

Treynor's Community Visioning Process

Over the course of the Community Visioning process, the steering committee and the general public have been invited to provide feedback about Treynor'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. The major concern for residents and the steering committee centered around accessibility and visibility at the intersection of HWY92 and Eyberg Ave. Traffic along HWY92 is moving quickly, the overall street width is a long distance to cross, and congestion is common on Eyberg after school lets out. This condition also raised concerns about current school crossings and the need to improve and relocate those. Related to accessibility at the intersections, there are also limited sidewalks in town that impede access to amenities such as the parks, school, and local businesses.

The committee was also interested in increasing community identity, especially near the primary intersection – fondly referred to as "The Four Corners," which is the town's original namesake.

What Factors Affect Transportation in Treynor?

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 Treynor, 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 Treynor'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 Treynor residents with different transportation needs to participate in focus groups. A total of 81 residents attended Treynor's workshop. Participants were separated into five user groups and the Treynor steering committee.

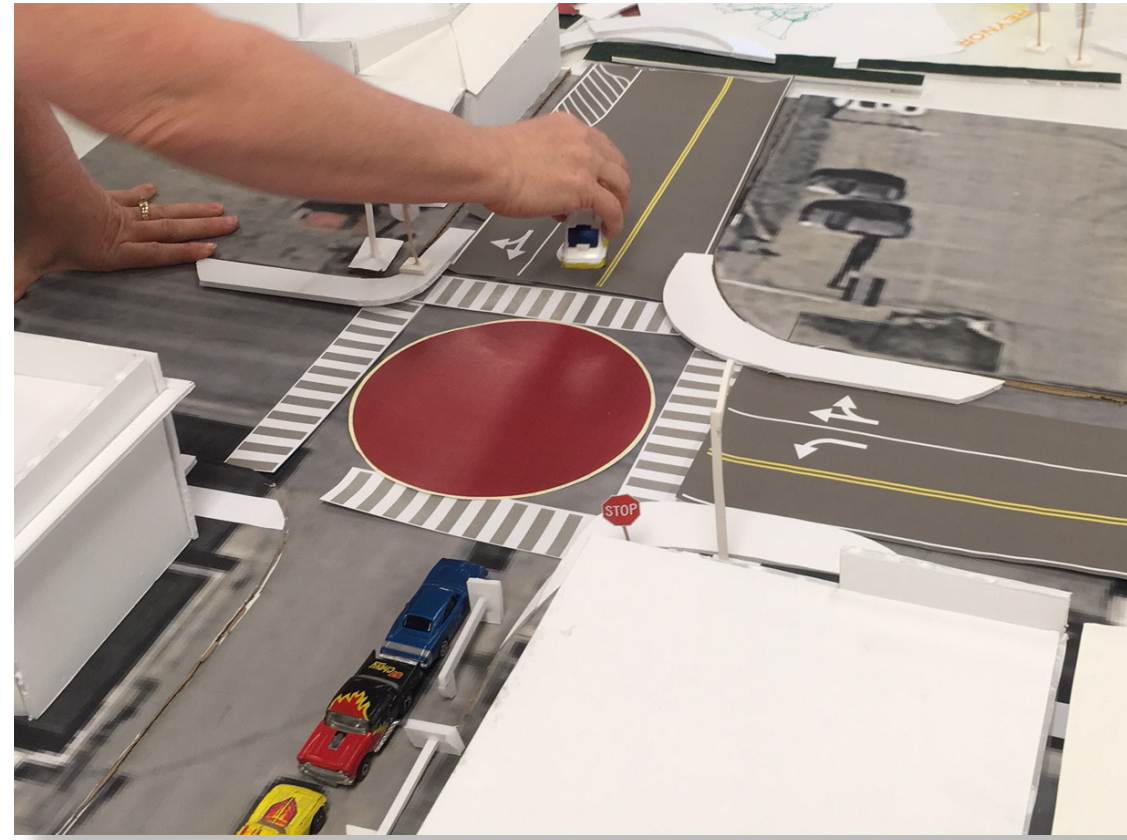
- Active Adults (19 participants):** This user group represents those in the community who engage in outdoor recreation, including cycling, walking, running, swimming, skiing, etc. The availability of multiple venues for outdoor recreation matters to this group.
- Mobility Impaired (3 participants):** This user group is directly affected by accessibility barriers such as high curbing and uneven sidewalks that make it difficult to operate mobility-aiding equipment effectively. Handicapped parking, curb ramps, and smooth surfaces are critical transportation features.
- Older Adults (20 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 (14 participants):** This group uses primarily non-motorized modes of transportation, so pedestrian- and bike-friendly assets 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 (16 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 (9 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.

Treynor Overview

Transportation Assets and Barriers Analysis

Julia Badenhop, Sandra Oberbroeckling, Alisa Courney, Riley Dunn, Zach Rupperecht, Wei Zhang

Iowa State University | Trees Forever | Iowa Department of Transportation



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 design's intersection and streetscape improvements, including sidewalk locations and elements to enhance community identity. This type of collaborative design process 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.



Treynor Project Overview

Iowa State University Community Design Lab

LAs: Chad Hunter & Carl Rogers
 Collaborators: Brian Leaders & Payton Schafers, National Park Service RTCA
 Iowa State University | Trees Forever | Iowa Department of Transportation

Bioregional Assessment

Elevation and Flow

The map to the left displays topographic differences in elevation using a combination of contour lines and the color gradient depicted in the legend. The high points and low points have also been located.

Note the relationship of your community to the surrounding elevation: is it located in a valley or on high ground, or is it split between the two?

If your community lies within or near a floodplain or floodway, this map reflects these features. Not all communities will have these elements; if they are absent on this map, none are present.

Flood risk is correlated to low-lying land. This map shows your community's flood risk as defined by the Federal Emergency Management Agency (FEMA) Flood Map Service Center. This map shows the two most important flood zones if they are present: the Base Flood and the Regulatory Floodway (contour legend). Base Flood is the zone having a 1% chance of being equaled or exceeded in any given year, also referred to as the 100-year floodplain. The Regulatory Floodway is the channel of a stream plus any adjacent floodplain areas that must be free of encroachment so that the 1% flood discharge can be accommodated without increasing the base flood elevation.

Treynor Elevation and Flow

Bioregional Context

Julia Badenhop, Riley Dunn, Emma Georgoff, Timothy Kerkhove, Clore Kibakis, Alyssa Kirkham, Glennie Koutouk, Zsely Masak, Altagel Schuler

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Present-day Land Cover

The land cover map depicts both natural and man-made land cover types with aerial imagery. The base map is a 25m resolution dataset for the dataset of differentiated 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, roads, buildings) to the other surfaces (e.g. water, grass, and agriculture). What does this mean for surface water movement?

How do these places feel in the winter?

Treynor 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.

