

Over the course of the Community Visioning process, the steering committee and the general public have been invited to provide feedback about Hinton's transportation system. Residents were asked about existing concerns and assets, but also how they hope that system will evolve in the future to meet the needs of the city. Much of the concern that was raised is related to the intersection of Highway 75 and Main Street. Currently the highway is not a welcoming or safe environment for pedestrians and the crossing, coupled with the degraded railroad, is hard for vehicles to cross safely and efficiently as well. The highway has become a barrier that has limited access and connectivity to the east portion of Main Street. Other primary concerns included speeding traffic along W Main Street/C60 and the lack of trails and sidewalks, which has reduced accessibility to community amenities such as the parks, school, and businesses. Along with these concerns, residents and the steering committee expressed a need for greater community identity and welcoming landscapes.



Hinton Overview
 Transportation Assets and Barriers Analysis
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 Iowa State University | Trees Forever | Iowa Department of Transportation

What Factors Affect Transportation in Hinton?

SPRING 2019 3a

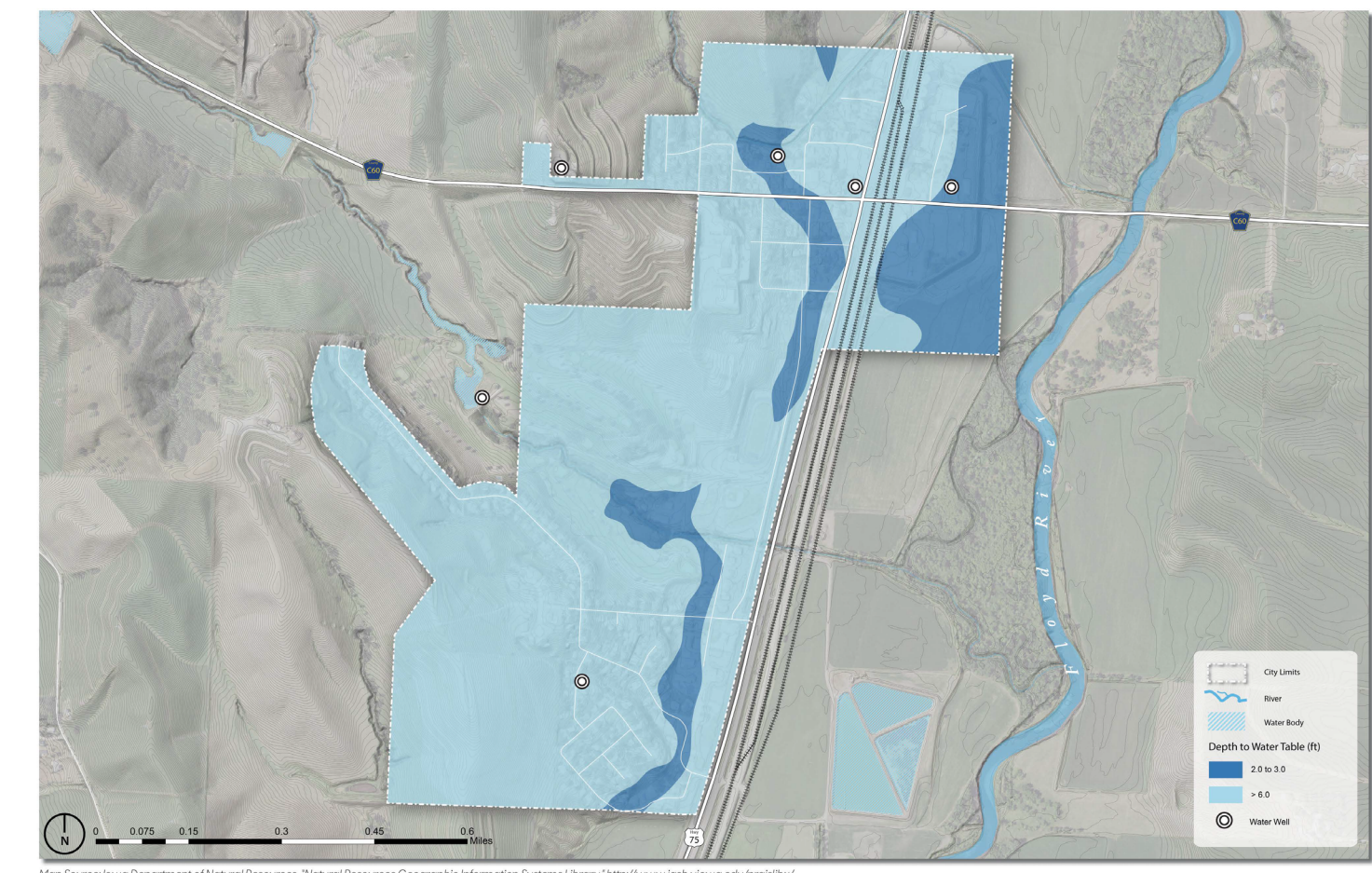
Transportation is integral to small-town life and a vibrant economy. In the context of the Community Visioning Program, we recognize walking, biking, and driving as quintessential modes of travel to various destinations important to residents and visitors. Access to these destinations is crucial for 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.

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.

- (7 participants): Active Adults** 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.
- (6 participants): Older Adults & Mobility Impaired** 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.
- (11 participants): Youth** 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.
- (10 participants): Parents** 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.
- (7 participants): Steering Committee** 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.

BIOREGIONAL ASSESSMENT



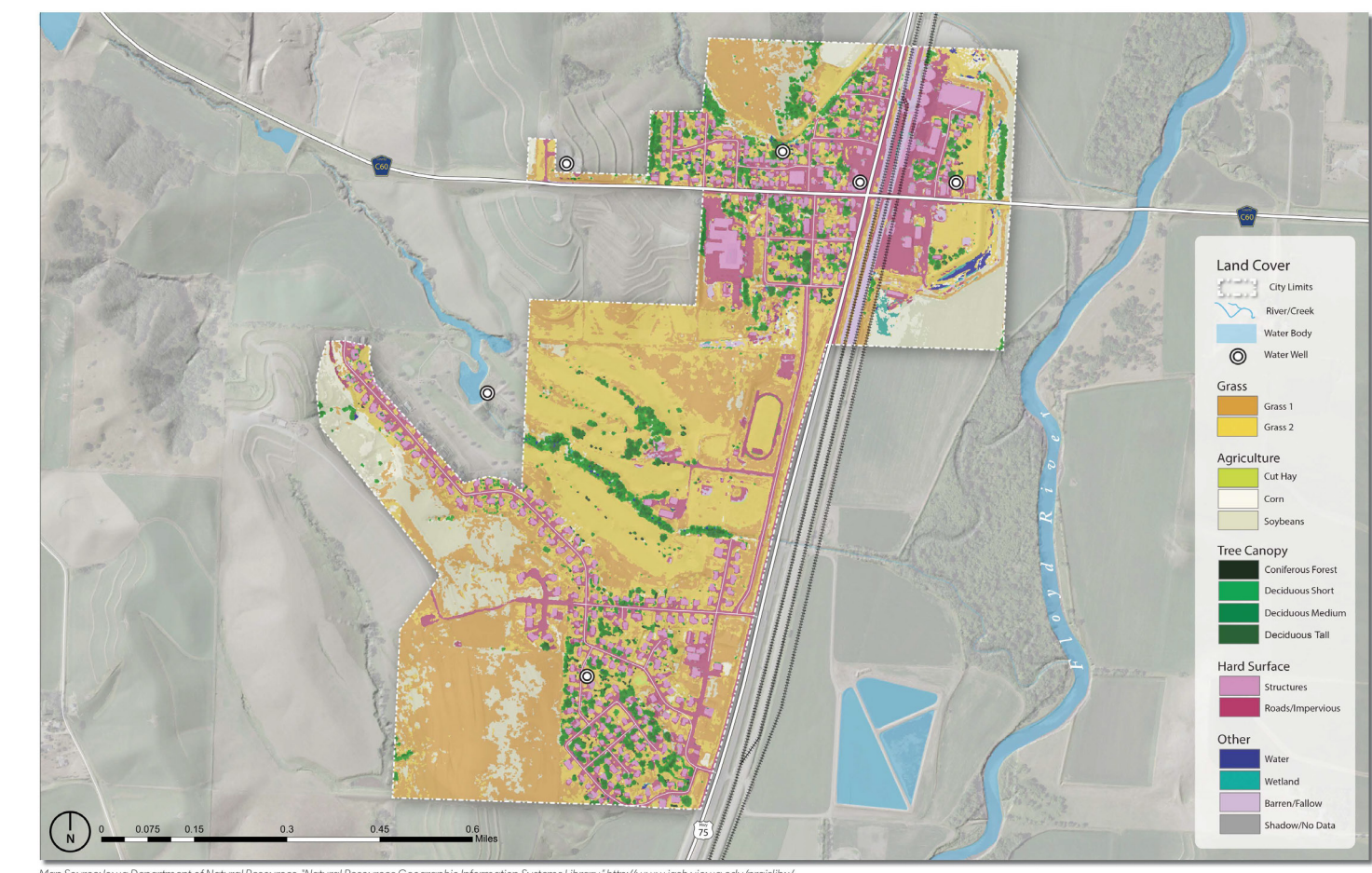
Depth to Water Table
 The water table is defined as the distance below the surface at which the ground is saturated with water. Depth to water table is represented as a range because it varies due to seasonal changes and precipitation volumes. For example, following spring snow melt, an area with a depth to water table ranging from one foot to three feet likely to be at or near one-foot depth.
 The map shows how close to the surface groundwater can be. Placement and foundations are affected by groundwater near the surface. Freezing and thawing, and upward pressure of rising groundwater can cause cracks or "float" both in pavement. Foundations can be wet and require "waterproofing," which can be expensive.
 Where the value is less than 0ft, water can well up out of the ground. This causes localized flooding, even if there is no surface water draining to the area.

Hinton
 Depth to Water Table
 Bioregional Context
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PUBLIC DESIGN CHARRETTE

The design charrette allowed community members to collaborate in the design process. Through interactive models, activities, and mapping, residents helped to shape and direct the designs of signage, trail locations, and streetscape improvements. A collaborative design process such as this builds on local knowledge and creates greater support from residents. The following designs expand on those initial concepts established by the steering committee and the public.



Present-day Land Cover
 The land cover map depicts both natural and man-made land cover types with aerial imagery. The Iowa DNR created 15 unique classes for this dataset to differentiate land covers. Refer to the legend for a breakdown of land cover types within your community boundaries.
 What do you observe about the dominant land cover types in your community?
 Where is the tree canopy most concentrated?
 Compare the amount of impervious surfaces (e.g., parking lots, roofs, buildings) to the other surfaces (e.g., water, grass, and agriculture). What does this mean for surface water movement?
 Tree cover affects microclimate. Are places surrounded by canopy more pleasant in the summer? How do these places feel in the winter?
 Percent Land Cover Type
 Agriculture 26%, Grass 39%, Water 14%, Other 3%

Hinton
 Present-day Land Cover
 Bioregional Context
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Early in the process the steering committee is presented with a bioregional assessment. This assessment looks at topics such as: depth to water table, historic and present-day vegetation, historic settlement patterns, the regional watershed, elevation and flow, present-day land cover, and urban forest conditions. The conditions represented in the assessment help to inform the design decisions throughout the process and the proposals presented on the following boards.