge of the Bridgeport Condominiums, then leading alongside the Albany-Santiam Canal in a southeastern direction, ending at the Santiam Street Bridge.*

*Project Goal: Development of a safe and accessible multi-use trail located between Tennessee Road and Santiam Street.*

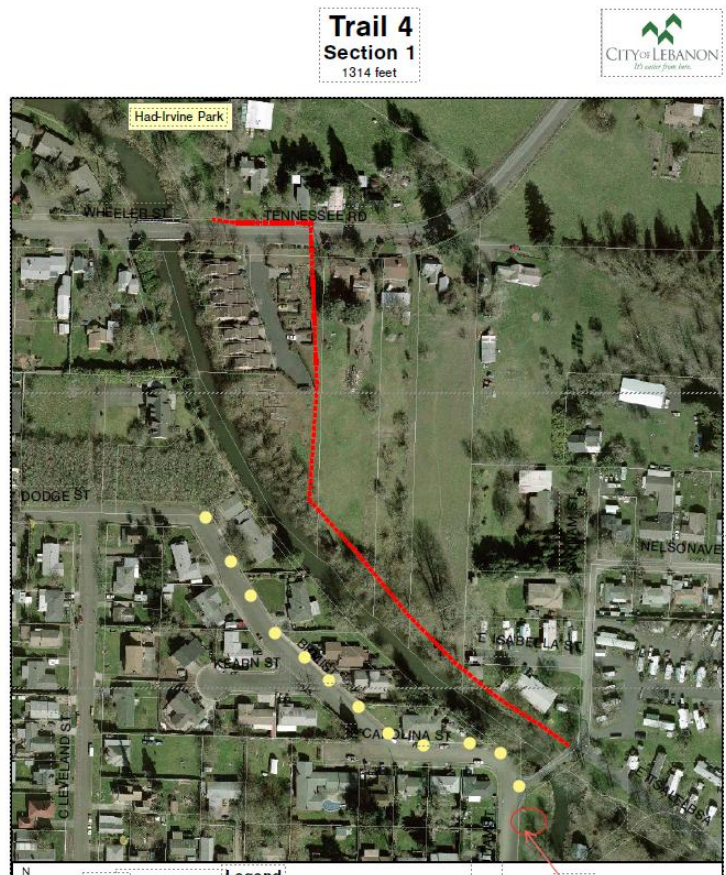


Figure 2 Trail 4, Section 1 of the Lebanon Trails Plan with proposed trail alignment mark-ups.



- Trail 4 Section 2 begins at the southern end of Trail 4 Section 1 near the Santiam Street Bridge, and follows the Albany-Santiam Canal in a southeast direction, ending at (...) River Park to the north.

Project Goal: Development of a safe and accessible multi-use trail located alongside the Albany-Santiam canal between Santiam Street and the forested area north of River Park.

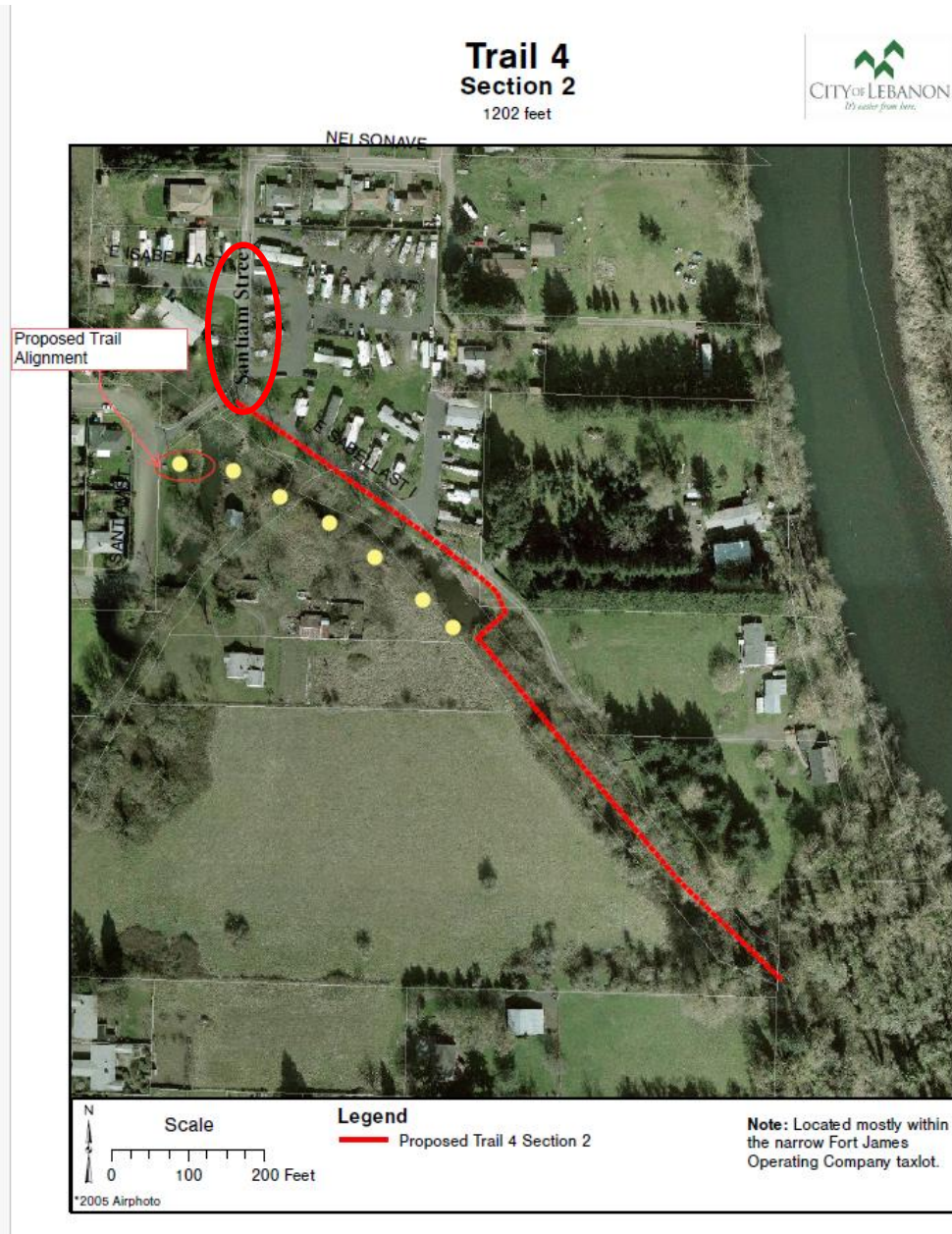


Figure 3 Trail 4, Section 2 of the Lebanon Trails Plan with proposed trail alignment mark-ups.

## Review Criterion 2 (LCDC 933.260(B)(2))

*(2) The location, size, design and operating characteristics of the proposed development are compatible with future development allowed by the affected city's comprehensive plan map designation.*

5. The county has failed to make findings about the proposed use compliance with Figure 16 of the Lebanon Transportation System Plan or in this case it's noncompliance with this design standard. Figure 16 of the Lebanon Transportation System Plan denotes a 15-foot-wide paved shared-use path with 1.5-foot-wide shoulders in areas with significant walking or biking demand. The Applicant proposes a 10-foot-wide paved shared use path with 1-foot-wide shoulders.

The Applicant indicates that since a portion of the proposed trail is within a floodplain then the entire trail width should be less than the 15-foot standard. It is unclear why a lesser width would lessen impacts on the special flood hazard area or **why trail portions outside of the special flood hazard area should also be deficit in width.**

The Applicant also states that BLT has set precedent for building trails deficit in width and that this practice should be continued as justification for not complying with the design standard in Figure 16 of the Lebanon Transportation System Plan.

If the city's shared-use path design standard is not representative of what is being constructed or what is needed to support significant walking or biking demand, then city staff should perform a Development Code Text Amendment to amend this code provision not arbitrarily violate their own code.

## Review Criterion 4 (LCDC 933.260(B)(4))

*(4) The location, design and site planning of the proposed development does not: (a) preclude future urban development on the subject property or adjacent properties; or (b) **conflict with future location and placement of streets and services***

6. The County and Applicant has failed to make findings specific to LCD 933.260(B)(4) about how the location, design, and site planning of the proposed development will not conflict with future location and placement of streets and services to adjacent properties.

The County simply states that the city did not submit comments indicating that the proposed use would not preclude future urban development or conflict with the future location or placement of streets and services, which is not an analysis on how this criterion is either met or unmet.

The Applicant states they are *"working with the City and Udell Engineering to develop a detailed development plan. The plan will include review of trail entrance/exits at Santiam Street, pedestrian bridge design and location, as well as design considerations for floodplain elevations. The trail termination point will be determined during project design."*

A statement indicating BLT is **"working (...) to develop a detailed development"** is not evidence that the proposed development is consistent with this review criterion. A detailed site development plan is required at the time of application submittal, not afterwards.

In fact, the Applicant’s originally submitted “plan” (i.e., a highlighter marking on pages 5 and 6 of Exhibit A) and newly submitted “plan” (i.e., dots on pages 28 and 29 of Exhibit A) are already inconsistent. Seemingly the proposal has changed from a mid-block crossing across Santiam Street to a crossing across Santiam Street bridge. It is unclear which alignment is being proposed, why something as crucial as the trail termination point at Santiam Street would be deferred until after the land use review process, and why “project design” mentioned page 18 of Exhibit A is not complete.

The below photos show that that the edge of roadway northeast of the Santiam Street bridge is essentially steeply sloped canal bank lacking a sidewalk and utility pole placement in the middle of the sidewalks along East Carolina Street and the east side of Bromil Street.

Where are the trail users supposed to go once, they cross the Santiam Street Bridge? Presumably, the term “greenway” used by the Applicant means intermixing motor vehicles and pedestrians. Certainly, this is not the type of user experience that the creators of the Lebanon Trails Plan had in mind for Trail 4, Section 1 nor does this meet the definition of a greenway.



*Figure 4 North of the Santiam Street bridge showing steeply sloped canal bank precluding sidewalk construction.*



*Figure 5 Utility pole placement in sidewalk north of East Carolina Street*

7. The Applicant states that there are no known current development projects near the project area. Yet, the Applicant has performed multiple site visits to discuss a residential housing development project to be located at 680 E. Isabella, 400 Walnut Street, and 450 Walnut Street and reconstruction of the E. Isabella Street bridge across a portion of the subject properties to serve these properties.

In fact, in an email dated August 14, 2024, a BLT representative, states that allowing additional motor vehicles to enter the roadway from this proposed residential housing development (i.e., 680 E. Isabella, 400 Walnut Street, and 450 Walnut Street) less than ½ block the trail exit point to Santiam Street is “a legitimate concern and could jeopardize our greenway. Serious consideration should be given whether that is wise.” The BLT representative further states “**By focusing attention on your desire to have BLT to provide for future traffic growth, I believe you are placing your planned housing development at significant risk. Please keep in mind that while BLT considers our proposed greenway connection to be essential, your planned housing development is not!**”

The City of Lebanon is also aware of the future residential housing development project to be located at 680 E. Isabella, 400 Walnut Street, and 450 Walnut Street since multiple meetings have been held to discuss bridge and utility designs to serve these properties. In fact, the city has reviewed and discussed a preliminary redesign of the East Isabella Street bridge with a pedestrian walkway and asked why BLT would not consider utilizing this bridge for the trail crossing to Santiam Street.

8. The City of Lebanon does not have transportation engineer on staff and instead contracts these services with Kittelson and Associates, Inc. On August 13, 2023, the Appellant (NIMBY NBR, LLC) reached out to Matt Hughart, the Principal Planner at Kittelson and Associates, Inc. about the subject application who indicated that neither the City of Lebanon (or Linn County) forwarded the application to them for their review or asked for technical review assistance. It is, therefore, unknown how the city or county could make any determination about conformance with the applicable transportation plans or regulations.

In November 2024, the Appellant received a Transportation Impact Analysis from Scott Ferguson, the principal transportation planning and traffic engineer of Ferguson and Associates, Inc. This analysis is enclosed with this document. Findings and conclusions from this analysis find that the proposed trail-bridge location:

- a. *Improperly encourages mid-block pedestrian crossings on Santiam Street.*
- b. *Does not adequately address impacts for pedestrian.*
- c. *Does not consider how the trail to the north will connect in the future.*
- d. *Creates the need for mitigation which may improperly be passed on to future development.*
- e. *Has not considered alternative locations or treatments to resolve potential problems with pedestrian/vehicle conflicts.*

As stated in the analysis, it was observed that one or two vehicles would park directly in front of mailboxes on S. Santiam Street. Vehicles parked in front of the mailbox restricted visibility for traffic leaving the mobile home park as well as limiting the flow of traffic. This was further complicated when a school bus arrived on S. Santiam Street and stopped between the mailbox and the bridge. Additionally, since the bridge is only 12-feet-wide, it can only accommodate a single vehicle at a time. Because of this, vehicles also stopped at S. Santiam to wait for another vehicle to cross.

While this situation is not ideal (...) the completion of the (trail) bridge would introduce additional pedestrians at a midpoint on S. Santiam Street, which is probably the worst place for pedestrians to cross, as it would introduce additional conflicts and increase the number of distractions for drivers.



*Figure 6 Santiam Street traffic queueing and congestion near proposed trail termination*



*Figure 7 Santiam Street and Santiam Street bridge traffic queueing and congestion near proposed trail termination*

**Review Criterion 5 (LCDC 933.260(B)(5))**

*(5) If the proposed development has the potential to generate conflicts which have been determined to be detrimental to the public health, safety and general welfare or to the overall livability of the neighborhood, then the development shall not be permitted without mitigations. The mitigations will be determined by the decisionmaker. Potential conflicts include, but are not limited to noise, vibration, smoke, dust, odor, fumes, heat, glare or electromagnetic interference.*

9. The proposal opens public access to an area where none exists currently. The proposed development occurs along property that is bisected from the public street system by the Lebanon Santiam Canal and Albany Santiam Canal. Providing 24-hour unsecured public access will make adjoining private property more susceptible to crime, littering, vandalism, trespass, and vagrancy all of which are detrimental to the public health, safety and general welfare or overall liability of the neighborhood.

The County states that “no substantial evidence has been submitted to demonstrate that the proposed use has the potential to generate conflicts.” Below is photographic evidence from December 2, 2024, depicting trespassing and littering already occurring on the subject properties.



*Figure 8 Fence on subject property cut to allow trespass from River Park.*



*Figure 9 Trash on subject property*

As a regular trail user, I have personally observed dogs running off leash, undisposed of dog waste, illegal off trail footpaths, and trespassing on private property abutting the public trail system. I have also observed illegal homeless encampments in River Park and on portions of the subject properties on numerous occasions in the last two years.

Furthermore, during a recent BLT meeting, a BLT representative provided an update on their volunteer graffiti crew that routinely monitors and cleans up graffiti along the trail system. This practice is indicative of common place property damage taking place along the existing public trail system which can reasonably be assumed to also occur along the proposed trail section.

In exhibit A of the staff report, the Applicant now proposes to include a 5-foot-tall chain link fence along the entire southwest side of trail, light poles at 83-foot intervals, two trash receptacles, and dog waste stations. Yet, County staff have failed to produce conditions of approval to ensure that these items are in fact installed and/or installed at a certain point of time.

The Applicant states that the city “indicates” there will be illumination from dusk till dawn and “agrees” the trail will be under Lebanon’s Parks Rules and Regulations, which include use time restrictions. However, as stated on page 25 of Exhibit A, city staff merely state that **if the City accepts the trail** Lebanon’s Park Rules and Regulations will be adopted and a trail lighting system will be operated from dusk to dawn. It is unknown what will happen if the city denies acceptance of the trail. Further, County staff have failed to produce a condition of approval requiring the application of Lebanon’s Parks Rules and Regulations to the subject properties and at what point of time.

## Review Criterion 9 (LCDC 933.260(B)(9))

*(9) The proposed development site is located outside of a mapped geologic hazard area or of a 100-year flood plain unless it is demonstrated that the use can be designed and engineered to comply with accepted hazard-mitigation requirements.*

10. The Applicant states that "Udell Engineering will work with BLT to provide a formal trail design that complies with the Linn County Floodplain Management Code which will be submitted to the Linn County Administrator for review."

A statement by the Applicant that they are working on developing on a formal trail design is not evidence that the proposed development is consistent with this review criterion. A detailed site development plan is required at the time of application submittal, not after the land use decision has been issued. How can the review body determine if the use can be designed and engineered to comply with the Linn County Floodplain Management Code without a project design plan or preliminary civil engineering plan set?

Additionally, neither the County nor Applicant has addressed how the proposed development will comply with either County or FEMA's Pre-Implementation Compliance Measures. Measures that direct all jurisdictions to either prohibit all new development in the floodplain; incorporate the Endangered Species Act (ESA) into local floodplain ordinances; or develop a floodplain Habitat Assessment documenting that proposed development in the Special Flood Hazard Area will achieve "no net loss."

## Conclusion

Ultimately, the Applicant has failed to produce any evidence the trail will be government owned and operated or a safe trail and street intersection design. Furthermore, a detailed development plan has not been produced demonstrating compliance with the City's design standards, floodplain regulations, or compatibility with future road and utility improvements in the immediate area. Lastly, the proposal fails to mitigate all potential conflicts without the application of the Lebanon's Parks Rules and Regulations to the subject property. As such the Applicant fails to demonstrate that the proposed use complies with the decision criteria of Linn County Development Code (LCDC) Section 933.260(B)(1 – 5)(9) and as such should be denied.





## TRANSPORTATION **IMPACT ANALYSIS**

<b>project</b>	<b>Lebanon Public Trail Appeal</b>
<b>location</b>	South Santiam Street Lebanon, Oregon
<b>client</b>	Laura Laroque
<b>date</b>	November, 2024

P.O Box 1994, Redmond OR 97756 PHONE (541) 788.6282

EMAIL: [info@traffic-team.us](mailto:info@traffic-team.us)



LEBANON PUBLIC TRAIL APPEAL  
IMPACT STUDY

PREPARED FOR:

LAURA LAROQUE

BY:

FERGUSON & ASSOCIATES, INC

November 20, 2024



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## EXECUTIVE SUMMARY

This study addresses the traffic impacts of a proposed trail-bridge connection. “Build Lebanon Trails” proposes to develop a public recreational trail on properties identified on the Linn County Tax Assessor Map No. T12S, R02W, Section 11AC, Tax Lot 1200 and T12S, R02W, Section 11BD Tax Lot 2000. This memorandum documents the existing conditions and forecasted transportation impacts between the proposed placement of public recreational trail and anticipated future urban development and bridge improvements serving adjacent properties.

### STUDY AREA

This study focused on impacts on South Santiam Street and adjacent intersections.

### FINDINGS AND CONCLUSIONS

1. The location of the trail-bridge should consider growth in residential trips on Santiam Street. Future growth could easily include up to 122 dwelling units and was forecast to generate 114 new p.m. peak-hour trips and 1,150 daily trips, all of which would impact Santiam Street where the new trail-bridge crossing is proposed.
2. City of Lebanon intersection operational standards would be met with planned growth in the area.
3. There is currently some congestion on Santiam Street near the trail-bridge. This congestion is related to:
  - a. Vehicles stopping on-street at the mailboxes.
  - b. Vehicles stopping on-street for the single-lane bridge to clear.
  - c. A school bus stop in the vicinity of the crossing.
4. The proposed trail-bridge location:
  - a. Improperly encourages mid-block pedestrian crossings on Santiam Avenue.
  - b. Does not adequately address impacts for pedestrians.
  - c. Does not consider how the trail to the north will connect in the future.
  - d. Creates the need for mitigation which may improperly passed on to future development
  - e. Has not considered alternative locations or treatments to resolve potential problems with pedestrian/vehicle conflicts.

5. It would be reasonable for the applicant to be required as a condition of approval to:
  - a. Construct sidewalks on the east side of Santiam Street bringing the street up to current standards – and connecting this sidewalk to the rest of the sidewalk system.
  - b. Alternatively, studying the site to determine if a mid-block crossing would be warranted, and if so, construct a proper mid-block pedestrian crossing. (However, it is doubtful that warrants would be met.)
  - c. Construct paths and barriers to direct future pedestrians away from the middle of Santiam Street.
  - d. Alternatively, relocate the bridge or combining the bridge with a future public street crossing to access properties to the south. There are several locations along the canal where the bridge could be located.
  - e. Provide details of how the future trail connections will occur to ensure that the proposed bridge location and planned connections are consistent with future plans. It is not consistent with the current plan, and it is unclear how the trail would connect to the north.
  - f. Dedicate ROW dedication on the east side of Santiam Street, if the current ROW does not meet the standard for local streets.



# INTRODUCTION

“Build Lebanon Trails” proposes to develop a public recreational trail on properties identified on the Linn County Tax Assessor Map No. T12S, R02W, Section 11AC, Tax Lot 1200 and T12S, R02W, Section 11BD Tax Lot 2000. This memorandum documents the existing conditions and forecasted transportation impacts between the proposed placement of public recreational trail and anticipated future urban development and bridge improvements serving adjacent properties. This study focuses on the impact of the proposed location of a trail-bridge near S. Santiam Street.

## **PURPOSE, OBJECTIVES & SCOPE**

This study has been performed for submission to Linn County. The purpose of this study is to identify the impact of the proposed mid-block location of the recreational development and associated bridge crossing and suggest alternatives.

This report identifies the transportation-related impacts associated with the proposed recreational development and was prepared in accordance with the City of Lebanon Transportation Impact Study requirements. Operational analyses were performed at the following study intersections:

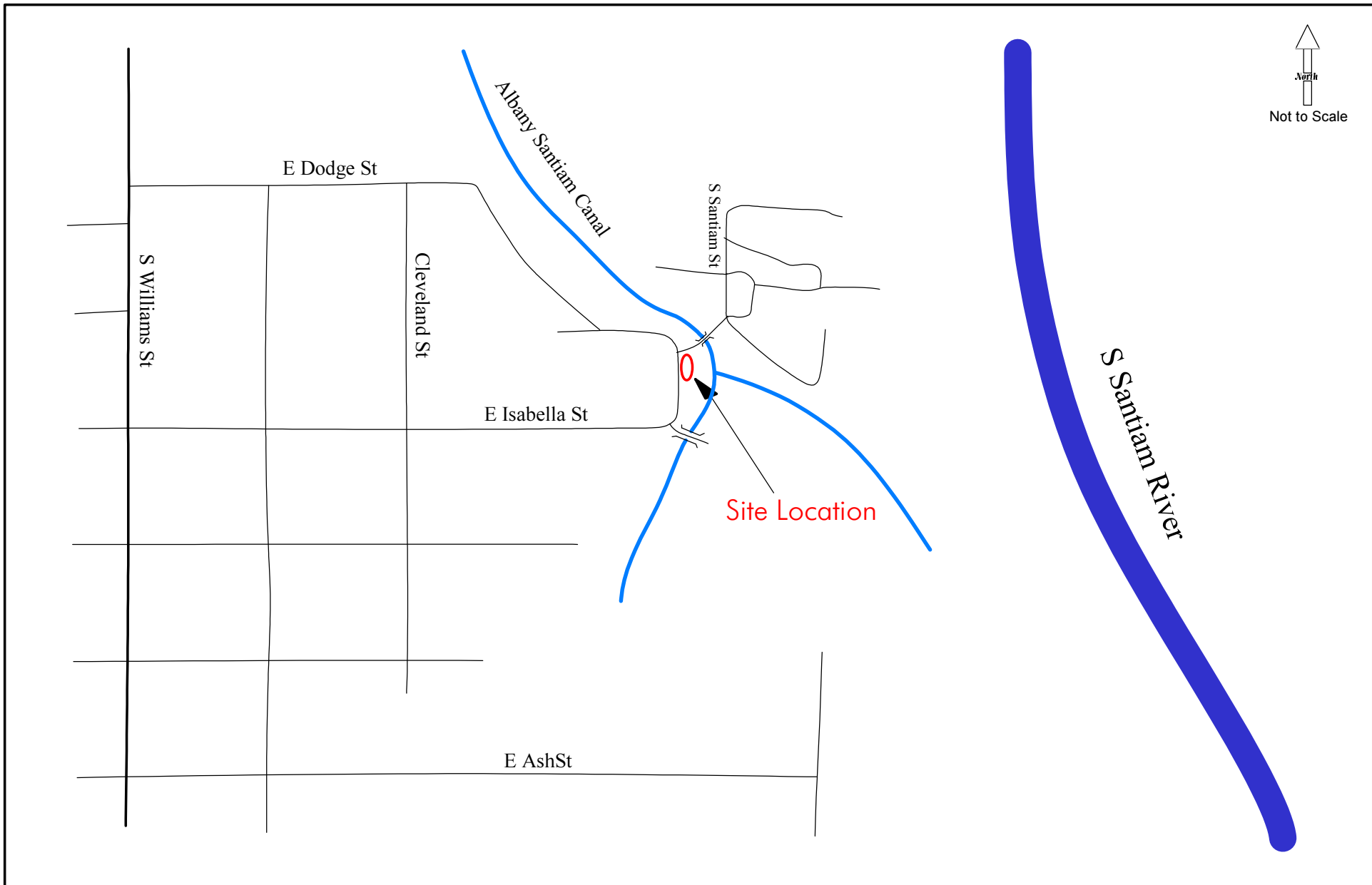
1. East Carolina Street/Santiam Street/Santiam Street Bridge
2. East Isabella Street/Santiam Street/Local Bridge

This report evaluates the following transportation issues:

1. Existing 2024 land use and transportation system conditions within the site vicinity during the weekday PM peak periods; and
2. Forecast year 2026 background traffic conditions during the weekday PM peak periods, considering background growth and transportation improvements planned in the study area.

## **PROPOSED PLAN**

The proposed bridge location is located as shown in Figure 1. This approximate location is shown below in more detail in Exhibit 1. The trail map of the area, as shown in Figure 2, shows the trail on the opposite side of the canal. The new location and proposed crossing is shown in Figure 2 in red.



Site Location

Lebanon Public Trail Appeal - Lebanon, Oregon

Figure 1

Ferguson & Associates, Inc.

#01800  
November 15, 2024

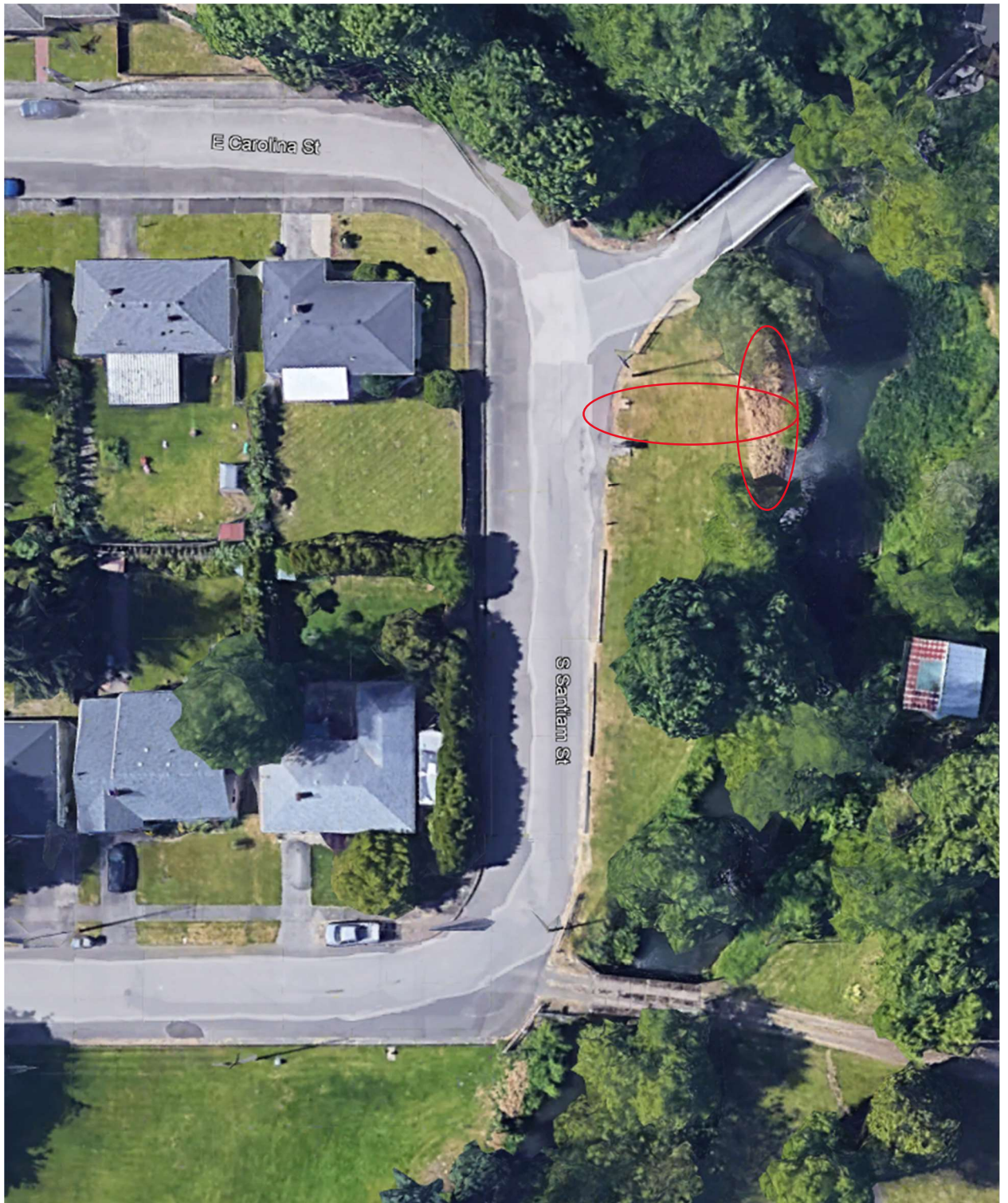


Exhibit 1 – Approximate location of pedestrian bridge terminus and likely path of pedestrians without positive guidance.



### Trail Map

## Lebanon Public Trail Appeal - Lebanon, Oregon

#01800  
November 15, 2024

## Figure 2

Ferguson & Associates, Inc.

## EXISTING CONDITIONS

This section summarizes the existing characteristics of the transportation system and adjacent land uses in the vicinity of the proposed development, including an inventory of the existing multimodal transportation facilities and options, and an evaluation of existing intersection operations for motor vehicles at the study intersections.

### SITE CONDITIONS AND ADJACENT LAND USES

The proposed recreational trail will be located at the eastern edge of the city limits, east of Santiam Street, between East Isabella Street and East Carolina Street. The subject properties are zoned Urban Growth Area-Urban Growth Management 10 acre minimum. Most nearby parcels are improved with residential use, with some outside the Lebanon city limits.

### TRANSPORTATION FACILITIES

Table 1 summarizes the characteristics of roadways within the site's vicinity. Figure 1 illustrates the existing lane configurations at the study intersections.

**TABLE 1 – EXISTING STREET CHARACTERISTICS**

Roadway	Functional Classification	Number of Lanes	Posted Speed (MPH)	Sidewalks	Striped Bicycle Lanes	On-Street Parking
E. Isabella Street	Local Street <sup>1</sup>	2 lanes	25 MPH	North side of ROW	None	None <sup>2</sup>
E. Carolina Street	Local Street <sup>1</sup>	2 lanes	25 MPH	South side of ROW	None	None <sup>2</sup>
Santiam Street Bridge	Private Street	1 lane	10 MPH	None	None	None
Santiam Street	Local Street <sup>1</sup>	2 lanes	25 MPH	West side of ROW	None	None <sup>2</sup>

<sup>1</sup> Per the City of Lebanon Transportation System Plan (2018).

<sup>2</sup> There is no on-street parking on the paved cross-section, but some segments have an extended gravel shoulder where vehicles were observed to park.



Exhibit 2 -- Existing Lane Configurations

### **EAST ISABELLA STREET/SOUTH SANTIAM STREET/EAST CAROLINA STREET INTERSECTIONS**

The existing East Isabella Street/South Santiam Street/East Carolina Street intersection is formed by two separate intersections shown in Exhibit 2. Except for the bridges, the intersections are currently public ROW and maintained by City of Lebanon. The bridges and streets to the north of the Santiam Bridge are privately owned/maintained.

### **MULTI-USE FACILITIES**

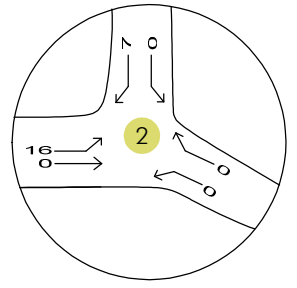
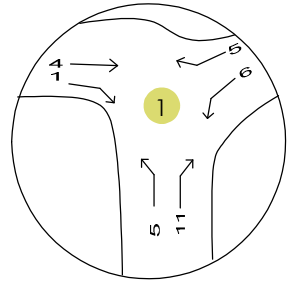
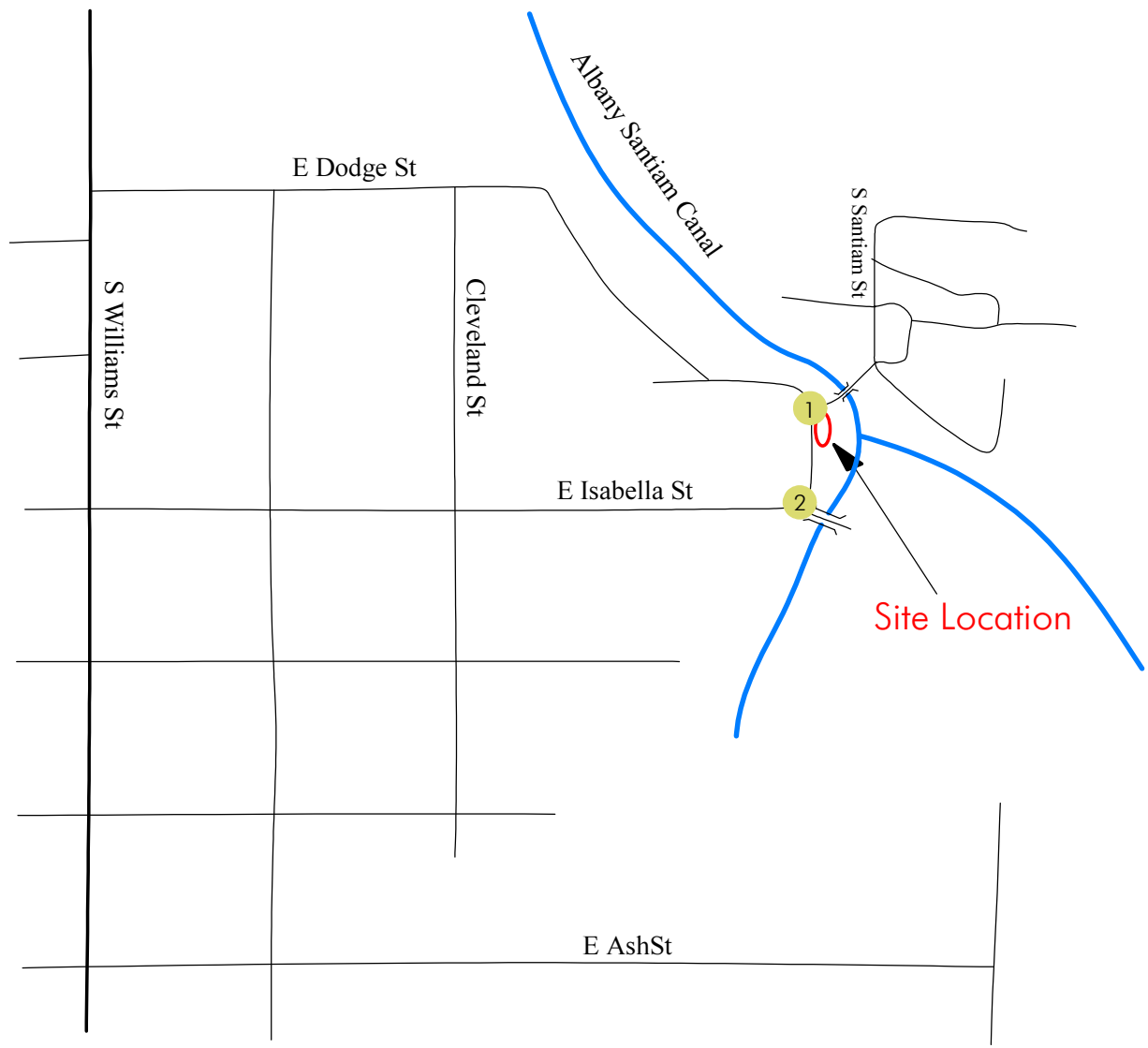
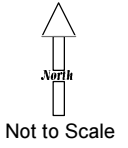
The east side of East Santiam Street does not have sidewalks or designated bicycle lanes. Within the immediate site vicinity, there is a connected sidewalk south of East Carolina Street, west of Santiam Street, and north of East Isabella Street.

### **TRANSIT FACILITIES**

There are no regular transit services in the east end of the City. LINX Dial-A-Bus offers curb-to-curb service for the public within city limits.

### **EXISTING TRAFFIC FLOW**

PM peak period traffic counts were conducted at the study intersections in 15-minute intervals between 4:00 p.m. and 6:00 p.m. Counts were conducted October 28, 2024. The p.m. peak hour flow is defined as the hourly traffic flow representing the highest one-hour of traffic flow between 4:00 p.m. and 6:00 p.m. Intersection count data summaries can be found in Appendix A. The traffic flow shown in Figure 3 does not include trips expected to be generated by additional development in the area and has not been otherwise adjusted to account for seasonal variations in traffic flow.



Existing PM Peak Hour Traffic  
Lebanon Public Trail Appeal - Lebanon, Oregon

Figure 3  
Ferguson & Associates, Inc.

## RELEVANT LOCAL POLICIES AND REGULATIONS

### Analysis Methodology

All operational analyses described in this report were performed in accordance with the procedures stated in the Highway Capacity Manual (HCM). The 7th Edition of the HCM was used to assess study intersection operations during the peak 15 minutes of the peak hour. The peak hour factor (PHF) was derived from the existing raw manual turning movement counts and applied uniformly over each scenario.

### Applicable Mobility Standards

Intersection operating targets adopted by the City of Lebanon are summarized below. The City of Lebanon adopted the following mobility standards in the 2018 Transportation System Plan for all city-owned/maintained intersections.

- **Signalized, All-way Stop, or Roundabout Controlled Intersections:** The intersection as a whole must operate with a Level of Service (LOS) "E" or better and a volume to capacity (v/c) ratio not higher than 1.00 during the highest one-hour period on an average weekday (typically, but not always the evening peak period between 4 PM and 6 PM during the spring or fall).
- **Two-way Stop and Yield Controlled Intersections:** All intersection approaches during the highest one-hour period on an average weekday (typically, but not always the evening peak period between 4 PM and 6 PM during the spring or fall) shall operate with a v/c ratio not greater than 0.90.



# TRAFFIC FORECAST

Traffic forecasts are presented in this section for year 2026 with the addition of future development. Trips generated by the project as well as other growth in the area are considered.

## OTHER DEVELOPMENT

A trip generation estimate was prepared for the anticipated future urban development served by the Santiam Street bridge and East Isabella Street bridge. It was assumed that 61 single family homes could be developed on each site. Forecast traffic was based on information provided in the standard reference, Trip Generation Manual, 11th Edition, published by the Institute of Transportation Engineers (ITE). ITE land use code 210 (Single-Family Detached Housing) was used as a basis for the forecast. Table 2 summarizes the trip rates for the daily and weekday and p.m. peak hour.

**TABLE 2 – ITE TRIP GENERATION RATES**

ITE Land Use & Code	Ind. variable	Trip Ends Rate		In/Out Split		Passby Percent
		(trips per t.s.f)		(percent)		
		PM Peak Hour	Daily	PM Peak Hour	Daily	
Single Family Homes 210	DU	0.94	9.43	63/37	50/50	0%

As shown in Table 3, the development forecast would be for 114 new p.m. peak hour trips and 1,150 daily trips.

**TABLE 3 – TRIP GENERATION FORECAST**

ITE Land Use	Size (units)	PM Peak Hour Trip Ends			
		In	Out	Total	Daily
Single Family Homes using Santiam St Bridge	61 DU	36	21	57	575
Single Family Homes using Isabella St Bridge	61 DU	36	21	57	575
<b>TOTAL</b>	<b>122 DU</b>	<b>72</b>	<b>42</b>	<b>114</b>	<b>1,150</b>

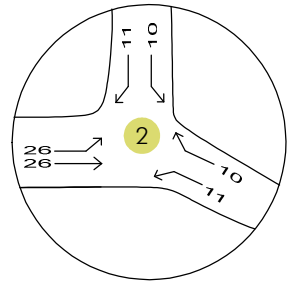
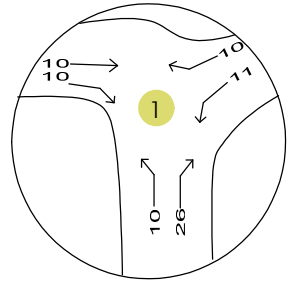
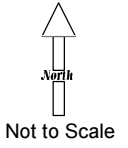
**Pass-by Trips** - Very few residential trips are pass-by trips; thus, no reduction in trip generation was made to account for pass-by trips.

**Modal Split** - No reduction in vehicle trips was made to account for a potential shift away from the automobile. ITE trip rates are based on observed vehicle trip patterns at each land use and thereby account for a basic amount of non-auto travel.

**Trip Distribution and Assignment** - PM peak hour trips generated by the proposed project were distributed and assigned to the roadway system as shown in Figure 4. Distribution percentages are derived from turning movements documented in traffic counts performed for this report combined with a general knowledge of traffic distribution patterns. Most site-generated trips are expected to be oriented to/from the north and south of the site given Santiam Street's connections to South Williams Street and that road's connections to other local and regional travel routes. The remaining site-generated trips are expected to be oriented to/from the east given the presence of nearby schools, retail centers, and US 20 (Santiam Highway). The traffic operations calculations presented within this report are not highly sensitive to distribution assumptions, given the relatively small total intersection traffic at study intersections.

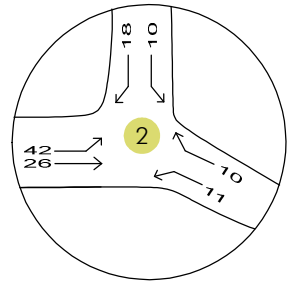
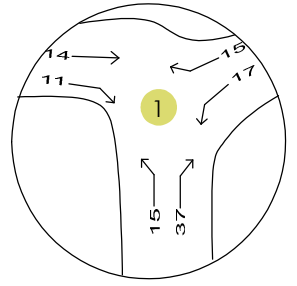
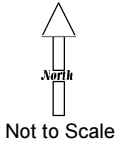
## **FUTURE TRAFFIC FLOW**

PM peak hour traffic flow generated by the future was added to the no-project scenarios, as shown in Figure 5



PM Peak Hour Distribution & Assignment  
Lebanon Public Trail Appeal - Lebanon, Oregon

Figure 4  
Ferguson & Associates, Inc.



PM Peak Hour Traffic - Year 2026  
Lebanon Public Trail Appeal - Lebanon, Oregon

Figure 5  
Ferguson & Associates, Inc.

#01800  
November 15, 2024

# TRAFFIC ANALYSIS

This section of the report presents the intersection operations analysis and the findings from other analysis conducted for the study. The operations analysis is essentially a means of assessing the quality of traffic flow at the key study intersections and is used to determine if standards are met. Other issues are also addressed, including: the potential need for traffic signals; the need for new turn lanes; and intersection sight-distance. Finally, where needs are identified, potential mitigation actions are presented.

## INTERSECTION OPERATIONS

Average vehicle delay and volume-capacity ratios were calculated at study intersections. Existing and future scenarios without traffic from the project were analyzed. A discussion of concepts and methodologies for operational standards used in this analysis is earlier in this report. Level of service calculations are found in Appendix B. As shown in Tables 4 and 5, the study intersections would meet City of Lebanon Standards.

**TABLE 4 – PM PEAK HOUR OPERATIONS – ISABELLE ST/SANTIAM ST**

SCENARIO	MOVEMENT	LEVEL OF SERVICE	DELAY (SEC/VEH)	VOLUME – CAPACITY RATIO (V/C)
Existing Conditions	All Movements	A	<10.0	<0.20
Future Conditions	All Movements	A	<10.0	<0.20

**TABLE 5 – PM PEAK HOUR OPERATIONS – CAROLINA ST/SANTIAM ST**

SCENARIO	MOVEMENT	LEVEL OF SERVICE	DELAY (SEC/VEH)	VOLUME – CAPACITY RATIO (V/C)
Existing Conditions	All Movements	A	<10.0	<0.20
Future Conditions	All Movements	A	<10.0	<0.20

## **TRAFFIC SIGNAL WARRANTS**

There are a variety of traffic signal warrants, of which at least one must be met to justify the installation of a new traffic signal. These warrants reflect a minimum threshold under which a traffic signal should not be installed. In general, unwarranted traffic signals can lead to increased delays, more accidents, and unnecessary spending. For all these reasons, unwarranted traffic signals are highly discouraged.

Since there were no capacity issues at the study intersections, there was no need to examine the potential need for traffic signals.

## **SIGHT DISTANCE**

Sight distance is a measure of how far a driver can see the road and/or other vehicles from various points in the roadway. Sight distance is measured in different ways and acceptable sight distance varies, depending on the type of sight distance that is important for a particular segment of road or intersection.

**Stopping Sight Distance Guidelines** - Stopping sight distance is the minimum required distance for a vehicle to stop before reaching a stationary object in its path. The standard assumptions used to determine minimum stopping sight distance are: Wet pavement, a driver's vision height of 3.5 feet, and a stationary object 2.0 feet high (A Policy on Geometric Design of Highways and Streets, AASHTO, 2004). Table 9 shows the AASHTO guidelines for stopping sight distance at a given speed.

**Intersection Sight Distance Guidelines** - Intersection sight distance is the distance a driver can see from a stop-controlled approach to an intersection. The measurement is typically taken from a point about 14.4 feet back from the edge of the travel-way at a height of 3.5 feet to a height of 3.5 feet in the travel lane. The AASHTO intersection sight distance guidelines, as shown in Table 9, reflect the minimum distance that a driver needs to be able to see while stopped at an intersection so that the driver may proceed without slowing vehicles on the main street by more than 15 percent. The distance required for a left-turn is slightly longer than the distance for a right-turn.

Table 9 also shows the AASHTO guidelines for minimum stopping sight distance at various speeds. Stopping sight distance is measured from a point 3.5 feet high to a point 2.0 feet high. In this case, stopping sight distance is used to determine if an on-coming driver would need to come to a complete stop on wet pavement before reaching the intersection.

**TABLE 6 – AASHTO GUIDELINES FOR STOPPING AND INTERSECTION SIGHT DISTANCE**

DESIGN SPEED	STOPPING SIGHT DISTANCE (FT.)	INTERSECTION SIGHT DISTANCE FOR LEFT-TURNS FROM STOP (FT.) (1)	INTERSECTION SIGHT DISTANCE FOR RIGHT-TURNS FROM STOP AND CROSSING MANEUVER (FT.) (2)
15	80	170	145
20	115	225	195
25	155	280	240
30	200	335	290
35	250	390	335
40	305	445	385
45	360	500	430
50	425	555	480
55	495	610	530
60	570	665	575
65	645	720	625
70	730	775	670
75	820	830	720
80	910	885	765

Source: A Policy on Geometric Design of Highways and Streets, AASHTO

(1) Minimum distance to the right from the stopped approach

(2) Minimum distance to the left for the right turn movements and in both directions for the stopped movement.

**Sight Distance at Study Intersections** - Stopping sight distance and intersection sight distance were measured from aerial photographs and no issues were identified.

On the ground, however, it was observed that one to two vehicles would park directly in front of mailboxes on S. Santiam Street. (They would park in the street since there is no parking along the East Side of Santiam.) Vehicles parked in front of the mailbox restricted visibility for traffic leaving the mobile home park as well limiting the flow of traffic. This was further complicated when a school bus arrived on S. Santiam (coming from Isabella – See Exhibit 3) and stopped between the mailbox and the bridge. Additionally, since the bridge is only 12 feet wide, it can only accommodate a single vehicle at a time. Because of this, vehicles also stopped S. Santiam to wait for another vehicle to cross.

While this situation is not ideal, traffic will tend to sort itself out; however, the completion of the bridge would introduce additional pedestrians at a midpoint on S. Santiam Street, which is probably the worst place for pedestrians to cross, as it would introduce additional conflicts and increase the number of distractions for drivers. See the concluding section of this report for additional discussion on this question.



Exhibit 3 -- Vehicles on S. Santiam by Future Trail Crossing



## EVALUATION OF BRIDGE LOCATION

The proposed pedestrian bridge would end in the middle of an unimproved section of Santiam Street. The approximate location of the bridge terminus is shown earlier in this report. There are no plans addressing how pedestrians and cyclists would be accommodated at the end of the bridge. This is problematic for several reasons:

1. The lack of positive-guidance plus the lack of sidewalks on the eastside of Santiam Street would encourage people to cross mid-block.
2. Midblock crossings are undesirable for a variety of reasons:
  - a. Intermingling pedestrians with traffic that is already backed up due to mailboxes, bus stop, and narrow bridge is undesirable.
  - b. Drivers may be less attentive to pedestrians in areas away from intersections, where crossings are typically expected. Drivers may not expect pedestrians to cross midblock and might have limited time to react, when pedestrians are crossing where they are not expected.
  - c. Midblock crossings without designated crosswalks, signs, or signals, leave pedestrians vulnerable to unregulated traffic flow. This location would not meet standards for a mid-block crossing.
  - d. Pedestrians crossing midblock may do so suddenly or in unsafe locations or in multiple locations, increasing the risk of conflicts.
  - e. In Oregon, midblock crossings are illegal, putting pedestrians at additional risk of penalties or blame in case of accidents.
3. It is unclear how the plan will tie into the future trail extensions planned to the north will connect. As shown in Figure 2, the trail plan shows the trail located on the other side of the canal. A better location for the crossing would be closer to where the trail will continue. At the proposed location, pedestrians will need to cross the canal twice to get back to the trail as planned on the northeast side of the canal. The planned bridge has not considered how future connections will work or where they will be located.

### MITIGATION MEASURES

There are several pedestrian treatments which could be undertaken to avoid the problems identified in this report. Potential solutions include:

1. Constructing sidewalks on the east side of Santiam Street bringing the street up to current standards – and connecting this sidewalk to the rest of the sidewalk system. It would be reasonable to make this a condition of

approval for the proposed trail realignment if the bridge is not moved. This should not be the responsibility of future development in the area.

2. Studying the site to determine if a mid-block crossing would be warranted, and if so, constructing a proper mid-block pedestrian crossing. (However, it is doubtful that warrants would be met.)
3. Construct paths and barriers to direct future pedestrians away from the middle of Santiam Street. It would be reasonable to make this a condition of approval for the proposed trail realignment if the bridge is not moved.
4. Relocating the bridge or combining the bridge with a future public street crossing to access properties to the south. The original trail plan showed the trail to be located on the northeast side of the canal, rather than the southwest side of the canal. There are several locations along the canal where the bridge could be located. It would be reasonable to make this a condition of approval for the proposed trail realignment if the bridge is not moved.
5. Provide details of how the future trail connections will occur to ensure that the proposed bridge location and planned connections are consistent with future plans . It does not appear to be located well for the current plan.
6. There should be a ROW dedication on the east side of Santiam Street, if the current ROW does not meet the standard for local streets.

While the potential issues created by the location of the bridge are solvable with some combination of positive guidance, frontage improvements, or even a new bridge location – it is a valid concern of the opponent that the cost of addressing these concerns may be passed on to future developers if not addressed at this time.

## FINDINGS AND CONCLUSIONS

1. The proposed trail-bridge should consider growth in residential trips on Santiam Street. Future growth could easily include up to 122 dwelling units and was forecast to generate 114 new p.m. peak-hour trips and 1,150 daily trips, all of which would impact Santiam Street where the new trail-bridge crossing is proposed.
2. City of Lebanon intersection operational standards would be met with planned growth in the area.
3. There is currently some congestion on Santiam Street near the trail-bridge. This congestion is related to:
  - a. Vehicles stopping on-street at the mailboxes.
  - b. Vehicles stopping on-street for the single-lane bridge to clear.
  - c. A school bus stop in the vicinity of the crossing.
4. The proposed trail-bridge location:
  - a. Improperly encourages mid-block pedestrian crossings on Santiam Avenue.
  - b. Does not adequately address impacts for pedestrians.
  - c. Does not consider how the trail to the north will connect in the future.
  - d. Creates the need for mitigation which may improperly be passed on to future development.
  - e. Has not considered alternative locations or treatments to resolve potential problems with pedestrian/vehicle conflicts.
5. It would be reasonable for the applicant to be required as a condition of approval to:
  - a. Construct sidewalks on the east side of Santiam Street bringing the street up to current standards – and connecting this sidewalk to the rest of the sidewalk system.
  - b. Alternatively, studying the site to determine if a mid-block crossing would be warranted, and if so, construct a proper mid-block pedestrian crossing. (However, it is doubtful that warrants would be met.)
  - c. Construct paths and barriers to direct future pedestrians away from the middle of Santiam Street.
  - d. Alternatively, relocate the bridge or combining the bridge with a future public street crossing to access properties to the south. There are several locations along the canal where the bridge could be located.
  - e. Provide details of how the future trail connections will occur to ensure that the proposed bridge location and planned connections are consistent with future plans. It is not consistent with the current plan and it is unclear how the trail would connect to the north.

- f. Dedicate ROW dedication on the east side of Santiam Street, if the current ROW does not meet the standard for local streets.

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*Appendix A – Intersection Count Summaries*

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**PEAK HOUR TRAFFIC COUNT SUMMARY**

Count Location: Lebanon, OR

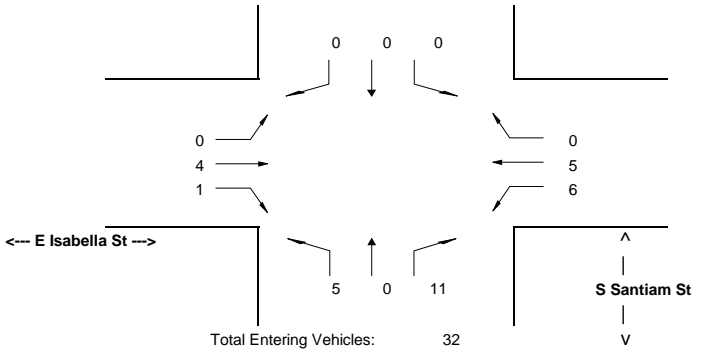
East-West Street Name: E Isabella St

Count Date(s): \_\_\_\_\_

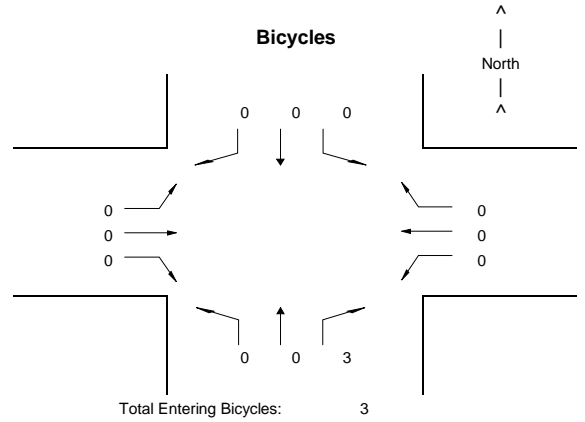
North-South Street Name: S Santiam St

Peak Hour: 4:00 to 5:00 p.m.

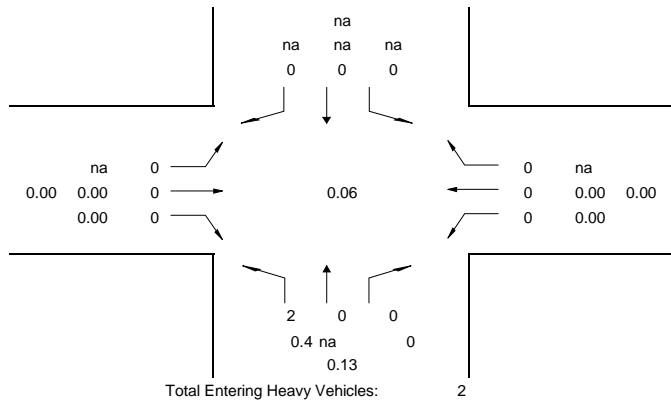
**Vehicles per Hour (all vehicles)**



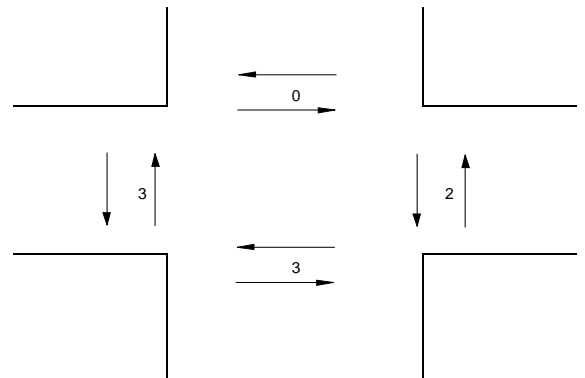
**Bicycles**



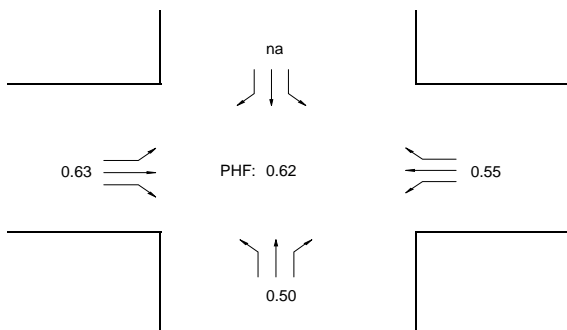
**Heavy Vehicles (trucks per hour)**



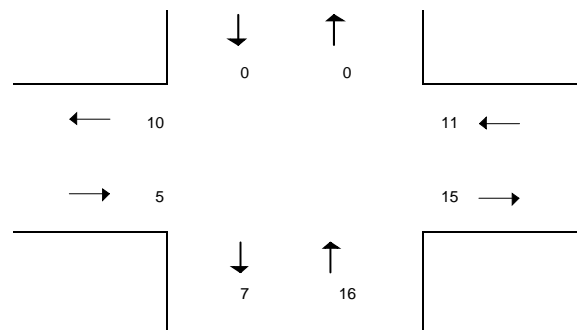
**Pedestrians (crossings per hour)**



**Peak Hour Factor by Approach**



**Approach & Departure Volumes (vehicles per hour)**



Ferguson & Associates, Inc

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Bend, OR 97709

Phone: 541-617-9352

[gscott@traffic-team.us](mailto:gscott@traffic-team.us)

Project #: 1800

PEAK PERIOD TRAFFIC COUNT -- DETAILED COUNT DATA

Count Location: Lebanon, OR

East-West Street Name: E Isabella St

Count Date(s): \_\_\_\_\_

North-South Street Name: S Santiam St

Peak Hour: 4:00 to 5:00 p.m.

**ALL VEHICLES**

TIME		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	
4:00	4:15	6	0	2	0	0	0	0	0	0	0	1	4	13
4:15	4:30	1	0	0	0	1	0	0	0	0	0	2	1	5
4:30	4:45	3	0	1	0	2	0	0	0	0	0	1	1	8
4:45	5:00	1	0	2	1	1	0	0	0	0	0	1	0	6
5:00	5:15	2	0	0	0	1	0	0	0	0	0	0	3	6
5:15	5:30	4	0	2	0	2	0	0	0	0	0	1	1	10
5:30	5:45	2	0	1	2	0	0	0	0	0	0	1	2	8
5:45	6:00	2	0	0	0	2	0	0	0	0	0	1	2	7
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>		<b>21</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>14</b>	<b>63</b>
<b>Peak Hour</b>		<b>11</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>32</b>

**HEAVY VEHICLES**

TIME		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	
4:00	4:15	0	0	1	0	0	0	0	0	0	0	0	0	0
4:15	4:30	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	4:45	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	5:00	0	0	1	0	0	0	0	0	0	0	0	0	1
5:00	5:15	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	5:30	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>		<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>Peak Hour</b>		<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>

**BICYCLES**

TIME		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	
4:00	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	4:30	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	4:45	3	0	0	0	0	0	0	0	0	0	0	0	3
4:45	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	5:15	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	5:30	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>		<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
<b>Peak Hour</b>		<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>

**PEDESTRIANS**

TIME		CROSSINGS			
STARTING	ENDING	South Leg	West Leg	North Leg	East Leg
4:00	4:15	0	3	0	0
4:15	4:30	3	0	0	2
4:30	4:45	0	0	0	0
4:45	5:00	0	0	0	0
5:00	5:15	0	0	0	0
5:15	5:30	0	0	0	0
5:30	5:45	0	0	0	1
5:45	6:00	0	0	0	0
6:00	6:15	0	0	0	0
6:15	6:30	0	0	0	0
6:30	6:45	0	0	0	0
6:45	7:00	0	0	0	0
7:00	7:15	0	0	0	0
7:15	7:30	0	0	0	0
7:30	7:45	0	0	0	0
7:45	8:00	0	0	0	0
<b>TOTAL</b>		<b>3</b>	<b>3</b>	<b>0</b>	<b>3</b>
<b>Peak Hour</b>		<b>3</b>	<b>3</b>	<b>0</b>	<b>2</b>

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*Appendix B – Level of Service Calculations*

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**Intersection Level Of Service Report  
Intersection 4: Isabelle St/Santiam St**

Control Type: Two-way yield  
 Analysis Method: HCM 7th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 3.7  
 Level Of Service: A  
 Volume to Capacity (v/c): 0.018

**Intersection Setup**

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	+			+			+			+		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	0	0	0	0	0	7	11	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	7	11	0	0	0	0	0
Peak Hour Factor	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	3	4	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	11	18	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	2.24	0.00	0.00	2.22	0.00	0.00	3.70	4.20	3.49	3.55	4.07	3.32
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.05	0.05	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	1.35	1.35	1.35	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.75			0.00			3.70			3.65		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	2.30											
Intersection LOS	A											

**Intersection Level Of Service Report  
Intersection 5: Carolina St/Santiam St**

Control Type: Two-way yield  
 Analysis Method: HCM 7th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 4.3  
 Level Of Service: A  
 Volume to Capacity (v/c): 0.009

**Intersection Setup**

Name	Northbound			Southbound			Eastbound			Westbound		
Approach												
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	5	0	11	0	0	0	0	4	1	6	5	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	11	0	0	0	0	4	1	6	5	0
Peak Hour Factor	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	4	0	0	0	0	2	0	2	2	0
Total Analysis Volume [veh/h]	8	0	18	0	0	0	0	6	2	10	8	0
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	2.26	0.00	0.00	2.25	0.00	0.00	3.81	4.29	3.40	3.90	4.34	3.53
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.00	0.00	0.00	0.03	0.03	0.03	0.06	0.06	0.06
95th-Percentile Queue Length [ft/ln]	0.40	0.40	0.40	0.00	0.00	0.00	0.67	0.67	0.67	1.50	1.50	1.50
d_A, Approach Delay [s/veh]	0.69			0.75			4.07			4.10		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	2.39											
Intersection LOS	A											

**Intersection Level Of Service Report  
Intersection 4: Isabelle St/Santiam St**

Control Type: Two-way yield  
 Analysis Method: HCM 7th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 5.4  
 Level Of Service: A  
 Volume to Capacity (v/c): 0.050

**Intersection Setup**

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	0	0	0	0	0	7	11	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	10	0	11	26	26	0	0	11	10
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	10	0	18	37	26	0	0	11	10
Peak Hour Factor	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	4	0	7	15	10	0	0	4	4
Total Analysis Volume [veh/h]	0	0	0	16	0	29	60	42	0	0	18	16
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.07	0.05	0.00	0.00	0.02	0.01
d_M, Delay for Movement [s/veh]	2.27	0.00	0.00	2.30	0.00	0.00	5.20	5.45	4.52	4.47	4.71	3.65
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.03	0.03	0.03	0.40	0.40	0.40	0.11	0.11	0.11
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.81	0.81	0.81	9.97	9.97	9.97	2.85	2.85	2.85
d_A, Approach Delay [s/veh]	0.76			0.82			5.30			4.21		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	3.98											
Intersection LOS	A											

**Intersection Level Of Service Report  
Intersection 5: Carolina St/Santiam St**

Control Type: Two-way yield  
 Analysis Method: HCM 7th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 5.1  
 Level Of Service: A  
 Volume to Capacity (v/c): 0.030

**Intersection Setup**

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	5	0	11	0	0	0	0	4	1	6	5	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	0	26	0	0	0	0	10	10	11	10	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	0	37	0	0	0	0	14	11	17	15	0
Peak Hour Factor	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	15	0	0	0	0	6	4	7	6	0
Total Analysis Volume [veh/h]	24	0	60	0	0	0	0	23	18	27	24	0
Pedestrian Volume [ped/h]	0			0			0			0		

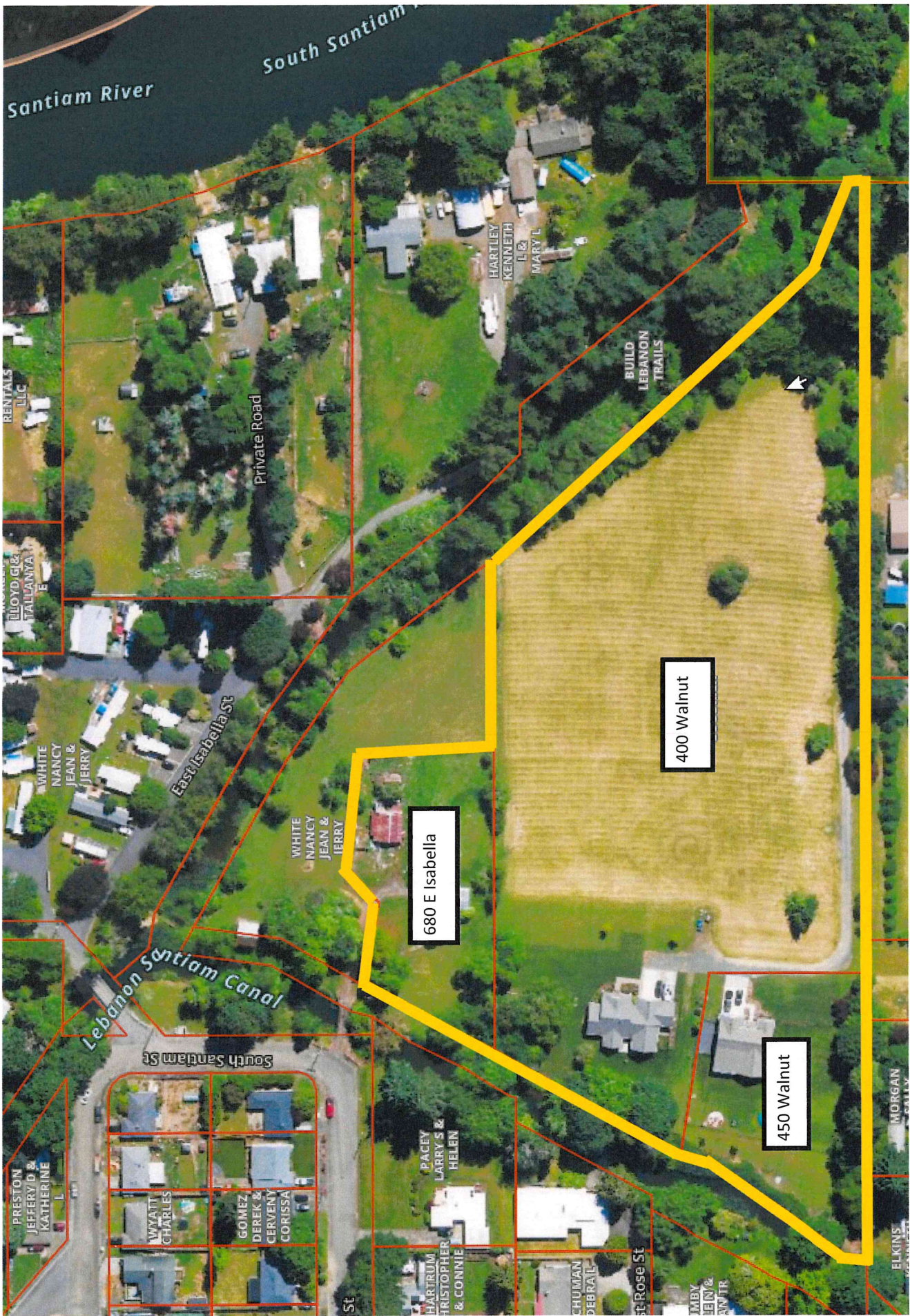
**Intersection Settings**

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.02	0.03	0.03	0.00
d_M, Delay for Movement [s/veh]	2.34	0.00	0.00	2.33	0.00	0.00	4.64	5.11	3.75	4.94	5.11	4.05
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.05	0.00	0.00	0.00	0.15	0.15	0.15	0.20	0.20	0.20
95th-Percentile Queue Length [ft/ln]	1.22	1.22	1.22	0.00	0.00	0.00	3.65	3.65	3.65	4.99	4.99	4.99
d_A, Approach Delay [s/veh]	0.67			0.78			4.51			5.02		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	2.82											
Intersection LOS	A											





Santiam River

South Santiam

RENTALS LLC

LLOYD & TALLANIYA E

Private Road

HARTLEY KENNETH MARY L

BUILD LEBANON TRAILS

WHITE NANCY JEAN & JERRY

East Isabella St

400 Walnut

680 E Isabella

Lebanon Santiam Canal

South Santiam St

450 Walnut

PRESTON JEFFERY D & KATHERINE L

WYATT CHARLES

GOMEZ DEREK & CERVENY CORISSA

PACEY LARRY S & HELEN

HARTUM CHRISTOPHER & CONNIE

CHUMAN DEBRA L

St Rose St

IMBY LEN & ANTR

MORGAN

ELKINS