



W. Main Street's steep hill results in speeding traffic coming into town. A lack sidewalks and crossings makes it difficult to cross.



The trail along Frontage Road is great for recreation, and includes amenities such as benches, trees, and good lighting.



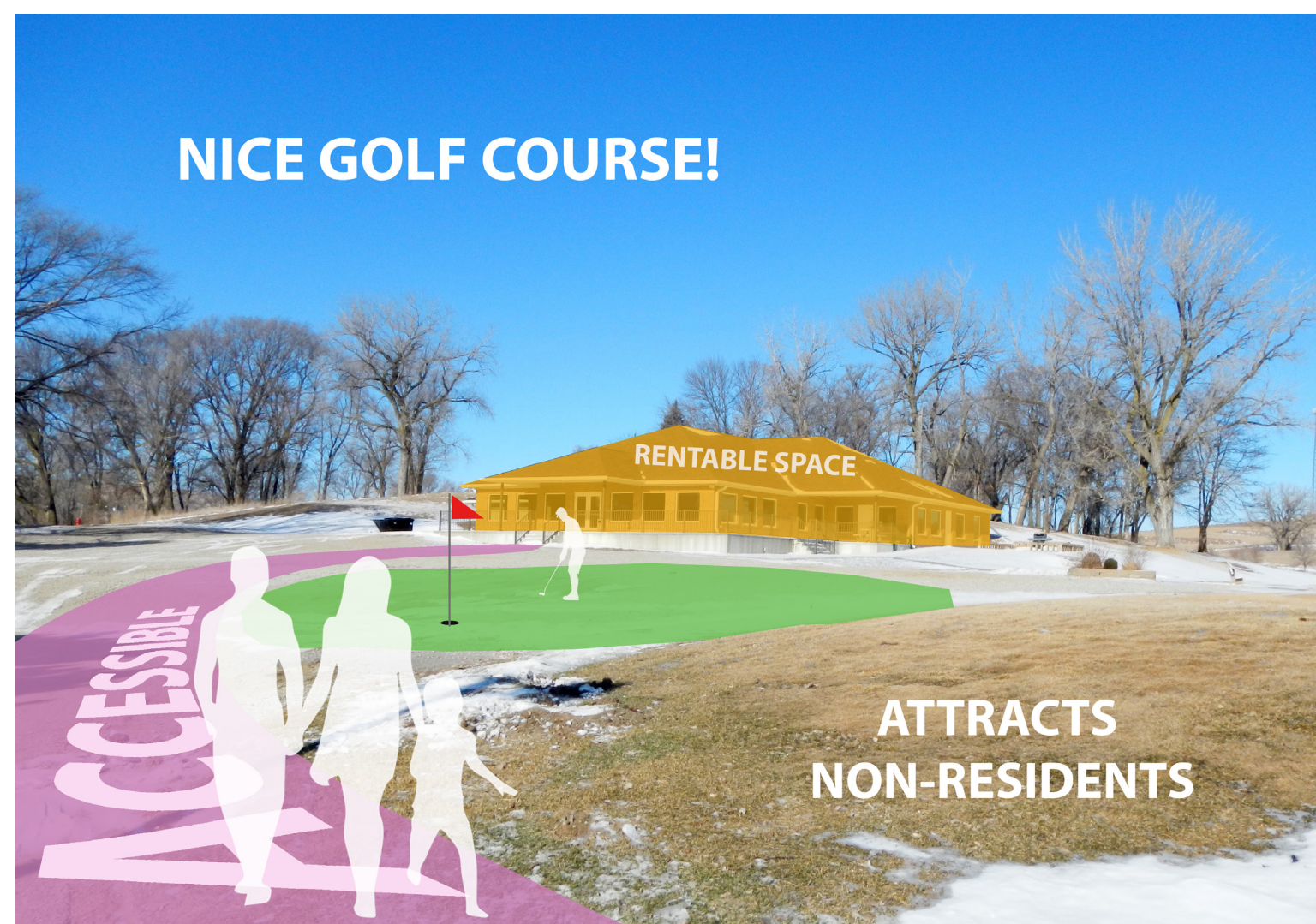
Highway 75 is difficult for drivers and pedestrians to cross.



Michael's Miracle Park is easily accessible and has fun equipment.



The tracks are bumpy, making crossing difficult.



Hinton Golf Course is a great recreational amenity that is easily accessible by trail from the frontage road.

What Factors Affect Transportation in Hinton?

Transportation is integral to small-town life and a vibrant economy. In the context of the Community Visioning Program, we recognize walking, biking, and driving as quintessential modes of travel to various destinations important to residents and visitors. Access to these destinations is crucial for many everyday activities—getting to work and school, participating in community events, and providing for basic needs such as food, health care, and healthy activity.

In this participatory assessment, we want to find out which factors and conditions affect transportation use in Hinton, where these factors and conditions are most prevalent, and how they influence route and transportation choices locally. Because residents have the best knowledge of how Hinton's transportation system works, we use focused, small-group conversations, mapping, and photos of the best and worst to understand local transportation.

Different Users = Different Needs

To capture insights about transportation from a variety of perspectives, we invited Hinton residents with different transportation needs to participate in focus groups. A total of 41 residents attended Hinton's workshop. Participants were separated into five user groups and the Hinton steering committee.



Active Adults

(7 participants): This user group represents those in the community who engage in outdoor recreation, including cycling, walking, running, swimming, skiing, etc. The availability of multiple venues for outdoor recreation matters to this group.



Older Adults & Mobility Impaired

(6 participants): Accessibility—both in terms of physical access and proximity—is a major concern for this user group. Handicapped parking, curb ramps, and smooth surfaces are critical transportation features. Because some people in this user group do not or are unable to drive, having goods and services within walking distance is important.



Youth

(11 participants): This group uses primarily non-motorized modes of transportation, so pedestrian- and bike-friendly streets and sidewalks are important. These users value the ability to get to destinations on foot or via bicycle and having goods and services within walking distance.



Parents

(10 participants): Safety of their children is a primary concern of this user group. Access to safe and easy routes to school activities is another significant factor to this group. Parents of young children desire smooth, wide surfaces for strollers.



Steering Committee

(7 participants): The common denominator for this user group is that their observations are influenced by special knowledge of the transportation system acquired during the Community Visioning assessment process. As a result, this group is more representative of decision makers.