



Iowa's Living Roadways

**community
visioning**

designing livable communities, 2018

Glidden, Iowa





"I would love, love, love, a trail from Glidden to Swan Lake for bicycles. At this time, I have to load my bicycle in my vehicle to ride or store it in town somewhere."



"Safety around the school should be upgraded. Many young children walk to and from school."

"Adding more walking trails from Northland Park to around Glidden would be good for everyone!"



Introduction

The Iowa's Living Roadways Community Visioning Program is a collaboration involving the Iowa Department of Transportation, the Living Roadway Trust Fund, Iowa State University and Trees Forever. One of the primary objectives of the Community Visioning Program is to assist participants in the process of building livable communities—that is, creating an environment that not only meets residents' basic needs but is also aesthetically appealing.

With assistance from Iowa State University's Center for Survey Statistics and Methodology, ISU visioning program staff conducted a survey to better understand the transportation patterns and behaviors, needs and desires of Glidden residents. Surveys were mailed to 300 randomly selected residents living in Glidden 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 249. A total of 134 people returned surveys, for a response rate of 53.8%. (A response rate of 20% is considered valid.)

Why Do A Survey?

The survey gives the visioning steering committee 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.

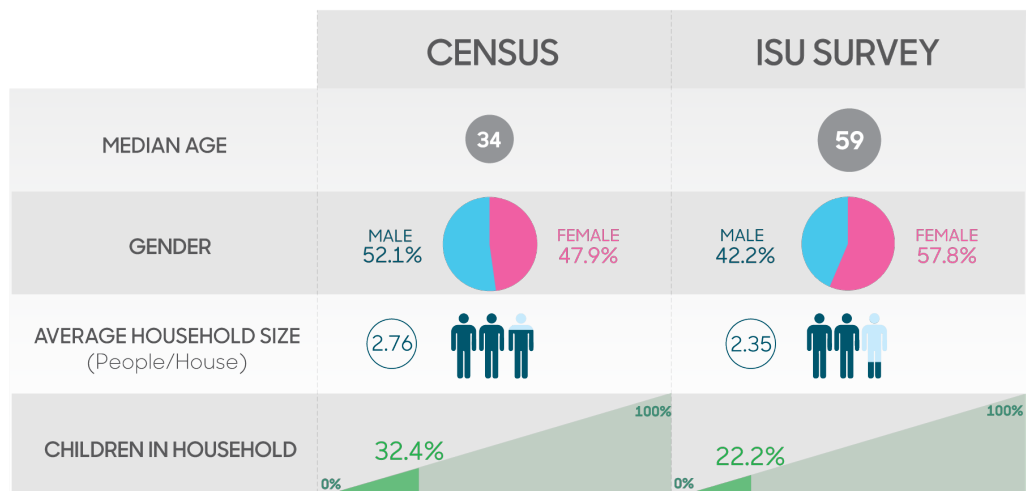
What Did We Find Out?

We asked survey recipients what routes they used most often for going to work, walking, and biking. We also asked whether or not residents would like a recreation trail and where they think it should be. 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 Glidden. 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 Routes

How Did We Do?

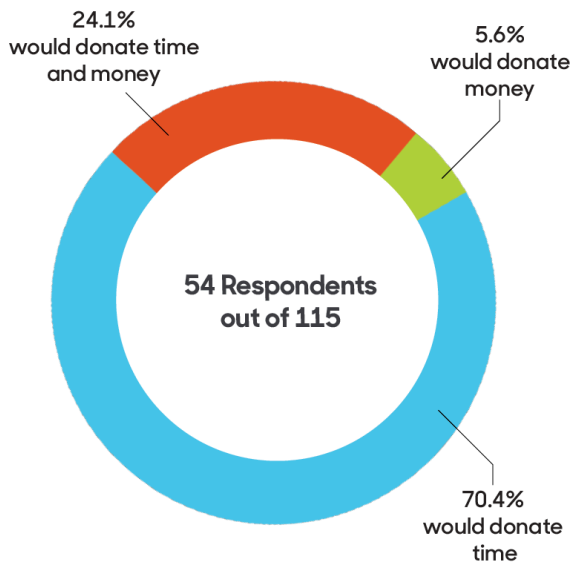
The demographics of the respondents are somewhat different from those obtained from the 2016 American Community Survey Five-Year Estimate. For example, the survey respondents median age of 59 is significantly older than the 2016 estimated average age for Glidden residents of 34. In terms of gender, average household size, and number of children in the household, survey respondents' demographics differ from the 2016 estimates.



Source: US Census Bureau, 2016 American Community Survey Five-Year Estimates.

ARE PEOPLE WILLING TO HELP?

More than 46% said YES!



Willingness to implement change

Most survey participants who answered this question are willing to contribute their time and talent to community improvements (70.4%), while just over 24% would contribute both time and talent and financial help. Nearly 6% of respondents indicated that they would be willing to contribute financially.

Compared to other small towns in Iowa, Glidden 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 Glidden exceeds this average by 3%.

How Do You Get People to Help?

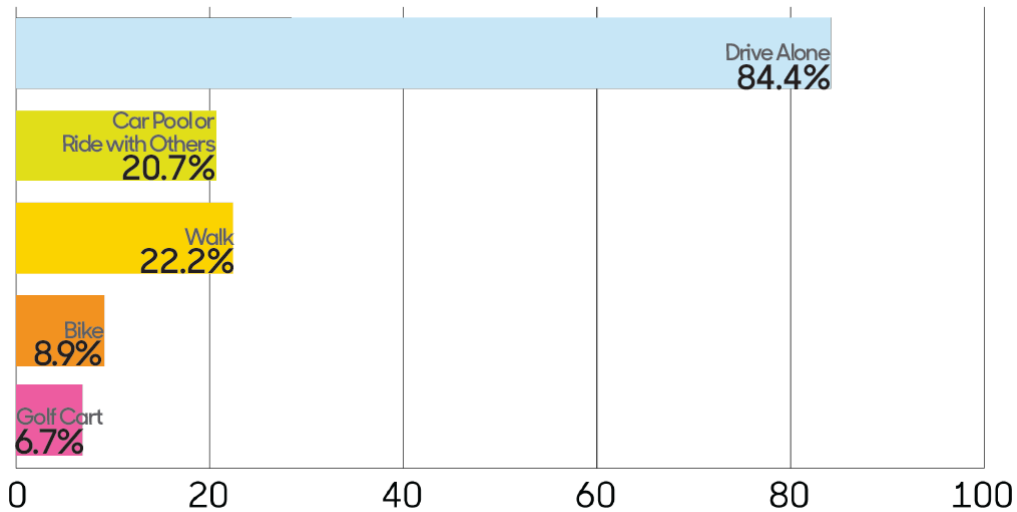
In 2014, the most common reason residents in small-town Iowa said they didn't become involved in community projects is that no one asked them (34%). Twenty-eight percent on average said that they don't have time, which is significantly lower than the 2004 average of 59%. Sixteen percent indicated that 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.

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

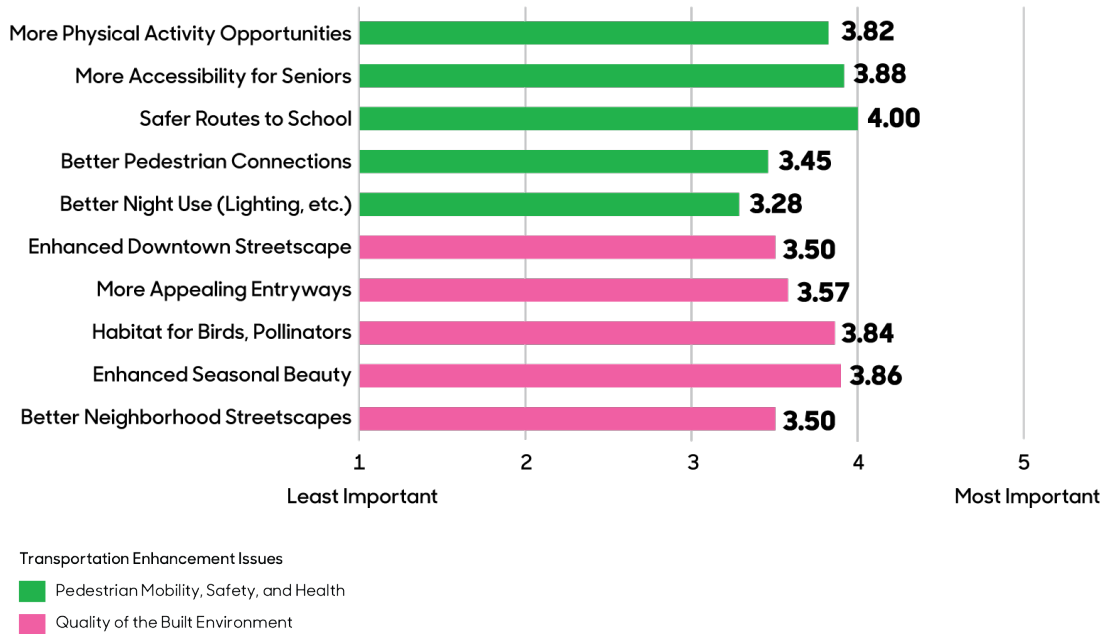
How Do Glidden Residents Travel?

Most survey respondents drive to important destinations such as the convenience store, the post office, school, and church (84.4%). More than 20% car pool or ride with someone else and 22% walk. More than 6% get around on golf carts.

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%.

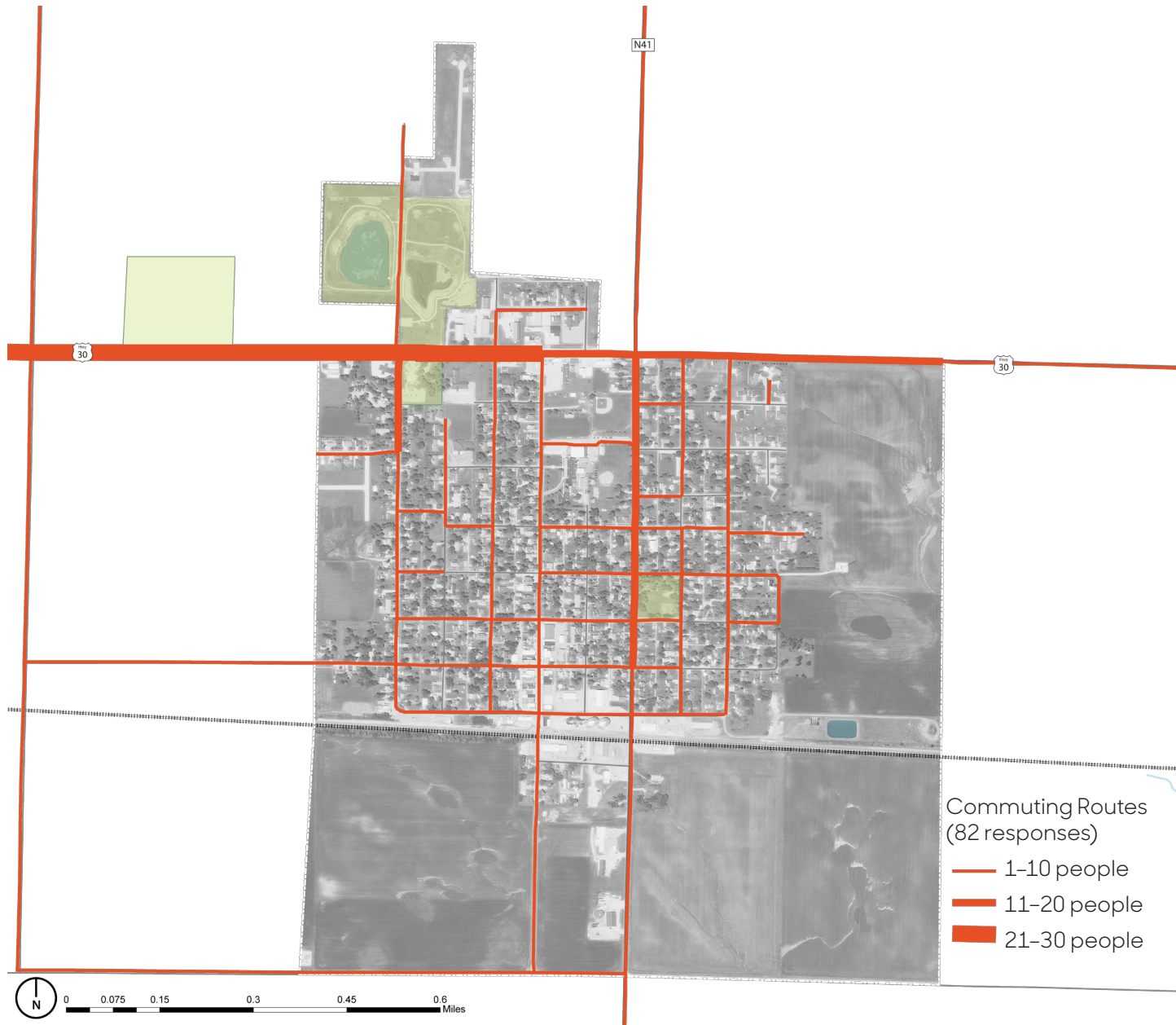


WHAT TYPES OF ENHANCEMENTS ARE IMPORTANT? Mobility, Safety, and Health!



Importance of transportation enhancement by type (108 responses)

On a scale of 1 to 5, with 5 being the most important, participants in Glidden ranked creating safer routes to school as most important, with a mean value of 4.00. Other transportation enhancements that address pedestrian mobility, health, and safety are also considered important. Environmental and aesthetic issues are also important among respondents, with mean values ranging from 3.50 to 3.86. These findings are consistent with the views expressed by focus group participants during the Transportation Assets and Barriers workshop held in March 2018.



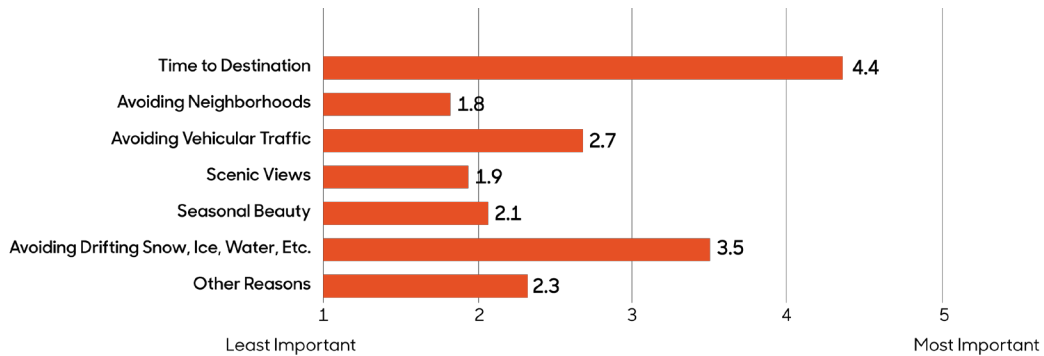
Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," <http://www.igsb.uiowa.edu/nrgislibx/>.

How People Get To Work

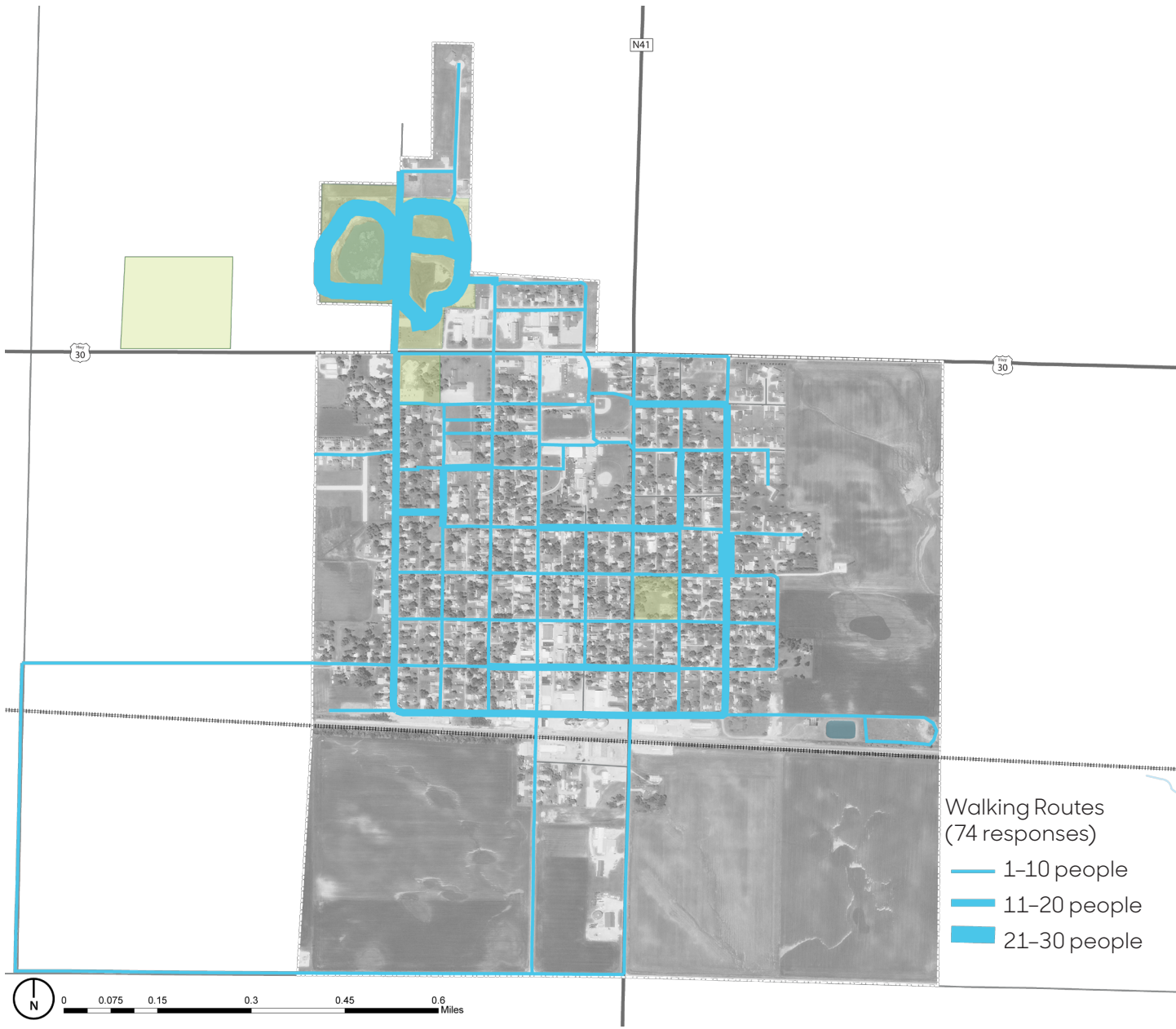
This map shows the commuting routes identified by 82 survey respondents. The frequency that the routes are used is depicted by their thickness, with most frequently used routes being the thickest. The primary commuting corridor in Glidden is Highway 30 to the west. Some people also go east on Highway 30 and travel on County Road N41. In town, Colorado and Arizona Streets are the most heavily traveled.

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 Glidden participants, time to destination is clearly the most important factor, with a mean value of 4.4. Avoiding weather-related issues such as snow and ice is also considered important, with a mean value of 3.5. Avoiding neighborhoods, scenic views, and seasonal beauty are not critical factors in determining commuting routes. Some of the other reasons, which have a mean value of 2.3, include location of work site and the ability to walk the dog on the way to work.

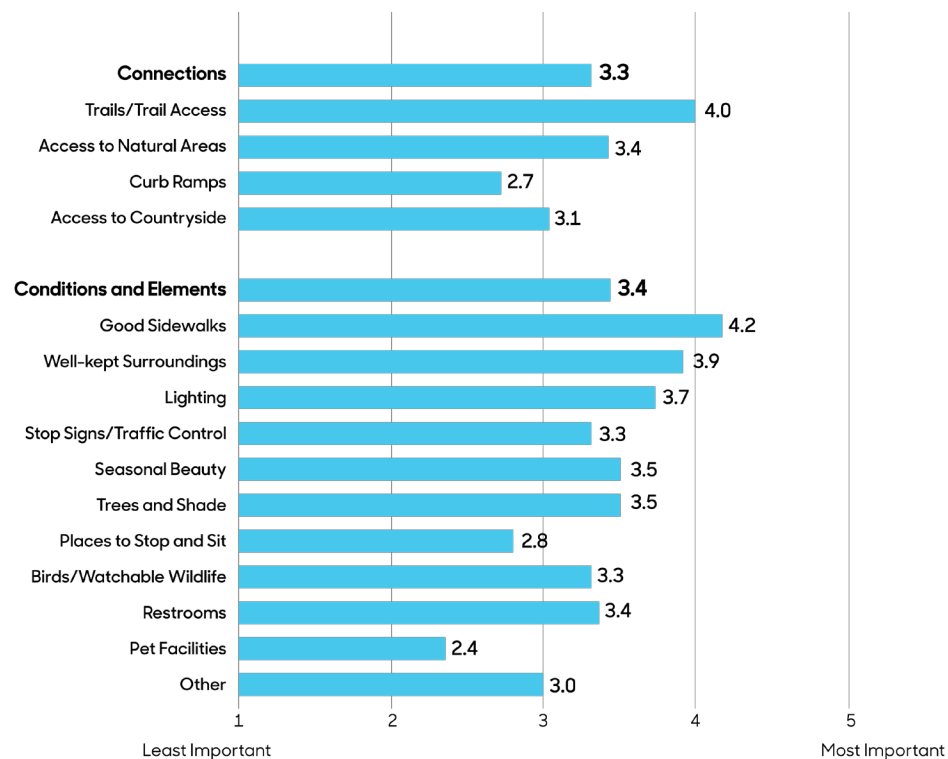


Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," <http://www.igsb.uiowa.edu/nrgislibx/>.

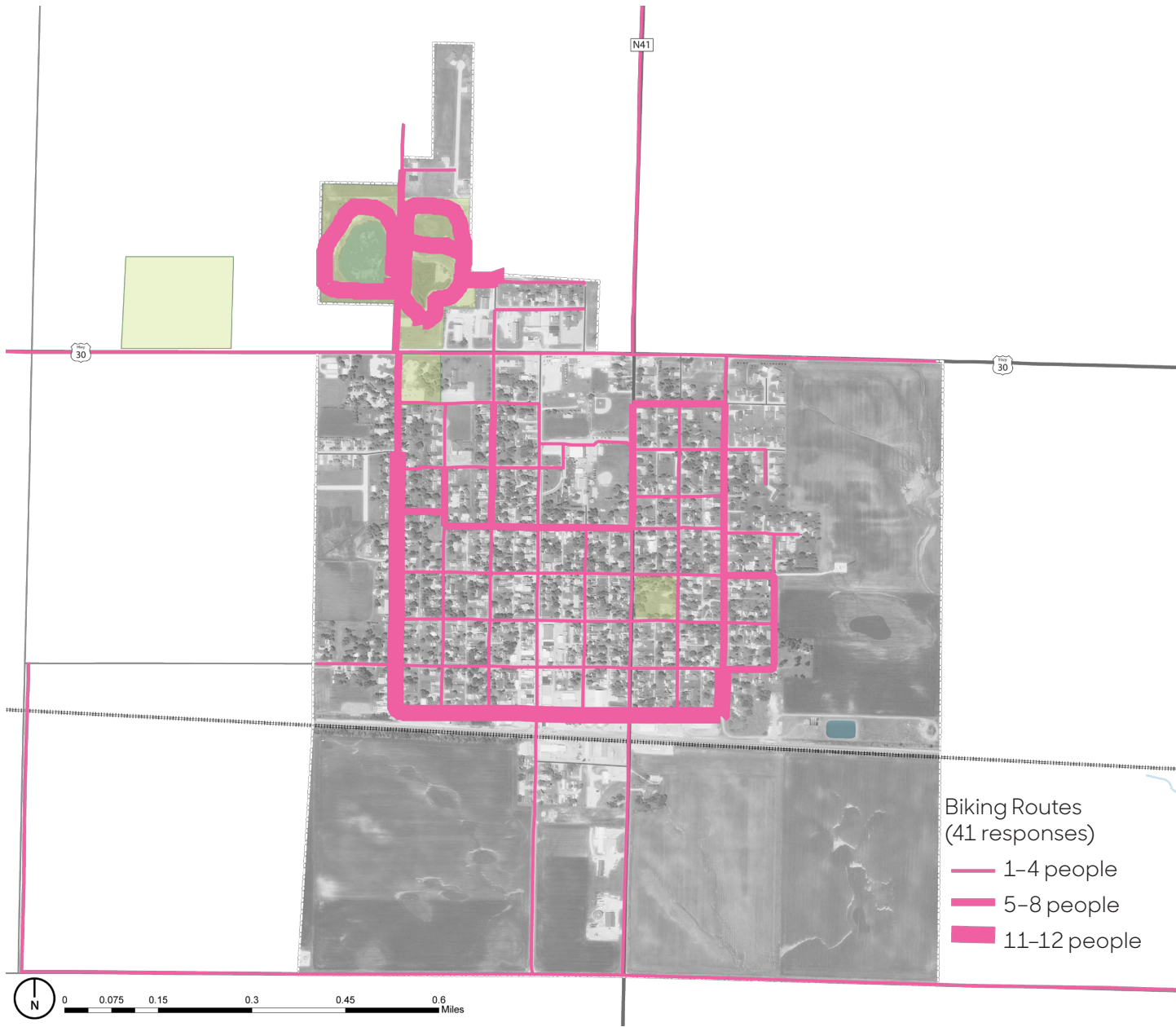
Where People Walk

This map shows the walking routes identified by 74 survey respondents. The frequency that the routes are used is depicted by their thickness, with most frequently used routes being the thickest. The trail in Northland Park is the most popular place for walking. People also walk the streets in town, most frequently Utah, 1st, and Arizona Streets. A few people walk along Highway 30, and some walk a loop consisting of South Idaho Street, 210th Street, Sycamore Avenue, and 205th Street.

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." Among Glidden participants, connections and conditions/elements are of similar importance, with mean values of 3.3 and 3.4, respectively. In terms of connections, access to trails is most important with a mean value of 4.0. Good sidewalks (4.2) and well-kept surroundings (3.9) are the most important elements to walkers, followed by lighting (3.7). Other factors include hills, good road surfaces, and low traffic.

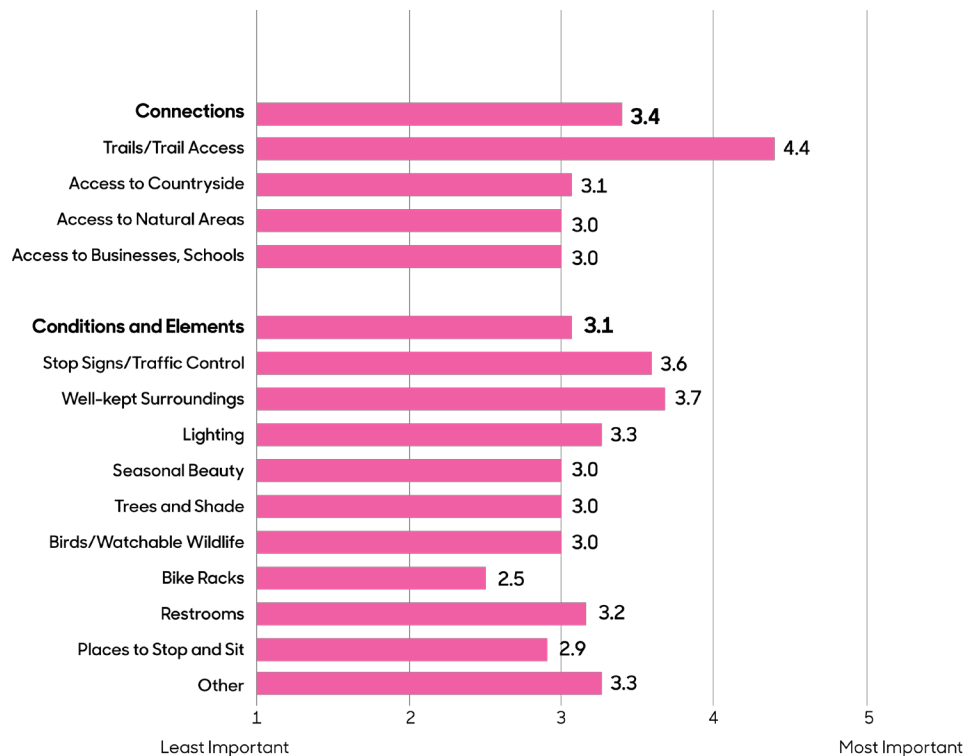


Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," <http://www.igsb.uiowa.edu/nrgislibx/>.

Where People Bike

This map shows the biking routes identified by 41 survey respondents. The frequency that the routes are used is depicted by their thickness, with most frequently used routes being the thickest. Like the walkers, bikers most frequently use the trail in Northland Park. Cyclists also ride the streets in town, most frequently 1st, and Arizona Streets. A few people bike along Highway 30, and some ride on County Road N4 and 210th Street.

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." Among Glidden participants, connections are more important than conditions/elements, with mean values of 3.4 and 3.1, respectively. In terms of connections, access to trails is most important with a mean value of 4.4. Well-kept surroundings (3.7) are the most important element to bikers, followed by stop signs and traffic control (3.6). Other factors include season, smooth surfaces, and low traffic.

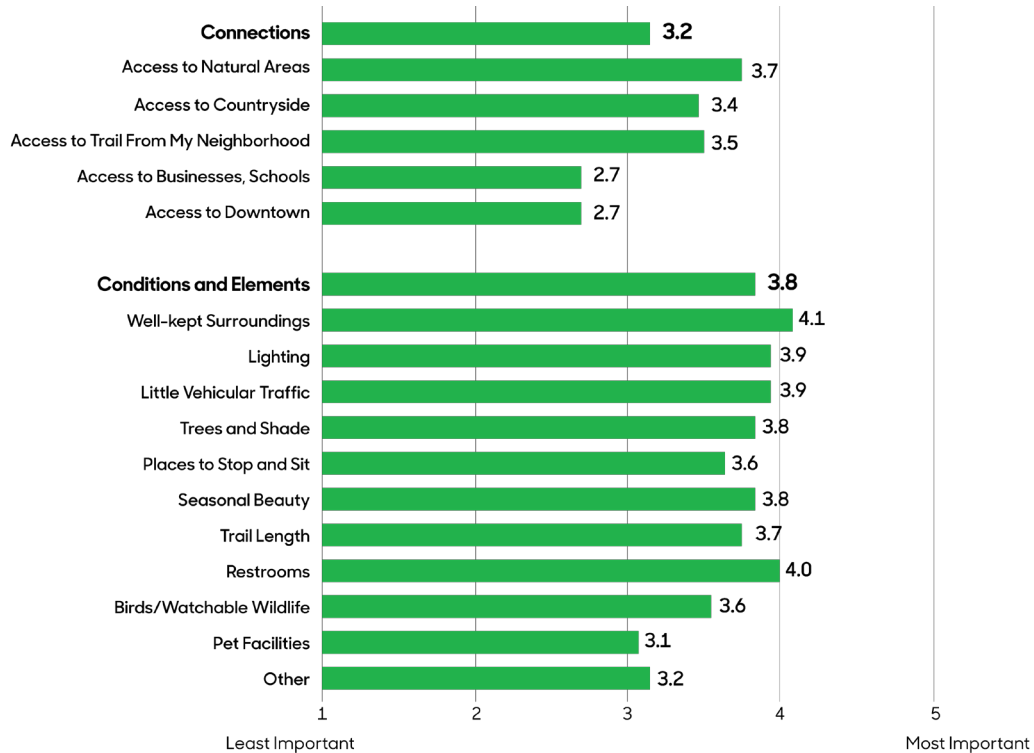


Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," <http://www.igsb.uiowa.edu/nrgislibx/>.

Where People Want Trails

This map shows the desired trail routes identified by 33 survey respondents. The frequency that the routes are identified is depicted by their thickness, with most frequently identified routes being the thickest. Most respondents would like a trail along the western city limits, as well as along East 4th Street by City Park. A trail connection between the Aquatic Center and the Northland Park trail is also desired, along with a trail loop around town. A few people want to a trail connection between Northland Park and the cemetery, and some want a trail along the rail line.

What Trail Features Are Important



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. These features are categorized as either "connections" or "conditions and elements." Among Glidden participants, conditions/elements are more important than connections, with mean values of 3.8 and 3.2, respectively. In terms of connections, access to natural areas is most important with a mean value of 3.7. Well-kept surroundings (4.1) are the most important element, followed by restrooms (4.0). Other factors include snow removal and safe highway crossing.

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