

ORDINANCE PA 1202
Legislative changes to General Plan Goal 12

GOAL 12: TRANSPORTATION

1. Lane County shall strive for a coordinated and balanced transportation system which complies with LCDC Goal 12 and is responsive to the economic, social and environmental considerations, and which will work toward the following objectives:
 - a. Safe, convenient and economical transportation for all people, materials and services.
 - b. An effective distribution of transportation options.
 - c. A transportation system responsive to changing needs and conditions.
 - d. Consideration of direct and indirect impacts of proposed transportation projects on the environment, energy resources, economy and general livability.
 - e. Public participation in the transportation planning process.
 - f. Coordination with the development of statewide comprehensive transportation plans.
 - g. Encouragement of energy-efficient modes of transportation.
 - h. Safe and convenient opportunities for bicycle and pedestrian travel throughout population areas of Lane County.
 - i. An efficient public transportation service which meets demonstrated needs for alternative transportation.
 - j. An appropriate level of general and commercial aviation development.
 - k. The development of the Port of Siuslaw consistent with adopted policies and plans.
2. In managing the transportation system toward the fulfillment of adopted County land use goals and plans, Lane County shall:
 - a. Provide transportation services as necessary to accommodate growth concentrated within existing communities.
 - b. Discourage the spread of residential development in agricultural and forest areas.
 - c. Guide the transportation pattern of newly developing areas and rural communities.
 - d. Ensure that transportation improvements are consistent with adopted public policies and plans.
 - e. Ensure that road development or improvement is consistent with adopted plan and policies.
3. Lane County shall seek an efficient, safe and attractive highway network to serve the existing and future arrangement of land uses by striving toward the following objectives:
 - a. Make improved safety for the traveling public a primary consideration in the expenditure of resources.
 - b. Ensure that all road construction meets adopted uniform standards unless excepted for substantial reason.
 - c. Provide for timely development of streets and roads in community development centers.
 - d. Include aesthetic considerations in maintenance, construction or improvement within County road right-of-way.
 - e. Minimize frontage access onto the County's collector and arterial roads.
 - f. Ensure that future route selection considers the indirect costs as well as the direct costs of construction.
 - g. Discourage strip development between the County's urban service areas and their satellite communities.
 - h. To the extent possible, coordinate implementation of new highway facilities with land development needs to minimize stimulation of untimely land development.
 - i. Ensure that street and highway development or improvement is integrated with and complementary to other transportation modes.
 - j. Maintain County roads and bridges adequately to meet the needs of the trucking industry consistent with adopted land use plans for the area.
 - k. Establish priority trucking routes which minimize conflicts with incompatible land uses and area of congestion.

4. The adopted Lane County Rural Transportation Plan is a special-function Plan concerned with Goal 12 requirements, and containing a number of Goals, ~~Objectives and Recommendations~~ Policies ~~en~~ regarding various components of the County's transportation system and Goal 12 requirements. The ~~1980 Rural-Transportation System Plan~~, as amended and adopted in 2004, shall be applied where appropriate; ~~these Recommendations~~ policies shall be considered to be mandatory actions which are ultimately binding on the County.