

**Population Subcommittee  
Community Agenda Worksheet**

- Vision statement  Issues & Opportunities  
 Short-Term Work Plan  Long-Term Work Plan

Source:  1998 Comprehensive Plan  Community Assessment Other \_\_\_\_\_

As is  Change  New  Delete

Existing text:

\_\_\_\_\_

Proposed text:

Vision: To support transportation policies that offer viable alternatives to the automobile and design thoroughfares that support pedestrian access.

A. Policies shall encourage multiple modes of transportation which provide access to employment, education, recreation and services for all residents.

B. The multi-modal transportation network will be used to support efficient land use, minimize traffic congestion and facilitate community -wide and regional mobility.

C. We will ensure that urban density will be located in areas that are conducive to walking and biking and are served by transit.

D. We will coordinate high density land use with public transportation.

E. The greenway corridor will be expanded and connected to support individual transportation needs.

F. Transportation and greenway corridors will be supported by the community standards of aesthetic, urban design and environmental stewardship in both location and design.

G. We will take measures to ensure that vehicular traffic will not harm the residential nature of our neighborhoods.

H. Traffic calming features that slow the speed of traffic and enhance safety and aesthetics without creating congestion will be a part of our street network design.

I. Foster a Regional (MPO) approach to Public Transit emphasizing critical services outside of Clarke County, such as Health Care, Education, Employment and Recreation.

J. Designs of the pedestrian access should consider the needs of our aging population, children and persons with special needs and other pedestrians to include features such as 'islands' in the center, crossing guards, longer walk lights and reduced distances.

Potential Policies:

1. Continue to utilize the Official Street Map identifying the planned location of all new major roadways and connections, including alternate transportation pathways, between major residential and commercial developments.

2. Design all new and reconstructed roadways to reflect community standards of aesthetics, environmental stewardship and urban design. Athens-Clarke County will commit to maintaining these standards with government projects.

3. Design new or reconstructed streets to accommodate fully multiple functions, including pedestrian movements, parking, alternate modes of transportation and local vehicular circulation.

4. Include sidewalks and bicycle lanes in the design of all new or reconstructed roadways.

5. Use public transit, such as the Athens Transit System, as a tool to organize the arrangement of higher density land uses, particularly multi-family developments, in the community.

6. Encourage high density development adjacent to the multi-modal center.

7. Provide increased via a county-wide network of greenways or pathways.

STRIKE: 8. Plan east-west mobility in the northern part of the Athens-Clarke County in a manner that discourages urban sprawl

9. Address increased capacity within the Athens Perimeter through multi-modal options and high occupancy vehicle incentives.

10. Create internal circulation networks (add) and interconnections within commercial and industrial developments to avoid overdependence upon Athens-Clarke County's arterial street network.

10A. Design parking and circulation routes within commercial centers as distinct streets with landscaped sidewalks, shade trees, small courtyards

Note - as a short term work program - consider adding this to the ordinance.

11. Provide for vehicular circulation routes in new neighborhoods that distribute traffic evenly, avoid excessive traffic and speed on any one street and have street block lengths that discourage speeding.

12. Require internal street systems within multi-family and non-residential development that enhance circulation and provide for on-street parking.

13. Integrate traffic calming designs and techniques to reduce the speed of traffic as a part of all development and redevelopment. (Add to 11).

Notes -

Encourage on-street parking

Include sidewalks / pedestrian / street standards as a requirement for private drives accessing commercial / retail

Justification:

This item pertains to the following Chapters of the Community Agenda:

- |  |                                   |  |                                   |
|--|-----------------------------------|--|-----------------------------------|
| <input type="checkbox"/> Population  | <input type="checkbox"/> Economic | <input type="checkbox"/> Environmental             | <input type="checkbox"/> Cultural |
| <input type="checkbox"/> Housing   | <input type="checkbox"/> Land Use | <input checked="" type="checkbox"/> Transportation |                                   |
| <input type="checkbox"/> Facilities and Services/Intergovernmental Cooperation |                                   |  |                                   |

