



People love the park and think that the playground equipment is a nice addition as well as the baseball diamond and volleyball courts.



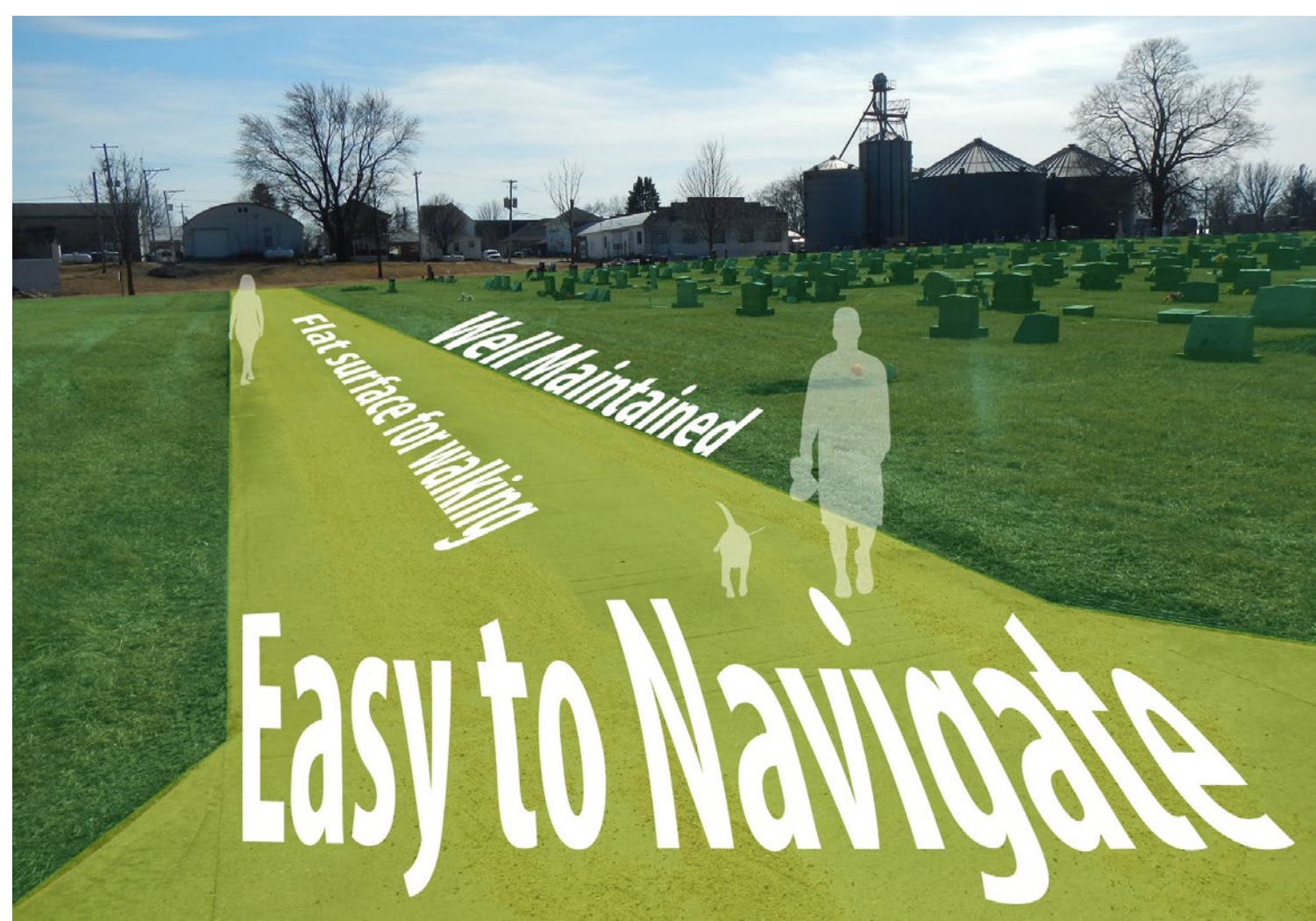
The double curb in front of the Presbyterian Church is a trip hazard especially during the winter, when it can be hidden by snow.



The Railroad Run Trail has beautiful trees and is very nice to walk along in the spring and summer.



Sidewalks around town are hard to navigate due to uneven surfaces. As a result, many people walk in the street.



The cemetery is well maintained and has nice drives to walk on.



The bridge into the park is in need of repair and floods frequently, blocking access to the park entirely.

## What Factors Affect Transportation in Lost Nation?

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 Lost Nation, 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 Lost Nation'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 Lost Nation residents with different transportation needs to participate in focus groups. A total of 54 residents attended Lost Nation's workshop. Participants were separated into four user groups and the Lost Nation steering committee.



Actives

**(10 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

**(12 participants):** Accessibility—both in terms of physical access and proximity—is a major concern for this user group. Because some people in this user group do not or are unable to drive, having goods and services within walking distance is important.



Youth

**(6 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

**(14 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

**(12 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.