

Why Do A Survey?

The survey provides the visioning steering committee with objective, representative information for the goal-setting phase of community visioning. The quantitative data collected from survey responses complements the qualitative information gathered from the focus groups at the transportation assets and barriers workshop.

The modes of transportation that residents use and the routes they take suggest suitable types of transportation enhancements in these areas. Having a sense for people's willingness to help either financially or with their time is important because many transportation enhancements are funded from multiple sources, including grants, private donations, in-kind contributions, and volunteers. Understanding what types of improvements are important to residents gives the committee insight into how to prioritize projects.

How Is It Done?

With assistance from Iowa State University's Survey Research Services staff in the Center for Survey Statistics and Methodology (CSSM-SRS), ISU visioning program staff conducted a survey to better understand the transportation patterns, behaviors, needs, and desires of Corydon residents. Surveys were mailed to 250 randomly selected residents living in Corydon and the surrounding area. To increase the response rate, the study was publicized through the local media and follow-up packets were mailed to nonrespondents. With adjustments for ineligible respondents (e.g., incorrect addresses, no longer living in the community), the final sample size was 241. A total of 83 people returned surveys, for a response rate of 34.4%. (A response rate of 20% is considered valid.)

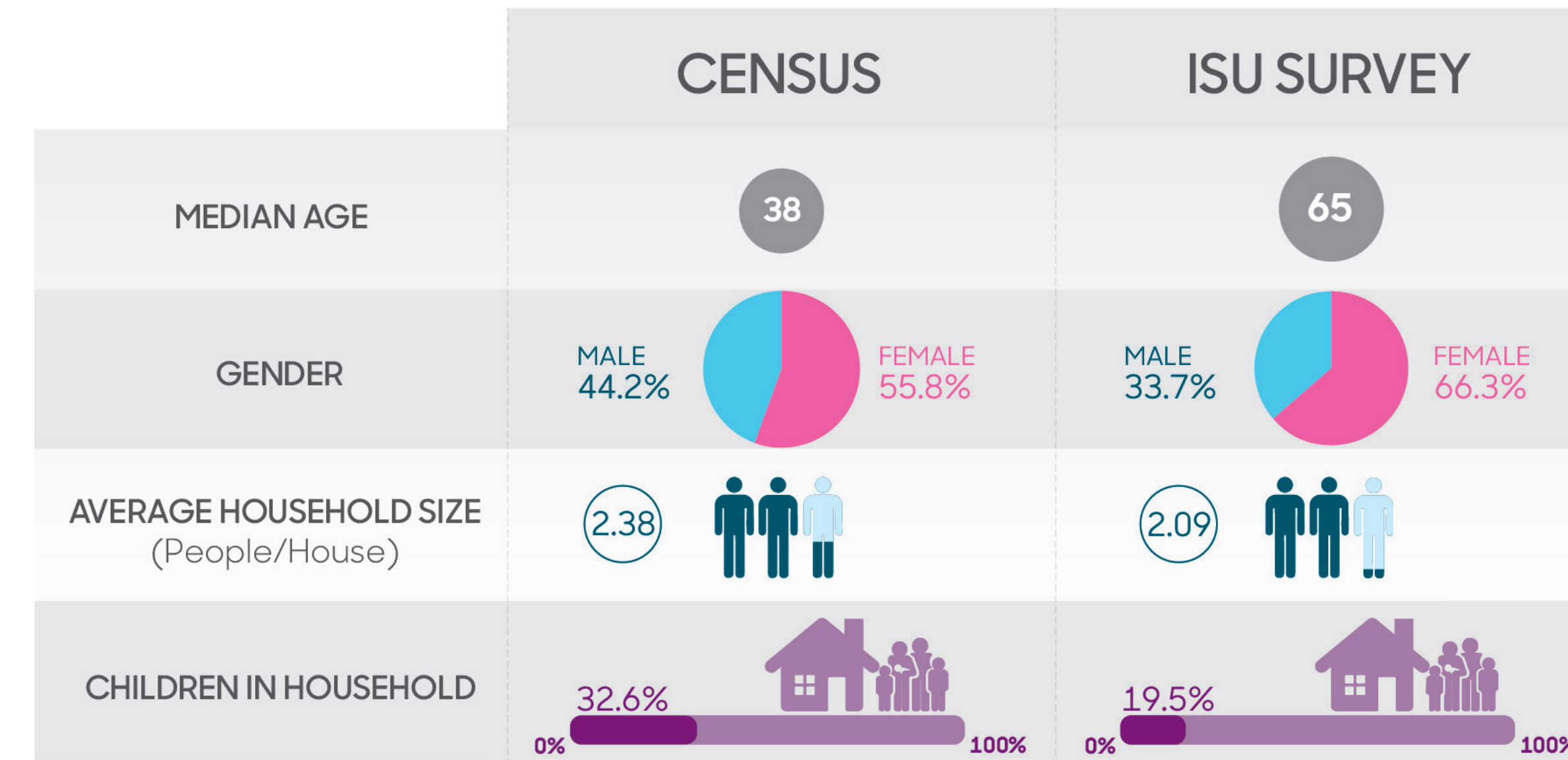
What Did We Find Out?

We asked survey recipients what routes they use most often for going to work, walking, and biking. In addition, we asked what qualities and features are important to trail users. We also discovered what residents think is most important in terms of transportation enhancements that address issues such as accessibility, mobility, and safety. Finally, we learned whether or not residents are willing to contribute their time or their financial resources to making enhancements to Corydon. This series of boards summarizes the results of the survey as follows:

- Willingness to Help
- Enhancement Priorities
- Commuting Routes
- Walking Routes
- Biking Routes
- Desired Trail Features

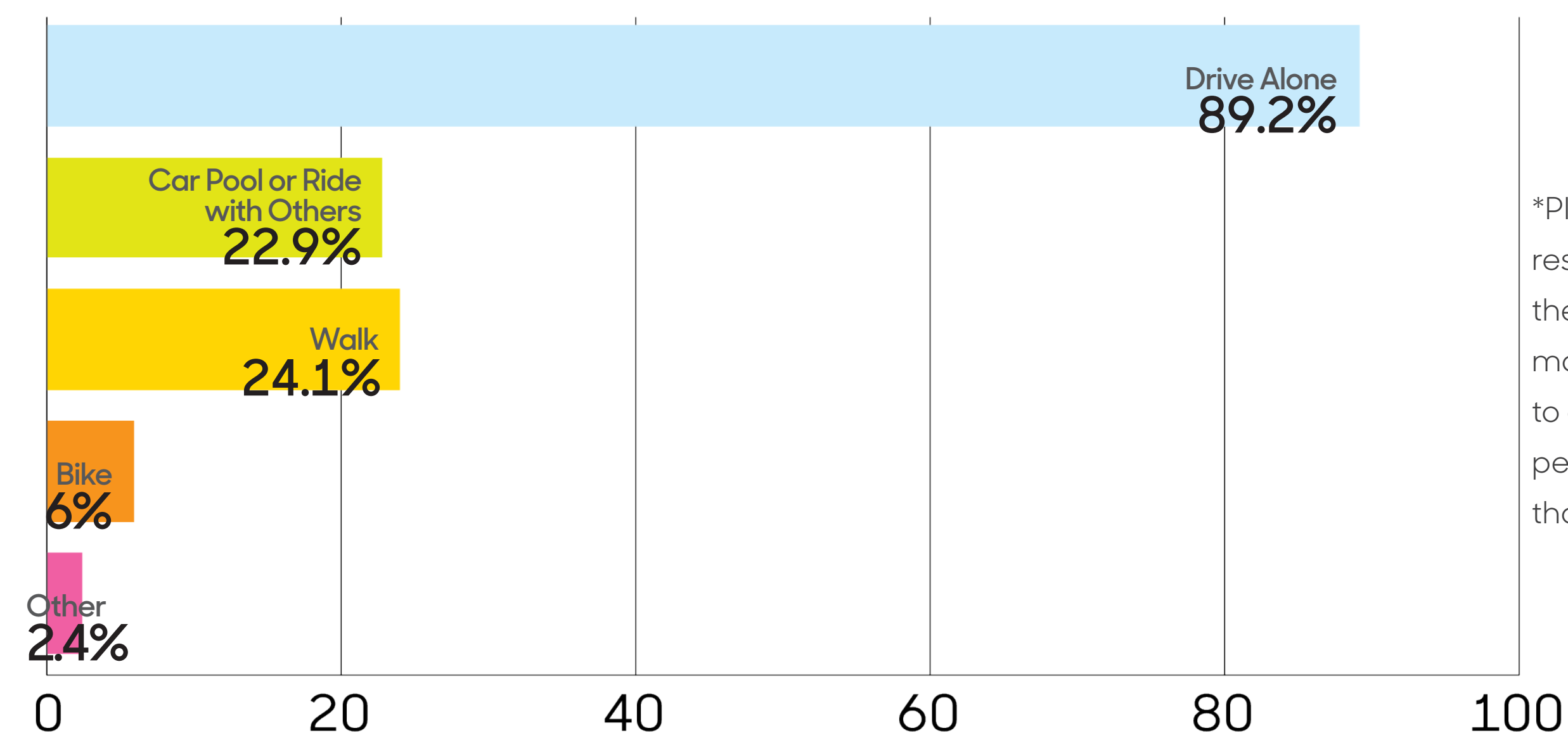
How Did We Do?

The demographics of the respondents are somewhat different from those obtained from the 2022 American Community Survey (ACS). For example, the survey respondents median age of 65 is significantly older than the ACS estimated average age for Corydon residents of 38. In terms of gender, the ratio of males to females among respondents is quite different from that of 2022 ACS estimates, with males overrepresented and females underrepresented by more than 10 percentage points. Average household size among survey respondents is significantly lower than the 2022 ACS estimates, and the percentage of households with children among survey responses is much lower.



How Do Corydon Residents Travel?

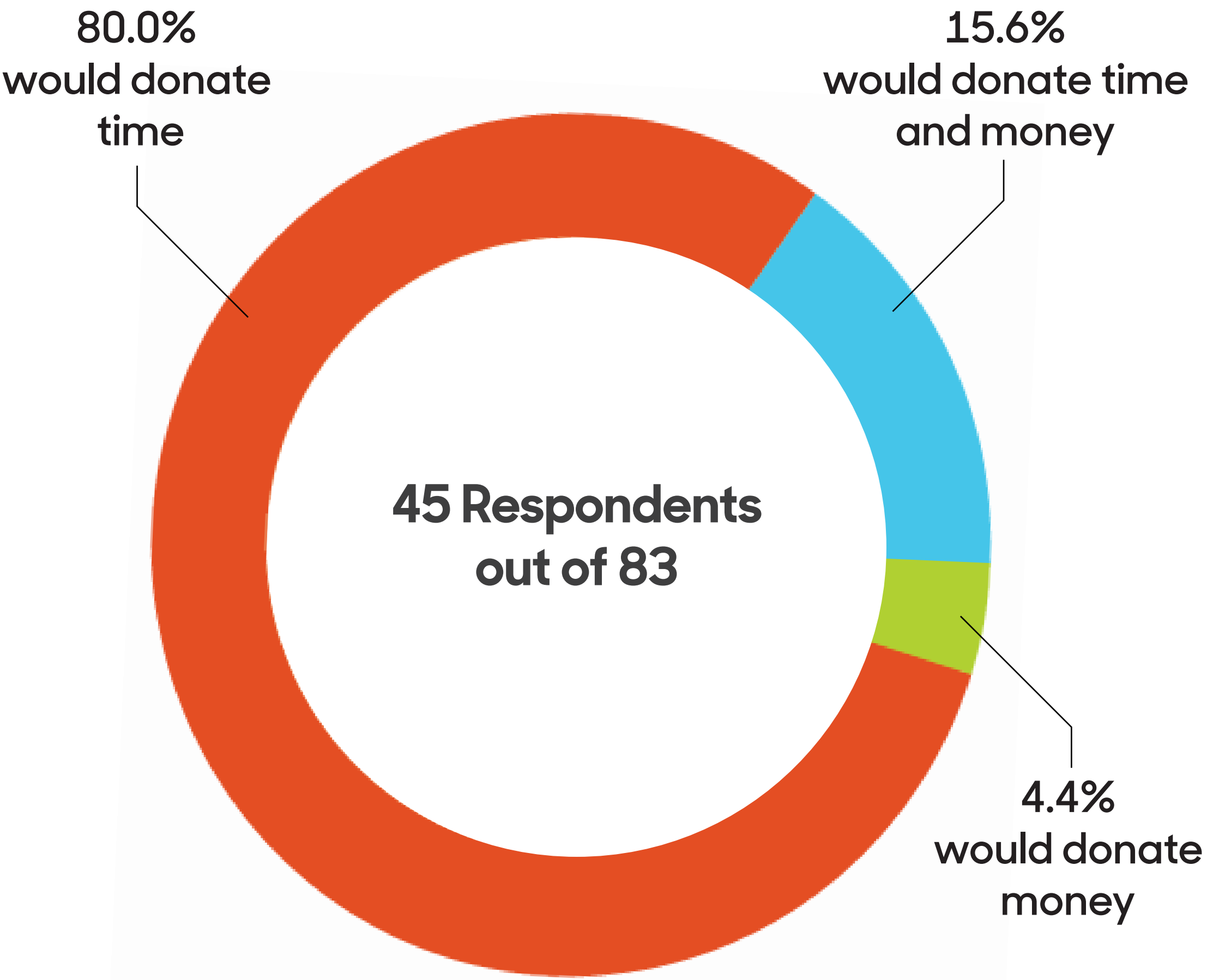
Most survey respondents drive to important destinations such as the convenience store, the post office, school, and church (89.2%). More than 22% car pool or ride with someone else. Nearly 25% of people indicated that they walk and 6% bike, but the primary mode of transportation in Corydon is by vehicle.



*Please note that some respondents indicated that they use more than one mode of transportation to get to work; therefore, percentages add up to more than 100%.

ARE PEOPLE WILLING TO HELP?

More than 54% said YES!



Willingness to implement change

The vast majority of survey participants who answered "Yes" to this question are willing to contribute their time to community improvements (80%), while 15.6% would help financially and contribute their time. Less than 5% of respondents indicated that they would be willing to contribute financially.

Compared to other small towns in Iowa, Corydon residents are more willing to become involved in improving their community. In 2014, on average, 43% of residents in small, rural towns volunteered to help with a community project.¹ The percentage of Corydon residents willing to be involved is more than 10% higher than this average.

¹ Sigma: A Profile of Iowa Small Towns 1994 to 2014 (Ames, IA: Iowa State University College of Agriculture and Life Sciences, 2015).

WHAT DID PEOPLE SAY?

Survey Participants Said...



"There is [a lot] of public and private foundation money available to build trails across the county. These trails should connect our town and adjacent county trail systems."



"Upgrading streets and sidewalks need to be our top priority! All communities over 1,000 citizens have made street and sidewalk improvement—Corydon needs to find out how they made improvements and follow suit..."



"The town square needs a better system for entering and exiting the square; traffic stops and near misses are a common occurrence."

HOW DO YOU GET PEOPLE TO HELP?

Ask, Show, and Advertise Opportunities

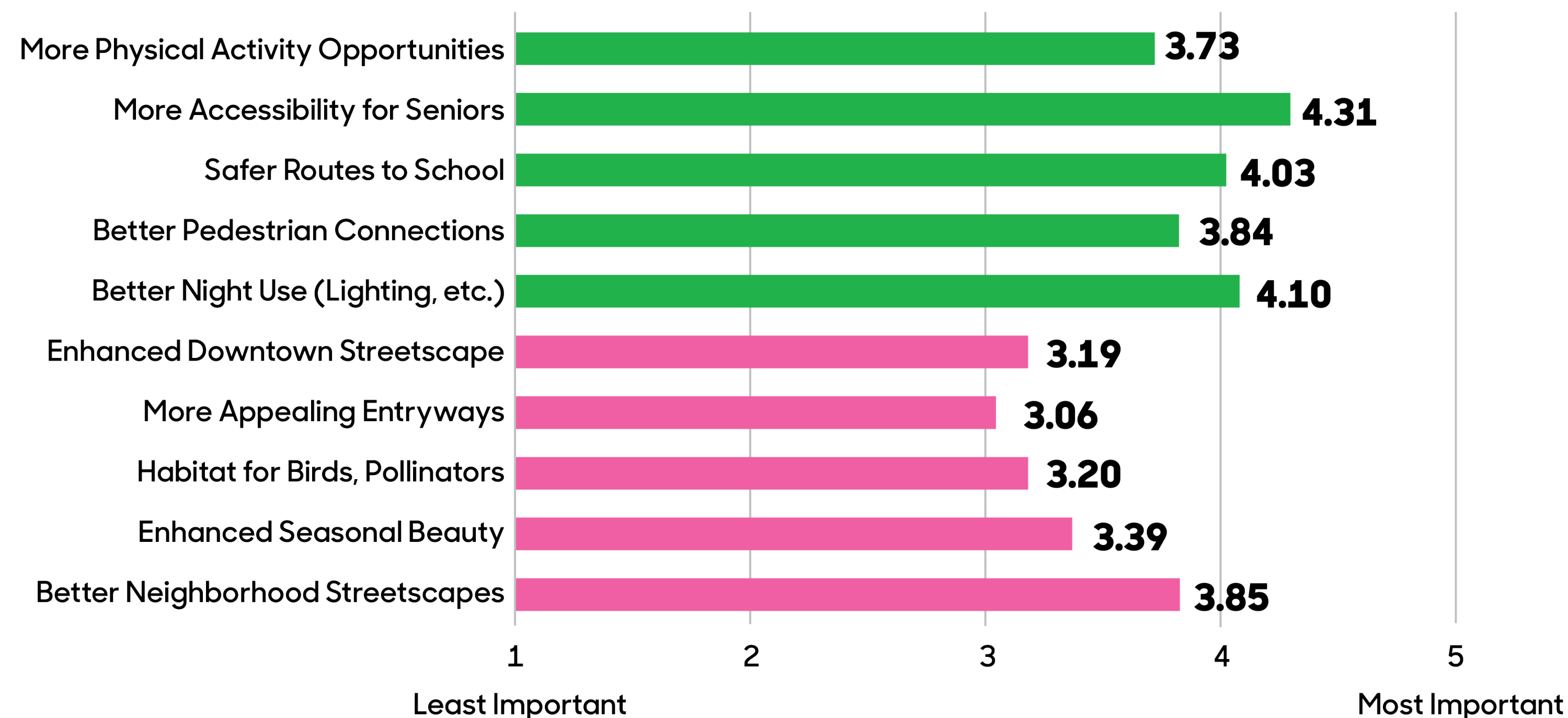
In 2014, the most common reason residents in small-town Iowa said they didn't become involved in community projects is that no one asked them (34%). Twenty-eight percent on average said that they don't have time, which is significantly lower than the 2004 average of 59%. Sixteen percent indicated that they didn't know how to become involved, and 7% said that no community project needed volunteers.¹ These results indicate that the best ways to get people involved in community projects is to simply ask, along with advertising opportunities through traditional and social media outlets.

² Sigma: A Profile of Iowa Small Towns 1994 to 2014 (Ames, IA: Iowa State University College of Agriculture and Life Sciences, 2015).

WHAT TYPES OF ENHANCEMENTS ARE IMPORTANT?

Mobility, Safety, and Health!

Transportation Enhancement Issues
■ Pedestrian Mobility, Safety, and Health
■ Quality of the Built Environment



Importance of transportation enhancement by type (61 responses)

On a scale of 1 to 5, with 5 being the most important, participants in Corydon ranked providing more accessibility for seniors improving night use as most important, with a mean value of 4.31. Other types of transportation enhancements that address pedestrian mobility, health, and safety are also considered important, such as improving night use (4.10), developing safer routes to school (4.03), and creating better pedestrian connections (3.84). In terms of quality of the built environment, survey respondents consider improving neighborhood streetscapes as most important (3.85), followed by enhancing seasonal beauty (3.39) and creating habitat for birds and pollinators (3.20). These findings are consistent with the views expressed by focus group participants during the Transportation Assets and Barriers workshop held in February 2024.

WHAT DID THEY SAY?

Survey Participants Said...



"I [walk] during the day but wouldn't at night due to lack of lighting."

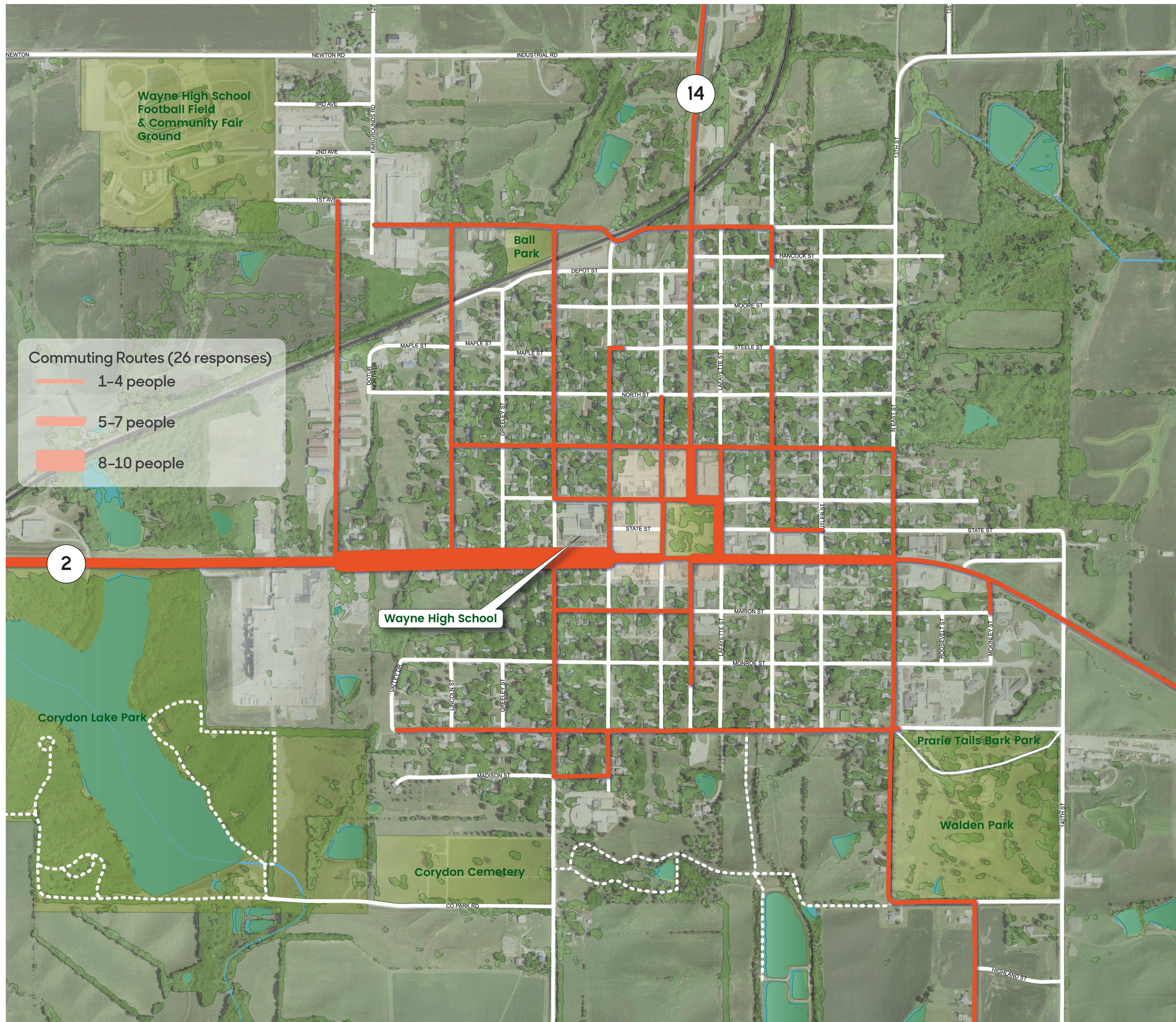
"I think that public transportation is important—a taxi/bus for in town and transportation for the elderly to appointments, stores etc."



"I am concerned about elementary students walking to school using Dekalb Street. When students reach the far south end, how do they safely cross to the elementary building?...there is not too much traffic, but I have wondered how [it] would be best for them to get to school safely in the mornings."

"I'd love to see better lighting, landscaping, and safer sidewalks for the children in Corydon. All of the sidewalks here are hazardous and do not cater to small children or people with physical disabilities."





Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," <http://www.igsb.uiowa.edu/nrgislib/>.

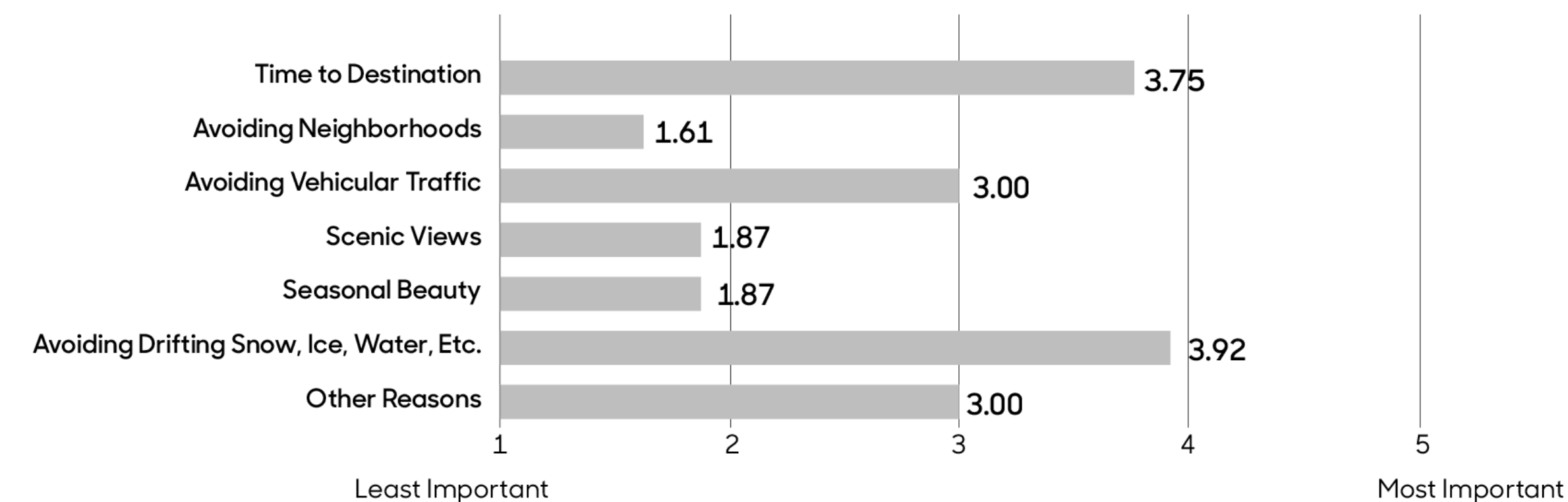
How They Get There

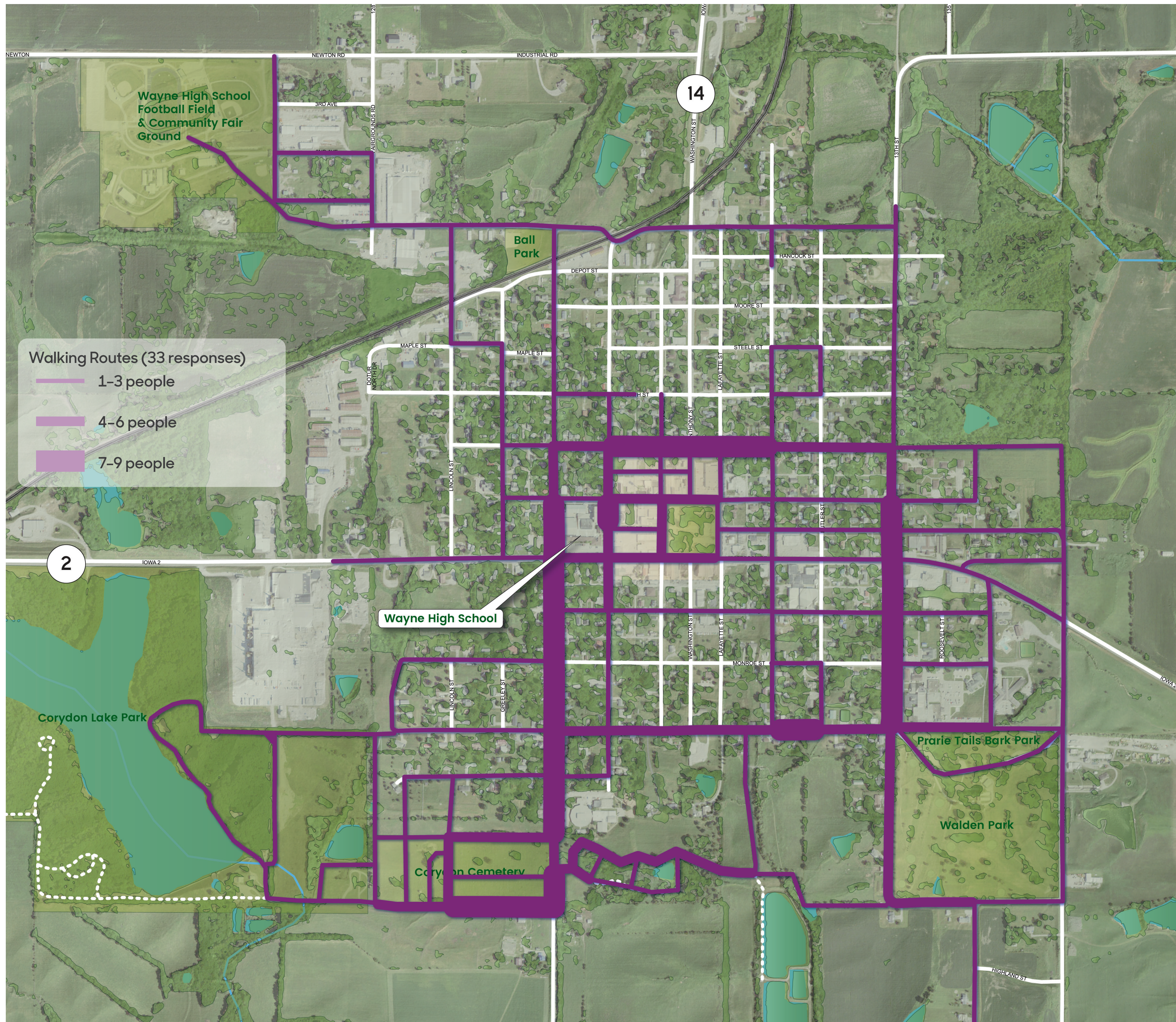
This map shows the commuting routes identified by 26 survey respondents. The frequency that the routes are used is depicted by their width, with the routes used most often being the thickest. The primary commuting corridor into and out of Corydon is Highway 2, with most traffic entering and leaving town on the portion of the road west of the business district. Some commuters go north-south on Highway 14. In town, people travel east-west on Jefferson, Anthony, South, and English Streets. North-south routes include Lincoln, West, Franklin, and East Streets.

The circulation patterns that emerge when routes for biking, walking, and commuting are overlaid suggest suitable types of transportation enhancements. For example, where pedestrian and vehicular traffic intersect, such improvements could include creating better visibility, defining crossing points, or improving signage.

Why They Go That Way

On a scale of 1 to 5, with 5 being the most important, survey participants ranked the characteristics and features that factored into their choice of commuting route. Among Corydon participants, avoiding weather-related issues such as snow and ice is the most important factor in determining commuting routes, with a mean value of 3.92. Time to destination is also important (3.76), followed by other factors that include street conditions—particularly potholes, and avoiding vehicular traffic (each with mean value of 3.00). Scenic views, seasonal beauty, and avoiding neighborhoods are not critical factors in determining commuting routes.





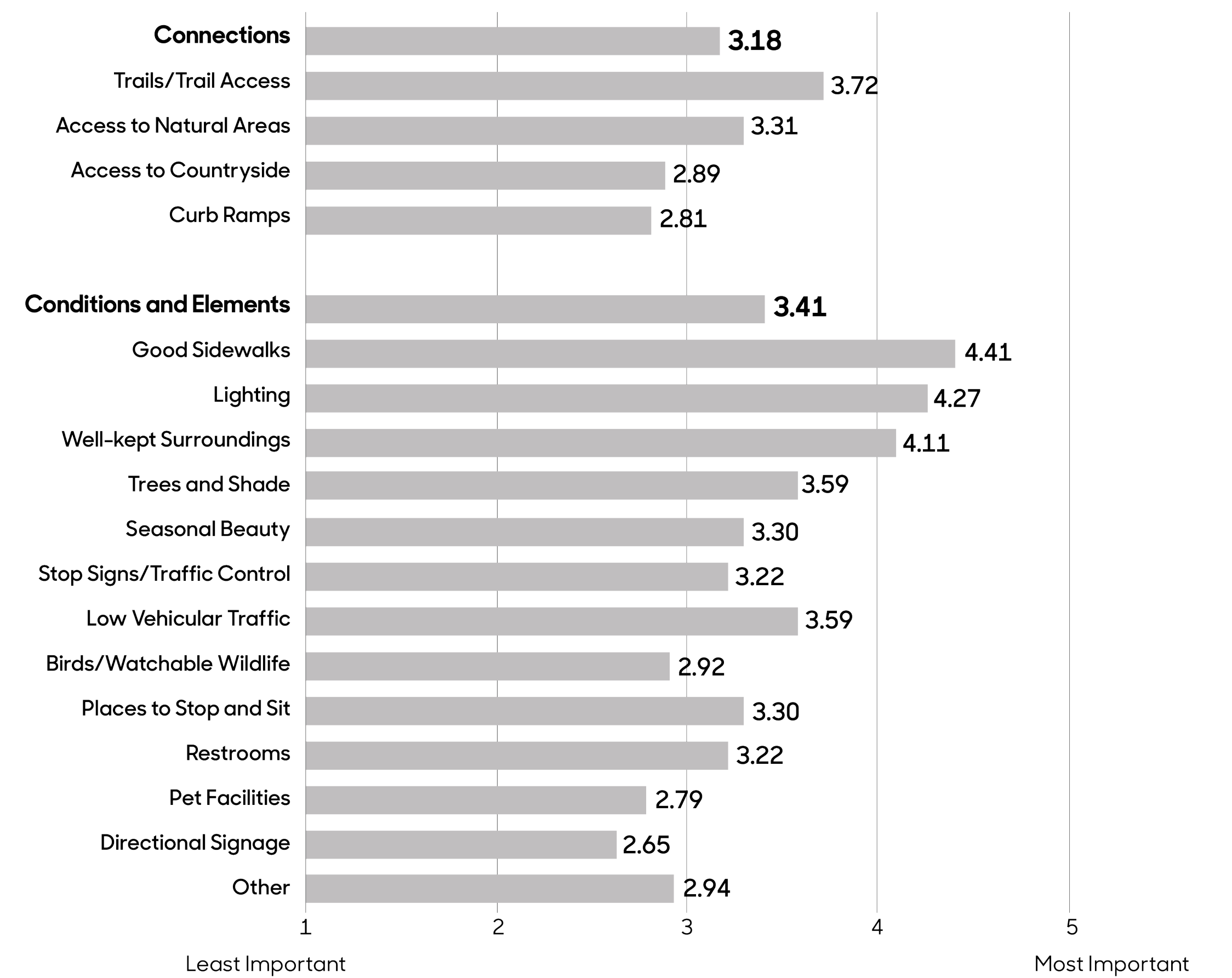
Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," <http://www.igsb.uiowa.edu/nrgislib/>.

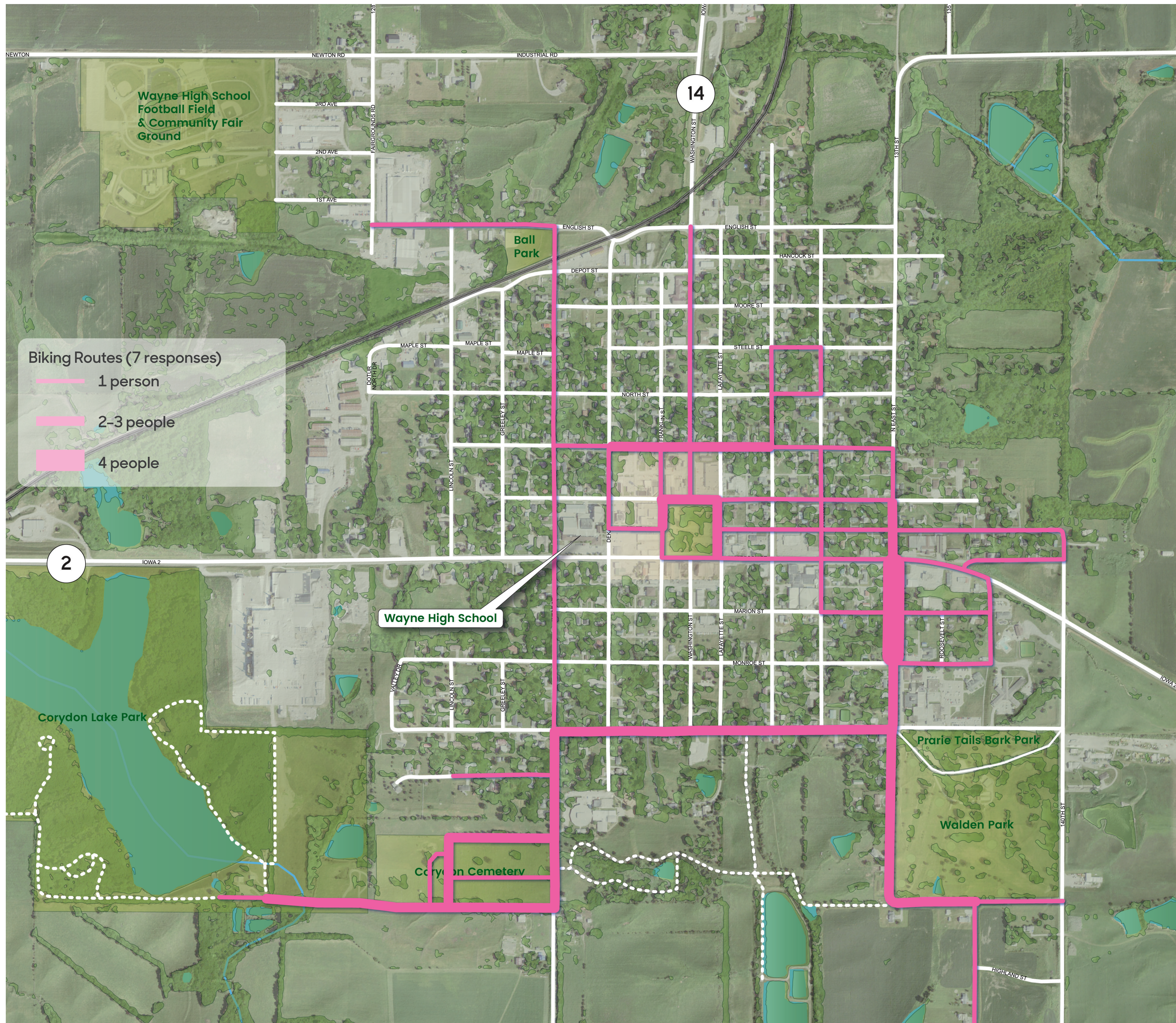
Where They Walk

This map shows the walking routes identified by 33 survey respondents. The frequency that the routes are used is depicted by their width, with the routes used most often being the thickest. The trail south of the elementary school is a popular place to walk among survey respondents, along with Corydon Cemetery and the road through Walden Park. People also walk along city streets; the most heavily traveled of those include West Street from the high school to the south, East Street between E Jackson Street and Walden Park, South Street—especially between S Butler and S Johnson Streets, and North Street and the streets within the business district. Some people walk to Corydon Lake Park, and some go to the ball park and on to the fairgrounds.

Why They Go That Way

On a scale of 1 to 5, with 5 being the most important, survey participants ranked the characteristics and features that made their walking experience better. These features are categorized as either "connections" or "conditions and elements." Corydon participants consider conditions/elements to be more important than connections, with mean values of 3.41 and 3.18, respectively. In terms of connections, access to trails is most important with a mean value of 3.72. Good sidewalks (4.41) are the most important condition/element to walkers, followed by lighting (4.27) and well-kept surroundings (4.11). Trees and shade and low vehicular traffic are also significant factors in route choice, both with a mean value of 3.59.





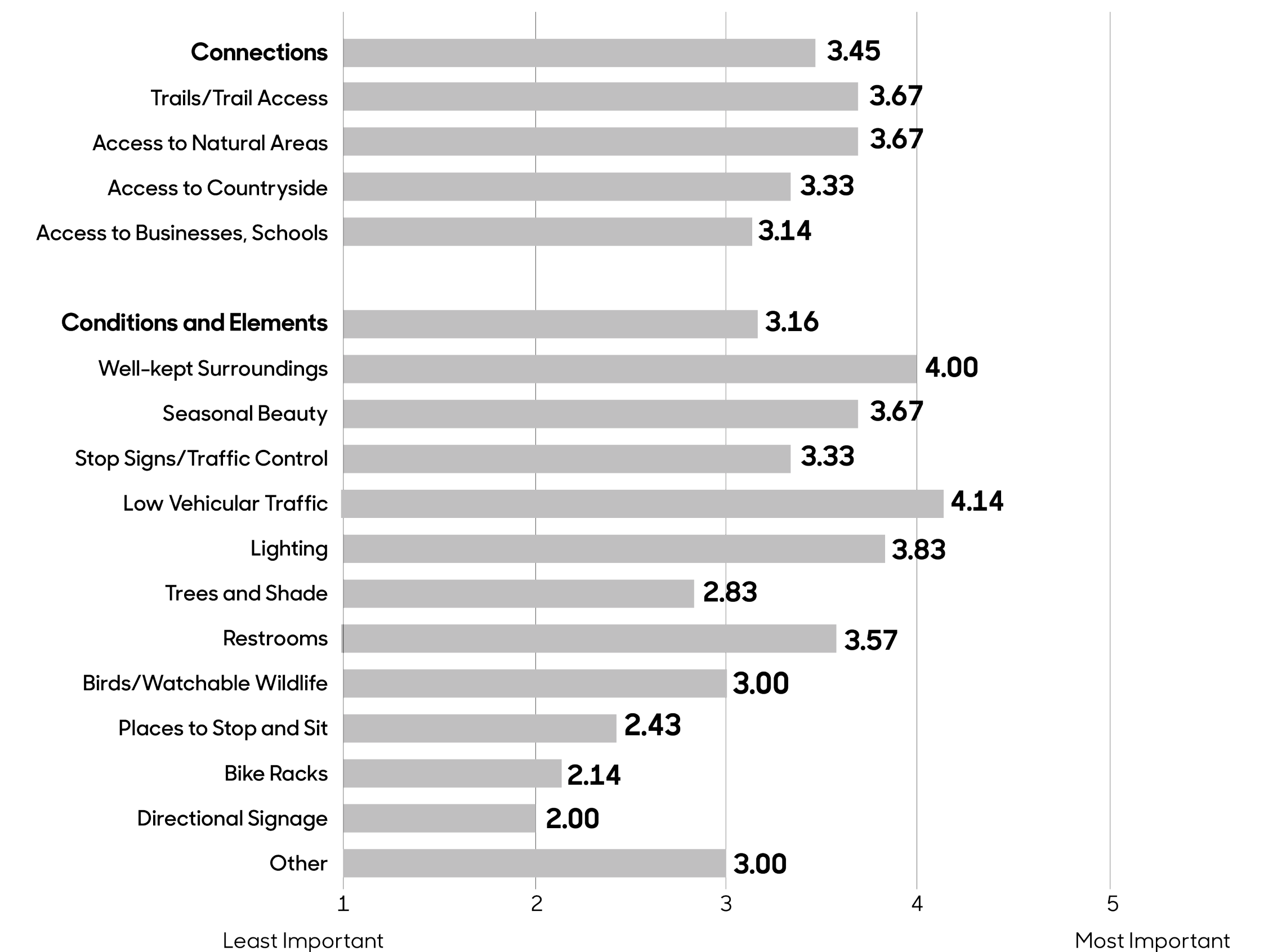
Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," <http://www.igsb.uiowa.edu/nrgislib/>.

Where They Bike

This map shows the biking routes identified by 7 survey respondents. The frequency that the routes are used is depicted by their width, with the routes used most often being the thickest. Cycling routes are similar to but less extensive than those of walkers, including the East Street, South Street, streets in the business district, and through the cemetery. Some cyclists ride to Corydon Lake Park, and a few bike to the ball park.

Why They Go That Way

On a scale of 1 to 5, with 5 being the most important, survey participants ranked the characteristics and features that made their biking experience better. These features are categorized as either "connections" or "conditions and elements." Corydon participants consider connections more important than conditions/elements, with mean values of 3.45 and 3.16, respectively. Access to trails and access to natural areas are the most important connections to survey respondents with a mean value of 3.67 each. In terms of conditions/elements, low vehicular traffic is most important (4.14), followed by well-kept surroundings (4.00). Lighting (3.38), seasonal beauty (3.67) and access to restrooms (3.57) are also of significance.



Desired Trail Features

Trails are off-street paths that are paved or unpaved and can be used by pedestrians and cyclists. On a scale of 1 to 5, with 5 being the most important, survey participants ranked the characteristics and features that made their trail experience better. Like the bike route features, they are categorized as either "connections" or "conditions and elements." Conditions/elements are more important to Corydon trail users than connections, with mean values of 3.44 and 3.24, respectively. Access to natural areas is the most important connection among trail users, with a mean value of 3.70. In terms of conditions/elements, well-kept surroundings (4.13) is most important, followed by lighting and trees and shade (4.00 each). Seasonal beauty (3.88), availability of restrooms and water (3.86), little vehicular traffic (3.73), places to stop and sit (3.71), and trail length (3.65) are also valued by trail users.



"I am an avid runner. Due to poor sidewalk conditions, I am forced to run on the streets. A dedicated path for runners/walkers would be extremely valuable. If that cannot be accomplished, sidewalk renovation would be nice."



"[There is a trail] near the elementary school but it isn't very long."

