

GOALS & POLICIES

This Section contains the Dunes City goals and policies to direct production of the Master Road Plan. Development of the Master Road Plan was guided by a series of broad objectives. From these goals came the more specific policies. The seven street system goals as written might never be fully achieved in their entirety, but they do provide a target towards which Dunes City can strive. Dunes City policies give the detailed basis for a consistent course of action to move the community toward its goals.

A. MASTER ROAD PLAN GOALS

1. Transportation Balance

Provide for a balanced street system to give mobility to all segments of the community.

2. Quality of Life

Enhance the City's quality of life by providing an efficient, safe, convenient, economic, and aesthetically pleasing street system for the movement of people and goods.

3. Alternative Mode

Provide safe and convenient options for bicycling and walking.

4. Connectivity

Create an interconnected street plan to support existing and future land uses.

5. Minimize Negative Impacts

Maximize benefits and minimize negative effects of the street system on the social, economic, and natural environment.

6. Safety

Create a safe and efficient street system.

7. Financially Sound

Create a street system that is financially feasible, cost-effective and acceptable, while minimizing administrative costs.

B. MASTER ROAD PLAN POLICIES

1. Coordination

- a. The City should develop a coordinated approach to the operation, development, and maintenance of jointly managed streets.
- b. The City should identify methods to ensure coordination with Lane County and the Oregon Department of Transportation, for development and other activities and decisions related to transportation facilities in their jurisdiction.
- c. The applicable Lane County Transportation System Plan goals and policies and requirements of Lane County Code Chapter 15, Roads, shall apply to Lane County Roads.
- d. Lane County shall be consulted in a timely manner regarding any development or other activities that involve Lane County Roads.

2. Protection of Road Facilities

- a. The City should protect the function of existing and planned streets as identified herein.
- b. The City should consider impacts on existing or planned street facilities in all land use decisions.
- c. The City should protect the function of existing or planned streets through application of appropriate land use regulations.
- d. The City should consider the potential to establish or maintain pedestrian ways, paths or bikeways, when considering any public easement or rights-of-way.
- e. The City should require the dedication of rights-of-way for planned streets as identified in the Master Road Plan.
- f. Land development should not encroach into the setbacks required for future street expansion.

3. Access Management

- a. The City should develop an access control ordinance for major streets including arterials and major collectors.
- b. Driveways should access the street with the lowest street classification. For example, a house on the corner of a collector and a local street shall gain access from the local street.

4. Layout and Design of Transportation Facilities

- a. Streets should be designed to efficiently and safely accommodate emergency service vehicles.
- b. The City has adopted street standards and shall require such facilities at the time of land division or development.
- c. Streets, bikeways and pedestrian ways should be designed to meet the needs of pedestrians and cyclists in order to promote safe and convenient bicycle and pedestrian circulation in the community.
- d. All streets should connect to other existing and planned future facilities outside the development. Dead-end streets shall be discouraged except where topography, natural features, or land development patterns preclude street connectivity. A multi-use path connecting the end of the dead-end street(s) should be encouraged.
- e. Street design should be responsive to topographic changes and scenic views and minimize, where possible, impacts to natural features including wetlands, drainage ways, streams, riparian areas, and wildlife corridors.
- f. New pedestrian facilities and reconstructed existing facilities should be built to City standards, in accordance with State and Federal law.
- g. Where appropriate, the street system, and its infrastructure, should be utilized to convey and treat stormwater runoff.

5. Maintenance

Maintenance and repair of existing streets shall continue to be the highest priority.

6. Bicycle Facilities

Bicycle safety devices such as bicycle-proof drain grates and signage should be considered, where appropriate.

7. Pedestrian Facilities

The City should identify high-priority areas lacking sidewalks and wheelchair curb cuts and construct improvements in these areas.

8. Road Improvement Policies

On an annual basis, the Road Commission shall solicit and consider comments from the general public regarding the need for new streets and the repair of existing streets. Utilizing the priorities established by Chapter 2, Section 3 of the Master Road Plan and comments from the general public, the Road Commission shall make recommendations to the Budget Committee and the City Council regarding annual expenditures for the construction, repair or modification of streets.