City of Vienna
Healthier Together Plan

Dooly County Healthier Together
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Agenda

1. Background
   • Maps of Vienna

2. Demonstrations Toolkit

3. Routes to Destinations
   • 7th Street
   • 3rd Street
   • Union Street
Background

• Healthier Together and UGA’s College of Environment and Design (CE+D) have partnered to create a land use plan

• The UGA CE+D students have spent the last two semesters analyzing Vienna

• The first phase of the project was working to understand each aspect of resident access with Vienna

• Design choices were driven by feedback from Vienna residents
Community Feedback

X is appropriate for my community

- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree

Legend:
- Sidewalk
- Bike Lane
- Paved Shoulder
- Shared Road
PRIORITY:
- amenitizing existing space
- slow thru-traffic, heavy trucks
- protect pedestrians, make walking feel accessible
2. Demonstration Toolkit

- Used to test a community’s response to longer-term changes
- These are low-cost and temporary
- Presents an opportunity to troubleshoot interventions before investment
Sidewalk

- Paved lane that is physically separated from the roadway
- Vary in width
- There is a physical separation from the road
Bike Lane

- Designates an exclusive space for bike riders
- Located directly adjacent to motor vehicle travel lanes
- Should be about 6 feet wide with an optional buffer of 1 ½ to 4 feet.
Pop-Up Bike Lane

• Pop-up Bike Lane in Whitefish, MT
Bike Boulevard

• Designated shared roads or “boulevards” for bicycle and vehicular traffic

• Sharrows indicate that a street is meant to be shared by cyclists

• Provide space for cyclists without having to modify the width of the street
Pop-Up Bike Boulevard

- Bike Boulevard markings in Berkely, California

- Traffic calming treatments in Rochester, New York
  - Painted intersection
  - Temporary speed bumps
Parks and Parklets

• Will provide new destinations for residents of Vienna

• Increase the incentive for physical activity

• Providing access to healthy food

Pop-Up Gardens
A local business or institution could ‘donate’ the limited use of a single parking space to create a pop-up garden, a space dedicated to growing all vegetables that could be grown in the community. Children and families could help water and maintain the plants and sample fresh produce. This can highlight single-use spaces (like parking) and possible alternatives to help create a healthy atmosphere. The plants could be donated by a local nursery or set up as a plant sale to reduce vision and raise funds (if needed).

Materials: Potted plants, Safety Barrier

Micro-Park
Micro-parks could be stationed along existing sidewalks in open spaces, like church yards, to provide resting points to walkers and travelers. Several Micro-parks could be placed throughout Vienna within walkable distance as a ‘challenge’ to visit all of them on a walk. They require minimal furnishings and potted plants that could again be donated by a local nursery.

Materials: Potted plants, Seating
Pop-Up Parks

- Temporary Parklet Constructed with Shipping Crates and Pallets in Gloversville, NY
- Moveable Parklet in Montpelier, VT
- Restaurant Seating in an On-Street Parklet, Plattsburgh NY
- Temporary Parklet in a Curb Extension in Anaconda, MT
Crosswalks

• Low-cost solution to high traffic count roads

• Increased visibility of an artful crosswalk slows down drivers and attracts pedestrians
Pop-Up Crosswalks

- Temporary Crosswalk and Median Island

- Temporary Curb Extensions to Enhance Crosswalk in Enosburg, VT

- Pop-up Crosswalks Created with Painted Tar Paper in Rio Grande, TX
Round-A-Bout

- Can calm traffic, allow for better vehicular flow, and replace traffic control devices
- Possibly unfamiliar for drivers
Pop-Up Round-A-Bout

- Pop-up Mini-Circle in Bozeman, MT
- Pop-up Mini Circle in Livingston, MT
3. Routes to Destinations

- Three major priority routes students focused their designs on:
  A. 7th Street
  B. 3rd Street (US 41)
  C. Union Street (HWY 215)

- Essential access points to everyday destinations

- Physical activity opportunities

- New and enhanced destinations
7th Street has been identified as a priority route due to the lack of safe pedestrian/biker access to the downtown sidewalk network.

Suggested Interventions:

- Bicycle Boulevard Addition on 7th Street
- Bike Lane Addition on 7th Street
- Paved Shoulder Addition on 7th Street
- Sidewalk Addition on 7th Street
- Shared Use Path Addition on 7th Street
Bicycle Boulevard

Proposed Bicycle Boulevard Plan at E. Pine Street and 7th Street

Legend

1. Proposed Bicycle Boulevard
2. Proposed Crosswalk
3. Proposed Sidewalk

Proposed Bicycle Boulevard Perspective at E. Pine Street and 7th Street

Cost: $ $ $ $ $
Time: 🕒 🕒 🕒 🕒 🕒

TAYLOR BICYCLE BOULEVARD INTERVENTION
Dooly County: Healthier Together
BIKE LANE

ADDING BIKE LANE THROUGHOUT VIENNA WILL ENHANCE ACCESSIBILITY TO MANY PLACES INCLUDING DOOLY COUNTY HIGH SCHOOL, DOLLAR GENERAL AND PIGGLY WIGGLY. THERE ARE MANY PROS TO BIKE LANE SUCH AS...

- PROVIDES A CONSISTENT AREA FOR BICYCLISTS TO TRAVEL OUTSIDE THE PATH OF MOTOR VEHICLES
- PROMOTES PHYSICAL ACTIVITY
- BETTER FOR THE ENVIRONMENT
- PROVIDES ADDITIONAL OPTIONS OF TRANSPORT
- PROVIDES A DESIGNATED SPACE ON THE ROADWAY SUITABLE FOR SKILLED BICYCLISTS

COLEMAN BIKE LANE INTERVENTION

Dooly County: Healthier Together
Paved Shoulder

Cost: $$$$$
Time: 🕒 🕒 🕒 🕒 🕒

Legend

1. Proposed Paved Shoulder
2. Proposed Buffer
3. 7th Street

DAVIDSON SIDEWALK INTERVENTION
Dooly County: Healthier Together
Sidewalks provide dedicated space intended for use by pedestrians that is safe, comfortable, and accessible to all.

The addition will create a more complete sidewalk system on from residential areas to Union Street.

This proposed sidewalk along South 7th Street will allow pedestrian circulation from the affordable housing residential area up to the existing sidewalk system on Union Street.
Shared Use Path Intervention

- Shared use Paths provide excellent experience, in common spaces, for pedestrians and cyclists alike.

  This intervention provides clear and distinct separation between both cyclists and motorists as well as cyclists and pedestrians. This intervention is an important addition to corridors with tight right of ways and existing sidewalk infrastructure. Most importantly, it encourages multi-modal travel within the City.

  **Target Corridor:**
  - 7th Street

Dooly County: Healthier Together
Destination: Mini Park at Woodward Apartments

No direct access to downtown park facilities

Would provide exercise opportunities for those living in the apartments
3rd Street has been identified as a priority route because it is a direct pedestrian route for the local grocery store and the local high school.

Suggested Interventions:
- Bicycle Boulevard Addition on 3rd Street
- Bike Lane Addition on 3rd Street
- Paved Shoulder Addition on North 3rd Street
- Paved Shoulder Addition on South 3rd Street
- Sidewalk Addition on 3rd Street
- Shared Use Path Addition on 3rd Street
ENHANCING ACCESSIBILITY: BIKE BOULEVARD

The goal of implementing bicycle boulevards in the downtown area is to allow for accessibility and access in an area that has narrower streets and a slightly higher traffic count. With correct signage and markings, this will give bikers a safe route to downtown destinations.

GOSSELIN BIKE BOULEVARD INTERVENTION
Dooly County: Healthier Together
BIKE LANE

A network of bike lanes will allow bikers to travel throughout Vienna comfortably.

THIRD STREET BIKE LANE ADDICTION PERSPECTIVE

SEVENTH STREET BIKE LANE PERSPECTIVE

Legend
1. Bike Lane
2. Sidewalk
3. Third Street
4. Seventh Street

BOUGHNER BIKE LANE INTERVENTION
Dooly County: Healthier Together

Cost: $$$$$
Time: 🕒⌛️⌛️⌛️
**INTERVENTION: PAVED SHOULDER**

Paved shoulders can be enhanced on the side of roadways to allow for bicyclists and pedestrians to travel in the absence of other facilities.

**PAVED SHOULDER BENEFITS:**
- Provides a safe way for pedestrians to walk around in the absence of a sidewalk
- Advantageous for bicyclists, pedestrians, and motor vehicle as it provides a designated space for each
- Can reduce “bicyclists struck from behind” crashes which are common in small, rural areas

**APPLICABLE ROADS:**
- S. 3rd Street

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**CORSINO PAVED SHOULDER INTERVENTION**

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Sidewalk

Cost: $$$$$

Time: 🕒quate

Dooly County: Bike Lane

Proposed Bike Lane at E. Union Street and 5th Street

Legend

1. Proposed Bike Lane
2. Existing Sidewalk

An optional R3-17 Bike Lane sign may be used to supplement bike lane markings. An R7-9 sign may be used if parked vehicles frequently block the bike lane.

Dooly County: Sidewalk

Proposed Sidewalk at US-41

Legend

1. Proposed Sidewalk

No signs are required on sidewalk installation. Signs may be used to enhance the awareness of crosswalk locations, to remind drivers of the obligation to yield to crossing pedestrians, such as the R10-15 sign.

Martin Pedestrian Intervention

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**Shared Use Path**

Shared use paths are a balance of pedestrian and bicyclist safety and efficient use of space. They can be separated by directional lanes or lanes according to foot or bicycle traffic. It's important to move bicyclists off the road in less dense, more vehicular-traffic-focused roads.

**Wynn Sidewalk Intervention**

Dooly County: Healthier Together
Destination: Park along Pennahatchee Creek

Pennahatchee Creek is a unique feature in Vienna. Creating community space near the creek will allow for more outdoor physical activity in the community.
Destination: Piggly Wiggly Block

Identified as a common, everyday destination for community members
Would increase access to the local grocery store for pedestrians and cyclists
Union Street has been identified as a priority route because it is a direct pedestrian route for the Dollar General Market, housing, the local library, and the Department of Family and Children Services.

Existing Conditions

Suggested Interventions:

- Side Path Addition on Union Street
- Bicycle Boulevard on Union Street
- Bike Lane Addition on Union Street
- Paved Shoulder Addition on Union Street
Union Street Overview
INTERVENTION: SIDEPATH

A sidepath is a bidirectional shared use path located immediately adjacent and parallel to a roadway. Sidepaths can offer a high-quality experience for users of all ages and abilities as compared to on-roadway facilities in heavy traffic environments, allow for reduced roadway crossing distances, and maintain rural and small town community character.

SIDEPATH BENEFITS:
- Encourages walking and biking in areas of high-volume and high-speed traffic
- Supportive of rural character when combined with vegetation to visually and physically separate the sidepath from the roadway
- Completes networks throughout the city

APPLICABLE ROADS:
- E. Pine Streets
- 7th Street
- W. Union

CORSINO SIDEPATH INTERVENTION
Dooly County: Healthier Together
Bicycle Boulevard

Cost: $$$$$

Time: 🕒 microtime

BICYCLE BOULEVARD IN VIENNA, GA

- Improves the quality of life for residents through calmer traffic and safer crossings.
- Increases comfort for people bicycling by reducing motor vehicle operating speeds and volumes, if diversion is included.
- May reduce the incidence of serious injuries through reduced travel speeds.
- Connects local residential roads to commercial corridors and community services such as schools.

PENSON BIKE BOULEVARD INTERVENTION

Dooly County: Healthier Together
Bicycle Lane

Bike Lanes are located on roadways, directly adjacent to vehicular lanes. Installing bike lanes along connector roads in Vienna including Union St, US Highway 41, Woodward St, and Coney Rd can promote the beginnings of a bicycle network that connects Vienna.

Bike lanes throughout Vienna could increase connectivity, school access, and opportunities to be physically active in the community.

KINNEBREW BIKE LANE INTERVENTION
Dooly County : Healthier Together
Paved Shoulder

- Provides a stable surface off the roadway for pedestrians and bicyclists to use when sidewalks are not provided.
- Can reduce "bicyclist struck from behind" crashes, which represent a significant portion of rural road crashes.
- Provides advantages for all roadway users, by providing space for bicyclists, pedestrians, and motor vehicles.

**Cost:** $$$$$

**Time:** ⌚️ ⌚️ ⌚️ ⌚️ ⌚️
Destination: Enhancement of George Busbee Park

George Busbee Park is an existing physical activity destination for downtown Vienna residents. With some enhancements, community engagement could be increased.
Destination: Charles Street Apartments

Creating safe access to the sidewalk on Union Street and an additional green space could improve residents’ physical activity
Other Routes

• Direct pedestrian route for community members using the Recreation Center

• Side Path Addition
  • vegetated swale

Hawkinsville Road
Other Destinations

- Identified as a focus area due to its use as a community center for physical activity
- Loft apartments currently being built on the property

Recreation Center
Other Projects

- Identified as a need for the community in later stages of transit development
- Network could also be used for a bike share system
Students

Jordan Boughner
Kaitlin Bryant
Macy Butler
Morgane Coleman
Chandler Corsino
Alicia Davidson
Andy Diaz
Henry Fitzgibbons
Allie Gosselin
Madelaine Kinnebrew
Elise Langston
Caroline Laux

CED Faculty/Staff

Riley Martin
Zack Orr
Austin Pinson
Grace Raulet
Jameson Redd
Charlie Rittenhouse
Emily Rogers
Sallie Smith
Bailey Taylor
Hugo Velasquez
Cricket Wynn

Donnie Longenecker
Anna Marie Scoccimaro
Braden Meadows
Jennifer Lewis
Natalie Glaze

Outside Organizations

John Morgan (RVRC)
Mark Fenton (Affiliated CDC)
Questions?

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