

# ATHENS-CLARKE COUNTY CORRIDOR MANAGEMENT STRATEGY

**JANUARY 2007**  
REVISED February 2, 2007

Landscape Architecture • Historic Preservation • Planning • Environmental Assessment

367 Prince Avenue, Suite 2 • Athens, GA 30601

THE  
JAEGER  
COMPANY

## **ACC Corridor Management Strategy Table of Contents**

Introduction	2
Overview of Corridor Types	3
Urban	
Suburban	
Rural	
Special Corridor Types	
Corridor Design Guidelines	5
Urban Core	
Urban Mixed-Use	
Urban Industrial	
Urban Institutional	
Suburban Mixed-Use	
Suburban Commercial	
Suburban Industrial	
Suburban Institutional	
Rural Residential/Agricultural	
Scenic	
Limited Access Corridor	
Gateway	
Implementation	26
Corridor Assessment	
Implementation Strategies	
Appendix	31
Corridor Inventory Map	
Matrix of Corridor Design Guidelines	

## ACC Corridor Management Strategy

### Introduction

The Athens-Clarke County Corridor Management Strategy takes a broad view of the county's corridors with the intention of articulating a consistent approach to applying design guidelines for corridor management. The corridors identified for study include the roads classified by the county as Arterials, Major Collectors and Minor Collectors. These corridors are largely commercial and mixed-use corridors, although the rural corridors provide notable exceptions.

From a planning perspective, Athens-Clarke County is currently divided into three growth management areas—urban, suburban, and rural. Therefore, the corridors examined are grouped into one of these three groups, with the exception of a few special corridor types.

The Athens-Clarke Corridor Management Strategy was initiated with the following goals:

- Develop a systematic approach to corridor improvement projects
- Improve and/or maintain appearance of county corridors
- Identify gateway opportunities
- Establish clear expectations for (public and/or private) development of ROW outside of the travel lanes
- Reinforce character and identity of Athens Clarke County

The development of this Corridor Management Strategy was guided by a team of Athens-Clarke County staff persons representing the following departments: Central Services, Planning, Transportation and Public Works, Solid Waste and Landscape Management. This core team of ACC staff met with consultants on a regular basis throughout 2005-2006 to develop and refine the corridor guidelines. The Corridor Management Strategy was presented to the ACC Planning Commission and ACC Mayor and Commission for consideration and adoption at several key points in the process.



Clayton Street



Barnett Shoals Road

**Urban corridors** include most of Athens' main thoroughfares located inside the perimeter; these corridors help define the character of downtown Athens and the surrounding urban areas of town. Largely commercial or mixed-use in nature, these corridors are the primary connectors between the perimeter loop, downtown, in-town commercial centers and historic in-town neighborhoods. These corridors sustain higher density residential development as well as more intense commercial, institutional and office uses. The proximity of a diversity of land uses along urban corridors requires that adequate buffering and transitioning between concentrations of land uses, particularly to protect historic neighborhoods and residential areas, be considered with any corridor management program. Urban corridors are also the method of travel for the highest diversity of corridor users, including vehicular, pedestrian, cyclist and transit user. Safe travel for multiple user types should be a reality for urban corridors.

Athens-Clarke County **suburban corridors** are all located outside of the perimeter, with the exception of Atlanta Highway and portions of Timothy Road adjacent to Atlanta Highway. Suburban corridors are the main conduits of travel for non-urban areas of the county, especially for commuters into the Athens community. The density of residential and commercial/office development for suburban corridors should be less dense compared to urban corridors due to the existing infrastructure and larger land areas available for development. However, continuing to provide for a mixture of uses along suburban corridors is important for generating enough traffic for local transit as well as protecting existing stable neighborhoods and designated areas of open space from further development.



Belmont Road

**Rural corridors** in Athens-Clarke County are located in the areas characterized by agriculture- or residential-zoned property. The vast majority of land use found within the rural areas of the county consists of residential use; therefore, this study does not focus much on the management of the rural corridors, with the exception of scenic corridors which are almost all located in the rural area. Generally, corridor development in rural areas should respect and retain the existing features of the natural environment. Open space, scenic views and preservation of the pastoral and forested quality of the landscape should be preserved.



Morton Road at Belmont Road



Athens Perimeter



College Station Road

## Scenic

**Scenic corridors** in Athens-Clarke County are roadways with unique visual characteristics due to natural and cultural environmental qualities, including views and vistas. These corridors traverse the rural areas of the county.

## Limited Access

The **limited access corridors** in the county serve as primary transportation routes with limited accessibility of adjacent land uses. Local examples include the perimeter and Highway 78.

## Gateway

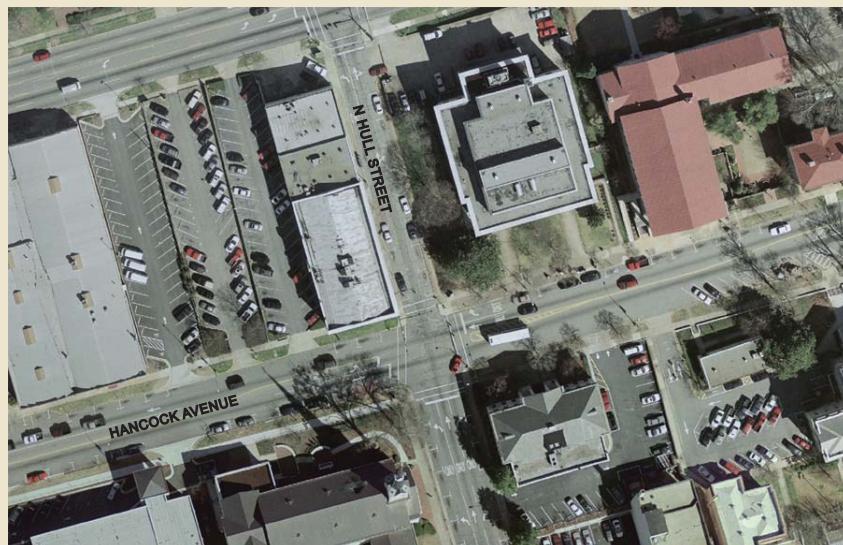
A **gateway corridor** refers to roadways that provide access into the county or the city of Athens where natural gateway locations have been identified for future consideration and/or development.

## Transitional

A **transitional corridor** exhibits land uses and a visual character that reflects a transition from one use to another but is not yet fully recognizable as a specific corridor type.

# URBAN CORE INVENTORY

## REPRESENTATIVE EXAMPLE: Hancock Avenue



Aerial view of Hancock Avenue



Corner of Hancock Avenue and Hull Street

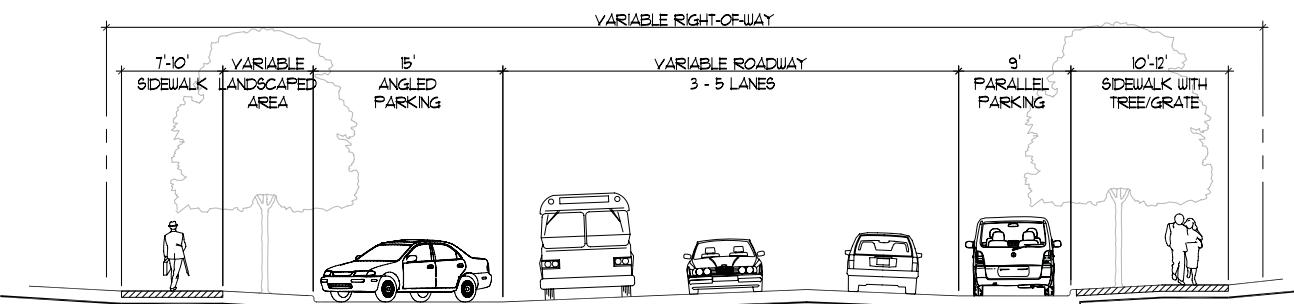


Hancock Avenue crosswalk



Hancock Avenue character

## URBAN CORE RECOMMENDATIONS



**PROPOSED SECTION** Not to Scale

## Sidewalks

- 7' minimum in commercial areas with up to 10' to 12' preferable.

## Crosswalks

- Special pavement crosswalks with 8' minimum at all intersections.

## Landscape Zones

- Street trees in tree grates, planting strip and/or back of sidewalk as appropriate.
- Trees should be suited for urban conditions. Planting shall follow ACC codes and regulations.

## Medians

- Not recommended. Exception: Historic median on Broad St.

## Lighting

- Pedestrian scale lighting to supplement existing street level lighting. Lighting shall follow ACC codes and regulations with appropriate pole spacing.

## Bike Lanes

- Recommended according to the ACC Bicycle Master Plan.

## Curb Cuts

- Number minimized to one drive per parcel, except where exceptions allowed by ordinance. Property owners encouraged to share access.
- Sidewalk patterns should carry across driveways.

## Site Furnishings

- Trash receptacles, bike racks should generally be included within each block.
- Evaluate appropriate locations for bench placement.



Intersection with improved crosswalks, street trees and lighting



Clayton Street improvements



Hancock Avenue combines parallel and angled parking



Example of an improved bus stop



Street tree coverage and compatible adjacent landscaping

# URBAN MIXED USE INVENTORY

REPRESENTATIVE EXAMPLE: **Baxter Street**  
East of Milledge Ave

URBAN



Aerial view of Baxter Street and Church Street intersection



Existing crosswalk at Church Street

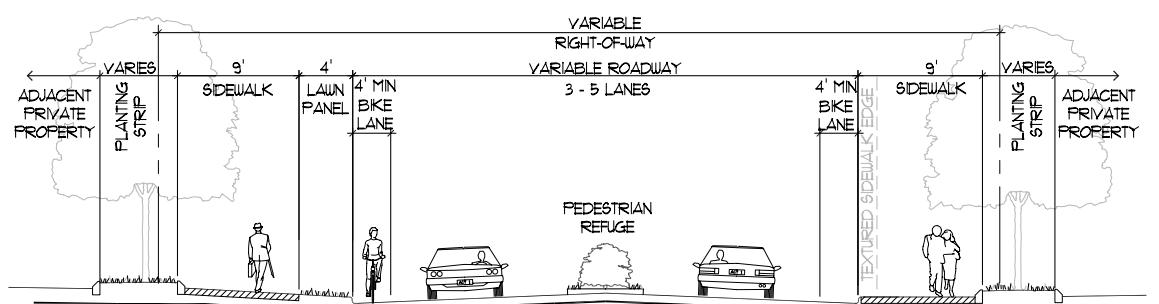


Lack of street tree coverage



Existing bike lanes and curb cuts

## URBAN MIXED USE RECOMMENDATIONS



PROPOSED SECTION Not to Scale

## Sidewalks

- 7' minimum in commercial areas with up to 9' to 10' preferable, with textured/colored band adjacent to curb.
- 5' minimum in historic or residential areas, or sections without curb.



Special pavement details

## Crosswalks

- Special pavement crosswalks with 8' minimum at major intersections and for areas with heavy pedestrian traffic.
- Standard striped crosswalks are appropriate otherwise.
- Planted pedestrian refuge islands at mid-block crossings with significant pedestrian activity.

## Landscape Zones

- Lawn panel, at 4' minimum, between road and sidewalk.
- A 7'-8' minimum planting strip located between curb and sidewalk may be an appropriate place to plant trees in special circumstances.
- Planting strip with street trees located between sidewalk and adjacent private property.

## Street Trees

- Provide signature plant palettes for select corridors (example: signature plantings such as dogwoods on Prince Avenue). Planting shall follow ACC codes and regulations.



Mid-block pedestrian refuge

## Medians

- Variable median width 4' to 12', planted.

## Lighting

- Pedestrian scale lighting for all corridors with significant pedestrian traffic, except where roadway lighting already in place or within historic or residential sections. Lighting shall follow ACC codes and regulations.

## Bike Lanes

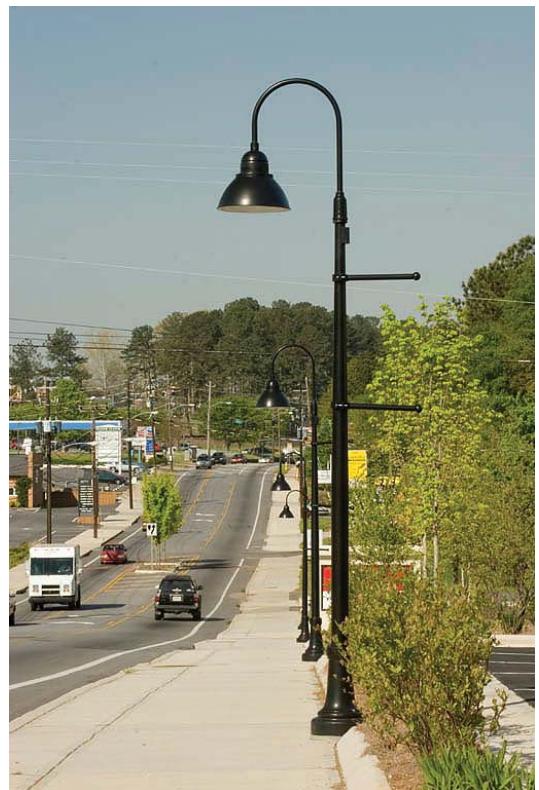
- Recommended according to the ACC Bicycle Master Plan.

## Curb Cuts

- Number minimized to one drive per parcel, except where exceptions allowed by ordinance. Property owners encouraged to share access.
- Sidewalk patterns should carry across driveways.



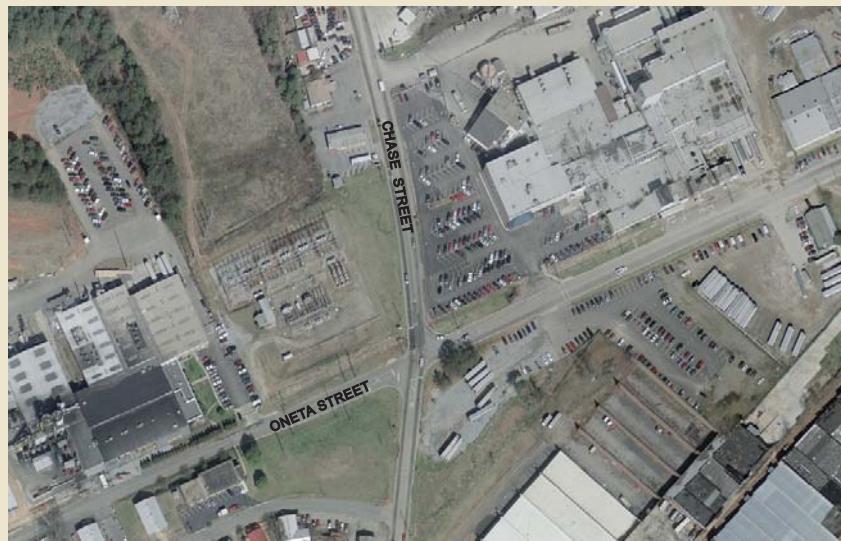
Rendering of Baxter Street improvements



Example of pedestrian lighting

# URBAN INDUSTRIAL INVENTORY

## REPRESENTATIVE EXAMPLE: Chase Street



Aerial view of Chase Street and Oneta Street intersection



Industrial character



Typical streetscape

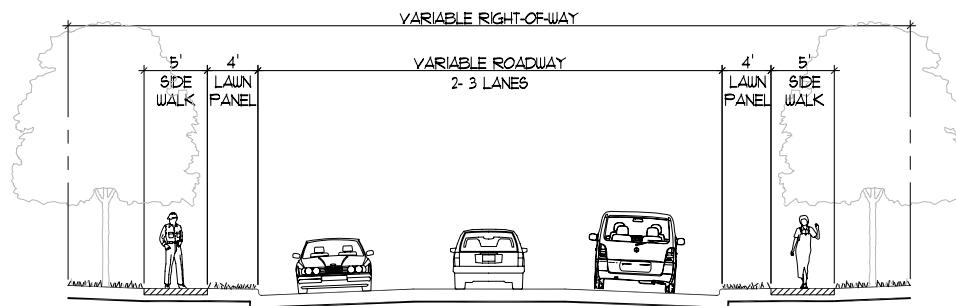


Lack of pedestrian crosswalks

## EXISTING CHARACTERISTICS:

- 2 - 3 lane roadways
- High volume of truck traffic
- Industrial land use
- Adjacent to Limited Access Corridors or railroads
- Setbacks vary
- Lack of pedestrian amenities, including sidewalks
- Bike lanes inconsistent

## URBAN INDUSTRIAL RECOMMENDATIONS



## PROPOSED SECTION Not to Scale

## Sidewalks

- 5' minimum.

## Crosswalks

- Standard striped crosswalks are recommended in areas with significant pedestrian traffic.

## Landscape Zones

- 4' minimum lawn panel between curb and sidewalk.
- Street trees to be planted back of sidewalk due to potential conflict with trucks. Planting shall follow ACC codes and regulations.

## Medians

- Not recommended.

## Lighting

- No pedestrian lighting recommended where roadway lighting is present. Any new lighting shall follow ACC codes and regulations.

## Bike Lanes

- Where recommended by ACC Bicycle Master Plan.

## Curb Cuts

- Number minimized to one drive per parcel, except where exceptions allowed by ordinance. Property owners encouraged to share access.
- Sidewalk patterns should carry across driveways.



Rendering showing recommended Chase Street improvements



Bus stop appropriate for an industrial corridor



Example of appropriate porous pavement materials



Example of landscape in scale with a large footprint building

# URBAN INSTITUTIONAL INVENTORY

REPRESENTATIVE EXAMPLE: Lumpkin Street



Aerial view of South Lumpkin Street



Intersection with crosswalks, bike lane, brick paving

## EXISTING CHARACTERISTICS:

- 3 - 5 lane roadways
- Government/University land use
- Large footprint buildings surrounded by landscaped areas
- Setbacks vary
- Sidewalks typical with high levels of pedestrian traffic
- Bike lanes inconsistent
- Public transit use and amenities
- Large parking lots



Brick pavers at corners of major intersections

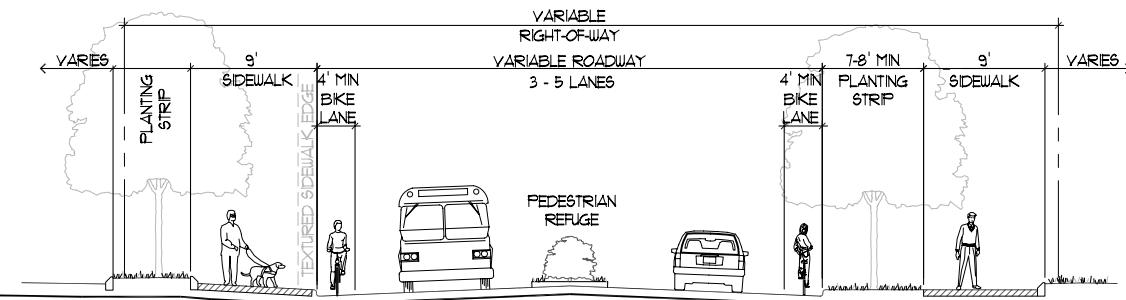


Pedestrian ramp with brick pavers and standard striped crosswalks



Visual character of South Lumpkin Street

# URBAN INSTITUTIONAL RECOMMENDATIONS



## PROPOSED SECTION Not to Scale

### Sidewalks

- 7' minimum with up to 9' to 10' preferable, with textured/colored band adjacent to curb.
- 5' minimum in historic or residential areas.

### Crosswalks

- Special pavement crosswalks with 8' minimum at major intersections and for areas with heavy pedestrian traffic.
- Standard striped crosswalks are appropriate otherwise.
- Planted pedestrian refuge islands at appropriate mid-block crossings.

### Landscape Zones

- Lawn panel, at 4' minimum, between road and sidewalk.
- A 7'-8' minimum planting strip located between curb and sidewalk may be an appropriate place to plant trees in special circumstances.
- Planting strip with street trees located between sidewalk and adjacent private property. Planting shall follow ACC codes and regulations.

### Medians

- Variable median width 4' to 12', planted, where appropriate.

### Lighting

- Pedestrian scale lighting on corridors with significant pedestrian traffic. Lighting shall follow ACC codes and regulations.

### Bike Lanes

- Recommended according to ACC Bicycle Master Plan.

### Curb Cuts

- Number minimized to one drive per parcel, except where exceptions allowed by ordinance.
- Sidewalk patterns should carry across driveways.



Rain garden with curb cut to allow stormwater runoff to infiltrate



Good example for creating compatible adjacent landscaping



Existing curb cuts and brick panel

# SUBURBAN MIXED USE INVENTORY

## REPRESENTATIVE EXAMPLE: Jefferson Road



Aerial view of Jefferson Road



Jefferson Road



Opportunities for adjacent landscaping improvements

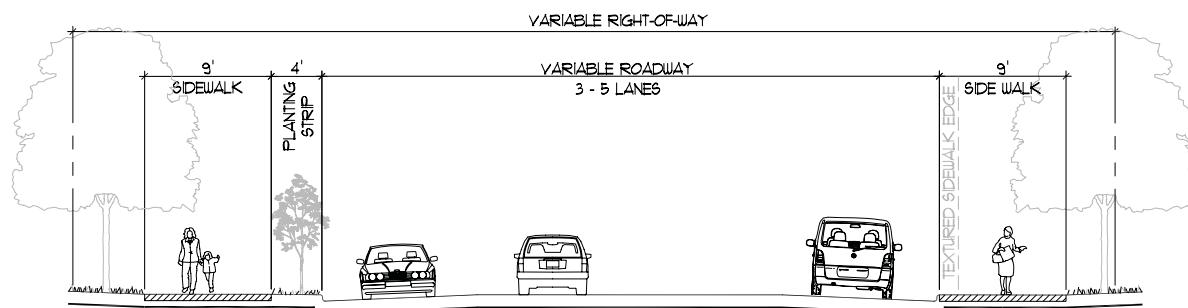
## EXISTING CHARACTERISTICS:

- Vehicular dependent corridor
- 3 - 5 lane roadways
- Variety of land uses, residential and non-residential
- Setbacks vary
- Sidewalks and other pedestrian amenities sporadic
- Bike lanes inconsistent
- Corridors designed to move commuter traffic



Lack of pedestrian amenities

## SUBURBAN MIXED USE RECOMMENDATIONS



PROPOSED SECTION Not to Scale

# SUBURBAN MIXED USE RECOMMENDATIONS

## Sidewalks

- 7' minimum with up to 9' to 10' preferable with textured/colored band adjacent to curb.
- 5' minimum for segments without curb.

## Crosswalks

- Special pavement crosswalks with 8' minimum at major intersections.
- Standard striped crosswalks are appropriate otherwise.

## Landscape Zones

- Planting strip, 4' minimum, between road and sidewalk where possible.
- Planting strip with street trees between sidewalk and adjacent property. Planting shall follow ACC codes and regulations.

## Street Trees

- Provide signature plant palettes for select corridors (example: signature plantings such as dogwoods on Prince Avenue).

## Lighting

- Pedestrian scale lighting for all corridors except where roadway lighting is adequate. Lighting shall follow ACC codes and regulations.

## Bike Lanes

- Recommended according to the ACC Bicycle Master Plan.

## Curb Cuts

- Number minimized to one drive per parcel, except where exceptions allowed by ordinance. Property owners encouraged to share access.
- Sidewalk patterns should carry across driveways.



Existing street tree canopy serves as a buffer



Pedestrian amenities



Example of compatible landscaping adjacent to R.O.W.



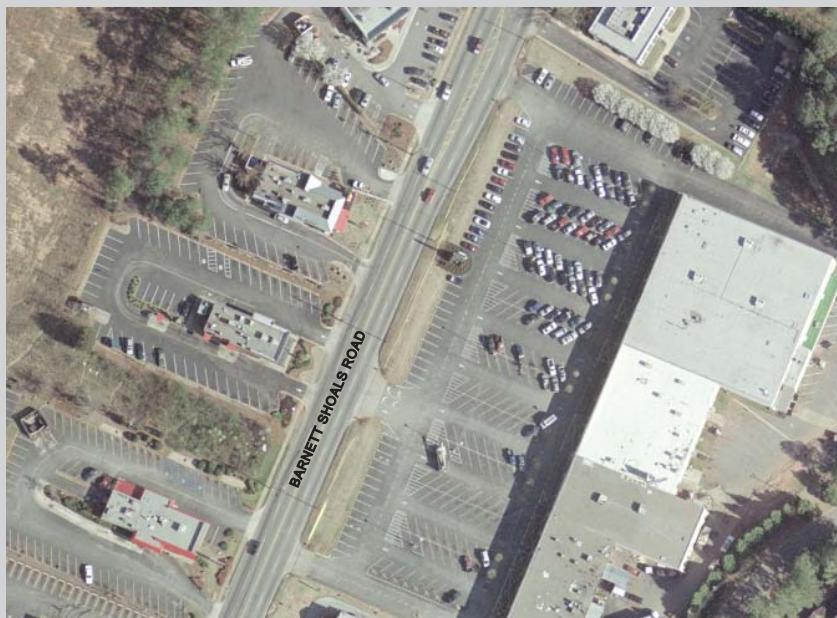
Rain garden opportunity



Example of appropriate commercial signage and landscape

# SUBURBAN COMMERCIAL INVENTORY

REPRESENTATIVE EXAMPLE: Barnett Shoals Road



Aerial view of Barnett Shoals Road

## EXISTING CHARACTERISTICS:

- 2 - 5 lane roadways
- Wide range of land use
- Setbacks vary
- Sidewalks inconsistent
- Bike lanes inconsistent



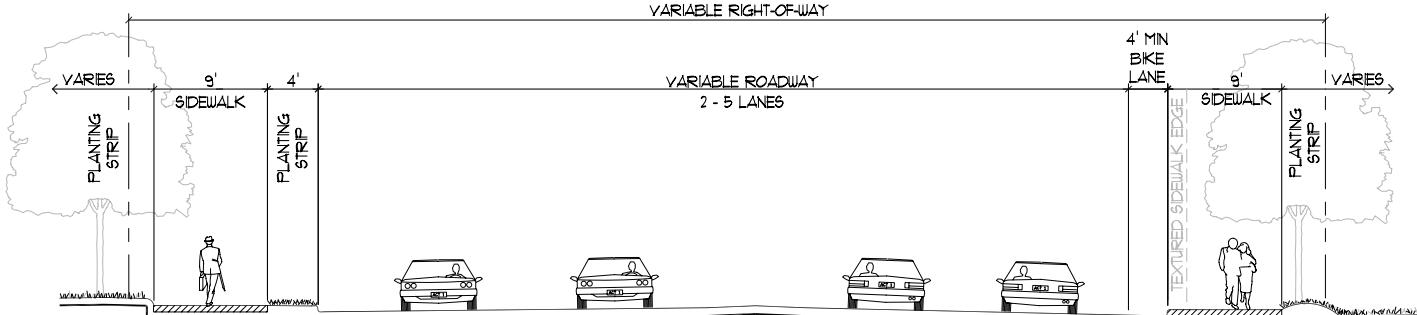
Standard striped crosswalks



Opportunities for street trees. Existing textured band on sidewalk

# SUBURBAN COMMERCIAL RECOMMENDATIONS

## VARIABLE RIGHT-OF-WAY



PROPOSED SECTION Not to Scale

# SUBURBAN COMMERCIAL RECOMMENDATIONS

## Sidewalks

- 7' minimum with up to 9' to 10' preferable with textured/colored band adjacent to curb.
- 5' minimum for segments without curb.

## Crosswalks

- Special pavement crosswalks with 8' minimum at major intersections.
- Standard striped crosswalks are appropriate otherwise.

## Landscape Zones

- Planting strip, at 4' minimum, between road and sidewalk where possible.
- Planting strip with street trees between sidewalk and adjacent property.

## Street Trees

- Provide signature plant palettes for select corridors (example: signature plantings such as dogwoods on Prince Avenue). Planting shall follow ACC codes and regulations.

## Lighting

- Pedestrian scale lighting on all corridors, except where extensive roadway lighting is already in place or within historic or residential sections. Lighting shall follow ACC codes and regulations.

## Bike Lanes

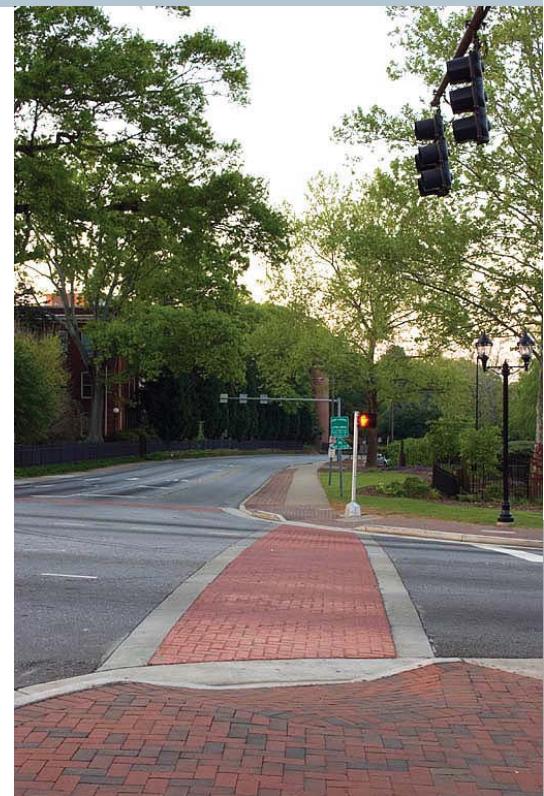
- Recommended according to the ACC Bicycle Master Plan.

## Curb Cuts

- Number minimized to one drive per parcel, except where exceptions allowed by ordinance. Property owners encouraged to share access.



Proposed view of Barnett Shoals Road with the addition of street trees



Upgraded crosswalk utilizing stamped concrete



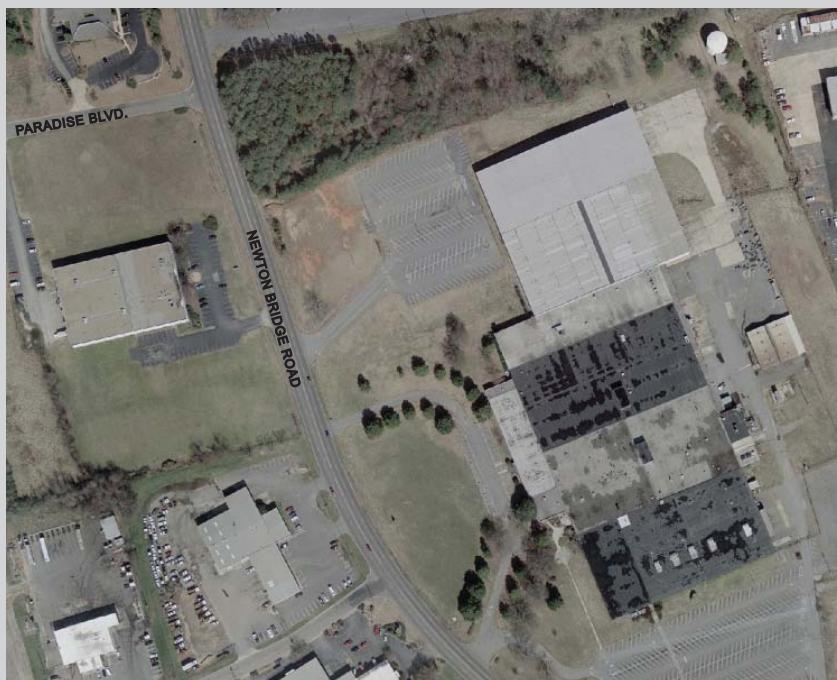
Street trees, plantings located at the back of the sidewalk



Consistent plant selections define a district

# SUBURBAN INDUSTRIAL INVENTORY

## REPRESENTATIVE EXAMPLE: Newton Bridge Road



Aerial view of Newton Bridge Road



Visual character : large buildings and setbacks



Typical landscaped entry to business complex

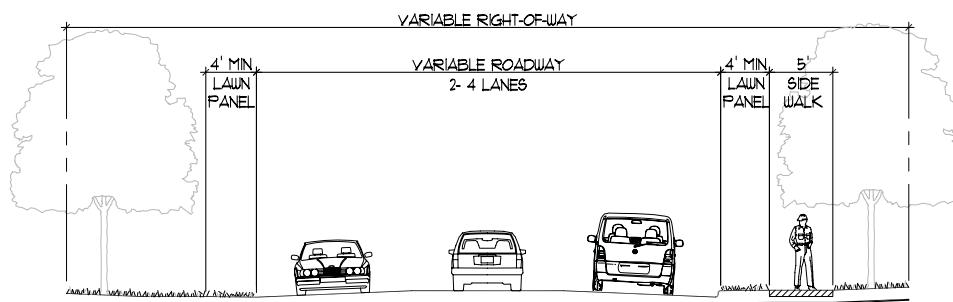


Few amenities for bicyclists or pedestrians

## EXISTING CHARACTERISTICS:

- Vehicular dependent corridor
- 2 - 4 lane roadways
- Variety of land uses, industrial and limited commercial
- Large parcels, large setbacks typical
- Sidewalks and other pedestrian amenities limited
- No bike lanes

## SUBURBAN INDUSTRIAL RECOMMENDATIONS



## PROPOSED SECTION Not to Scale

# SUBURBAN INDUSTRIAL RECOMMENDATIONS

## Sidewalks

- 5' minimum.

## Crosswalks

- Standard striped crosswalks recommended in areas with significant pedestrian traffic.

## Landscape Zones

- 4' minimum lawn panel between curb and sidewalk.
- Street trees to be planted back of sidewalk and adjacent property. Planting shall follow ACC codes and regulations.

## Medians

- Not recommended.

## Lighting

- No pedestrian lighting recommended.

## Bike Lanes

- Where recommended by ACC Bicycle Master Plan.

## Curb Cuts

- According to adopted development standards.
- Sidewalk patterns should carry across driveways.



Landscape buffer provides appropriate screening



Example of porous pavement for extensive parking areas



Proposed amenities for commuters utilizing alternative transportation

# SUBURBAN INSTITUTIONAL INVENTORY

REPRESENTATIVE EXAMPLE: College Station Road



Aerial view of College Station Road and Research Drive intersection



Bridge slated for replacement to allow for pedestrian and bicycle amenities



Opportunity for street trees in ROW



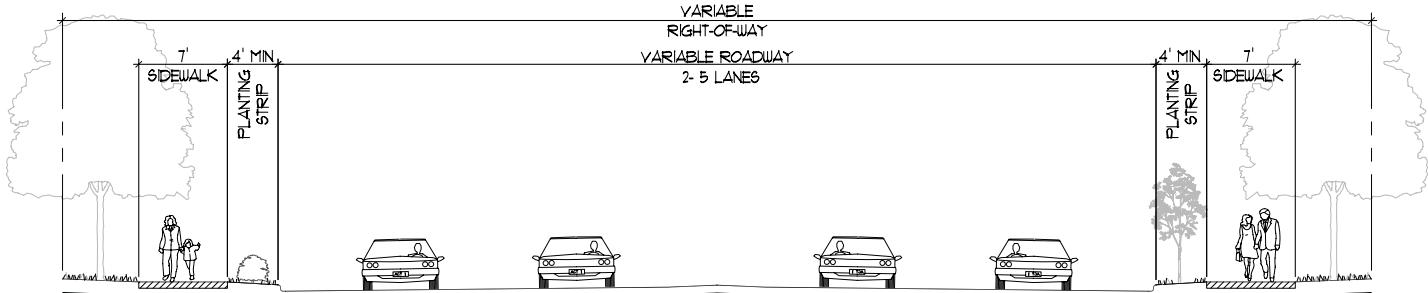
Visual character: Landscaped median as gateway



Current streetscape improvements ongoing

S U B U R B A N

# SUBURBAN INSTITUTIONAL RECOMMENDATIONS



## PROPOSED SECTION Not to Scale

### Sidewalks

- 7' minimum.
- 5' minimum for segments without curb.

### Crosswalks

- Standard striped crosswalks are appropriate.

### Landscape Zones

- Planting strip, at 4' minimum, between road and sidewalk.
- Street trees should be planted in planting strip between sidewalk and adjacent property. Planting shall follow ACC codes and regulations.
- Consistent plant palette to unify districts or neighborhoods.

### Medians

- Planted median of variable width 4' to 12' to be considered for 3 and 5 lane roads where appropriate.

### Lighting

- No pedestrian lighting recommended.

### Bike Lanes

- Recommended according to the ACC Bicycle Master Plan.

### Curb Cuts

- Number minimized to one drive per parcel, except where exceptions allowed by ordinance. Property owners encouraged to share access.
- Sidewalk patterns should carry across driveways.



Existing canopy trees



R.O.W. improvements in progress



Standard striped crosswalks with brick panel

S U B U R B A N

# RURAL RESIDENTIAL / AGRICULTURAL INVENTORY

REPRESENTATIVE EXAMPLES: Smokey Road

Boley Road • Spring Valley Road • Morton Road



Aerial view of Lexington Road



Smokey Road



Boley Road



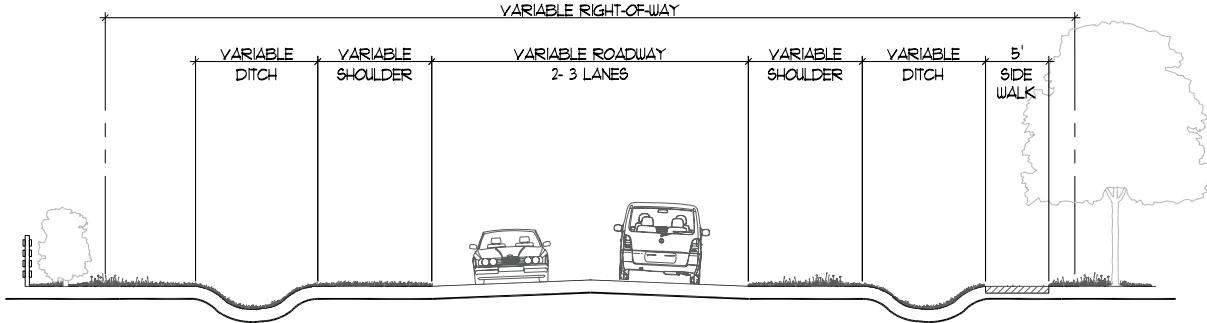
Morton Road: Oversized community entrance



Spring Valley Road

RURAL

# RURAL RESIDENTIAL / AGRICULTURAL RECOMMENDATIONS



## PROPOSED SECTION Not to Scale

### Sidewalks

- 5' minimum for segments where needed.

### Crosswalks

- Standard striped crosswalks where appropriate.

### Landscape Zones

- Where ROW allows, planting of canopy trees back of shoulder should be evaluated depending on existing viewsheds.

### Medians

- None recommended.

### Lighting

- None recommended.

### Bike Lanes

- Recommended according to ACC Bicycle Master Plan.

### Curb Cuts

- Number minimized to one drive per parcel, except where allowed by ordinance. Property owners encouraged to share access.



Residential community entrance with generous setback from roadway



Permeable material suitable to a residential setting



Low impact development in rural area



Visual character of Lexington Road

RURAL

### Sidewalks

- None recommended.

### Crosswalks

- Standard striped crosswalks if needed.

### Landscape Zones

- The preservation of existing forest edges, views of pasture or farmland, specimen trees and other native/vernacular landscaping is recommended. Appropriate tree removal or trimming is recommended to preserve or enhance views of pasture or farmland. Particularly significant to the character of Athens-Clarke County scenic roadways are the sections of wood board fencing providing field margins; these landscape elements should be retained. Native plant materials are recommended for any ROW work.

### Bike Lanes

- Yes, as recommended by Bicycle Master Plan

### Curb Cuts

- Should be minimized as much as possible. Smaller parcels should be encouraged to share access at property lines with adjacent parcels.

### Medians

- None recommended.

### Lighting

- None recommended in order to retain dark skies.



Belmont Road



Belmont Road



Charlie Bolton Road



Lexington Road



Athens Perimeter

## Limited Access Corridors

Few recommendations have been made to address these special types of corridors because of the strict focus of these corridors on vehicles only (not pedestrians/cyclists) and the existing design standards already required by GDOT.

### Recommendations

- Vegetated buffers should be maintained as visual screens between the corridor and developed areas.
- Signage should be uncluttered and consistent.
- For potential gateway locations within ROW, GDOT coordination is required. Coordination with private property owners is desirable for most gateway locations. Some potential locations may be challenging due to road configurations; establishing gateways should be planned as these corridor locations are renovated. Ensure views of skyline, scenic elements, or other features in the gateway plan.

## General

- Gateway treatments can feature a variety of landscape elements, including but not limited to, plant materials, low walls or fences, lighting, paving, sculpture or signage to create a distinctive, high quality gateway into the community.
- Native plant species are recommended for gateway treatments to reduce maintenance costs and to emphasize the indigenous character of Athens-Clarke County.
- Signs are to be simply constructed, in scale with surrounding elements, made of high quality and durable materials, and attractively designed.
- Lighting, if utilized, is to be sensitive to the surrounding environment and should be well-positioned to illuminate only the gateway elements.
- The incorporation of public art into gateway features is encouraged.
- In most situations, gateway features should be located outside of the right-of-way to avoid potential conflicts with automobiles.

## Limited Access Corridors

- Special landscape treatments can encompass both sides of the roadway, in some circumstances, to create a formal entry into Athens-Clarke County
- Plantings should be distinctive enough or dense enough to clearly distinguish the gateway area from surrounding landscaping.

## Urban and Suburban Corridors

- Significant gateways to Athens-Clarke County and downtown Athens should feature special streetscape improvements that enhance the entry experience.
  - Coordinated street tree program along both sides of the road
  - Landscaped medians where appropriate (with coordinated street trees)
  - Clearly legible and comprehensive wayfinding signage
  - Consistently designed street lights

## Rural and Scenic Corridors

- Gateways should help mark the transition between scenic and rural areas and the urbanized areas beyond.
- Rural gateways may feature signage and/or landscape treatments that are compatible with the native materials and character of the rural landscape. None of the elements of a rural gateway should compete with the existing natural or cultural landscape; all introduced gateway elements should be compatible with the visual character of the corridor.

## ACC Corridor Management Strategy

### Corridor Assessment

The assessment of corridors is based on multiple criteria judged to be most significant to the implementation of improvements of identified county corridors. Scenic and historic qualities, including views or entry points deemed important within gateway areas, are finite resources. As such, the county should generally set a high priority on improving, or preserving, those corridors that are designated scenic or gateway corridors. However, there will be times when the county has multiple choices for the best use of limited funds. When this occurs, the county should refer to the following criteria to assist in decision-making.

#### Corridor Assessment Matrix Criteria

##### Appropriate Improvement Project Programmed

Corridor Assessment Ratings in the following matrix are assigned based on road/bridge projects currently included in the Regional Transportation Plan (TIP) and the FY 2009-2011 Second Tier or First Tier Projects. Appropriate refers to whether or not the proposed project meets standards recommended in the Corridor Design Guidelines.

- ( ) – Project not listed in TIP/Tier 1/Tier 2
- (□) – Project listed in TIP/Tier 1/Tier 2 and features improvements somewhat consistent with Corridor Design Guidelines
- (■) – Project listed in TIP/Tier 1/Tier 2 and features improvements most consistent with Corridor Design Guidelines

##### Funding Available

Corridor Assessment Ratings in the following matrix are assigned based on projects noted for funding in the regional TIP/Tier 1/Tier 2.

- ( ) – Project not funded in the TIP/Tier 1/Tier 2
- (■) – Project noted for funding in TIP/Tier 1/Tier 2

##### Joint Project

Corridor Assessment Ratings in the following matrix are assigned based on the numbers of joint projects currently scheduled in the ACC Transportation and Public Works Department. Greater weight is given to projects based on the priority established by the department, as well as the numbers of joint projects planned that meet multiple community goals, such as drainage, streetscape work or road/sidewalk repair/replacement.

- ( ) – Projects not planned for corridor / or projects planned considered a lesser priority / or fewest number of joint projects planned for corridor
- (□) – Projects planned considered a medium priority / or medium number of joint projects planned for the corridor
- (■) – Projects planned considered a high priority / or greatest number of joint projects planned for corridor

#### Lack of Appropriate Multi-Modal Facilities

Corridor Assessment Ratings in the following matrix are assigned based on whether or not the existing corridor provides facilities for pedestrians and bicycles.

- ( ) – Both sidewalks and bike lanes exist
- (□) – Either sidewalks or bike lanes exist but not both
- (■) – No sidewalks or bike lanes exist

#### Lack of Street Trees

Corridor Assessment Ratings in the following matrix are assigned based on whether or not the existing corridor has adequate street tree coverage.

- ( ) – Acceptable street tree coverage
- (□) – Some street tree coverage
- (■) – Significant lack of street tree coverage

#### Significant Character or Gateway

Corridor Assessment Ratings in the following matrix are assigned based on whether or not the existing corridors have scenic or historic character or are identified as potential gateway corridors.

- ( ) – No significant character (scenic, historic, gateway)
- (□) – Some significant character (scenic, historic, gateway)
- (■) – Significant character (scenic, historic, gateway)

# ACC Corridor Management Strategy

## Corridor Assessment Matrix

		Critical Characteristics (Ranking less (□), medium (□) and high (■) correlation)						
		Appropriate Improvement Project Programmed Tier 1/Tier 2	Funding Available	Joint Project	Lack of Appropriate Multi-Modal Facilities	Lack of Street Trees	Significant Character/Gateway	GDOT Coordination
Urban								
Dougherty Street					□	□	■	
Hancock Avenue				□	□	■		
Pulaski Street				□	□	■		
Thomas Street				□	□	■		
Broad Street				□	□	■	■	
Baxter Street			■	□	□	■	■	
Prince Avenue				□	□	■	■	
Alps Road				□	□	■		
Oglethorpe Avenue			□			■		
Hawthorne Avenue			□	□	□	□		
Chase Street				□	□	■		
MLK Jr. Parkway				□	■	■		
Milledge Avenue				□	■	■	■	
North Avenue	■		□	□	■	■	■	
College Avenue			□	□	□	■		
Barber Street				□	□	■		
Lumpkin Street	■		■			□		
Baldwin/Carlton/E. Campus/Agriculture						□		
Oconee Street (Lexington Road/US78)	■	■	□	□	□	■	■	
College Station Road			□	□	□	■		
Suburban								
Atlanta Highway	■	■		■	■	■	■	■
Mitchell Bridge Road	■		■	□	■			
Epps Bridge Parkway					□		■	
Timothy Road			□	□				
Jimmie Daniel Road				■	■			
Cleveland Road			□	■	□		■	
US Highway 78						■		■
Jefferson Road				□	■	■	■	
Tallassee Road			□	■	■	■		
Newton Bridge Road		□		■	■			
Kathwood Drive				□	■			
Barber Street				□	□	■		
Chase Street				□	□	■		
Commerce Road				■	■	■		
Danielsville Road		■	■	■	■	■		
US Highway 29 North	■			■	■		■	
Hull Road				■	■	■		
Old Hull Road		□	■	■	□	■		
Olympic Drive	■	■	■	■	■			
Voyles Road				■	■	■		
Winterville Road			□	■	■			
Spring Valley Road				■	■			
Athens/Moores Grove/Cherokee Roads				□	■			
Lexington Road	■	■	□	□	■	■	■	
College Station Road	■	■	□	□	□		■	
Research Drive			■	■	■			
Gaines School Road				□	□			
Barnett Shoals Road				■	□	■		
Cedar Shoals Drive			■	□	■			
Rural/Scenic								
Fowler Mill Road			□		□	■		
Cleveland Road					□	■		
Tallassee Road					□	■		
Jefferson Road						■	■	
Jefferson River Road					□	■		
Lem Edwards Road					□	■	■	
Old Elberton Road					□	■		
Charlie Bolton Road					□	■		
Lexington Road	■		□		□	■	■	
Old Lexington Road			□		□	■		
Morton Road					□	■		
Barnett Shoals Road				□		■		
Whitehall Road					□	■		
South Milledge Avenue					□	■		
Belmont Road						■		

## **ACC Corridor Management Strategy Implementation Strategies**

The enhancement of identified corridors will necessarily be phased over a number of years. While it may be possible to make major corridor improvements all at one time, it is most likely that minor improvements can be made over the course of time on many corridors throughout the county, such as street tree plantings and construction of crosswalks. Incremental change can have a dramatic impact on the appearance and function of the county's corridors and should be considered a valid method for implementation. However, in most cases the modification of existing development and zoning requirements is the best and most effective way to effect change along county corridors.

The implementation strategy contains recommended tasks to meet the established goals of this study:

### ***High Priority Strategies***

- Modify existing development and subdivision regulations to incorporate adopted corridor standards and to achieve scenic resource protection.
- Incorporate corridor standards within any new ACC construction.
- Implement one pilot project in each area of Athens-Clarke County (urban, suburban, and rural) in order to engage the public and build momentum.
- Develop a comprehensive plan to identify specific parcels and corridor areas that may be appropriate for gateways into Athens-Clarke County and the downtown area.
  - Invite participation from Keep Athens-Clarke County Beautiful and other appropriate parties to develop standards and recruit local financial and community support for these gateway areas.
  - Involve city departments such as Landscape Management and Real Estate in identifying feasible locations.
  - Develop specific standards regarding the height, scale, intensity and materials of potential signage, vegetation, furnishings and other gateway treatments as appropriate for distinctive ACC gateway corridors (urban, suburban and rural).
- Encourage private developments to include streetscape treatments and landscape setbacks that are consistent with ACC corridor standards.
- Initiate an ACC program to complete a visual analysis of the rural and scenic areas of the county to identify the distinctive scenic qualities of the natural terrain/agrarian landscape to be preserved, and to determine limits of view corridors.
- Consider options for the protection of scenic and cultural resources including, but not limited to, the following:
  - Adopt a Scenic Corridor Overlay Zoning District for identified scenic corridors and view corridors that will protect the roadside from inappropriate development.
  - Institute a local program to acquire private property and to promote the use of conservation easements for a scenic corridor program.
  - Promote a scenic corridor program within the community through the welcome center and provide interpretive materials to support them.
  - Create transition zones between rural areas and urban areas using wetlands, open spaces, passive use parks, "rails to trails," small farm transition areas, and commercial/rural transition areas, i.e., businesses that require open space.

- Adopt an ordinance with strict limits regarding off-premise signage/billboards along all corridors in Athens-Clarke County. No new off-premise signage/billboards should be allowed along identified scenic corridors. Desirable vegetation within the right-of-way should have priority over billboards along all corridors.
- Conduct a comprehensive study of ACC corridors to identify the appropriate maintenance schedule associated with each corridor depending on vegetation levels and other factors.
  - Specify standards for high/moderate/low levels of maintenance to be consistently applied to particular types of corridors.
- Incorporate “green street design” and “green” approaches to storm water management as an alternative to traditional corridor management and storm water strategies.

#### ***Medium Priority Strategies***

- Implement crosswalk improvements at all major intersections within the urban area.
- Undertake a broad-based review of all ACC facilities to determine areas of streetscape needs and opportunities for improvement.

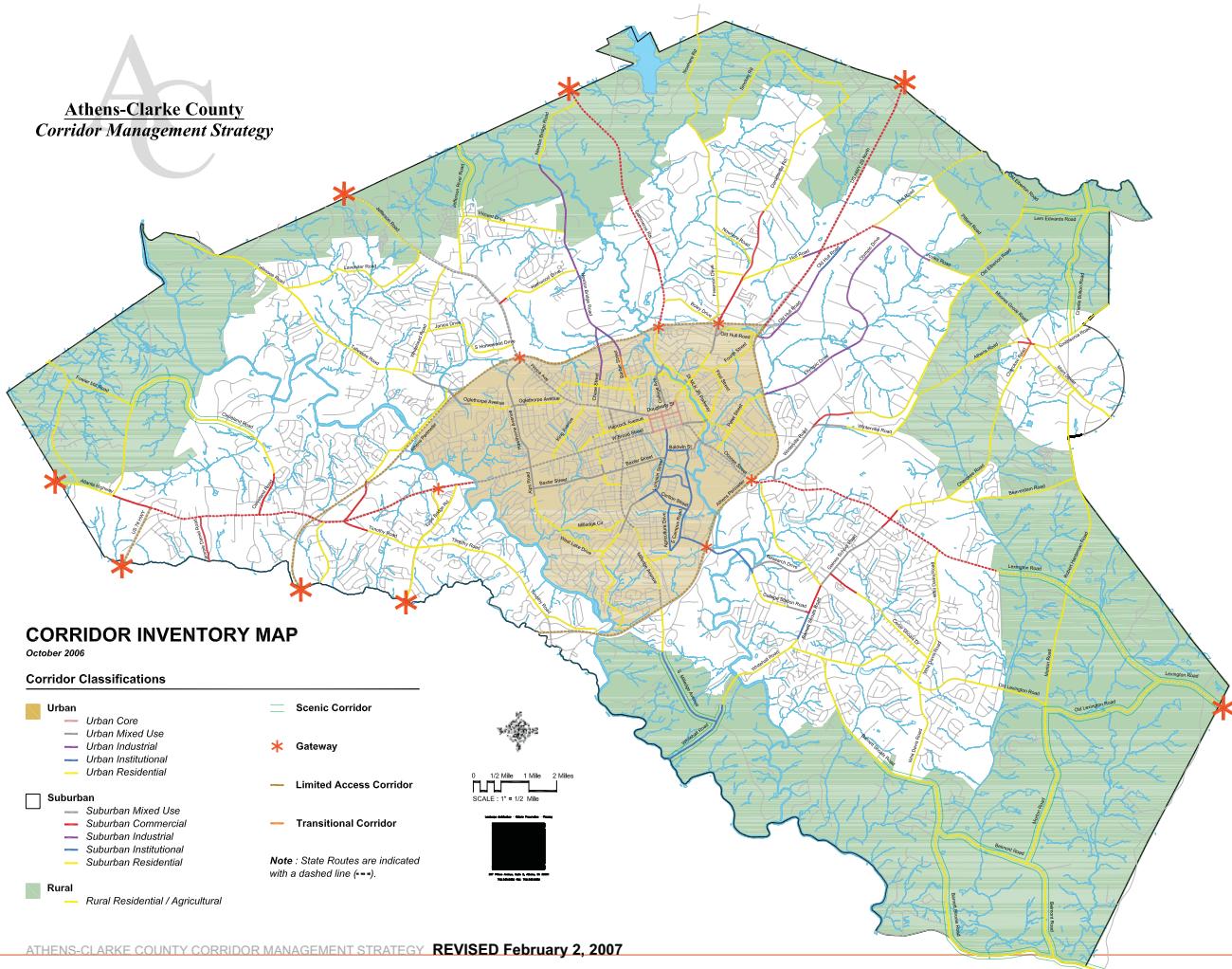
#### ***Lesser Priority Strategies***

- Monitor resident satisfaction with recent road improvements as part of a community survey.



## ACC Corridor Management Strategy Appendix

**Athens-Clarke County**  
**Corridor Management Strategy**



**ACC Corridor Management Strategy**  
**Corridor Design Guidelines Matrix**

CORRIDOR		CORRIDOR DESIGN GUIDELINES									
TYPES	Sidewalks	Crosswalks	Landscape Zones	Bike Lanes	Curb Cuts	Transit Stops	Medians	Lighting	Site Furnishings	Drainage	
<b>URBAN</b>											
<b>Urban Core</b>	7' minimum, 9-10' preferred. Special pavement should be considered. Delineate stream and greenway crossings with special pavement or treatment.	Special pavement crosswalks at all intersections, 8' width min	Establish street trees either in tree grates or planting strip as appropriate. Street trees should be suited for urban conditions.	Yes, as recommended by Bicycle Master Plan	According to Ordinance and Transportation/Public Works standards. Sidewalk patterns should carry across the driveway.	Per Athens Transit.	Not recommended.	Pedestrian scale lighting to supplement existing street level lighting. Pole spacing and lighting levels to meet appropriate standards. See Note 3.	Bike racks and trash receptacles should generally be included within each block. Evaluate appropriate locations for bench placement.	curb & gutter/storm sewer	
<b>Urban Mixed-Use</b>	7' minimum in commercial areas with up to 9' to 10' preferable, with textured/colored band adjacent to curb. 5' minimum in historic or residential areas, or sections without curb. Delineate stream and greenway crossings with special pavement or treatment.	Special pavement crosswalks with 8' minimum are recommended at major intersections and for corridors with significant pedestrian traffic. Standard striped crosswalks are recommended for other locations. Planted pedestrian refuge islands are recommended for mid-block crossings with significant pedestrian activity.	Lawn panel, at 4' minimum, between road and sidewalk. A 7'-8' minimum planting strip located between curb and sidewalk may be an appropriate place to plant street trees in special circumstances. Planting strip with street trees located between sidewalk and adjacent private property. Provide signature plant palettes for select corridors (example: signature plantings such as dogwoods on Prince Avenue). Street trees should be suited for urban conditions. See Note 1.	Yes, as recommended by Bicycle Master Plan	Should generally be minimized to one/parcel except where ordinance allows exceptions (depending upon size and use). Smaller parcels should be encouraged to share access at property lines with adjacent parcels. Sidewalk patterns should carry across the driveway.	Per Athens Transit.	Should be considered where they do not interfere with legal traffic movements and where acceptable to adjacent businesses. Median width 4' to 12' planted with groundcovers, low shrubs or trees, depending on median width and corridor area.	Pedestrian scale lighting is recommended for most corridors. May not be needed where there is extensive roadway lighting and less pedestrian traffic (Broad St west of downtown) or on historic and residential segments (eg: Prince Ave, Milledge St.) See Note 3.	At public property locations (ex: library) or crossings with multimodal transportation (ex: greenway). Athens Transit includes furnishings at bus stops.	Curb & gutter/storm sewer. See Note 2.	
<b>Urban Industrial</b>	5' minimum. Delineate stream and greenway crossings with special pavement or treatment.	Standard striped crosswalks recommended in areas with significant pedestrian traffic.	Establish lawn panel, at a 4' minimum, between curb and sidewalk. Street trees to be planted back of sidewalk due to potential conflicts with trucks. Street trees should be suited for urban conditions. See Note 1.	Where recommended by Bicycle Master Plan	According to Ordinance and Transportation/Public Works standards. Sidewalk patterns should carry across the driveway.	Per Athens Transit.	Not recommended.	No pedestrian lighting recommended where roadway lighting is present.	Athens Transit includes furnishings at bus stops.	Curb & gutter/storm sewer.	
<b>Urban Institutional</b>	7' minimum with up to 9' to 10' preferable, with textured/colored band adjacent to curb. Special pavement should be considered. Delineate stream and greenway crossings with special pavement or treatment.	Special pavement crosswalks with 8' minimum are recommended at major intersections and for corridors with significant pedestrian traffic. Standard striped crosswalks are recommended for other locations. Planted pedestrian refuge islands are recommended for mid-block crossings with significant pedestrian activity.	Establish planting strip, at a 4' minimum, between road and sidewalk. Establish landscape strip between sidewalk and adjacent parking lots with regular street tree plantings, preferably canopy trees.	Yes, as recommended by Bicycle Master Plan	According to Ordinance and Transportation/Public Works standards. Sidewalk patterns should carry across the driveway.	Per Athens Transit.	Should be considered where they do not interfere with legal traffic movements and where acceptable to adjacent uses. Median width 4' to 12' planted with groundcovers, low shrubs or trees, depending on median width and corridor area.	Pedestrian scale lighting is recommended for most corridors. See Note 3.	Athens Transit and UGA includes furnishings at bus stops.	Curb & gutter/storm sewer. See Note 2.	

**ACC Corridor Management Strategy**  
**Corridor Design Guidelines Matrix**

CORRIDOR		CORRIDOR DESIGN GUIDELINES									
TYPES	Sidewalks	Crosswalks	Landscape Zones	Bike Lanes	Curb Cuts	Transit Stops	Medians	Lighting	Site Furnishings	Drainage	
<b>SUBURBAN</b>											
<b>Suburban Mixed-Use</b>	7' minimum, 9-10' preferred with color or texture band adjacent to curb where curb and gutter present. 5' minimum for segments without curb. Delineate stream and greenway crossings with special pavement or treatment.	Special pavement crosswalks with 8' minimum, recommended at major intersections. Other locations to have standard striped crosswalks.	Establish planting strip, at a 4' minimum, between road and sidewalk if possible. Provide planting strip between sidewalk and adjacent parking lots with regular street tree plantings. Provide signature plant palettes for select corridors (example: signature plantings such as dogwoods on Prince Avenue). See Note 1.	Where recommended by Bicycle Master Plan	Should generally be minimized to one/parcel except where ordinance allows exceptions (depending upon size and use). Smaller parcels should be encouraged to share access at property lines with adjacent parcels. Sidewalk patterns should carry across the driveway.	Per Athens Transit.	Should be considered for 3 and 5 lane roads where they do not interfere with legal traffic movements and where acceptable to adjacent businesses	Pedestrian scale lighting is recommended for most corridors, with lighting fully shielded and directed. In some locations roadway lighting should suffice. See Note 3.	Athens Transit includes furnishings at bus stops.	Curb & gutter/storm sewer. See Note 2.	
<b>Suburban Commercial</b>	7' minimum, 9-10' preferred with color or texture band adjacent to curb where curb and gutter present. 5' minimum for segments without curb. Delineate stream and greenway crossings with special pavement or treatment.	Special pavement crosswalks with 8' minimum are recommended at major intersections. Other locations to have standard striped crosswalks.	Establish planting strip, at a 4' minimum, between road and sidewalk is possible. Provide planting strip between sidewalk and adjacent parking lots with regular street tree plantings. Provide signature plant palettes for select corridors (example: signature plantings such as dogwoods on Prince Avenue). See Note 1.	Yes, as recommended by Bicycle Master Plan	Should generally be minimized to one/parcel except where ordinance allows exceptions (depending upon size and use). Smaller parcels should be encouraged to share access at property lines with adjacent parcels. Sidewalk patterns should carry across the driveway.	Per Athens Transit.	Should be considered for 3 and 5 lane roads where they do not interfere with legal traffic movements and where acceptable to adjacent businesses	Pedestrian scale lighting is recommended for most corridors, with lighting fully shielded and directed. In some locations roadway lighting should suffice. See Note 3.	Athens Transit includes furnishings at bus stops.	Curb & gutter/storm sewer. See Note 2.	
<b>Suburban Industrial</b>	5' minimum. Delineate stream and greenway crossings with special pavement or treatment.	Standard striped crosswalks	Establish lawn panel, at a 4' minimum, between curb and sidewalk. Establish street trees on far side of sidewalk where possible. See Note 1.	Yes, as recommended by Bicycle Master Plan	According to Ordinance and Transportation/Public Works standards. Sidewalk patterns should carry across the driveway.	Per Athens Transit.	Not recommended.	No pedestrian lighting recommended.	Athens Transit includes furnishings at bus stops.	Curb or ditch	
<b>Suburban Institutional</b>	7' minimum. 5' minimum for segments without curb. Delineate stream and greenway crossings with special pavement or treatment.	Standard striped crosswalks	Establish planting strip, at a 4' minimum, between road and sidewalk as possible. Establish planting strip between sidewalk and adjacent parking lots with regular street tree plantings. Provide signature plant palettes for select corridors (example: signature plantings such as dogwoods on Prince Avenue). See Note 1.	Yes, as recommended by Bicycle Master Plan	Should generally be minimized to one/parcel except where ordinance allows exceptions (depending upon size and use). Smaller parcels should be encouraged to share access at property lines with adjacent parcels. Sidewalk patterns should carry across the driveway.	Per Athens Transit.	Should be considered for 3 and 5 lane roads where they do not interfere with legal traffic movements and where acceptable to adjacent businesses	No pedestrian lighting recommended where roadway lighting is present.	Athens Transit includes furnishings at bus stops.	Curb & gutter/storm sewer. See Note 2.	

**ACC Corridor Management Strategy**  
**Corridor Design Guidelines Matrix**

CORRIDOR		CORRIDOR DESIGN GUIDELINES								
TYPES	Sidewalks	Crosswalks	Landscape Zones	Bike Lanes	Curb Cuts	Transit Stops	Medians	Lighting	Site Furnishings	Drainage
<b>RURAL</b>										
Residential/ Agricultural	5' minimum where needed. Delineate stream and greenway crossings with special pavement or treatment.	Standard striped crosswalks where appropriate	Where ROW allows, the planting of canopy trees back of shoulder should be evaluated depending on existing viewsheds.	Yes, as recommended by Bicycle Master Plan	Should generally be minimized to one/parcel except where ordinance allows exceptions (depending upon size and use). Smaller parcels should be encouraged to share access at property lines with adjacent parcels.	Per Athens Transit.	None recommended.	None recommended.	Athens Transit includes furnishings at bus stops.	Shoulder / ditch
<b>OTHER</b>										
Scenic	None recommended	Standard striped crosswalks if needed.	The preservation of existing forest edges, existing views of pasture or farmland, specimen trees and other native/vernacular landscaping is recommended. Appropriate tree removal or trimming is recommended to preserve or enhance views of pasture or farmland. Particularly significant to the character of Athens-Clarke County scenic roadways are the sections of wood board fencing; these landscape elements should be retained. Native plant materials are recommended for any ROW work.	Yes, as recommended by Bicycle Master Plan	Should be minimized as much as possible. Smaller parcels should be encouraged to share access at property lines with adjacent parcels. Smaller parcels should be encouraged to share access at property lines with adjacent parcels.	None recommended	None recommended.	None recommended to retain dark skies.	None recommended.	Shoulder / ditch
Limited Access Corridor	None recommended	None recommended	Vegetated buffers should be maintained as visual screens between the corridor and developed areas. There may be locations appropriate for Gateway opportunities and associated landscaping.	None recommended	None recommended	None recommended	None recommended	Roadway lighting is appropriate. Lighting should be uncluttered and consistent.	None recommended.	curb & gutter/storm sewer
Gateway	N/A	N/A	For gateway locations within ROW on state routes, GDOT coordination is required. Coordination with private property owners is desirable for most gateway locations. Some locations may be challenging due to road configurations; establishing gateways should be planned as these corridor locations are renovated. Ensure views of skyline, scenic elements, or other features.	N/A	N/A	N/A	N/A	Directed lighting for gateway signs and/or landscaping. Lighting and signage should be uncluttered and consistent.	None recommended.	N/A

**Note 1: Where difficult to provide landscape strip due to limited rights-of-way width, pursue options for landscape planting on adjacent private property.**

**Note 2: Explore opportunities for LID techniques (such as rain gardens and porous pavements) on adjacent properties.**

**Note 3: Cut-off, no-glare fixtures are recommended for all proposed pedestrian scale lighting.**