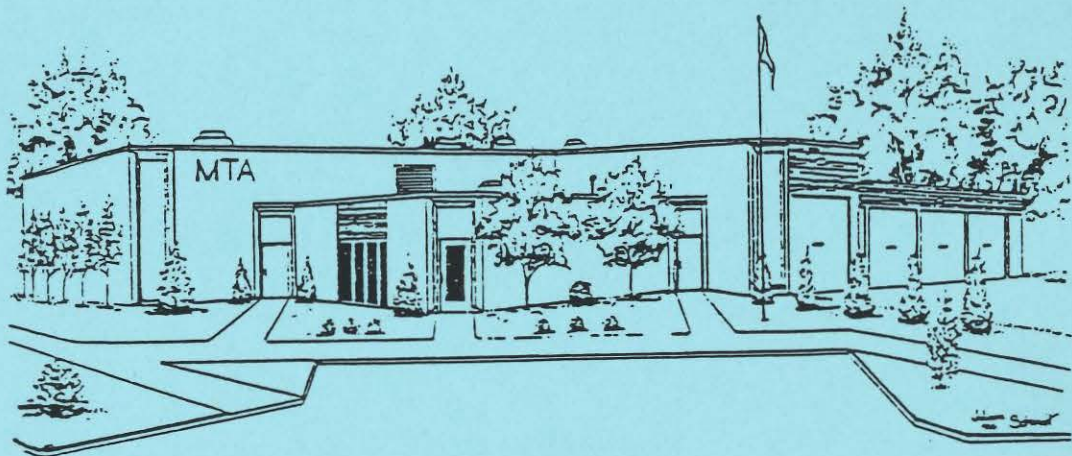


HE  
5634  
.C6  
E70  
1992

F Y - 9 3

TRANSIT DEVELOPMENT PLAN  
FOR THE  
CLINTON MUNICIPAL TRANSIT  
ADMINISTRATION  
CLINTON, IOWA



EAST CENTRAL INTERGOVERNMENTAL ASSOCIATION

Prepared by:  
East Central Intergovernmental Association

March, 1992

CAVEAT

The opinions, findings and conclusions expressed in this report are those of the author, who is responsible for the facts and accuracy of the material presented herein. The contents do not necessarily reflect the official views, policies or conclusions of the Iowa Department of Transportation, the Urban Mass Transportation Administration or the Federal Highway Administration.

DISCLAIMER

THE PREPARATION OF THIS DOCUMENT WAS FINANCED IN PART THROUGH A FEDERAL GRANT BY THE FEDERAL HIGHWAY ADMINISTRATION UNDER THE PROVISION OF THE 1962 FEDERAL-AID HIGHWAY ACT AS AMENDED, AND/OR A FEDERAL GRANT BY THE URBAN MASS TRANSPORTATION ADMINISTRATION UNDER SECTION 18 OF THE FTA ACT.

### Abstract

The Transit Development Plan is developed as a management tool that local and state officials can utilize to make logical decisions affecting transit operation within the City of Clinton. This document includes a five-year capital improvement program.

RESOLUTION: ADOPTING THE FY 93-97 TRANSIT DEVELOPMENT PLAN

WHEREAS, the Clinton Transit Development Plan is developed as a management tool that local and state officials may utilize in making decisions about the provision of transit service in the City of Clinton, Iowa; and,

WHEREAS, public meetings were held on October 3, November 7, and December 10, 1991 to assure private sector transportation providers the opportunity to review MTA service, and request information on the cost of present service operations in order to prepare alternative proposals; and

WHEREAS, the Transit Development Plan contains planning projects to be conducted by the staff of the East Central Intergovernmental Association; and

WHEREAS, the Iowa Department of Transportation is of the opinion that the City should adopt and support the plan in order to most effectively maintain and operate the MTA; now, therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CLINTON, IOWA, that the City of Clinton hereby adopts and supports the FY 93-97 Transit Development Plan and directs that the plan be forwarded to the proper authorities within the Department of Transportation.

Elizabeth C. Snyder  
Mayor

ATTEST:

Deborah K. Ruler  
City Clerk-Treasurer

ADOPTED: FEB 11 1992

## TABLE OF CONTENTS

	PAGE
I. INTRODUCTION.....	I-1
A. Transit Planning/Service Area.....	I-1
B. Principal Participants/Providers.....	I-2
C. Transit Planning and Decision Making.....	I-3
D. Overview of the TDP.....	I-5
II. TRANSIT ENVIRONMENT AND CONDITIONS.....	II-1
A. Area Description.....	II-1
B. Transit Service Available.....	II-3
C. Interaction Between MTA and Providers.....	II-17
D. Summary.....	II-17
III. TRANSIT NEEDS AND POLICY DIRECTION.....	III-1
A. Review of Past Year's Efforts.....	III-1
B. Public Input.....	III-7
C. Service Needs.....	III-8
D. Management Needs.....	III-9
E. Private Enterprise Analysis.....	III-11
F. Capital Needs.....	III-12
G. System Obligations.....	III-12
H. Goals and Objectives.....	III-12
ADA Questionnaire Responses.....	III-13
Fleet Utilization Analysis.....	III-16
Fleet Replacement/Rehabilitation Schedule.....	III-17
IV. DEVELOPMENTAL STRATEGY AND FIVE-YEAR PROGRAM.....	IV-1
A. First Year Program.....	IV-1
B. Second Year Program.....	IV-4
C. The Sketch Plan.....	IV-7
D. Transit in Clinton in Five Years.....	IV-7
First Year Program Summary.....	IV-8
Second Year Program Summary.....	IV-9
Capital Improvement Plan.....	IV-10
Three Year Sketch Plan.....	IV-12

## APPENDIX.....

## LIST OF GRAPHICS

Graphic 1, Study Location.....	I-1
Graphic 2, City Organizational Chart.....	I-4
Graphic 3, MTA Planning Process.....	I-5
Graphic 4, Population Trends.....	II-2
Graphic 5, Routes and Ridership Generators.....	II-4
Graphic 6, Total Ridership.....	II-6
Graphic 7, Funding Breakdown.....	II-7
Graphic 8, MAN-Camanche.....	II-8
Graphic 9, MAW-So. Clinton.....	II-9

Table of Contents Continued...

Graphic 10, 9th Ave - Hill.....	II-10
Graphic 11, Branch.....	II-11
Graphic 12, 13th Ave. No.....	II-12
Graphic 13, Benches and Shelters.....	II-13
Graphic 14, Total Ridership by Route.....	II-14
Graphic 16, Funding Breakdown.....	IV-5
Graphic 17, Ridership Projections.....	IV-6

**SECTION I -- INTRODUCTION**

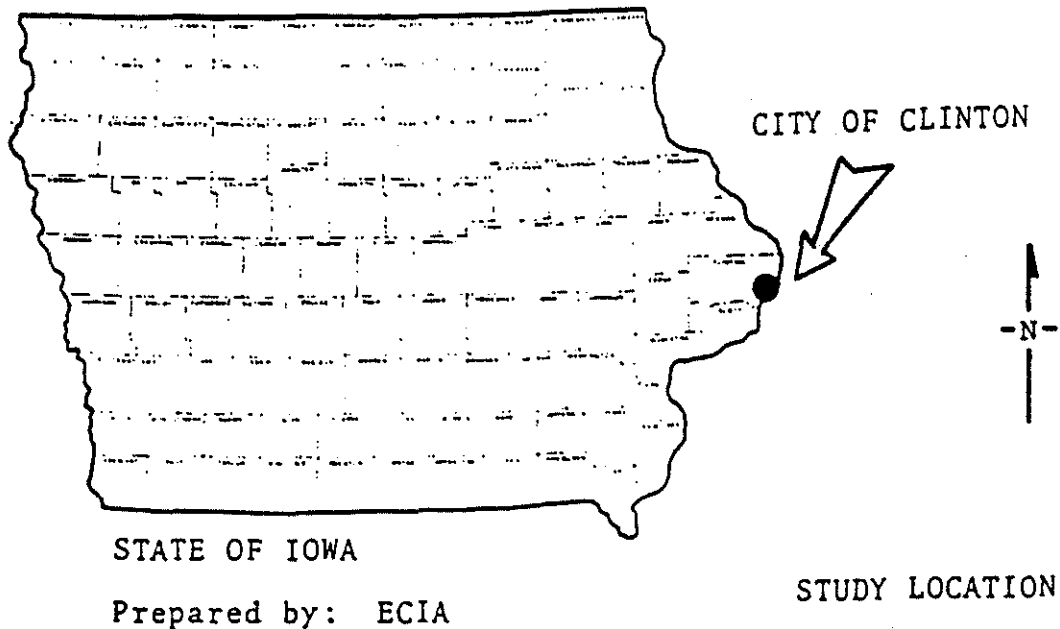
## I. INTRODUCTION

The Transit Development Program (TDP) is developed as a management tool that local and state officials utilize to make logical decisions affecting transit operations within a given geographic area. As such, this document presents facts and analysis relevant to transit planning in the City of Clinton, Iowa. The TDP is revised annually and provides a five year program to provide efficient and effective transit service delivery and meet necessary capital needs.

### A. Transit Planning/Service Area

Clinton, also the Clinton County seat, is located on the eastern edge of the state, approximately 30 miles north of Davenport, Iowa, as shown in Graphic 1. The city is adjacent to the Mississippi River and has a population of approximately 29,200.

Graphic 1





The Clinton Street and Railway Co. eventually entered the motor bus mode and operated until bankruptcy in 1959. In 1960 bus service was started by the Interstate Power Co. (IPC). The IPC purchased new GMC buses between 1964 and 1968. Finding it increasingly difficult to finance the operation, IPC sold the system to the City of Clinton in 1973 for \$1.00. The city voted to accept and maintain the system through property tax. The Municipal Transit Authority was established at that time to oversee the operations.

On July 1, 1985, MTA became a department of the Clinton Municipal Government and became the Municipal Transit Administration (see Graphic 2).

The Clinton Municipal Transit Administration provides fixed route service within the city limits of Clinton. The Transportation Director works with the City Administrator and City Council in developing management and operating policy. The offices and maintenance facility are located at 1320 South Second Street.

The MTA contracts with Great River Bend Services, Inc. (GRBS) based in Davenport, Iowa, for Elderly and Handicapped (E & H) services within the Clinton city limits. This contract is developed by the City of Clinton in order to meet FTA required regulations.

### C. Transit Planning and Decision-Making

The Clinton Municipal Transit Administration is the transit entity/body responsible for operating a public transit system within the City of Clinton. The policy making body for the MTA is the Clinton City Council. The Council Subcommittee for Public Safety and Transportation may address transit related issues as these issues arise.

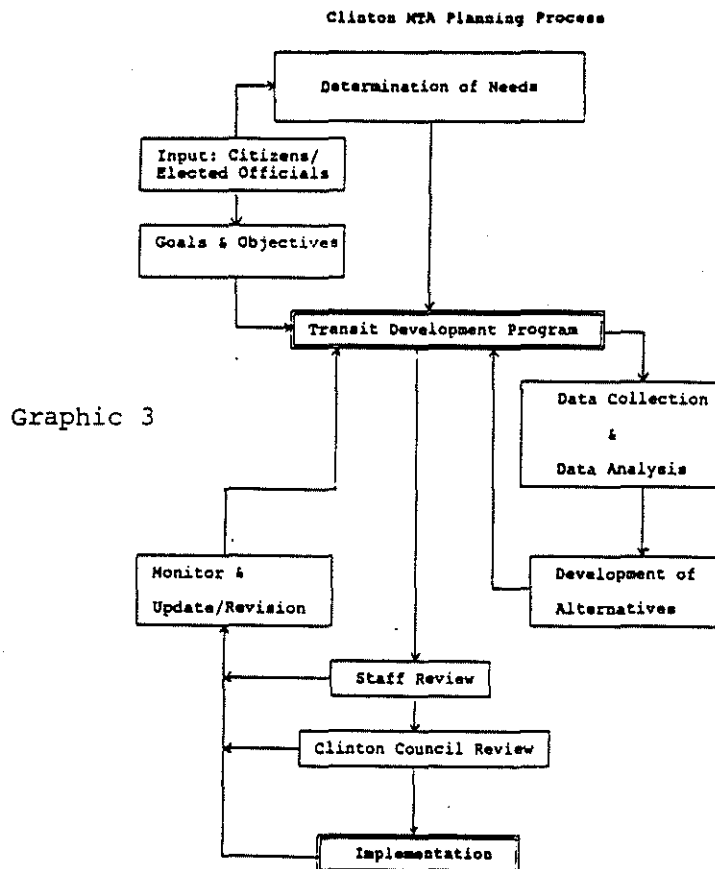
The Mayor and City Council are as follows:

Mayor.....	Elizabeth C. Snyder
At Large.....	Jim Irwin
At Large.....	Charles Klaes
At Large.....	Arthur Carder
First Ward.....	James Borota
Second Ward.....	William E. Judd
Third Ward.....	William Lackerman
Fourth Ward.....	Eugene S. Andersen

The East Central Intergovernmental Association works with MTA management in developing the TDP and provides formal planning assistance throughout the year. ECIA also assists in bringing private sector input into the planning process. An outline of how the planning process works in Clinton is included in Graphic 3. The Public Safety and Transportation Committee reviewed and commented on each section of the TDP as it was developed during FY92. Because of committee restructuring, this committee will not be convening during the preparation of the FY94 TDP. The newly

formed City Services Committee will provide any policy-related direction to city departments. (Bi-State Metropolitan Planning Commission located in Rock Island, Illinois, provides the transit planning for GRBS).

Daily management of the Clinton MTA is the responsibility of Cheryl Williams, the Transportation Director for the system. She is aided in her administrative tasks by a Supervising Secretary. Other staff positions include six full-time drivers, two mechanics, seven part-time drivers, seven school crossing guards, six parking meter attendants, and two parking maintenance/collections staff.



Graphic 3

#### D. Overview of the TDP

The subsequent sections of this TDP are summarized below:

Section II, Transit Conditions, contains a description of population characteristics and service needs determined through the analysis of these characteristics. It also identifies trip generators and activity centers to help identify travel patterns, and describes existing transit services available in the region and urban areas. Each MTA route is described using graphics and performance statistics.

## **SECTION II -- TRANSIT ENVIRONMENT**

## **II. TRANSIT ENVIRONMENT AND CONDITIONS**

### **A. Area Description**

Clinton was first settled in 1835 and reached 29,200 people in 1990. Clinton's history and economy revolved around the discovery, and development of the upper Mississippi River region.

In Clinton's early development, agricultural products became valuable commodities in the local economy. The combination of products and the need for transportation to the Mississippi River was responsible for the development of railroads, which in turn accelerated the growth of Clinton. Clinton was destined to develop into an agricultural, railroad, industrial and transshipment center.

The development pattern of Clinton has been influenced by the topography of the area. Over the years, the city developed on the long, relatively level area beside the Mississippi river. As a result, the city has an elongated crescent shape and a pattern of streets that parallel the river.

Away from the river, bluffs lead to higher elevations where level land can be found. Behind the bluffs the street pattern follows the one-mile grid of section lines that were established in the early surveying of the region. After the development of the land along the river, urban development extended into the bluffs and in recent years has extended onto the level land behind the bluffs.

Residential areas initially developed between the bluffs and the industrial and business areas along the river. The area below the bluffs is essentially fully developed. Residential development has occurred on the higher elevations in the areas behind the bluffs. There has also been some scattered multi-family development in the area just west of the central business district. This is primarily conversion of an area that was single family homes.

Commercial development in Clinton has three main activity areas: the central business district, the Lyons business district in the north part of the city, and the strip development shopping area in the west on U.S. 30. Additional commercial activities, restaurants, and retail stores are located along the major arterials between the primary commercial activities. There has been rapid commercial development along Camanche Avenue and North Second Street in recent years. These areas serve as strong attractions for transit users.

Industrial development was located for many years between the railroad and the river to take advantage of the unique transportation opportunities of that location. Today, a major segment of industry is located along the river from central Clinton to the south. Another major segment of industrial activity in western Clinton is in the Manufacturing Meadows areas. Major developments have also proceeded to the west along the U.S. 30

analysis prepared in 1989, demonstrated that 94% of the population was within 1/4 mile of a MTA route. Realizing that the E & H population may not be capable of walking up to 1/4 mile, the MTA contracts with GRBS to provide curb to curb transportation service to accommodate this market.

## B. Transit Service Available

### Clinton Municipal Transit Administration (MTA):

The MTA operates a fleet of 9 buses (six 39 passenger GMC and three 21 passenger Flxettes) which provides fixed route service in the City of Clinton on 5 regular routes. It takes one bus to run each route. The Red and Green routes are considered the main lines; all other routes act as feeder lines. Graphics 8 through 12 show the separate routes with various operating statistics. Graphic 13 depicts the locations of transit benches and shelters. Graphic 14 shows the distribution of ridership by route for FY 91.

Analysis of system wide statistics also help to show trends in both financial and ridership indicators. The charts below examine financial trends for the past five years and ridership breakdowns by submarkets. Ridership growth is occurring in recent years as evidenced by a 8% increase from '88 to '89 and a 3% increase from '89 to '91.

### Funding Source by Fiscal Year

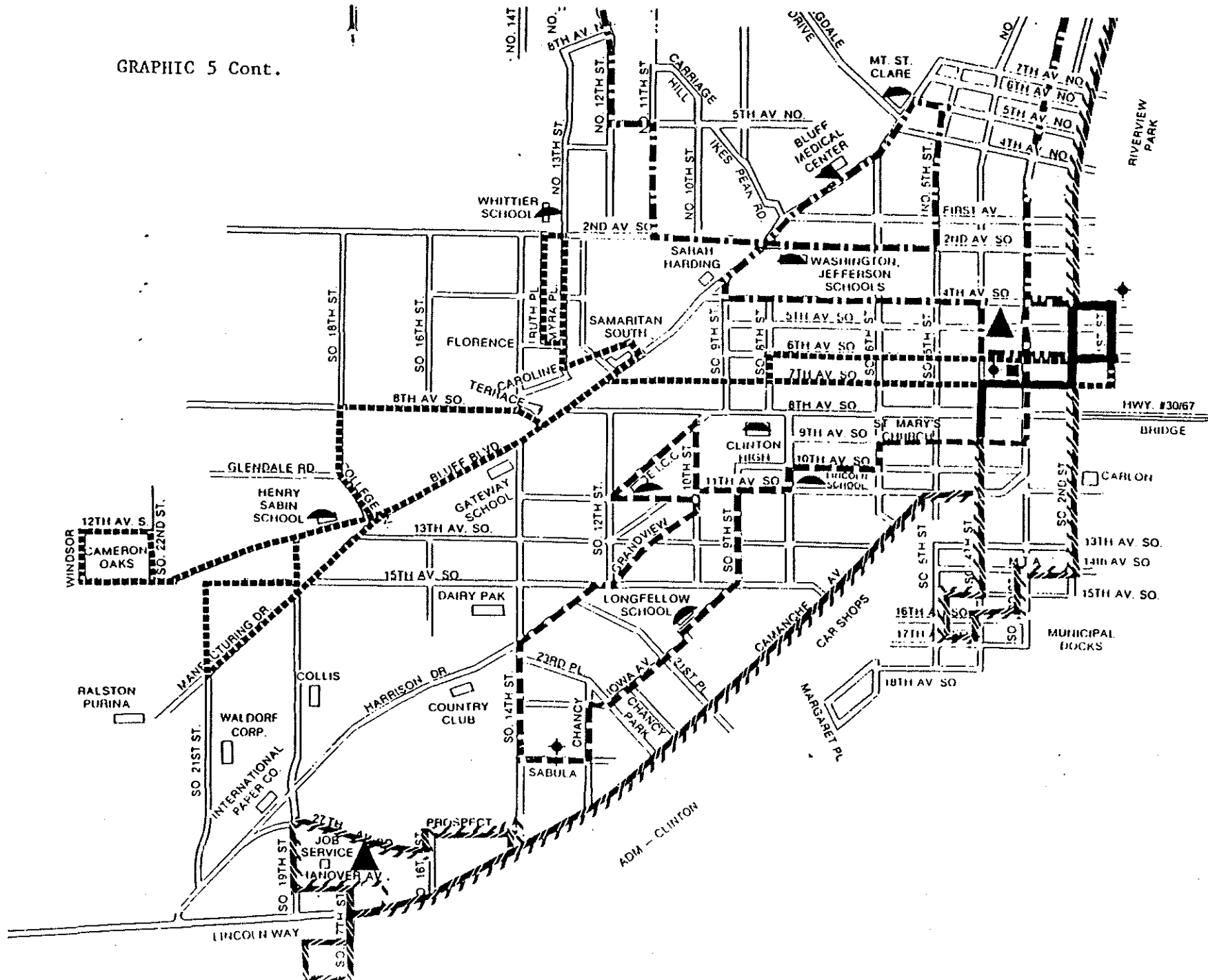
	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>
Passenger Fares	113,024	101,032	82,965	85,032	88,847
Local/Contract	287,478	301,489	269,451	262,883	332,118
State	49,100	30,078	33,954	96,605	109,635
Federal	<u>48,020</u>	<u>44,011</u>	<u>46,491</u>	<u>34,606</u>	<u>45,400</u>
	497,622	476,610	432,861	479,126	576,000

### Ridership by Fiscal Year

	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>
Elderly	5,606	3,409	3,541	3,816	4,057
Handicapped	612	1,023	486	211	557
Regular	<u>323,561</u>	<u>291,443</u>	<u>315,361</u>	<u>318,602</u>	<u>338,734</u>
	329,779	295,875	319,388	322,942	343,348

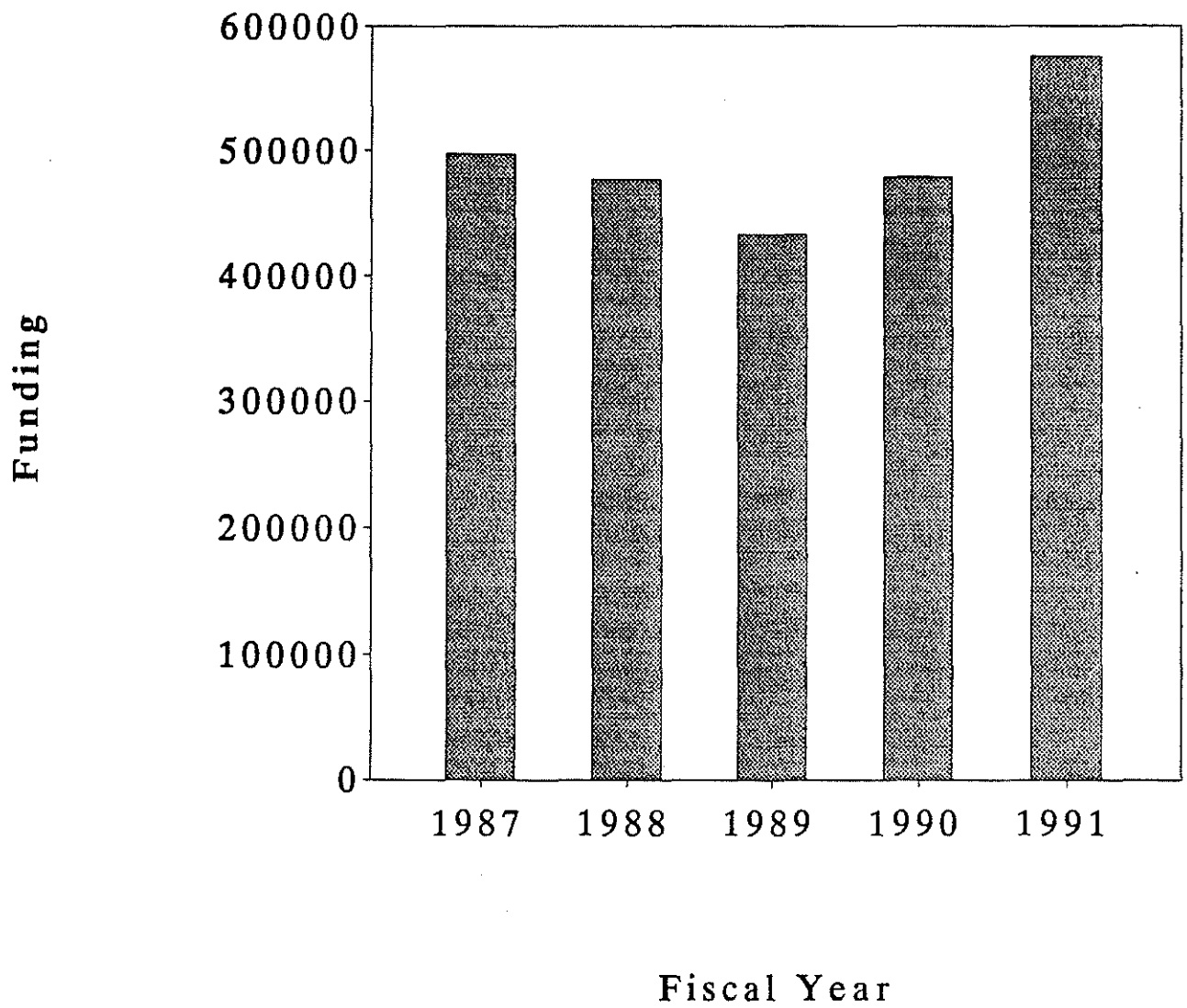
These charts are further analyzed in Graphics 6 and 7.

GRAPHIC 5 Cont.



# MTA TOTAL FUNDING

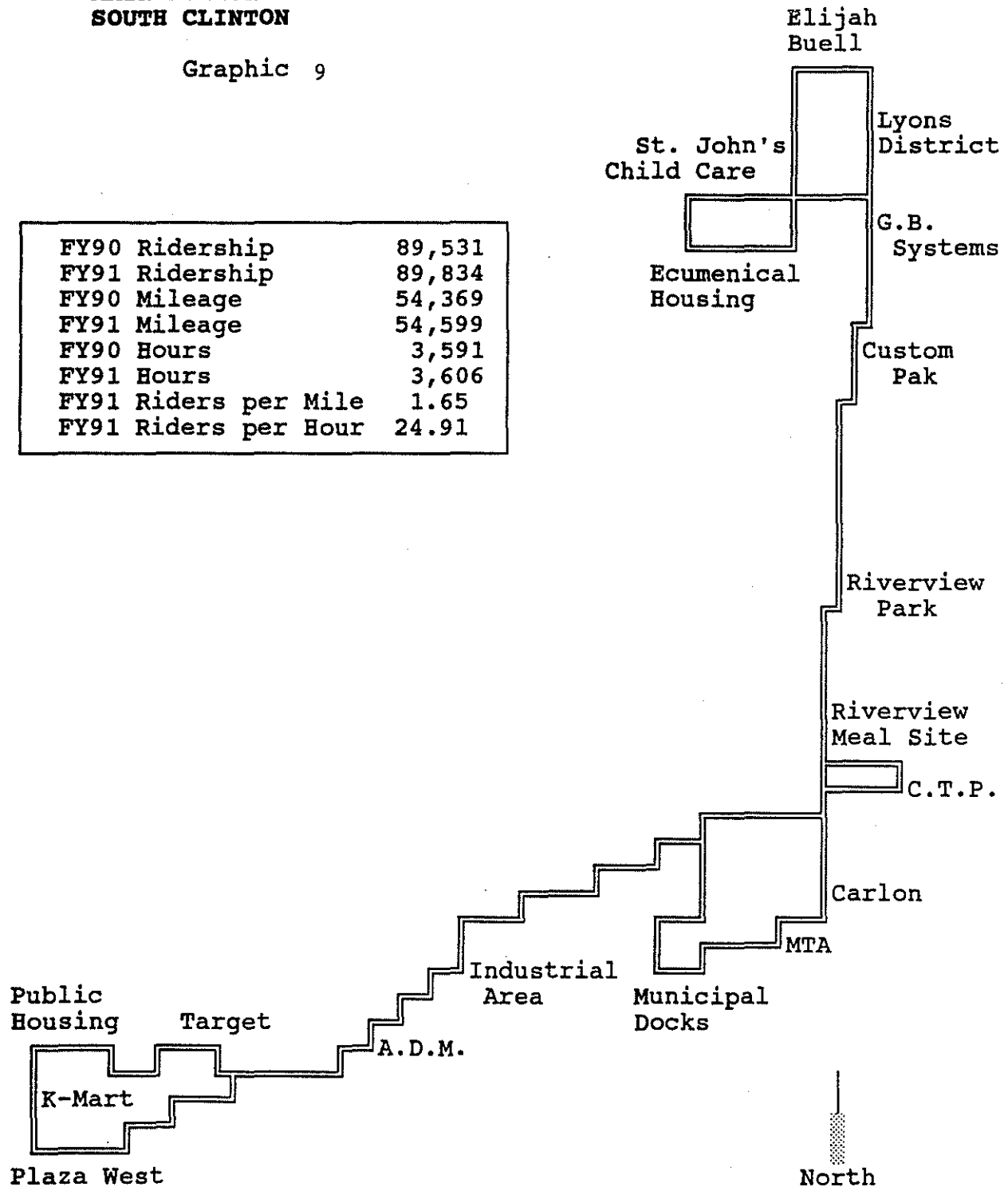
Graphic 7



**MAIN AVENUE WEST  
SOUTH CLINTON**

Graphic 9

FY90 Ridership	89,531
FY91 Ridership	89,834
FY90 Mileage	54,369
FY91 Mileage	54,599
FY90 Hours	3,591
FY91 Hours	3,606
FY91 Riders per Mile	1.65
FY91 Riders per Hour	24.91

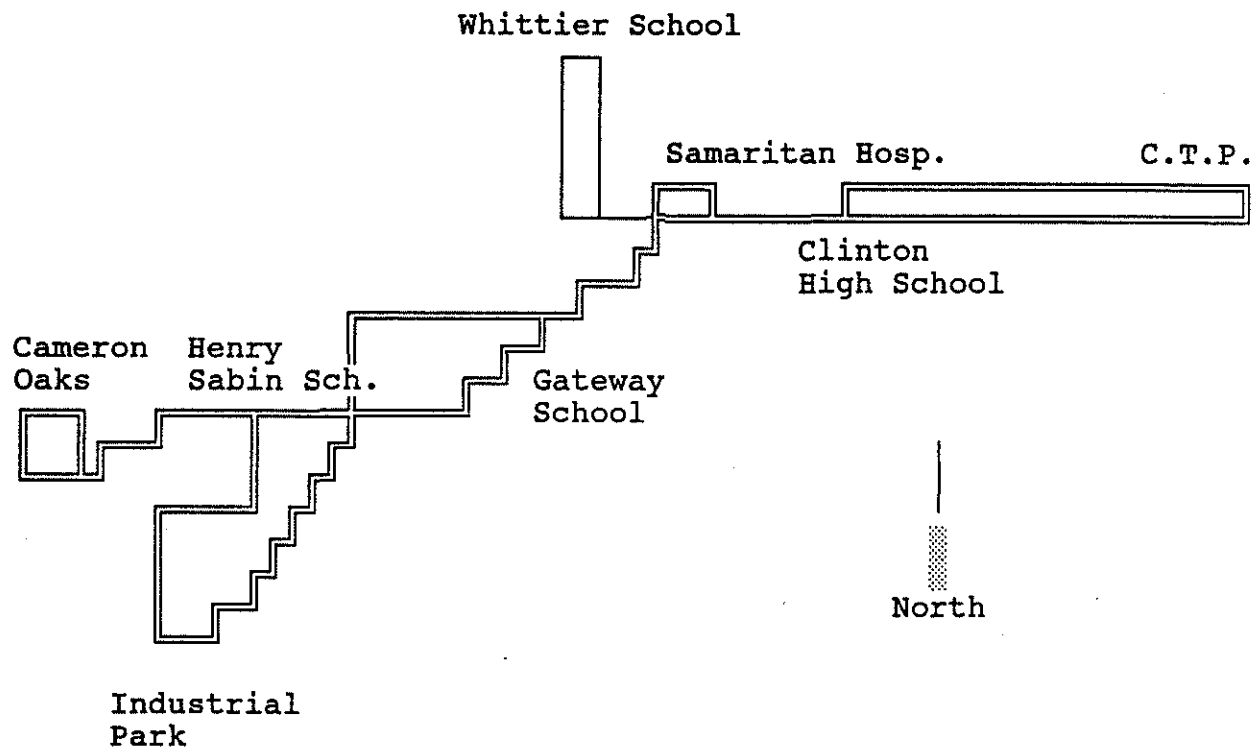




# BRANCH LINE

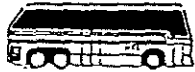
Graphic 11

FY90 Ridership	42,870
FY91 Ridership	42,672
FY90 Mileage	43,294
FY91 Mileage	42,592
FY90 Hours	2,628
FY91 Hours	2,594
FY91 Riders per Mile	1.00
FY91 Riders per Hour	16.45



# MUNICIPAL TRANSIT ADMINISTRATION

City of Clinton, Iowa



-----Main Avenue West and  
Camanche Ave. / South Clinton

=====Main Avenue North and  
Camanche Ave. / South Clinton

-----13th Avenue North Line

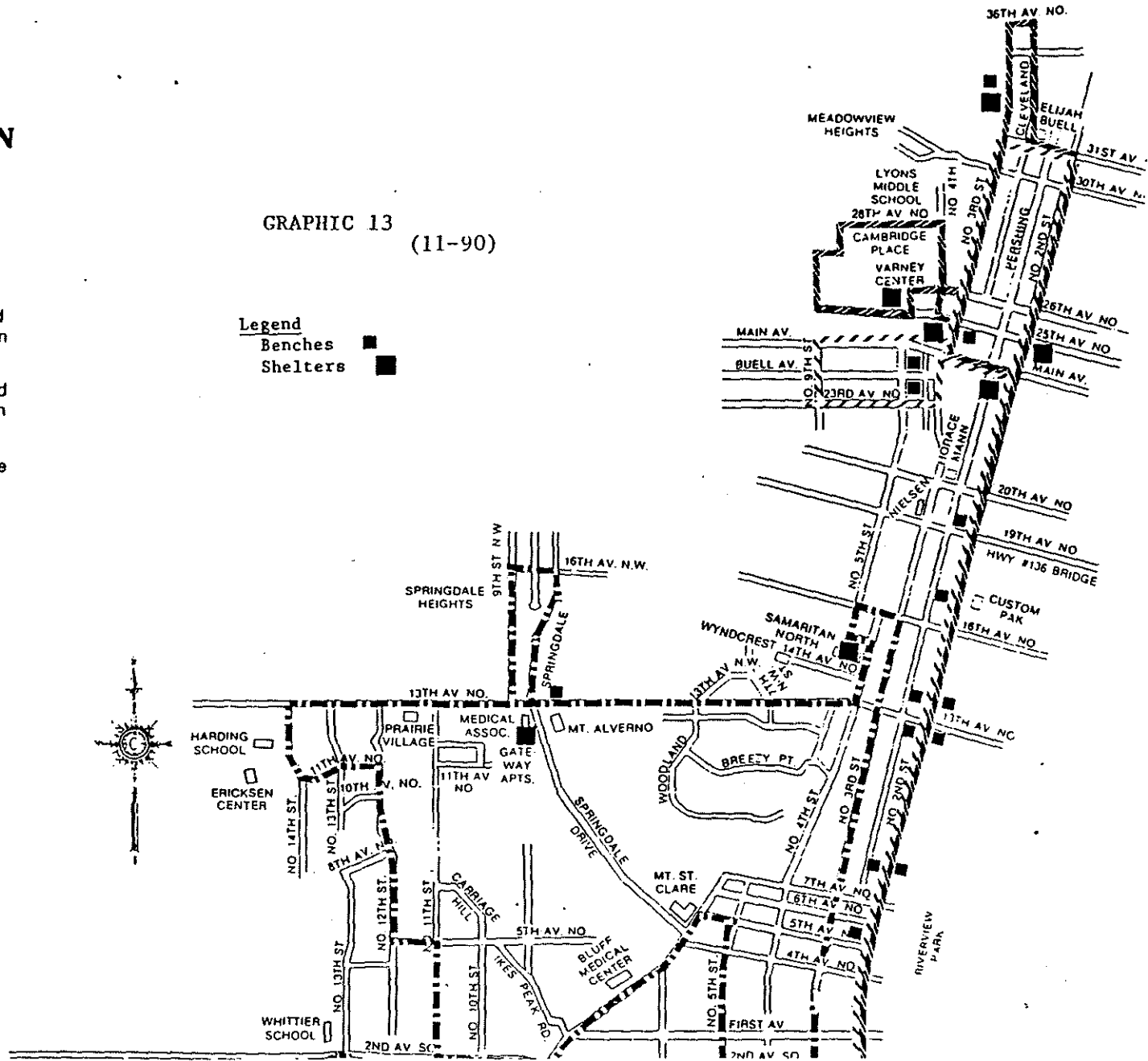
-----Branch Line

-----Hill Line

GRAPHIC 13  
(11-90)

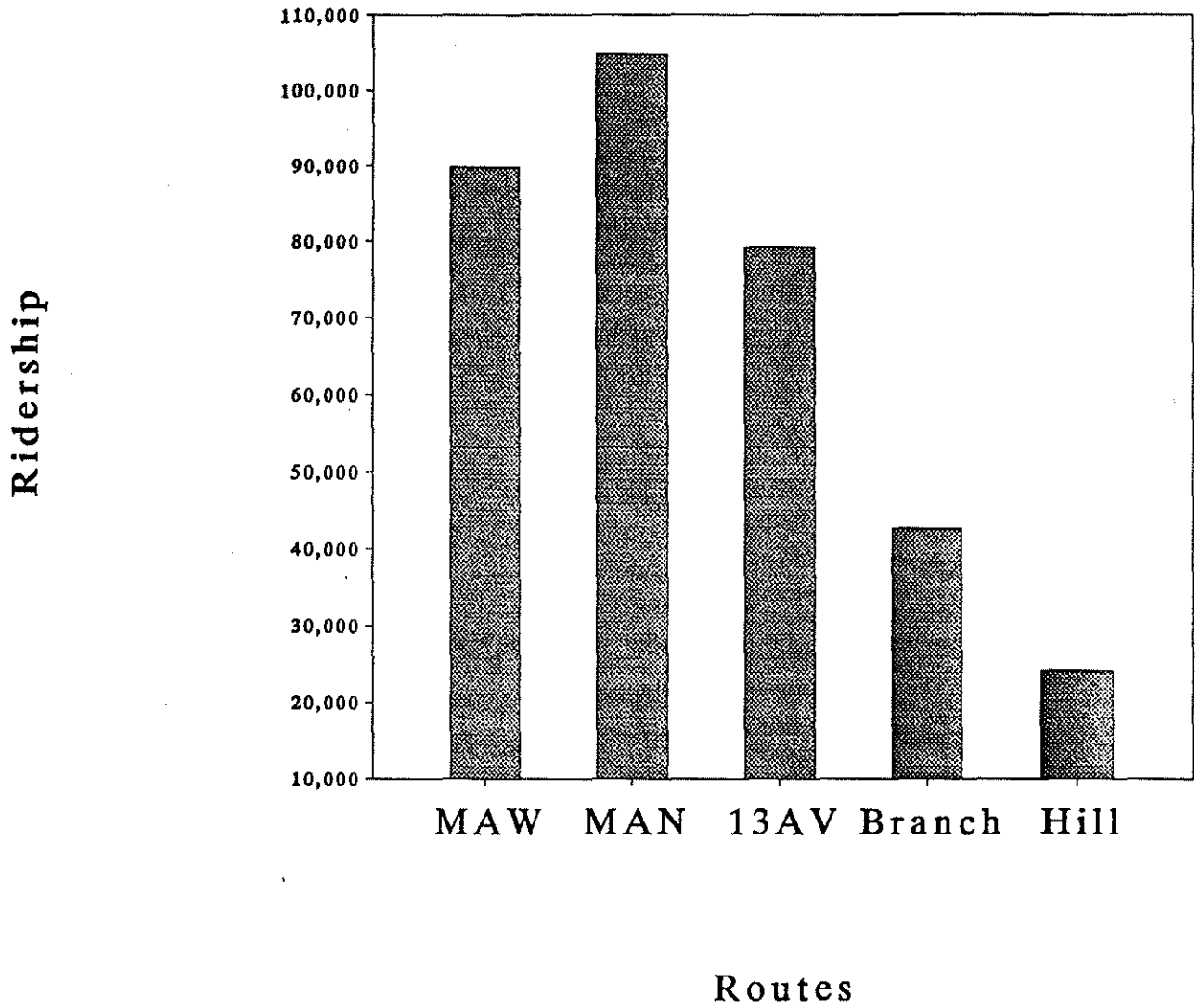
## Legend

Benches ■  
Shelters ■



Graphic 14

## Ridership By Route FY91



## 4. Vehicle fleet:

Number of vehicles: Buses 9 Vans            Trucks 1  
 Station Wagons            Sedans            Other             
 Wheelchair Spaces 8  
 Number of vehicles with: Wheelchair Lifts/Ramps 5  
 Two-way Radios/Phones 9

## 5. Performance:

(Last Year) FY 91(Current Year) FY 92

## Actual

## Projected

## Operating

Passengers	<u>343,348</u>	<u>345,000</u>
Wheelchair Lift operations performed	<u>27</u>	<u>50</u>
Revenue Miles	<u>254,902</u>	<u>255,000</u>
Revenue Hours	<u>16,699</u>	<u>16,700</u>
Passenger/Revenue Mile	<u>1.35</u>	<u>1.35</u>
Passenger/Revenue/Hour	<u>20.56</u>	<u>20.66</u>
Average Daily Passenger Carried	<u>1,118</u>	<u>1,124</u>

## Financial

Operating Expenses	<u>547,318</u>	<u>550,000</u>
Operating Revenues	<u>114,532</u>	<u>115,000</u>
Capital Expenses	<u>130,500</u>	<u>300,000</u>
Cost/Revenue Mile	<u>2.15</u>	<u>2.16</u>
Revenue/Revenue Mile	<u>.45</u>	<u>.46</u>
Cost/Passenger Trip	<u>1.59</u>	<u>1.60</u>
Revenue/Passenger Trip	<u>.33</u>	<u>.34</u>
Cost/Revenue Hour	<u>32.78</u>	<u>32.77</u>
Revenue/Revenue Hour	<u>6.86</u>	<u>6.86</u>
Average Passenger Fare/Trip	<u>.33</u>	<u>.33</u>

Covers the period from 7-90 to 6-92

## 6. Other information:

## 4. Vehicle fleet:

Number of vehicles: Buses \_\_\_\_\_ Vans 1 Trucks \_\_\_\_\_  
 Station Wagons \_\_\_\_\_ Sedans \_\_\_\_\_ Other \_\_\_\_\_  
 Wheelchair Spaces 2  
 Number of vehicles with: Wheelchair Lifts/Ramps 1  
 Two-way Radios/Phones 1

## 5. Performance:

(Last Year) FY 91(Current Year) FY 92

Actual

Projected

## Operating

Passengers	<u>4,484</u>	<u>4,500</u>
Wheelchair Lift operations performed	<u>1,089</u>	<u>1,200</u>
Revenue Miles	<u>19,266</u>	<u>19,000</u>
Revenue Hours	<u>1,639</u>	<u>1,630</u>
Passenger/Revenue Mile	<u>.23</u>	<u>.24</u>
Passenger/Revenue/Hour	<u>2.74</u>	<u>2.76</u>
Average Daily Passenger Carried	<u>18</u>	<u>18</u>

## Financial

Operating Expenses	<u>27,568</u>	<u>28,000</u>
Operating Revenues	<u>4,091</u>	<u>4,000</u>
Capital Expenses	<u>--</u>	<u>--</u>
Cost/Revenue Mile	<u>1.43</u>	<u>1.47</u>
Revenue/Revenue Mile	<u>.21</u>	<u>.21</u>
Cost/Passenger Trip	<u>6.15</u>	<u>6.16</u>
Revenue/Passenger Trip	<u>.91</u>	<u>.89</u>
Cost/Revenue Hour	<u>16.82</u>	<u>16.79</u>
Revenue/Revenue Hour	<u>2.50</u>	<u>2.51</u>
Average Passenger Fare/Trip	<u>.91</u>	<u>.89</u>

Covers the period from 7-90 to 6-92

## 6. Other information:

4. Vehicle fleet:

Number of vehicles: Buses 3 Vans 2 Trucks \_\_\_\_\_  
 Station Wagons 1 Sedans \_\_\_\_\_ Other \_\_\_\_\_  
 Wheelchair Spaces \_\_\_\_\_  
 Number of vehicles with: Wheelchair Lifts/Ramps \_\_\_\_\_  
 Two-way Radios/Phones \_\_\_\_\_

5. Performance:

(Last Year) FY 91 (Current Year) FY 92

Actual

Projected

Operating

Passengers	<u>14,056</u>	<u>14,000</u>
Wheelchair Lift operations performed	_____	_____
Revenue Miles	_____	_____
Revenue Hours	_____	_____
Passenger/Revenue Mile	_____	_____
Passenger/Revenue/Hour	_____	_____
Average Daily Passenger Carried	_____	_____

Financial

Operating Expenses	_____	_____
Operating Revenues	_____	_____
Capital Expenses	_____	_____
Cost/Revenue Mile	_____	_____
Revenue/Revenue Mile	_____	_____
Cost/Passenger Trip	_____	_____
Revenue/Passenger Trip	_____	_____
Cost/Revenue Hour	_____	_____
Revenue/Revenue Hour	_____	_____
Average Passenger Fare/Trip	_____	_____

Covers the period from 7-90 to 6-92

6. Other information:

**SECTION III - NEEDS AND POLICY DIRECTION**

### **SECTION III. TRANSIT NEEDS AND POLICY DIRECTION**

This section reviews past year's efforts in several areas, including management improvements, service needs, public input opportunities, and opportunities for interaction with the private sector. It's important to note that during this current year federal operating monies have stabilized at about \$33,000. Local funding has increased basically along with the rate of inflation or in proportion to the decreases in federal dollars. Clinton's FY 92 allocation was about \$97,000 from the STA formula which is basically the same as past years. Clinton can expect to receive a similar amount of formula allocation for FY 93 with the exception of the federal operating assistance which should increase by about \$3,000.

#### **A. Review of Past Year's Efforts (FY92)**

Projects (many of which were included in the first year of the FY 92-96 TDP) are listed herein and discussed regarding their outcomes.

##### **1. Employee Evaluations**

Following the development of the Driver's Handbook in FY 90 and the revision of job descriptions, driver evaluation forms were revised and used. Drivers are given opportunity for evaluation and development input during the Spring of each year. Also during the employee review, MTA management obtains and reviews each driver's motor vehicle records from the Iowa DOT.

##### **2. System Map-Schedule Changes**

Listed below are the changes made in FY 92:

**Camanche Avenue Route:** Service was added to the Frontier Motor Inn twice a day and thereafter when called in. Service was also added to Jack's Discount Store on an hourly basis. Both started in July; in the case of Jack's, service could not begin until a stoplight was installed.

**All Routes:** Because of extensive construction of city streets throughout Clinton, there have been numerous temporary route deviations on the bus route system. There are in fact instances where service could not run into places normally served. These route deviations will occur until construction is completed at the end of calendar year 1992. It should be noted that all of these route deviations will negatively affect ridership figures.



**6. Paratransit Planning and American with Disabilities Act**

Great River Bend Services, Inc. has provided elderly and handicapped paratransit service for MTA for several years. In recent years, the former Clinton Public Safety and Transportation Committee (PS & T) asks the Transportation Director to prepare proposed budgets showing how MTA could deliver this specialized paratransit service if necessary. So far the GRBS costs have always been lower than comparable MTA costs because of differences in labor and benefit expenses. In FY92 costs comparisons are contained in the MTA ADA Plan.

On July 26, 1990 the Americans With Disabilities Act (ADA) was signed into law. This has two very significant effects on MTA service. The first is that all transit vehicles acquired after August 26, 1990 must be lift-equipped. The second is that by January 26, 1992 MTA must prepare a paratransit plan showing how paratransit service will be provided for people who cannot use the fixed route service. This ADA planning process was begun by ECIA shortly after the August 22, 1991 U.S. DOT Final Rule implementing the ADA was issued. The MTA ADA Plan has been submitted to FTA in January, 1992 as required.

Several actions will occur during FY92 as part of the implementation of this Plan. Among them are PAT (Passenger Assistance Training) training for drivers and driver sensitivity training. Both of these types of training are expected to occur on a regular basis, although not necessarily every year. These training opportunities may occur in Clinton by finding a qualified instructor, or 1-2 drivers may attend a training elsewhere and then train the other drivers later.

Peer guide training will also occur as part of outreach. This will be done by area staff such as from the Samaritan Hospital who will also conduct Driver Sensitivity training.

**7. Transit Development Plan Update**

During FY 90 ECIA prepared a major update of the TDP. This major update is done every four or five years for the city and IDOT (in their role of funder and coordinator of FTA grants). In up-coming years TDP's will be updated on a routine basis.

**8. Planning Technical Assistance**

ECIA staff provides planning assistance to MTA throughout the year in areas of route evaluation, statistical use and measurement, bus on-time studies, ridership checks, and so forth. Basically, all of the technical assistance work done

as other human service agencies. The federal program works with selected families needs in the areas of employment, education, personal development, providing public transportation, etc.

**14. Advance Sales Incentive Program**

MTA management began an incentive program in July of 1991 in an attempt to increase the sale of prepaid tickets. The program involves drivers competing against themselves with weighted measures so that full-time and part-times drivers have equal measurements. Since the program began advance sales have increased 27% to 70%.

**15. FY 92 Capital Improvement Program**

**Replace Three Flxettes**

Two of the three Flxette brand small buses will be replaced using FTA Section 18 funding and the other replacement will be funded out of Section 3 discretionary funds. The Flxettes had by most mechanical assessments reached and surpassed their life expectancy and met FTA/IDOT replacement standards. Listed below are a number of reasons why these vehicles needed to be replaced.

- a. The vehicles have exceeded their useful lives and now spend unacceptable amounts of time in the shop.
- b. Local policymakers have expressed a desire to see at least some smaller buses out on the routes.
- c. Public relations: Invariably, many members of the public question why smaller buses cannot be run on the routes with lower ridership and/or on Saturdays.
- d. Certain routes run up into the bluffs where street space makes turning movements sometimes difficult for larger buses. This is also true of the routes serving hospitals and some other buildings where the turning radius may be small.
- e. Local policymakers are also aware of the financial differences between budgeting for the local match for large buses versus the smaller Flxette-type vehicles.

Because of an IDOT grant funding decision, MTA must replace Flxettes with medium sized mini-buses, although the Clinton City Council would prefer heavy duty buses. The IDOT Air and Transit Division decided to fund light-duty medium-sized vehicles for two reasons. The first was the cost factor and the second was that in IDOT's opinion heavier duty vehicles have not proven to be any more

benefits since refrigerant gas is recycled instead of being released into the air.

### **Ceiling Fans**

Four overhead fans will be acquired to be placed in the garage. They are needed to increase ventilation and will help to keep heat down where the mechanics work during the winter and raise warm air during the summer.

### **Historical Iron Benches**

"Historical" iron transit benches will be purchased and placed in the downtown and Lyons district. Clinton is a Main Street Community (one of three in the State) which means that special emphasis is placed on structural historical preservation and restoration, particularly in the business districts. Current efforts involve replacing the existing "modern lighting" with replicas of turn of the century lighting in the CBD and Lyons District.

## **B. Public Input**

The FY 87-91 TDP described four surveys taken between 1980 and 1985. These indicated that a demand for transit could exist in the Camanche area. Subsequent data analysis concluded that expected load factors would not justify the service and that the City of Camanche was not interested in subsidizing the service.

Survey results (from 1986) also prompted research on alternatives for the operation of summer service. A survey was taken of people entering Eagle Point Park and the municipal pool indicated the park was not a viable destination, but that the pool probably would help support a summer route realignment. Based on this public input, routes were realigned accordingly. The route was later changed back after the public failed to use it as they indicated during the survey.

In early 1987, ECIA prepared MTA's response to FTA's final rule implementing Section 504 of the Rehabilitation Act of 1973. As part of this process the public was invited to comment on the proposed Elderly and Handicapped program. Many comments were received, most having to do with the public's perception of the contract service being delivered by GRBS. Because of this public input, MTA continues to carefully monitor the service delivered to the elderly and disabled in the urban area.

As mentioned previously, MTA made certain significant route revisions in August, 1989. During the planning process public input was solicited on several occasions. In fact, there was on-going public communications right up to the change day. As a specific example, a public hearing was held in May, 1989. The

Year's Eve and St. Patrick's Day. MTA prints and hands out Trick or Treat bags at places like daycare centers and the city-wide Park & Rec Halloween Party reaching upwards of 850 children (otherwise known as "future transit riders"). And, each month an expired monthly pass is randomly chosen out of those tossed into boxes by pass users and the person who had the pass drawn receives a free pass. The Clinton Herald prints an article about this each month. The paper also periodically runs news stories about other MTA special services.

#### **E. Private Enterprise Analysis**

Private transit providers are invited to be involved in the formal transit planning process as part of the 1987 formation of an ECIA DMATS committee of providers. A meeting was announced and held on October 3, 1991, to allow private providers the opportunity to review MTA service and offer any proposals. Meetings were also scheduled for November 7 and December 10, 1991. The membership list of the committee may be found in the appendix.

Since FTA's private sector participation initiatives of 1986, transit operators have been preparing annual fully allocated cost analyses. This is a three variable approach developed by a consulting firm for FTA and recommended for use by local transit operators. The Appendix contains this analysis for FY 91. This is the base data used to determine the fully allocated costs on a per route basis in Section II.

#### **F. Capital Needs**

TDP Form #2 shows the vehicle assignments and projected miles through June 30, 1991. Form #3 gives the bus replacement schedule. The capital program section in Section IV goes into greater detail concerning the capital needs for the MTA in FY93 although they are not many since buses #400 and #414 were advanced from FY93 to replacement in FY92. The list below outlines the anticipated and proposed capital needs as ascertained by the MTA management and planning staff. Policy makers will ultimately decide on which of these they believe merit inclusion in the grant application requests for FY93.

##### **1. Acquire Exterior Bus Sign Materials**

During FY92 MTA gradually took over the exterior bus sign program. Because MTA will acquire five new vehicles sometime in FY93, they will need to be fitted with sign frames.

##### **2. Telecommunication Device for the Deaf**

This device is proposed to be acquired as part of the MTA ADA Plan which will be submitted to IDOT and FTA in January, 1992.

## **ADA Questionnaire Responses**

### **Access to Vehicle Dispatch/Ride Reservations**

1. What arrangements have been made to allow access to dispatch service by persons with hearing impairments?

**GRBS currently has a TDD that is useable by their 800 number. MTA will be acquiring a TDD in FY93.**

2. Do the above described arrangements cover all transportation services provided as part of the transit program and do they avoid imposing any greater cost or inconvenience on such disabled persons than on other riders?

**The first answer is yes, the second answer is no.**

3. Are these arrangements prominently publicized in all system literature or media advertising?

**Not at this time, but will be in the future as part of the implementation of the MTA ADA Plan.**

4. Describe any special outreach which been conducted to inform hearing impaired persons of this access to the dispatch function.

**The recent public notice notifying the public of the ADA public hearing stated that arrangements would be made for the hearing impaired at the meeting.**

### **Access to System Information**

5. What efforts have been undertaken to make system information (such as brochures, schedules, etc.) accessible to persons with visual impairments?

**There have been no requests in recent memory. Taped information can be made available as needed in the future. This statement is made in the MTA ADA Plan.**

6. Does all literature/advertising include information that all services are open to general public, including persons with disabilities?

## Fleet Replacement/Rehabilitation Schedule

Transit System Clinton MTA

10-91

[illegible]

**Equipment Code:** L = Wheelchair Lift; R = Wheelchair Ramp; MR = Mobile Radio; F = Farebox

Work Code: REP = Replace; REHAB = Rehabilitate

Replaced with Section 18 funds.

\*\*Replaced with Section 3 funds.

\*\*\*Bus 414 lift cannot be repaired.

**SECTION IV -- DEVELOPMENTAL STRATEGY AND FIVE-YEAR PROGRAM**

## **SECTION IV DEVELOPMENTAL STRATEGY AND FIVE-YEAR PROGRAM**

### **A. FIRST-YEAR PROGRAM (FY 93)**

#### **Policy Formation**

Policy development will occur through the newly formed City Services Committee. This committee was formed during a committee restructuring effort in January, 1992. Ultimate policy approval rests with the Clinton City Council. An example of a recent policy decision by the City Council was the increase of the transit levy from 54 cents to 95 cents beginning in FY93.

#### **Drug and Alcohol Testing**

MTA will be responding to the upcoming FTA regulations requiring safety-sensitive transportation employee drug and alcohol testing and training. As of the signing into law of the Department of Transportation and Related Agencies Appropriations Act of 1992, FTA has statutory authority to require transit systems receiving federal assistance to conduct the testing of certain employees. FTA has up to one year from the signing of the bill to issue regulations concerning the testing. However, effective January, 1992 MTA will be testing all new hires. The provision calls for four types of testing: pre-employment, reasonable suspicion, random, and post-accident. The total MTA drug and alcohol testing program will be implemented as appropriate after FTA regulations have been finalized.

#### **Subscription Service Fare Increase**

The fare for Saturday morning subscription service will be raised to \$1.00 which will then make it the same as the paratransit fare. A public hearing will be held sufficiently prior to this action to allow for meaningful public input.

#### **Paratransit Planning and ADA**

The Public Safety and Transportation Committee had created a policy whereby the Transportation Director will annually evaluate the paratransit service provided by Great River Bend Services in relation to the level of service MTA could provide for comparable levels of funding. This was done in FY92 as part of the MTA ADA planning efforts with the finding being that GRBS should continue providing the service since it can do so for less money. Because the Americans With Disabilities Act became law in 1990, MTA will comply with the various provisions as directed by FTA in the coming several years. The first major provision of the ADA that affects MTA is the requirement that all transit vehicles acquired after August 26, 1990 must be lift-equipped.



## **MTA - Great River Bend Coordination**

A policy will be established where the GRBS dispatcher will contact the MTA dispatcher if proceeding to deny a paratransit trip to see if MTA can deviate a fixed route accessible bus to carry the rider in question. GRBS will arrange to have fixed route data in their computer system as part of Phase III of computer upgrading. GRBS will keep stats on trip denials of ADA Eligible persons so that trip plotting can be done to compare trip Origins and Destinations with the fixed routes.

## **Capital Program**

The capital program is significantly less than former years due to the fact that Buses #400 and 414 will be replaced with FY92 funds formerly reserved for trolley coaches.

1. **Exterior Bus Sign Materials.** By the beginning of FY93, MTA will have completely taken over the exterior bus sign program and will be the recipient of its revenues. Because MTA will acquire 5 added vehicles by FY93, they will need to be fitted with sign frames and other materials before they can be used to generate revenue as part of the program. The five added vehicles are the two heavy duty buses and the replacements for the Flxettes.

2. **Telecommunication Device for the Deaf.** A TDD will be needed per the first year program in the MTA ADA Plan. This device will be placed in the MTA offices and will be used by deaf individuals seeking primarily fixed route information and paratransit information, but also will be used to make reservations on the Saturday morning subscription service.

## **First Year Program Statistics**

The ridership and funding statistics for this first year program plus the preceding four years may be found in Graphics 16 and 17 on the next page. The source for Graphic 16 are projections made by MTA management using historical data and anticipated cost increases.

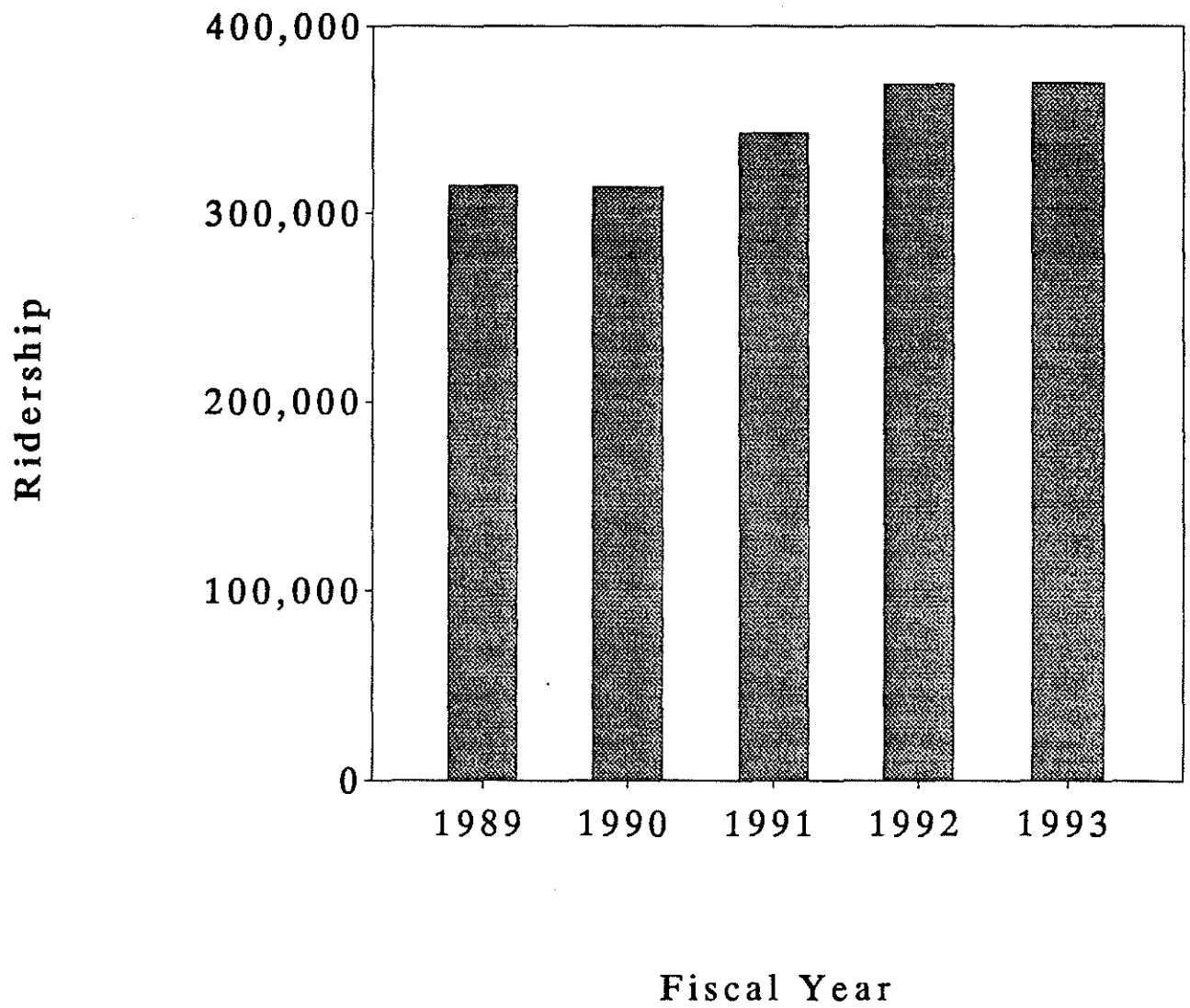
## **B. Second-Year Program**

The Transit Development Program prepared in the Fall of 1993 for FY 95 will contain detailed operational and capital plans for the following two to five years.

Evaluation of certain previous marketing and operational efforts will occur during this time. For example, the Skyline service would need to be monitored. Any recent minor service changes will

# MTA RIDERSHIP PROJECTIONS

Graphic 17



# Biennial Element Program Summary

Transit System

Clinton HTA

Program Year

1st ☐

2nd ☒

Fiscal Year

94

Ref. No.	Priority	Type of Work O = Operating C = Capital P = Planning	Ridership	Mileage	Activity Description	Goals/Objectives	Proj. Justification TDP page numbers	Costs
1.	1	O	350,000	270,000	Maintain Current Service	O-1	IV-4	660,000
2.	1	C			Replace Bus #401	O-3	IV-4	75,000
3.	1	C			Replace Bus #402	O-3	IV-4	75,000
4.	1	C			Replace Bus #403	O-3	IV-4	75,000
5.	1	C			ADA Building Modifications	O-3	IV-4	5,000
6.	1	P			FY95 TDP	O-1,4	IV-2	4,900
7.	1	P			Tech. Assistance	O-1,4	IV-2	2,500
8.								
Total Expenses								832,400

Ref. No.	State Transit Assistance		U. S. DOT				Local/User				Total
	Formula	Special Project	Sec. 3	Sec. 8	Sec. 16(b)2	Sec. 18	Farebox	Contracts	Tax Sup.	Other	
1.	97,200					36,200	95,500	18,000	413,100		660,000
2.						60,000			15,000		75,000
3.						60,000			15,000		75,000
4.						60,000			15,000		75,000
5.						4,000			1,000		5,000
6.						3,920			980		4,900
7.						2,000			500		2,500
8.											
Total Funding											832,400

6-VI

Clinton MTA

C. Non-vehicle Equipment, Real Property and Other						
Description	Type Purchase	Acquisition Year/Programmed Costs				
		FY 93	FY 94	FY 95	FY 96	FY 97
Exterior Sign Materials	NV	1,000				
TDD	NV	500				
ADA Building Modifications	RP		5,000			
	Totals	1,500	5,000			

D. Annual Budget Summaries					
Capital Expenses	FY 93	FY 94	FY 95	FY 96	FY 97
1. Vehicles		225,000	242,000		
2. Vehicle Equipment					
3. Non-vehicle Equipment					
4. Real Estate (Buildings)					
5. Other					
Total:		225,000	242,000		

## APPENDIX

September 4, 1991

### NOTICE OF MEETING

The DMATS Private Sector Participation Committee will meet on Thursday October 3, 1991 in the main meeting room at Project Concern/Phone-A-Friend located at 2013 Central Ave. in Dubuque. The meeting will be held at 4:00 pm. The purpose of the meeting is to solicit early input to area transit planning activities. The agenda will be:

1. Call To Order.
2. Approve Prior Meeting Minutes.
3. Update Membership List, elect Vice Chair.
4. Early Input to the FY93 Region 8 RTA Transit Development Program (TDP).
5. Early Input to the FY93 Clinton MTA TDP.
6. Update Keyline consultant study progress.
7. Discussion Private Providers Proposals.
8. Other Business.

Adjournment.

Questions may be directed to Dave Pesch at 319/  
556-4166.

Signed,

/s/

Bill Kohler, Chairman  
DMATS PSPC

**DISCUSSION PRIVATE PROVIDERS PROPOSALS**

There were no individuals from the private sector present with any proposals, so there was no action on this agenda item.

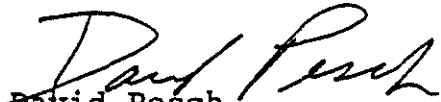
**OTHER BUSINESS**

There was no other business to come before the committee.

**ADJOURNMENT**


Motion by Callahan, second by Pesch to adjourn. Meeting adjourned at 4:25pm.

Respectfully Submitted,

  
David Pesch  
Transportation Planner

NOTES TO MINUTES FILE

Because no private sector transportation operators attended either the November 7 or the December 10 meeting, no business was conducted.



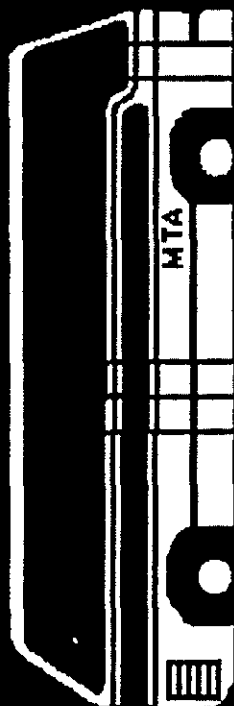
David Pesch  
ECIA Transportation Planner

December 11, 1991

cc: William Kohler  
Chair, DMATS PSPC



**Daily pick-me-up.**



**HARDIE**

