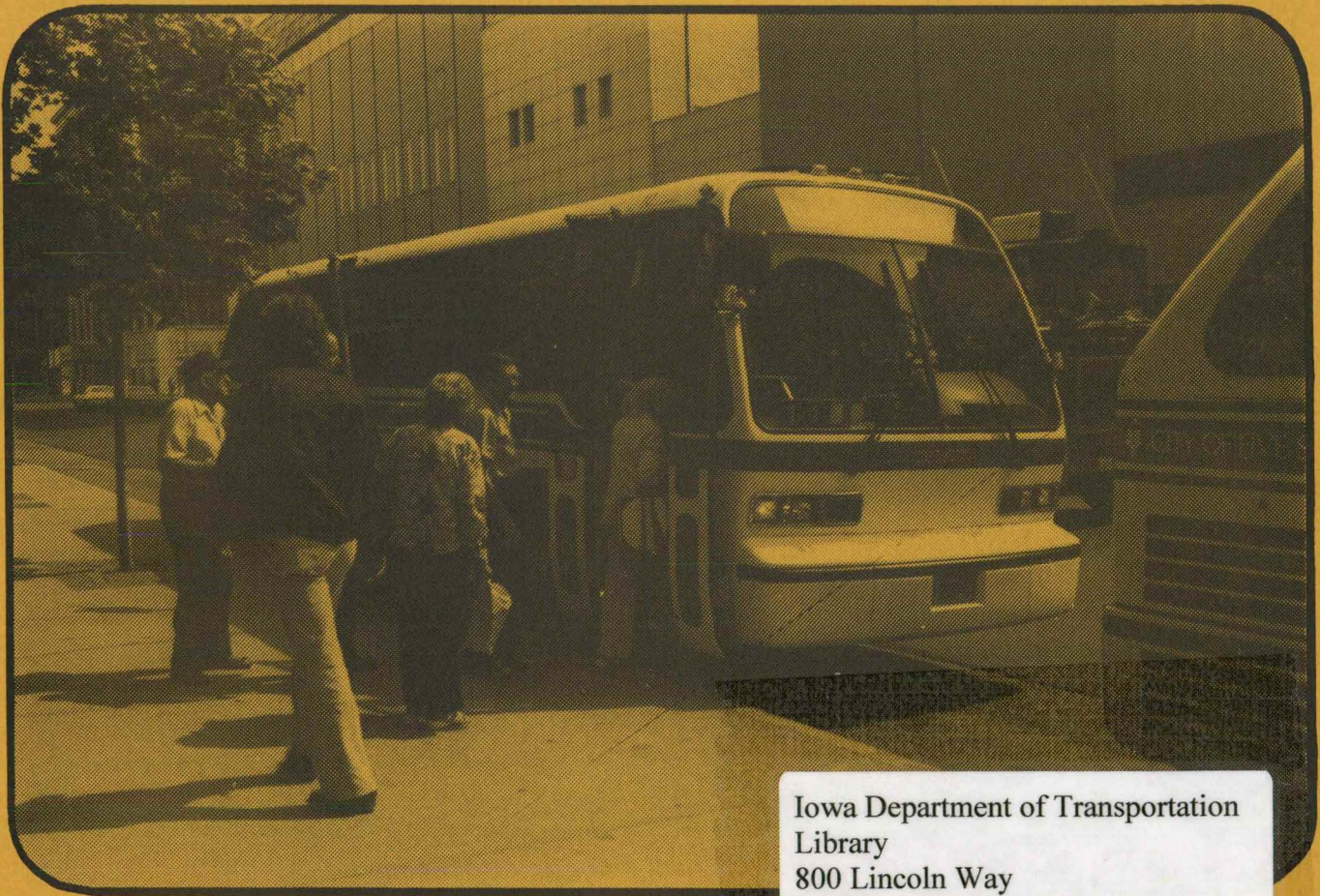


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**MIXED ROUTE TRANSIT SERVICE STANDARDS  
FOR THE  
CEDAR RAPIDS-MARION METROPOLITAN AREA**



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1979**

JUNE, 1979

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Fixed Route Transit Service Standards  
for the  
Cedar Rapids - Marion Metropolitan Area  
1979

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## I. Introduction

The purpose of this report is to identify means by which the Bus Service in Cedar Rapids and Marion may be evaluated. The means chosen should allow the examination of a.) expansion of service to areas not currently receiving service, and b.) the efficiency of the operation of the system.

The bus system serving Cedar Rapids has recently undergone a series of changes and updating. Within approximately twelve months the Regional Transit Corporation became a City Department, an administrative assistant was hired, 20 GMC RTS II buses were delivered and placed into service, a marketing program was undertaken, and route headways and schedules were comprehensively revised. In addition to these recent developments, federal and state monitoring and grant information requirements are increasing. These factors all lead to a shortage of manpower and monitoring capabilities in the Bus Department. Short-range Transit Planning should help solve some of the problems of future decision making and help ensure a continued orderly growth into the future.

Short-range Transit Planning addresses improvements which can be implemented in the system within a five-year period. To aid in identifying potential problem areas and to provide a guide for improvements or additions, Service Standards are used. Service Standards are the means of evaluating the Bus System. They are a quantified product of the system's goals and objectives. After establishing Service Standards, future planning is based on the goal of maintaining levels of service consistent with the standards. In order to ensure adherence to the Service Standards, the system must be monitored and

the resulting data evaluated through comparison with the established standards.

Transit service is not currently available to county or municipal jurisdictions outside Cedar Rapids with the exceptions of routes running near the city limits and a route to the City of Marion, which subsidizes service there.

This text will document the development of Service Standards for the Cedar Rapids Bus Department.

## II. Service History

Provision of public transit services in Linn County dates back to 1880, when a streetcar system was operated in Cedar Rapids. Buses replaced the streetcars in 1937 under the operation of the Cedar Rapids City Lines. This transit system flourished for a number of years, with service focusing on the Cedar Rapids - Marion urban area which has been the major industrial and commercial center of east central Iowa.

Transit patronage, however, began declining shortly after World War II. Primary factors that contributed to this trend of decreasing ridership, which was experienced by transit systems throughout the country, have been increasing personal affluence and the availability of automobiles. Since the Cedar Rapids City Lines was a private operation, one of its responses to this decreasing passenger revenue was to decrease service, which in turn caused further ridership declines. Historical patronage statistics dramatically document the direct relationship between service reductions and patronage decreases. Annual transit patronage decreased from 6,180,378 passengers in 1951 to 1,561,000 passengers in 1965. In 1965 transit service consisted of just 14 buses operating over seven routes, with no night or Sunday service and a reduced schedule on Saturdays.

With these increasing transit operational problems the franchise of the Cedar Rapids City Lines was officially terminated in December of 1966. Following this action, the following steps were taken:

- . A public referendum was held in January 1967 to assess public reaction to a proposition that the City of Cedar

Rapids establish and acquire a transit system and commit itself to the provision of public bus service designed to meet the transportation needs of the urban area with economy and convenience. This proposition was approved by 75 percent majority.

- . The Regional Transit Authority was established, which contracted with the Regional Transit Company, Inc. (RTC) to provide transit service in the Cedar Rapids urban area.
- . A Federal grant was submitted and approved for the purchase of a modern fleet of buses, garage, and other equipment.
- . Following the expeditious completion of these steps, bus service was resumed under an expanded route and schedule program in April, 1967.

On July 1, 1978, the RTC was incorporated into the City as a new department, the City Bus Department.

Cedar Rapids Bus Department operations currently consist of 12 regular bus routes (route 12 was added November 13, 1978), four special school routes, and limited charter service. To provide this service, the Bus Department has a fleet of 20 new GMC RTS II buses (placed into service November 13, 1978), and 15 13-year old 47-Passenger Flexible 401 buses. The department offices and garage are located at 427 8th Street N.W.

The 12 regular City Bus routes constitute a total of 165.8 route miles. Bus service focuses on downtown Cedar Rapids, where a central stop location is provided, with the 12 routes branching out from that location to serve most areas in Cedar

Rapids. Service is provided from 5:45 A.M. until 5:45 P.M. on Monday through Saturday, with several early morning and late afternoon trips not operated on Saturday. No service is provided on Sunday. Route headways and service frequency are 40 minutes on most routes during the day, except during morning and evening peak-use periods, when additional buses are added to increase service frequency to 20 minutes. Buses on most routes are scheduled to arrive downtown together, creating the pulse system that provides convenient transfer opportunities.

The fare structure for the City Bus fixed route service is as follows:

Adults	30¢
Senior Citizens & Handicapped with Card (9:00 A.M. to 4:00 P.M.)	15¢
Children	
Age 12 through College	25¢*
Age 5 through 11	15¢
Under 5 years	Free
Transfers	5¢
Marion	40¢ (30¢ + 10¢ Zone)

\* Students may purchase 5 tickets for \$1.00.

In addition to its regular route service, the bus system also operates special service in the form of school bus routes. Historically, the Bus Department has provided additional service in the morning and afternoon of school days to accommodate school trips for children who live too near school to be served by the school district's transportation system. The school bus routes are established at the beginning of each school year in accordance with current school district boundaries and state regulations. This year the Bus Department is operating four school bus routes which serve all elementary, junior high, and senior high schools in the City. The schools



are notified of the routes and schedules and inform the students. This information, however, is not published for the general public. As with regular bus service, anyone may ride the school bus routes, and the regular fare schedule prevails.

After the acquisition of the National City Lines in 1967 until 1972, ridership on the RTC System declined. In 1973 an upward trend in ridership began and is still on the increase. Since the introduction of 20 new RTS II Buses in November of 1978, ridership figures are averaging 12 to 13 percent higher than those for the same dates one year ago. Ridership is expected to continue to increase.

The following table shows ridership for calendar years 1964 through 1976 and fiscal years 1976, 1977, 1978, and 1979 (estimated).

<u>YEAR</u>	<u>RIDERS</u>	<u>PERCENT CHANGE FROM PREVIOUS YEAR</u>
1964	1,652,000	
1965	1,561,000	- 5.5%
1966	<u>1/</u>	
1967	<u>1/</u>	
1968	1,502,970	- 3.7%
1969	1,398,391	- 7.0%
1970	1,250,596	-10.6%
1971	1,149,961	- 8.0%
1972	1,077,334	- 6.3%
1973	1,185,064	+10.0%
1974	1,392,179	+17.5%
1975	1,491,432	+ 7.1%
1976	1,631,566	+ 9.3%
FY 1976	1,554,947	<u>2/</u>
FY 1977	1,687,230	+ 8.5%
FY 1978	1,776,574	+ 5.3%
FY 1979 <u>3/</u>	1,917,478	+ 8.0%

1/ Bus service was discontinued July 1966 and began again April 1967.

2/ Switched to Fiscal Year record keeping: July 1 - June 30.

3/ Figures estimated for May and June.

The Regional Transit Corporation (RTC) became the Cedar Rapids Bus Department in July, 1978, and is administered by the Cedar Rapids City Council.

### III. Transit System Goals and Objectives

The Cedar Rapids City Council, acting in its transit policy-making capacity, on May 16, 1979, adopted generalized goals stating directions which the City Bus System should take. In addressing everyday problems as well as in guiding planning activities, the City Bus Department and Department of Planning and Redevelopment have refined these goals into an informal set of project-applicable objectives. These objectives are subgrouped into subjects of major significance numbered under each goal. The complete listing of goals and objectives follows:

Goal A. To provide residents of the Cedar Rapids - Marion metropolitan area with the highest feasible level of transit service.

1. Ridership

- a. To work to continue annual ridership increases.
- b. To service as much developed land area as possible in order to encompass the majority of trip origins and destinations.
- c. To continue efforts to better serve the transit-dependent segment of the public.
- d. To encourage transit use for pleasure, shopping, or necessity trips as well as work trips.

2. Schedule Reliability

- a. To build as much reliability into scheduled time points as possible.

- b. To work with the City Street Department in establishing snow plowing routes which correspond to the bus routes.
- c. To work with the City Traffic Engineering Department in limiting on-street parking and to build in other advantages for bus traffic along the routes.

3. Travel Time

- a. To minimize waiting time associated with transfers.
- b. To run all buses with as little idle time\* as possible.

Goal B. To provide transit service as efficiently and as economically as possible.

1. Vehicle Activity

- a. To maintain average speeds which are as high as possible while retaining an adequate safety factor.
- b. To maintain an adequate number of backup vehicles.
- c. To maintain a high degree of vehicle reliability.

2. Passenger Comfort and Safety

- a. To continue replacement of older buses with advanced design buses featuring the most up-to-date safety devices and climate controls.
- b. To provide waiting areas at the most heavily used pick-up locations to protect patrons from unfavorable weather conditions.

\*Idle Time: Time spent by buses idling at curbside along a route.

- c. To continue training employees and taking other measures to maintain the excellent system safety record.

3. Planning and Data Processing

- a. To monitor and evaluate the system in order to complete a reliable in-depth analysis.
- b. To develop a complete data filing system, including necessary computer facilities.
- c. To make use of objective service and operation standards in coordination with public sentiments to make decisions regarding route or scheduling alterations.

Goal C. To encourage use of the bus system by providing means for the public to become aware of and familiar with the system, and by providing service which is convenient and attractive to the user.

1. Customer Service

- a. To maintain the practice of making personal responses to customer complaints.
- b. To maintain the highly personalized service from the drivers.
- c. To continue to operate on a customer-first service basis, including:
  - 1. Making change available in the bus.
  - 2. Making stops where riders desire, if traffic allows.
  - 3. Making workable fare pre-payment systems available as needed.

2. Public Information

- a. To work with local media in promoting a positive system image and an increased use of the system.
- b. To distribute convenient, easy-to-decipher route schedules with maps.

#### IV. Service Standards

Service standards are quantifiable guidelines against which the operation of the transit system may be measured, supporting the goals and objectives listed in Section III. They also provide a ready data source for operational analysis. Two classifications of service standards are presented in this Section; they are Service Development Standards, and Service Performance Standards. These two classifications are utilized in order to distinguish the physical route characteristics dealing with land and development (Development Standards), from the system's operational characteristics such as cost and revenue analyses (Performance Standards). Service Standards for the Cedar Rapids Bus System presented in this Section are first-year, and as such are subject to further evaluation and possible modifications as experience dictates.

##### A. Service Development Standards

Service Development Standards function as a guide in the process of determining the appropriateness of expanding or altering areas currently receiving service. For example: If bus service is being considered for a particular neighborhood, the characteristics of that neighborhood would be compared to the Service Development Standards to determine the feasibility of servicing the area\*.

\*The decision-making process must also take into account running time available to change a route, street suitability in the area, political ramifications, and the type of development and potential for ridership in areas which must be traveled in order to service a target area.

The characteristics covered by the Cedar Rapids System's standards are grouped by density (persons, dwelling units, and elderly per acre; automobiles per dwelling unit), and major concentrations of people (colleges, hospitals, apartments, job destinations, and percentage of the population to be served). An area under study might not be disregarded for failing to meet all of the criteria for service as specified in the Development Standards, and no ranking of the relative importance of any standard is implied; development standards are to serve as guidelines, not absolutes, and comparisons can be made and conclusions drawn from the associated analyses.

1. Density. Areas requesting service, or under study for service, should contain as minimums:
  - a. 8 persons per acre (5120/sq. mile);
  - b. 3 dwelling units per acre (1920/sq. mile);
  - c. 1.3 persons 62 years of age or older per acre (832/sq. mile);
  - d. less than one automobile per dwelling unit.
2. Major Concentrations. The following levels of service should be maintained within the study area, and should be considered in developmental studies. The system should provide service to:
  - a. 100% of all colleges and hospitals;
  - b. 70% of all apartment units contained in complexes of 48 or more units;
  - c. 80% of all job destinations;
  - d. 80% of the Cedar Rapids - Marion population.

*Route planning  
considers.*



B. Service Performance Standards

Service Performance Standards, the second major classification of bus Service Standards, function as a guide in the process of fine-tuning the operation of the existing system to an appropriate economic balance. This fine-tuning is a delicate and complicated process. Improving one characteristic may lead to the "violation" of a standard dealing with another characteristic. For example: In attempting to decrease the amount of subsidy per passenger by raising prices, ridership may decline, thereby decreasing the percentage of operating costs covered by revenue, decreasing load factors, and increasing complaints. For this reason, not all Performance Standards "violations" may be addressed concurrently, and some may not be correctable due to interrelationships with other standards. The following Service Performance Standards may be used as the basis for initiating action, and as indicators of the health of the system.

1. Load Factors. Load Factors represent the number of passengers on a bus at one time when compared to the number of seats available on that bus. For example: If 19 passengers are aboard an RTS II Bus, which has 37 seats, the load factor is  $19/37$  or .5.

- a. Maximum Load Factors

- (1) Peak-use periods (6:15 - 9:15 A.M. and 3:45 - 5:45 P.M.): 1.5
- (2) Non-peak use periods: 1.0

Maximum Load Factor Standards deal with passengers' comfort and the attractiveness of the service to riders. Transit typically experiences its heaviest use during the hours which most people commute to and from work, called peak (use) hours.

*Monthly check  
of indiv. trips on  
tabulator*

Because of the large numbers of people making use of the bus service within these limited periods of time, some riders may be required to stand. The Peak Period Standard states that no more than 19 passengers on the GMC RTS IIs or 24 passengers on the Flxible 401s should be required to stand. In order to encourage transit use during non-peak periods when ridership is typically much lower than capacity, the standard states that seats should be available at all times.

b. Minimum Load Factor

(1) All periods: .2

A Minimum Load Factor Standard is set to encourage cost efficiency. Trips with buses consistently running less than two tenths of their seating capacity should be reevaluated.

*Tabulator check*

2. Revenue and Cost. Revenues and Costs are compared on a percentage basis in the following Performance Standards.

a. Percentage of Operating Cost Covered by Passenger Revenue: 40% (31%)

This standard states that bus passengers' fares should pay for at least 40% of the operating cost to provide the service.

*States covering farebox, passes, tickets & transfers*

b. Percentage of Subsidized Operating Cost Per Passenger: 60%

This standard relates directly to the previous percentage in stating that no more than 60% of the cost to carry each passenger should be subsidized.

c. Percentage of Operating Cost Covered by Total System Revenue: 42%

*Marion subsidy, etc included*

This standard states that bus passengers' fares, the City of Marion subsidy, and miscellaneous income should pay for at least 42% of the cost to provide the service.

Analysis of the routes on the cost/revenue basis provided by these standards allows route-to-route comparisons, and may suggest advertising campaigns, the termination of a route, or a fare change for the system.

3. Headway Adherence. 0 to 5 minutes late at listed pick-up points.

Headway adherence is a vital factor of system performance analysis because potential passengers must feel confident that the bus will arrive very near the time listed on the schedule. Buses should not arrive early, because riders, especially first-time riders, must be able to rely on the published schedule; and missing a bus means waiting twenty to forty minutes for the next bus. If, however, the bus arrives up to five minutes late, the passenger will still be able to ride the correct bus, have a minimal wait for the bus, and arrive at his or her destination closer to the anticipated time. Routes or trips which are consistently early, or are more than five minutes late, may have driver problems, inappropriate route lengths, unrealistically scheduled checkpoints, or traffic-related tie-ups. Solutions may include driver orientation, reevaluation of the schedule, or a review of the route's length and physical limitations.

4. Average Speed. 12 - 18 m.p.h. over each route, 15 m.p.h. over the entire system.

*Use of  
Daily Schedule  
Time sheet*

*Route list  
& schedule*

The average speed of a bus over a route is determined by dividing a route's mileage by the time taken for a bus to complete the route. Average Speeds Standards appear to be relatively low because the time taken to complete a route includes all stops a bus must make. The most important use for Average Speed Standards is to aid in determining appropriate route length for a given time limit, especially in expanding or cutting back existing routes. If a route's average speed exceeds the standard, the length of the route may be excessive. If the average speed is too slow, a route expansion may be investigated.

5. Transfers. No more than 15% of total rides.

Transfers are passengers who change buses in order to reach their destination. A high percentage of transfers in the system may indicate that the existing bus routes do not take enough riders directly to where they need to go. If the transfer rate exceeds the standard, an origin-destination survey may be necessary, and some rerouting may be investigated.

*Tabulator  
data*

6. Hours of Service. The combined hours of service for all routes should total at least 980 hours per week.

The Hours of Service is calculated by summing the total hours that bus service is available on all routes. Because of varying headways and coordinated transfer times, the hours over which each route is operated may vary slightly. Also, several trips per route are dropped on Saturdays, when demand is lower. The monitoring of hours of service may help illustrate the scope

*Schedule*

of schedule changes and place the changes in a correct system-wide perspective.

7. Complaints. The Bus Department should receive no more than one written complaint dealing with a single aspect of service per week.

*Records*

Written complaints are a signal that some aspect of the operation may need attention. If more than one complaint on a single topic is received in a seven-day period, an investigation of the problem should be undertaken.

8. Climate Control. The entire fleet of buses should contain climate control equipment for both hot and cold weather conditions.

Temperature control is vital in attracting and keeping bus patronage, and all buses should contain the appropriate equipment maintained in good working order.

9. Directness of Service. In commuting from the farthest point on a route to the downtown bus stop, a bus on its regular route should not travel more than twice the distance that an automobile travelling the most convenient direct route would cover.

*Route map*

Directness of Service is addressed to establish a relationship between use of transit and use of private transportation. Because of the street pattern of Cedar Rapids and the locations of one-way streets and subdivisions, this standard is difficult to apply in Cedar Rapids. Nonetheless, route length must be kept reasonable in relationship to private auto usage.

10. Advised Minimum Percentage of Seating Capacity Filled:  
20%

*Daily stats  
from tabs*

In order for a route to be worthwhile financially while not eliminating service to a reliable group of passengers, two tenths of the seats available during the day on that route should be occupied. If a route's patronage drops below this level, the coverage should be reexamined or a concentrated advertising campaign undertaken.

The preceding Service Standards listing should not be interpreted as unchangeable or all-inclusive, but as preliminary and partial. "Preliminary" in the sense that these are first-year standards which must be further tested for suitability; and "partial" in relationship to the broad field of decision criteria. Everyday decision-making transcends a set of standards and must also involve unquantifiable factors such as political ramifications. It is within consideration of all possibilities that evaluations and consequent alterations must be made. However, service standards will provide valuable assistance in performance assessment and route evaluations.

## V. Formulation of Standards

The Service Standards presented in Section IV represent levels of service at which the Cedar Rapids Bus System can effectively function. Sources of data from which the standards were formed are 1.) a bus service study, and 2.) operational data from the Cedar Rapids Bus Department. Public input was also obtained from the Linn County Regional Planning Commission Transit Technical Advisory Committee, which approved the standards at a public meeting on May 8, 1979. The following paragraphs outline the procedures followed in formulating the Service Standards.

Service Development Standards are based on a study undertaken in 1978 and 1979 by staff of the Linn County Regional Planning Commission. In this study, levels of service were identified for several characteristics of the population in each census tract. The detailed results of the characteristic evaluations may be found in appendices A, B, and C. Certain of these characteristics were chosen as being most important and as also having measuring data reasonably available. Standards were developed based on these characteristics by determining which census tracts showed the most favorable ridership trends and how these tracts' characteristics compared to those of the entire metropolitan area and to those of other tracts. The standards were established and further tested against the characteristics of neighborhoods which have traditionally shown favorable levels of bus patronage as well as those of lower patronage. The development standards are based on current levels of service and on service considered to be desirable for the system.

Service Performance Standards are based on figures obtained

from the Cedar Rapids Bus Department. Since some of the data needed to develop appropriate standards were not being collected regularly, Bus Department staff made the necessary calculations to provide reliable estimates upon which the Performance Standards could be based. Examination of other large urban areas in Iowa showed that the Cedar Rapids system operates at a level of relatively high efficiency and cost effectiveness, so the Performance Standards adopted do not vary significantly from the characteristics of the system as it currently operates.

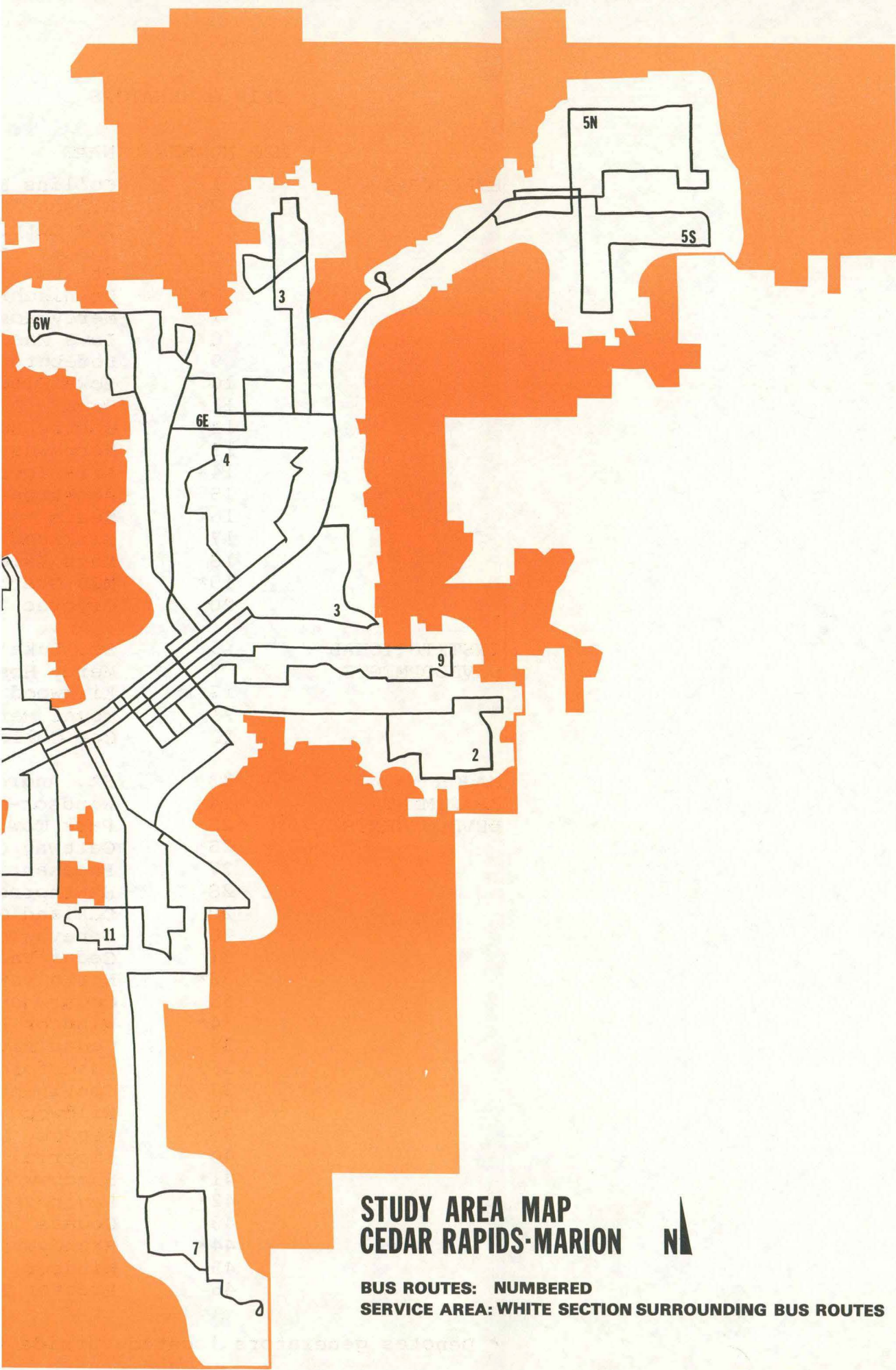
Performance characteristics are to be gathered on a regular basis beginning in July, 1979 through the use of driver actuated counters aboard each bus. Ordered in April, the counters have the capacity to record five separate categories of multiple digit numbers. The Cedar Rapids Bus Department and the Department of Planning and Redevelopment will develop a program to count passengers, passenger revenues, and transfers. The program will also include the ongoing data collection, analyses, and summaries necessary to monitor all operational characteristics related to Performance Standards.

The appendices of this report contain the results of the Bus Service study completed by the Linn County Regional Planning Commission staff.



APPENDIX A  
BUS SERVICE STUDY AREA MAPS

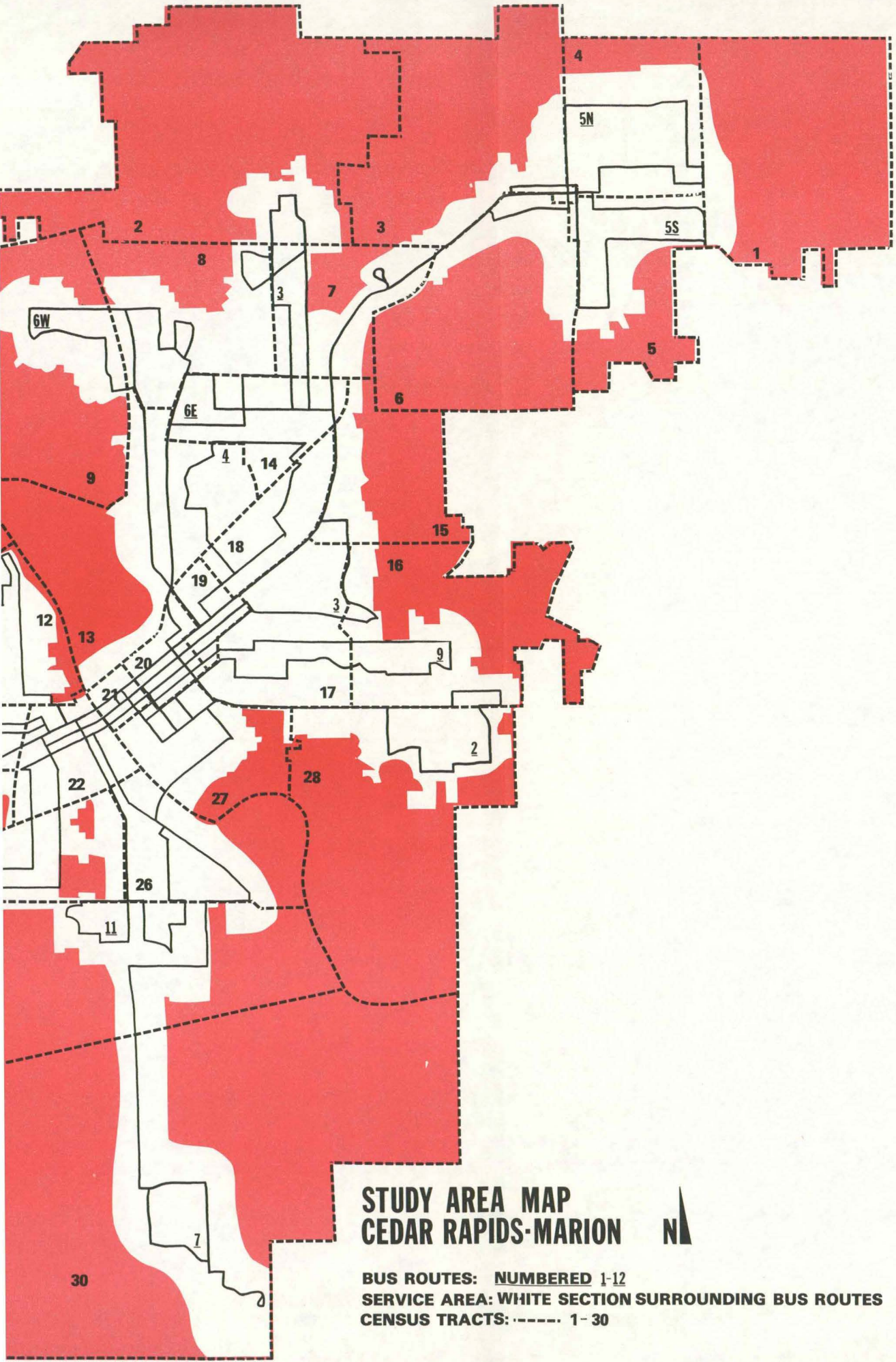
The following maps are presented in order to clarify information in Appendix B, the Bus Service Study Summary.



**STUDY AREA MAP  
CEDAR RAPIDS-MARION**



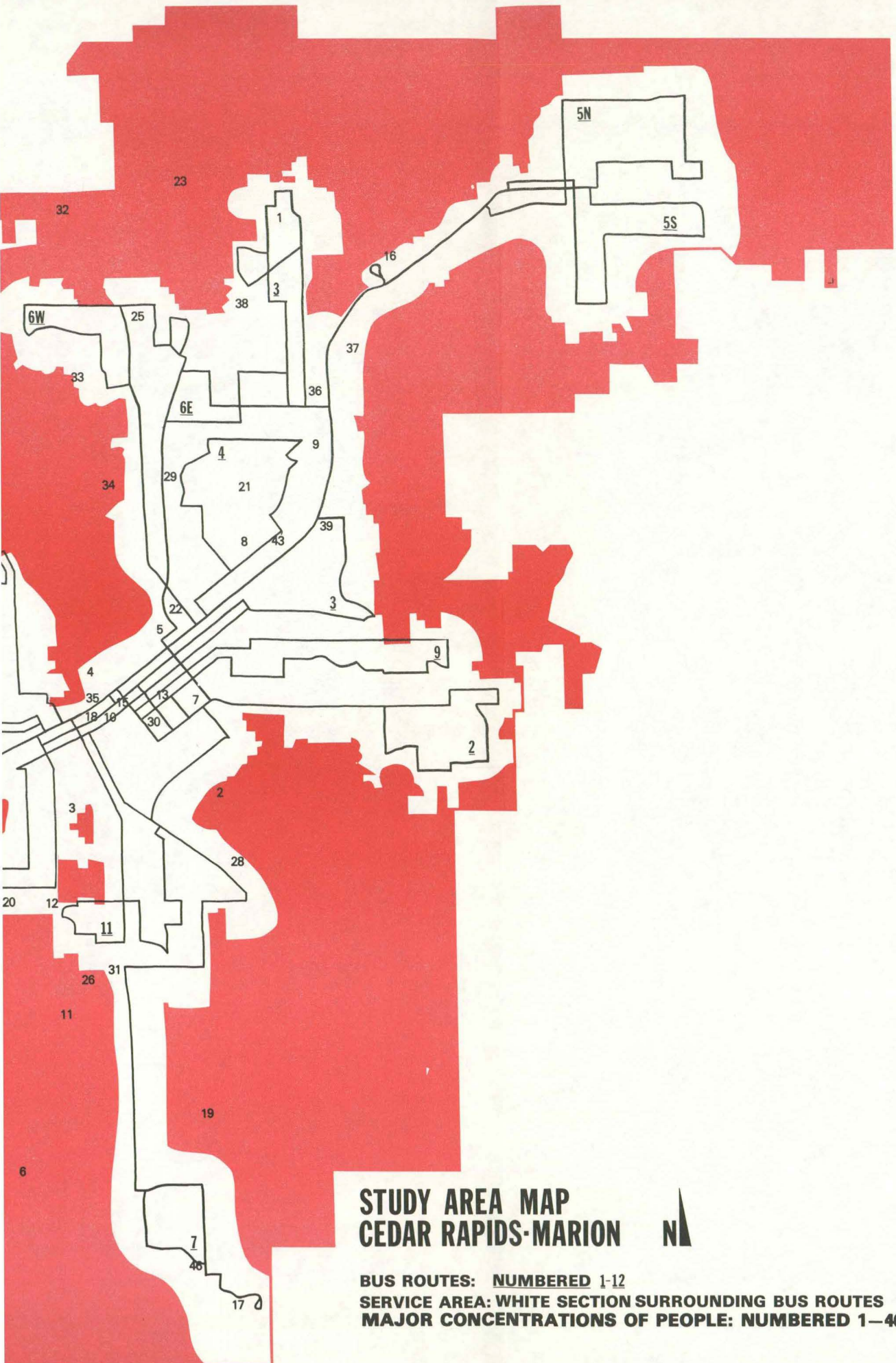
**BUS ROUTES: NUMBERED  
SERVICE AREA: WHITE SECTION SURROUNDING BUS ROUTES**



**STUDY AREA MAP  
CEDAR RAPIDS-MARION**



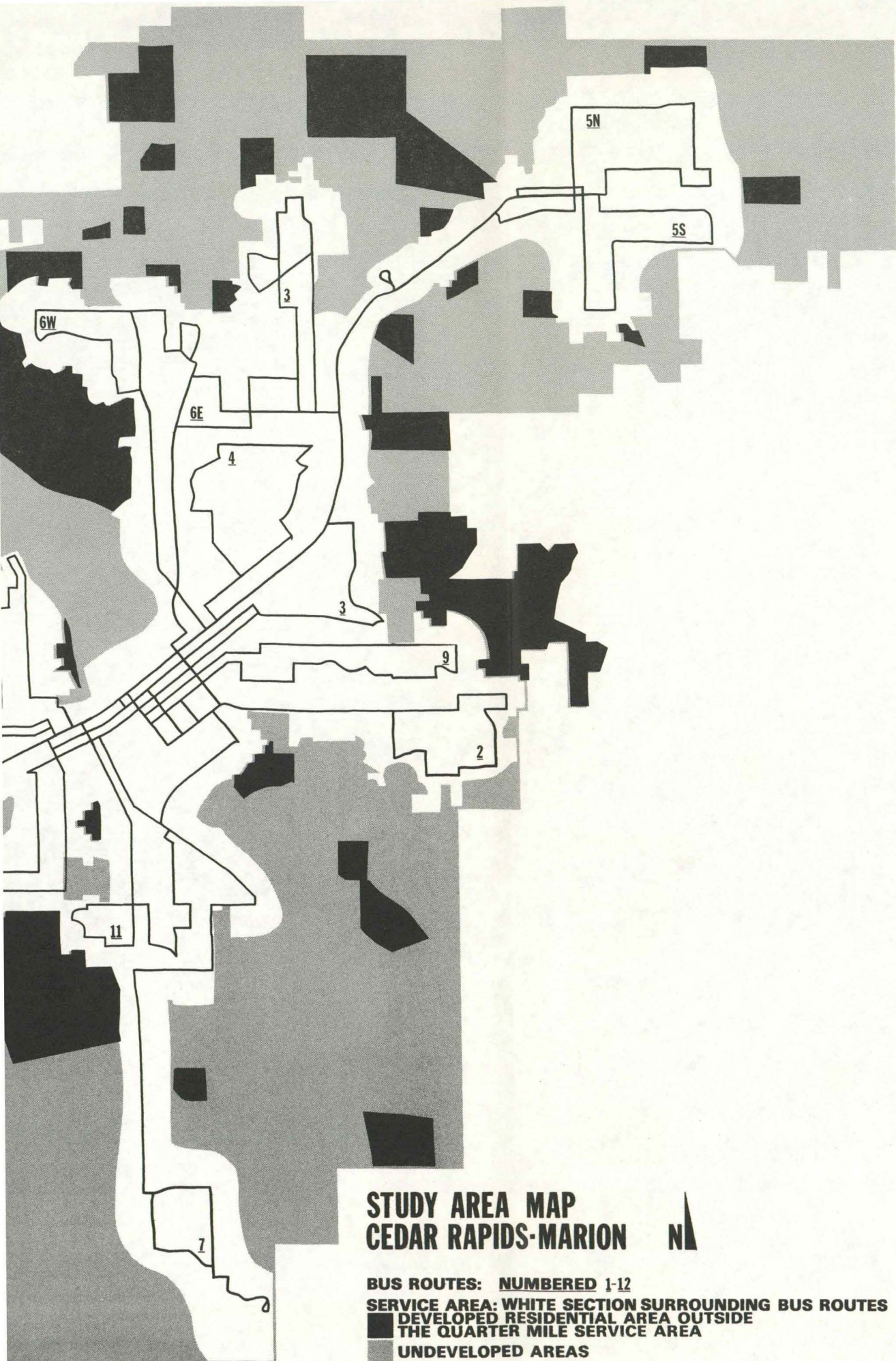
**BUS ROUTES: NUMBERED 1-12**  
**SERVICE AREA: WHITE SECTION SURROUNDING BUS ROUTES**  
**CENSUS TRACTS: ----- 1-30**



**STUDY AREA MAP  
CEDAR RAPIDS-MARION**



**BUS ROUTES: NUMBERED 1-12**  
**SERVICE AREA: WHITE SECTION SURROUNDING BUS ROUTES**  
**MAJOR CONCENTRATIONS OF PEOPLE: NUMBERED 1-46**



## STUDY AREA MAP CEDAR RAPIDS-MARION



**BUS ROUTES: NUMBERED 1-12**

**SERVICE AREA: WHITE SECTION SURROUNDING BUS ROUTES  
DEVELOPED RESIDENTIAL AREA OUTSIDE  
THE QUARTER MILE SERVICE AREA**

**UNDEVELOPED AREAS**

APPENDIX B  
BUS SERVICE STUDY

The Service Standards listed in Section IV originated in Bus Department staff consultation, public input, and a bus service study undertaken in January 1979. Staff from the Cedar Rapids Bus Department and Department of Planning and Redevelopment coordinated the development of the standards, and were assisted by review of the Transit Technical Advisory Committee. Since the time the service study was initiated, the Cedar Rapids Bus System has undergone a series of alterations; however, the service study remains valid as a data base from which reasonable standards may be derived. In presenting the summary of the study on the following pages, several categories of information are included which were not finally utilized in the establishment of Development Standards. They serve as material for additional comparison.

The following summary contains: I.) Methodology; II.) Service Characteristics by Census Tract; and III.) Tabular Summary of Service Characteristics.

I. METHODOLOGY

The Study Area is the area within the corporate boundaries of Cedar Rapids and Marion, Iowa.

Data Units utilized for study are those portions of census tracts within the corporate boundaries of Cedar Rapids and Marion.

Data Sources are the 1975 Cedar Rapids Special Census, the 1970 Census of Linn County, the 1970 Census of the Cedar Rapids Urbanized Area, a Linn County Regional Planning Commission Report, Transit Services and Usage and Market Potentials - 1975, and the Cedar Rapids Chamber of Commerce.

Primary Assumption: The maximum distance that bus passengers are willing to walk to and from the bus is  $\frac{1}{4}$  mile. This distance was established in the study Transit Services and Usage and Transit Market Potentials, Interim Report 2, 1975.

A. Identification of the Bus Service Area

Bus routes worked with in this study are those in use as of January 1, 1979. A Bus Service Area was identified on a composite route map by first placing marks at  $\frac{1}{4}$ -mile distances from all routes along public street rights-of-way. These marks were then connected, discounting overlaps, areas outside the corporate boundaries, and physical deterrents such as streams and railroad tracks, to form the Bus Service Area outline.

B. Dwelling Unit Count

In order to count the number of persons within the service area, some easily-identifiable physical feature was needed.

Dwelling units, whose numbers are readily countable from aerial photographs, were used in this study.

#### C. Methods

The bus service area does not encompass the entire study area, and divides blocks so that only a portion of some blocks receive service (see accompanying maps). A method was needed to assess coverage in these "partial blocks," since census information is presented only by entire blocks and tracts. The method used was counting dwelling units (DUs) served in each partial block and comparing that number to the total number of DUs listed in the census for each block. Using this comparison in a fractional form (number counted/number listed in census) allowed its extension to estimate total population, minority population, and elderly population for the portions of partial blocks receiving service. The equation used was (number DUs counted in the block/number DUs listed in census): (number in question (x)/number in the block as listed in the census).

#### D. 1975 Special Census Data

The data units used for this study, census tracts within the study area, are made up of varying numbers of blocks, and while complete tract information is directly available through the census, the area served in each tract is made up of blocks entirely and partially served. In calculating the total and minority population served in each tract with the 1975 special census data (Cedar Rapids only) the following procedures were followed:

1. Procedure for census tracts with more blocks outside the service area than inside:



- a. Total the block information needed in blocks completely served and add it to Item b.
  - b. Total the partial blocks in the tract according to Paragraph C, above.
2. Procedure for census tracts with more blocks inside the service area than outside. Subtract from the tract total:
- a. Total block information for blocks completely outside the service area.
  - b. Total block information for partial blocks (portions outside of the service area) according to Paragraph C, above.

The 1975 Special Census listed Persons Six to Fifteen Years Old on a tract basis. To arrive at a number to represent the portions of tracts within the service area, a relationship similar to that described in Paragraph C was set up: (population served per tract/total tract population): (number of residents 6 - 15 served (x)/total tract number of residents 6 - 15 years of age).

The 1975 Special Census also listed Persons 62 Years of Age or Older referred to as elderly in this report on a tract basis. In this category, block data was available from 1970, so a block analysis, as presented in Paragraphs D1 and D2, was completed and related to the 1975 tract data in the following equation: (total number of elderly persons served per tract, 1970/total number of elderly persons per tract, 1970): (number of elderly persons served per tract, 1975 (x)/total number of elderly per tract, 1975).

E. 1970 Census Data

Autos Per Dwelling Unit numbers were based entirely on tract data with the equation: (total number of autos per tract/total number of dwelling units per tract).

Families with Income Below the Poverty Level numbers for Cedar Rapids and Marion were computed using 1970 data as a base. The total number of families with income below the poverty level was related to the 1975 tract data for total population served as in the following equation: (population served per tract, 1975/total population per tract, 1975) x (number of families with income below the poverty level, 1970). Total, minority, and elderly tract populations for Marion were based on block analyses of 1970 data executed in the same manner as for the similar 1975 Cedar Rapids data, outlined in paragraphs C, D1, and D2.

F. Percentages of Tracts Served

Number data from all categories listed above<sup>1</sup> was divided by the respective total tract data for portions of the tracts inside the study area. The resulting figures indicate the Percentages Served for each tract inside the study area.

G. Densities of Tracts Served

Number data from all categories listed above<sup>1</sup> was divided by the appropriate land area per tract to indicate Density

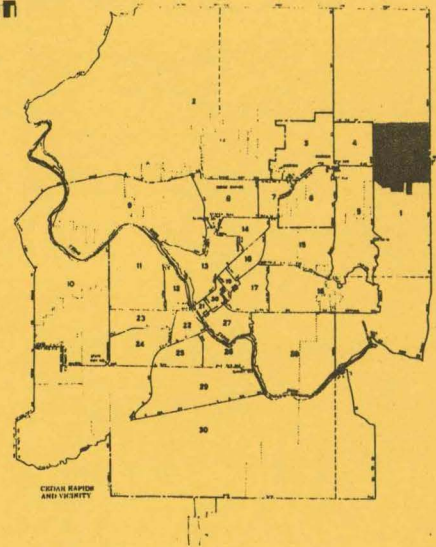
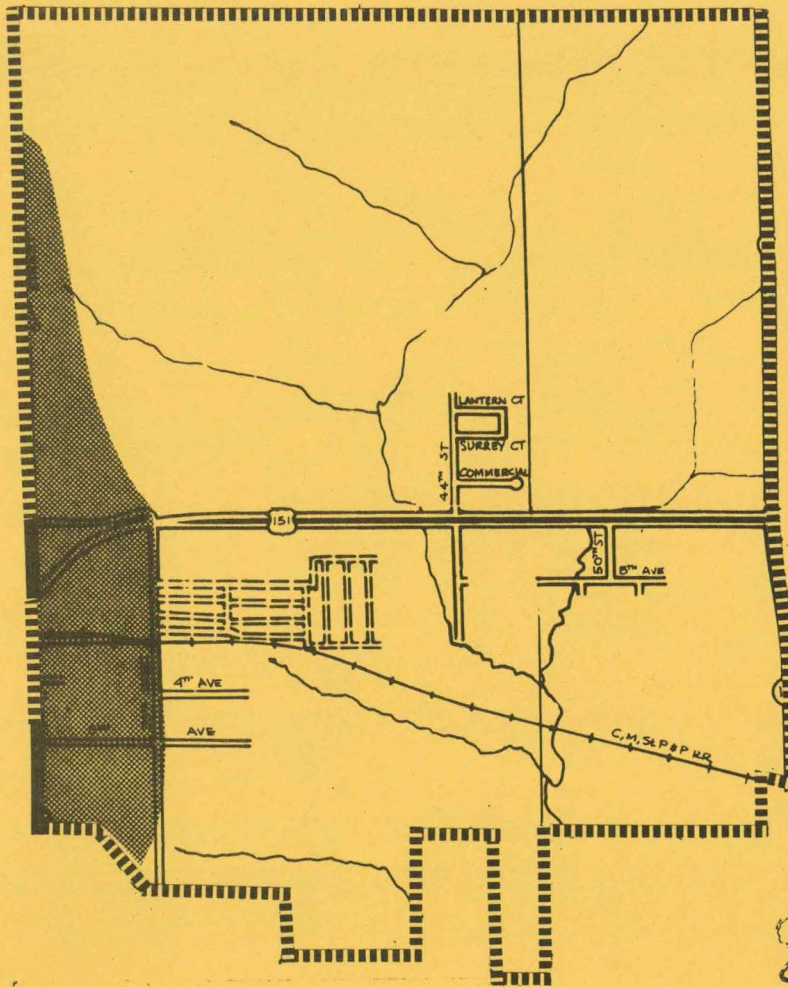
<sup>1</sup>Since number data for persons 6 - 15 years of age is based on the population figures of each tract, that category was not included in paragraphs F and G.

per Acre for portions of tracts served inside the study area.

## II. SERVICE CHARACTERISTICS BY CENSUS TRACTS

The following pages contain detailed information from the Bus Service Study on a census tract basis, and (Section III) a Tabular Summary of the information.

# TRACT 1



I. Census Tract Boundary ■■■■■■

Percentage of Tract Served

1. Population: 8.1
2. Minorities: 8.3
3. Dwelling Units: 4.5
4. Persons Older than 61: 3.5

II. Sections of One or More Bus Routes —————

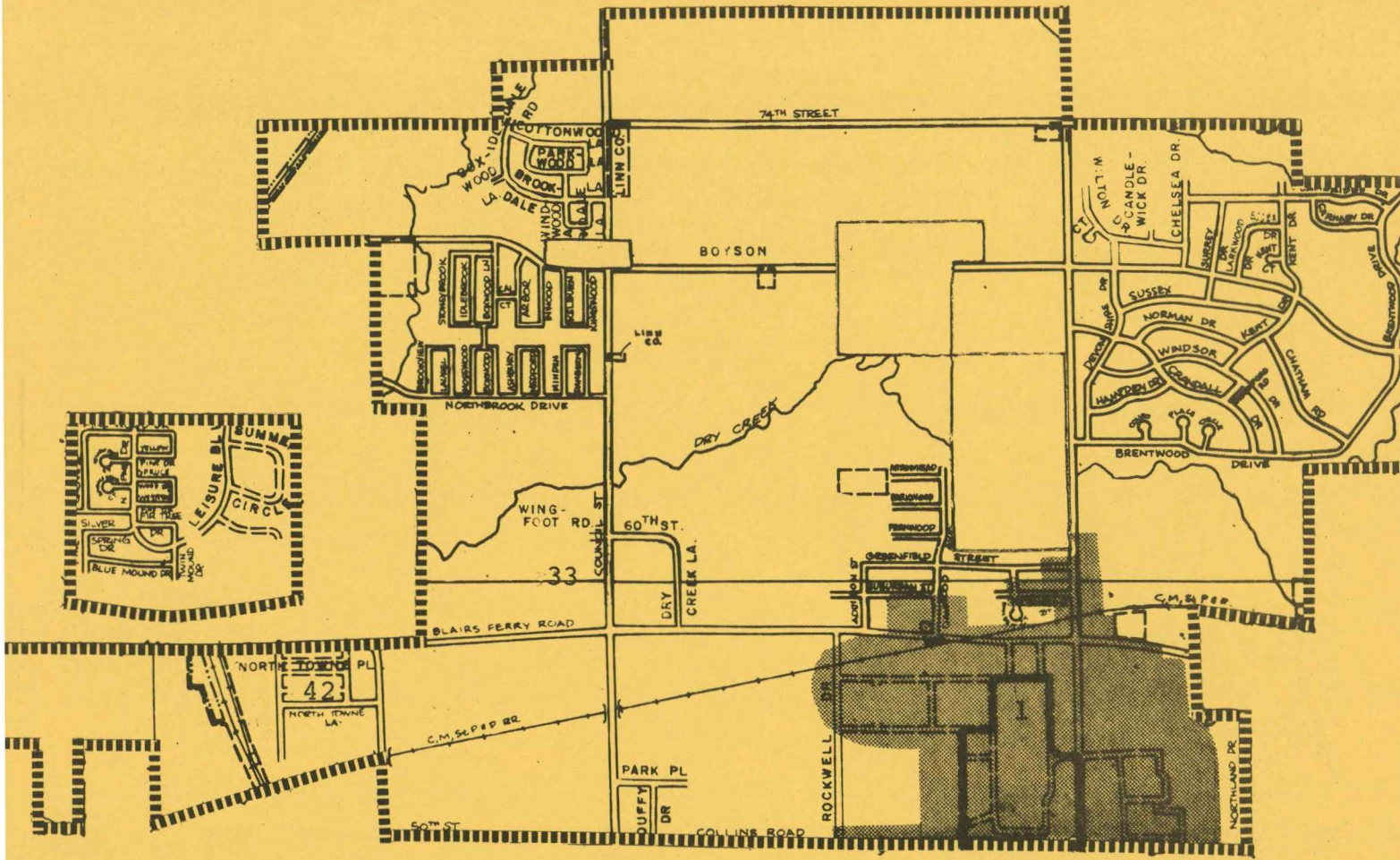
II. Major Trip Generators

IV. Area of Bus Coverage ■■■■■■

Densities Per Acre

1. Population: .4
  2. Minorities: -
  3. Dwelling Units: .1
  4. Persons Older than 62: -
  5. Persons 6-15 Years: NA
  6. Families with Income Below Poverty Level: -
- Autos Per Dwelling Unit: .9

# TRACT 2



I. Census Tract Boundary

Percentages of Tract Served

1. Population: 1.4
2. Minorities: 0
3. Dwelling Units: 1.1
4. Persons Older than 62: 10

II. Sections of One or More Bus Routes

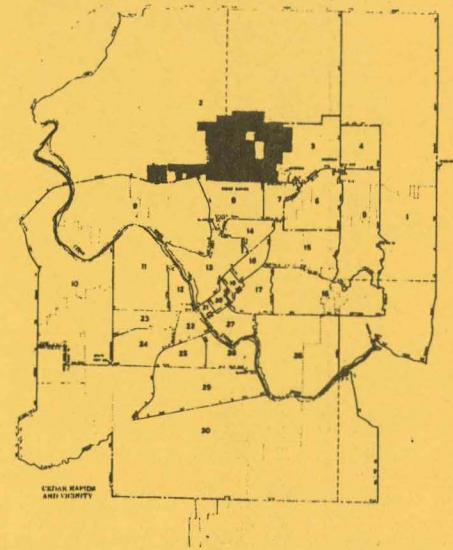
III. Major Trip Generators

- 42: North Towne Place Apartments
- 33: St. Andrews Apartments

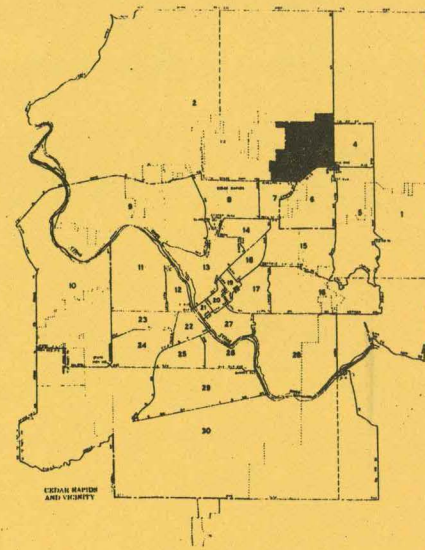
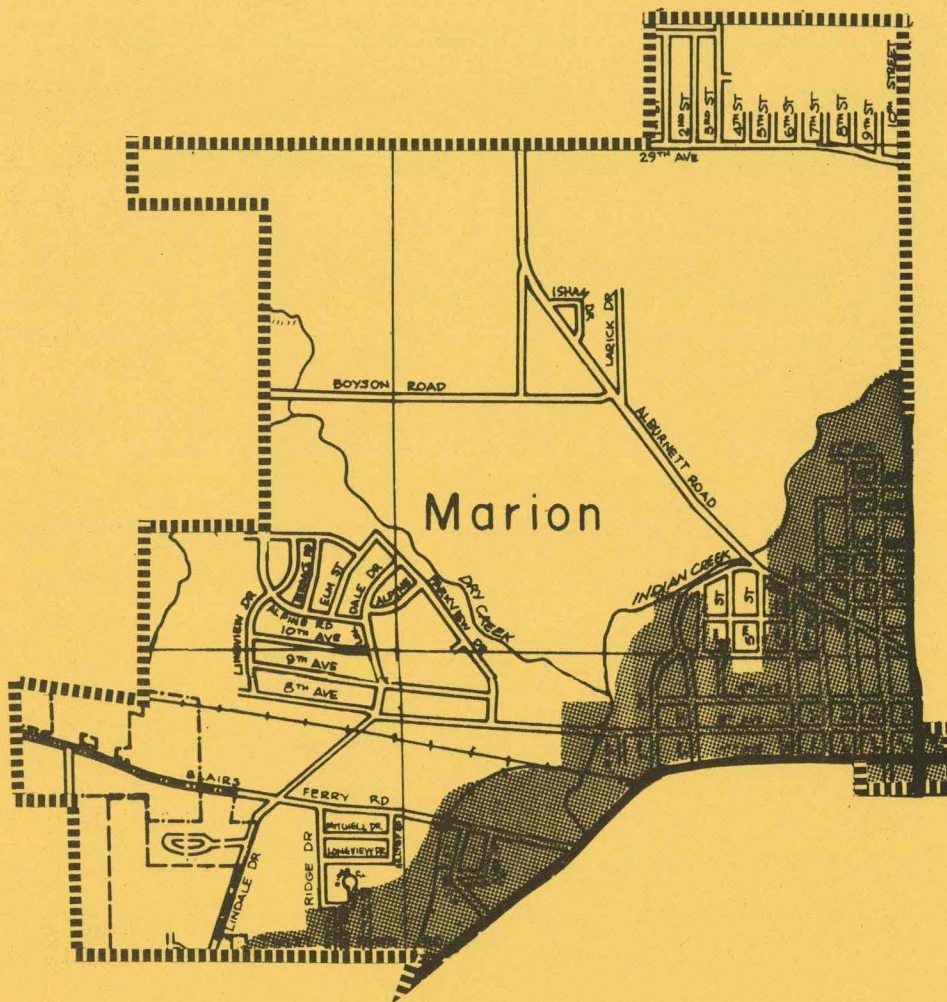
IV. Area of Bus Route Coverage

Densities Per Acre

1. Population: .3
  2. Minorities: 0
  3. Dwelling Units: .1
  4. Persons Older than 62: 0
  5. Persons 6-15 Years: .1
  6. Families with Income Below Poverty Level: 0
- Autos Per Dwelling Unit: 2.1



# TRACT 3



I. Census Tract Boundary

Percentages of Tract Served

- 1. Population: 46.3
- 2. Minorities: -
- 3. Dwelling Units: 50.0
- 4. Persons Older than 62: 3.5

II. Sections of One or More Bus Routes

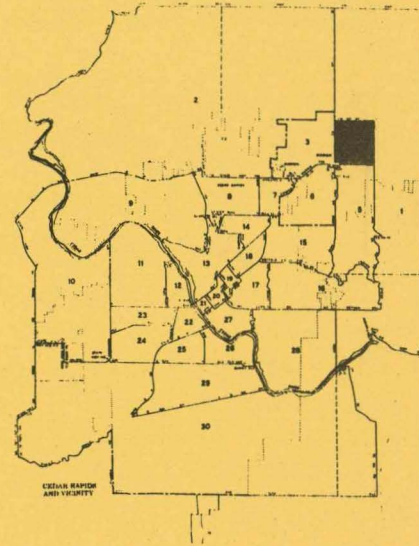
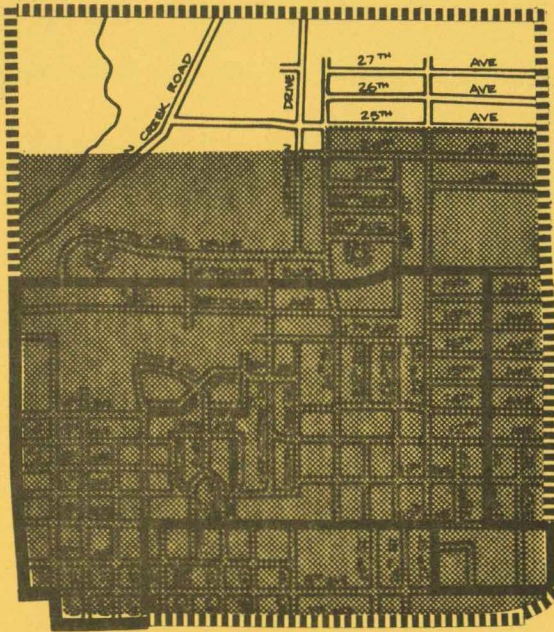
III.

IV. Area of Bus Route Coverage

Densities Per Acre

- 1. Population: 7.3
  - 2. Minorities: -
  - 3. Dwelling Units: 2.5
  - 4. Persons Older than 62: 1.2
  - 5. Persons 6-15 Years: NA
  - 6. Families with Income Below Poverty Level: .1
- Autos Per Dwelling Unit: .9

# TRACT 4



I. Census Tract Boundary ■■■■■■

Percentage of Tract Served

1. Population: 92.7
2. Minorities: 100
3. Dwelling Units: 93.5
4. Persons Older than 62: 99

II. Sections of One or More Bus Routes —————

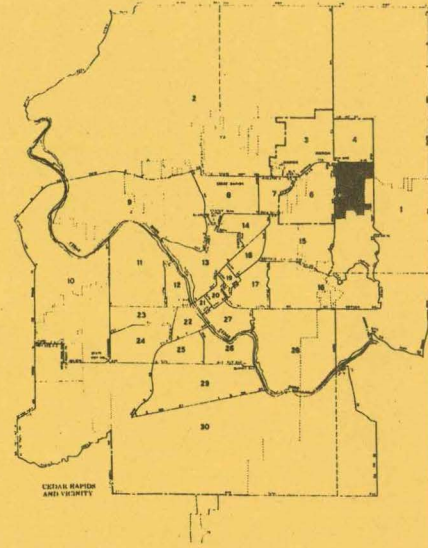
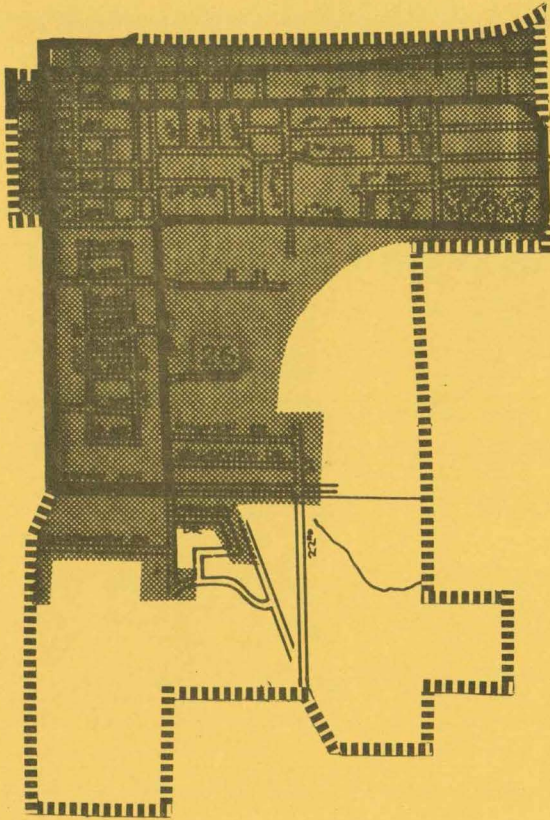
III.

IV. Area of Bus Route Coverage ■■■■■■

Densities Per Acre

1. Population: 10.8
  2. Minorities: -
  3. Dwelling Units: 3.2
  4. Persons Older than 62: .9
  5. Persons 6-15 Years: NA
  6. Families with Income Below Poverty Level: .1
- Autos Per Dwelling Unit: .9

# TRACT 5



I. Census Tract Boundary

Percentage of Tract Served

1. Population: 98.2
2. Minorities: 100
3. Dwelling Units: 98.1
4. Persons Older than 61: 100

II. Section of One or More Bus Routes

III. Major Trip Generators

- 26: Marion Senior High School

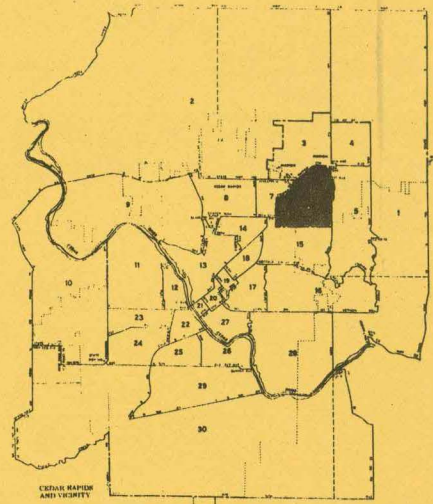
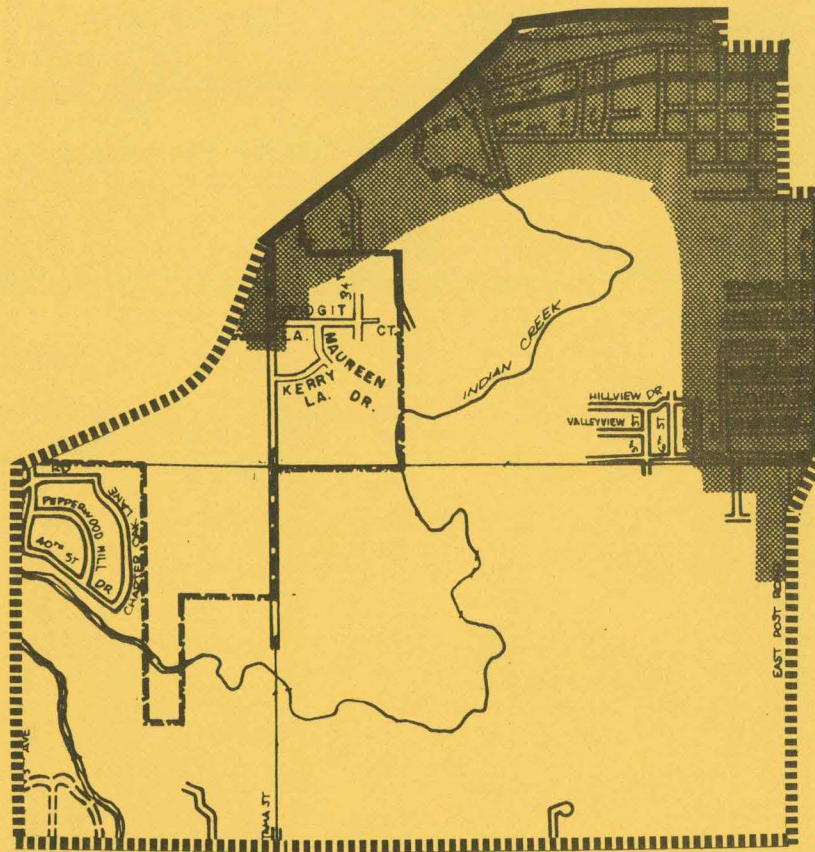
IV. Area of Bus Route Coverage

Densities Per Acre

1. Population: 8.6
  2. Minorities: -
  3. Dwelling Units: 2.6
  4. Persons Older than 62: .7
  5. Persons 6-15 Years: NA
  6. Families with Income Below Poverty Level: .1
- Autos Per Dwelling Unit: .9



# TRACT 6



I. Census Tract Boundary

Percentage of Tract Served

1. Population: 79.7
2. Minorities: 75.0
3. Dwelling Units: 93.4
4. Persons Older than 62: 83.0

II. Sections of One or More Bus Routes

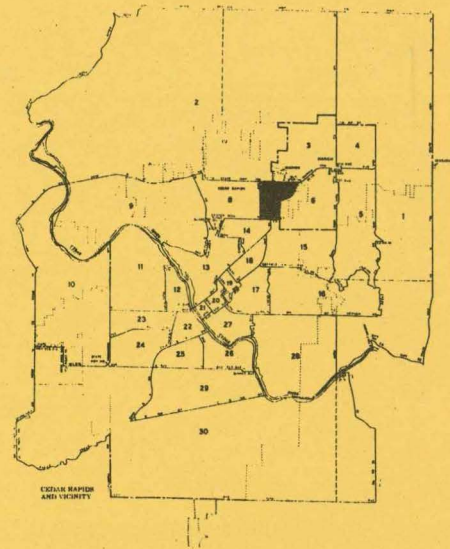
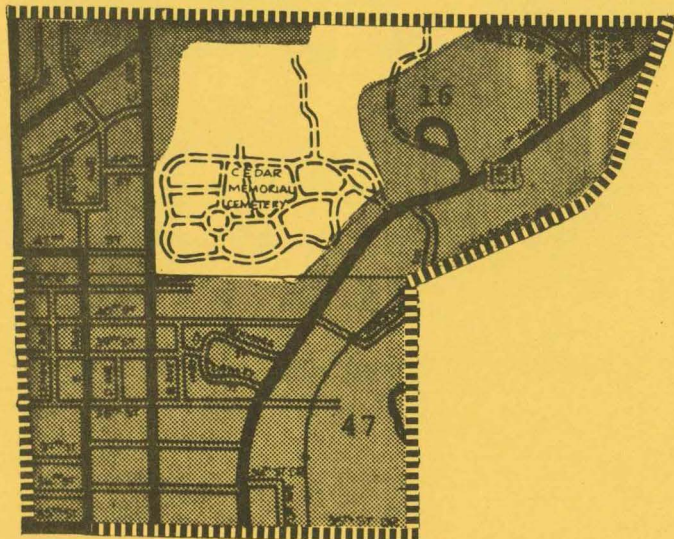
III.

IV. Area of Bus Route Coverage

Densities Per Acre

1. Population: 6.3
  2. Minorities: -
  3. Dwelling Units: 2.1
  4. Persons Older than 62: .6
  5. Persons 6-15 Years: NA
  6. Families with Income Below Poverty Level: .1
- Autos Per Dwelling Unit: .9

# TRACT 7



## I. Census Tract Boundary

### Percentage of Tract Served

1. Population: 100
2. Minorities: 100
3. Dwelling Units: 100
4. Persons Older than 62: 100

## II. Sections of One or More Bus Routes

## III. Major Trip Generators

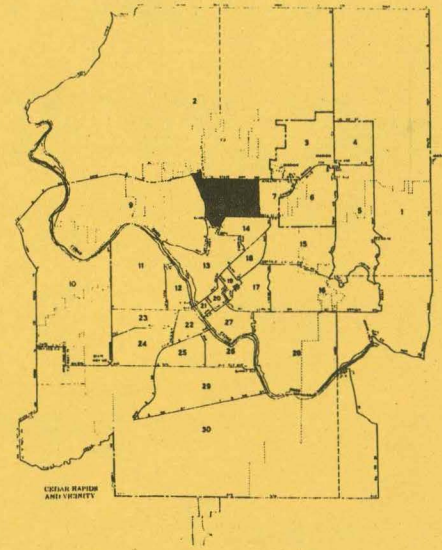
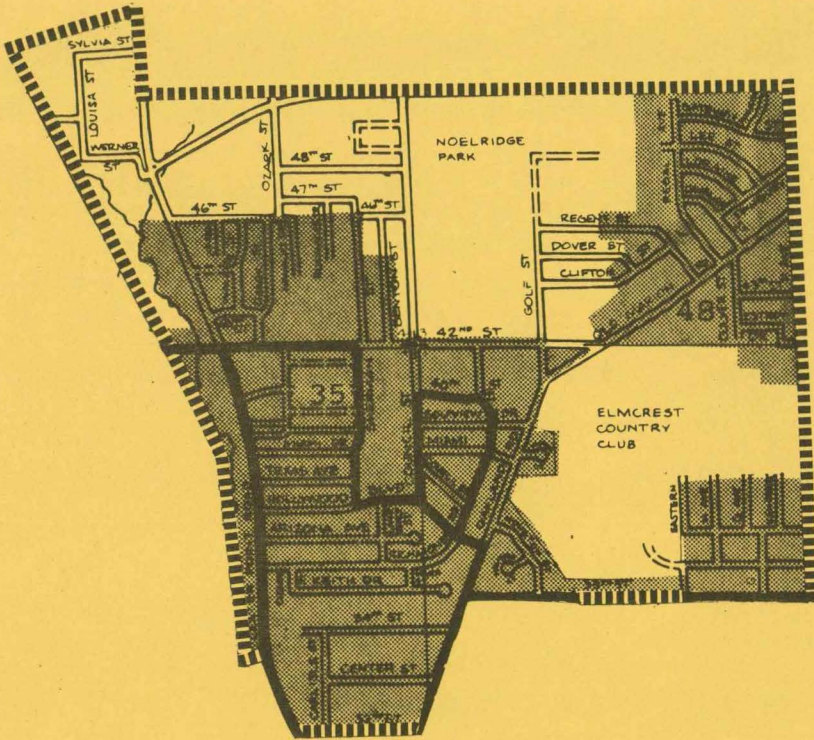
- 16: Sears Roebuck & Co.  
47: Continental Terrace Apartments

## IV. Area of Bus Route Coverage

### Densities Per Acre

1. Population: 4.1
  2. Minorities: .1
  3. Dwelling Units: 1.6
  4. Persons Older than 62: .5
  5. Persons 6-15 Years: .6
  6. Families with Income Below Poverty Level:
- Autos Per Dwelling Unit: 1.5

# TRACT 8



I. Census Tract Boundary

Percentage of Tract Served

1. Population: 84.4
2. Minorities: 89.2
3. Dwelling Units: 87.1
4. Persons Older than 62: 85.9

II. Sections of One or More Bus Routes

II. Major Trip Generators

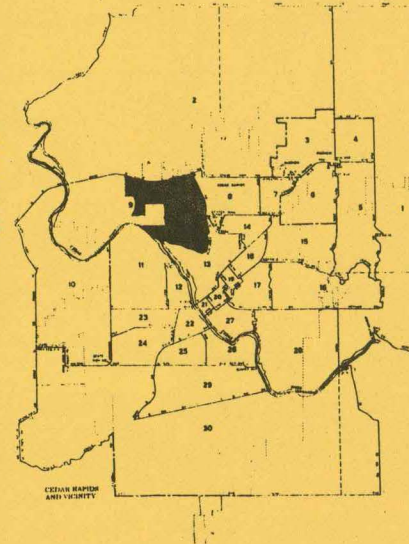
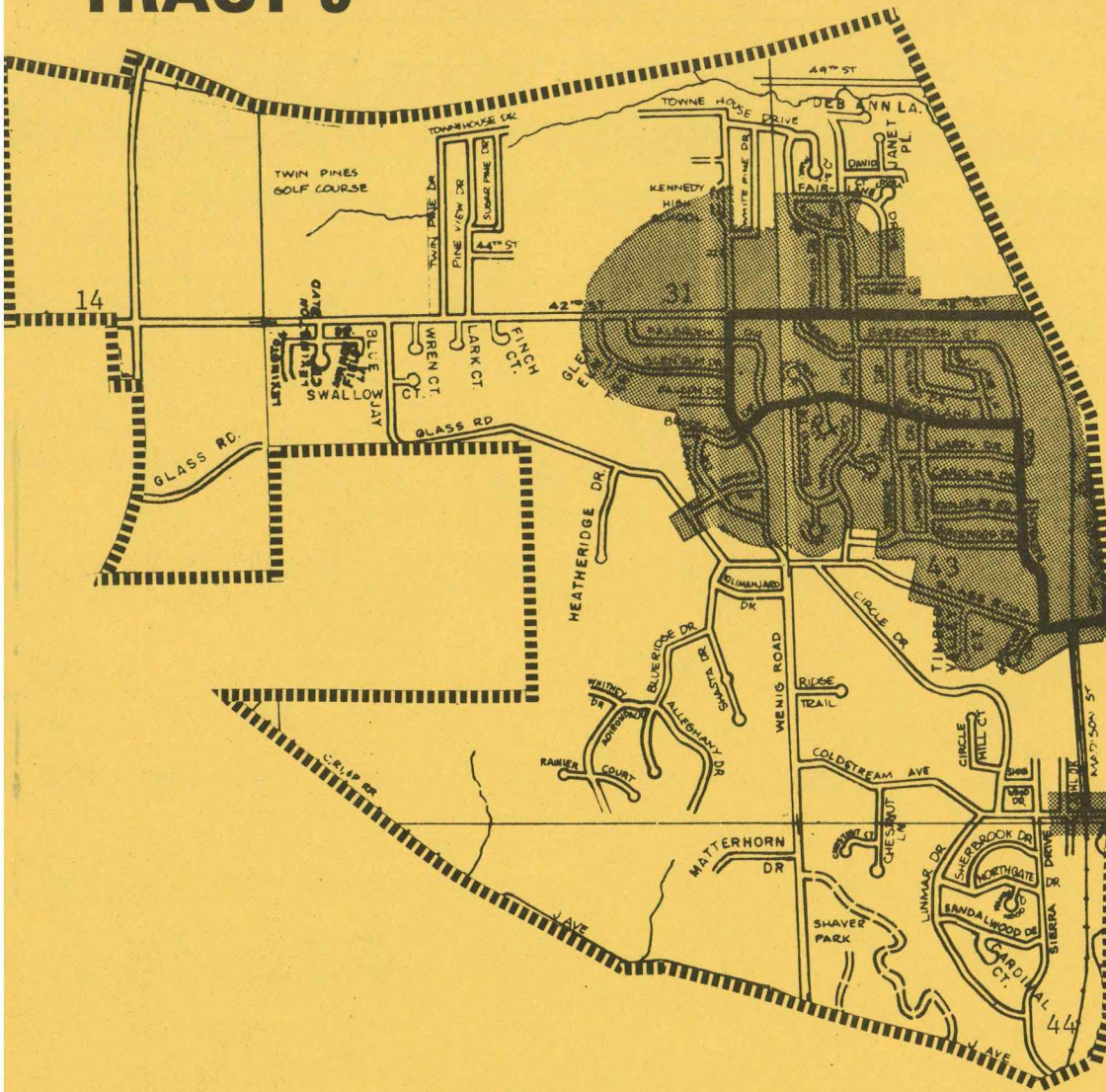
- 35: Park Towne Place Apartments
- 48: Wildwood Pool Apartments

IV. Area of Bus Route Coverage

Densities Per Acre

1. Population: 8.2
  2. Minorities: .1
  3. Dwelling Units: 3.1
  4. Persons Older than 62: .6
  5. Persons 6-15 Years: 1.6
  6. Families with Income Below Poverty Level: .1
- Autos Per Dwelling Unit: 1.6

# TRACT 9



## I. Census Tract Boundary

### Percentage of Tract Served

1. Population: 51.5
2. Minorities: 59.6
3. Dwelling Units: 55.5
4. Persons Older than 62: 61.3

## II. Sections of One or More Bus Routes

### II. Major Trip Generators

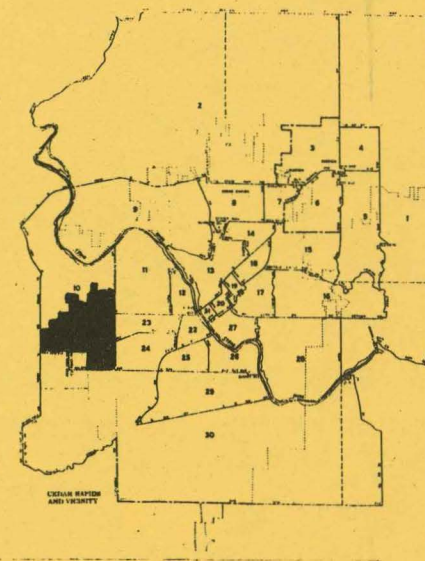
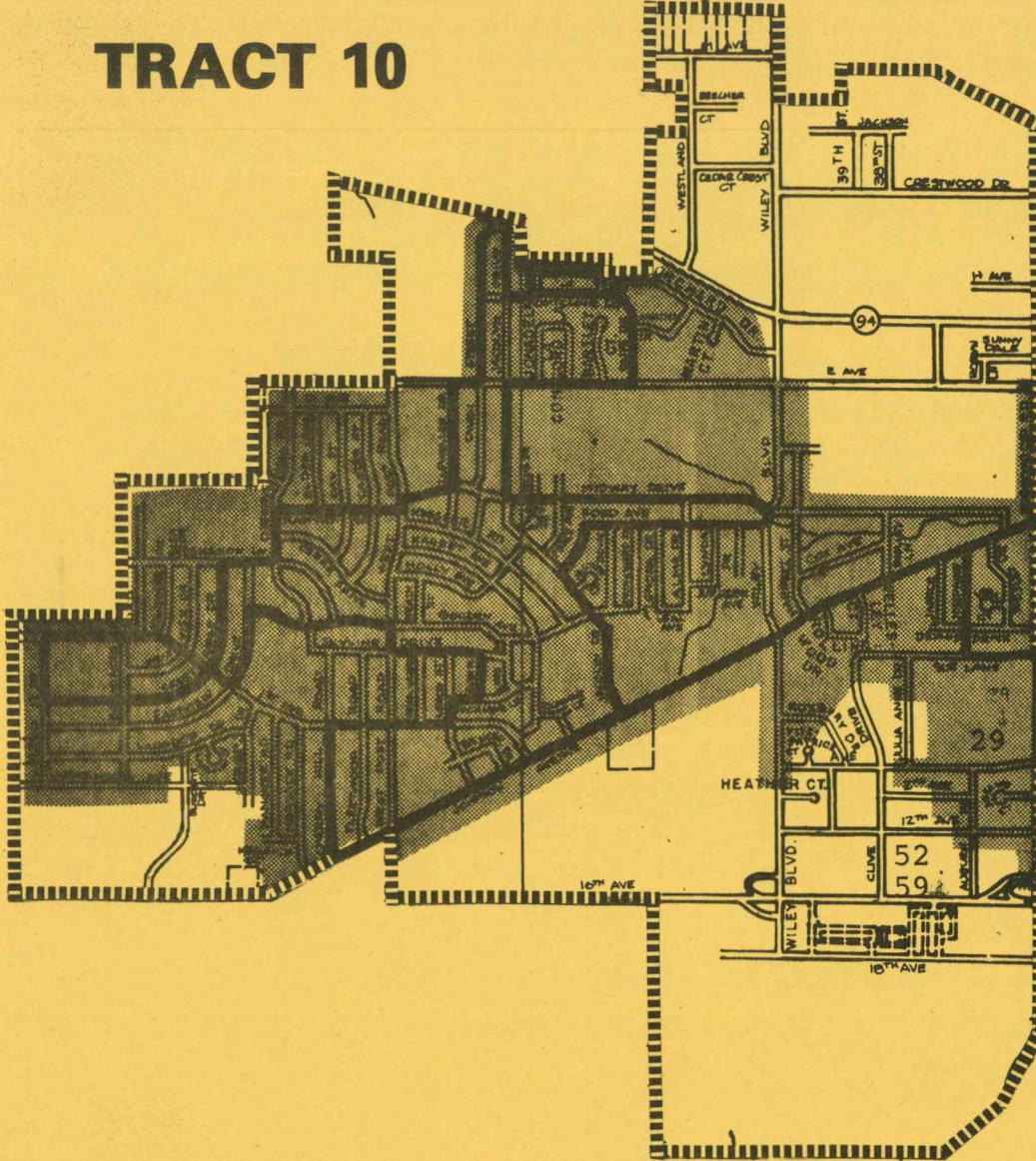
- 14: Life Investors Ins.
- 31: Kennedy Senior High School
- 43: Cedarwood Trace Apartments
- 44: Windsor Park Apartments

## IV. Area of Bus Route Coverage

### Densities Per Acre

1. Population: 7.5
  2. Minorities: .1
  3. Dwelling Units: 2.4
  4. Persons Older than 62: .2
  5. Persons 6-15 Years: 1.8
  6. Families with Income Below Poverty Level: -
- Autos Per Dwelling Unit: 1.7

# TRACT 10



## I. Census Tract Boundary

### Percentage of Tract Served

- 1. Population: 79.4
- 2. Minorities: 85.3
- 3. Dwelling Units: 76.8
- 4. Persons Older than 62: 64.1

## II. Sections of One or More Bus Routes

## III. Major Trip Generators

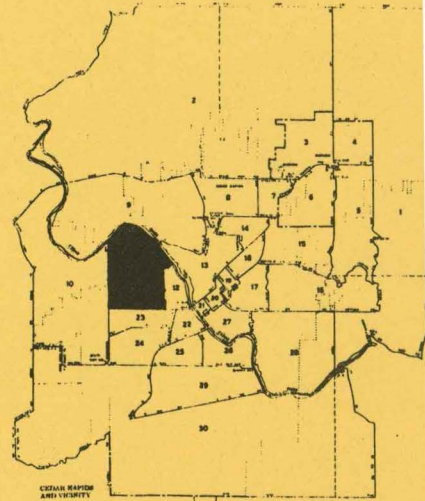
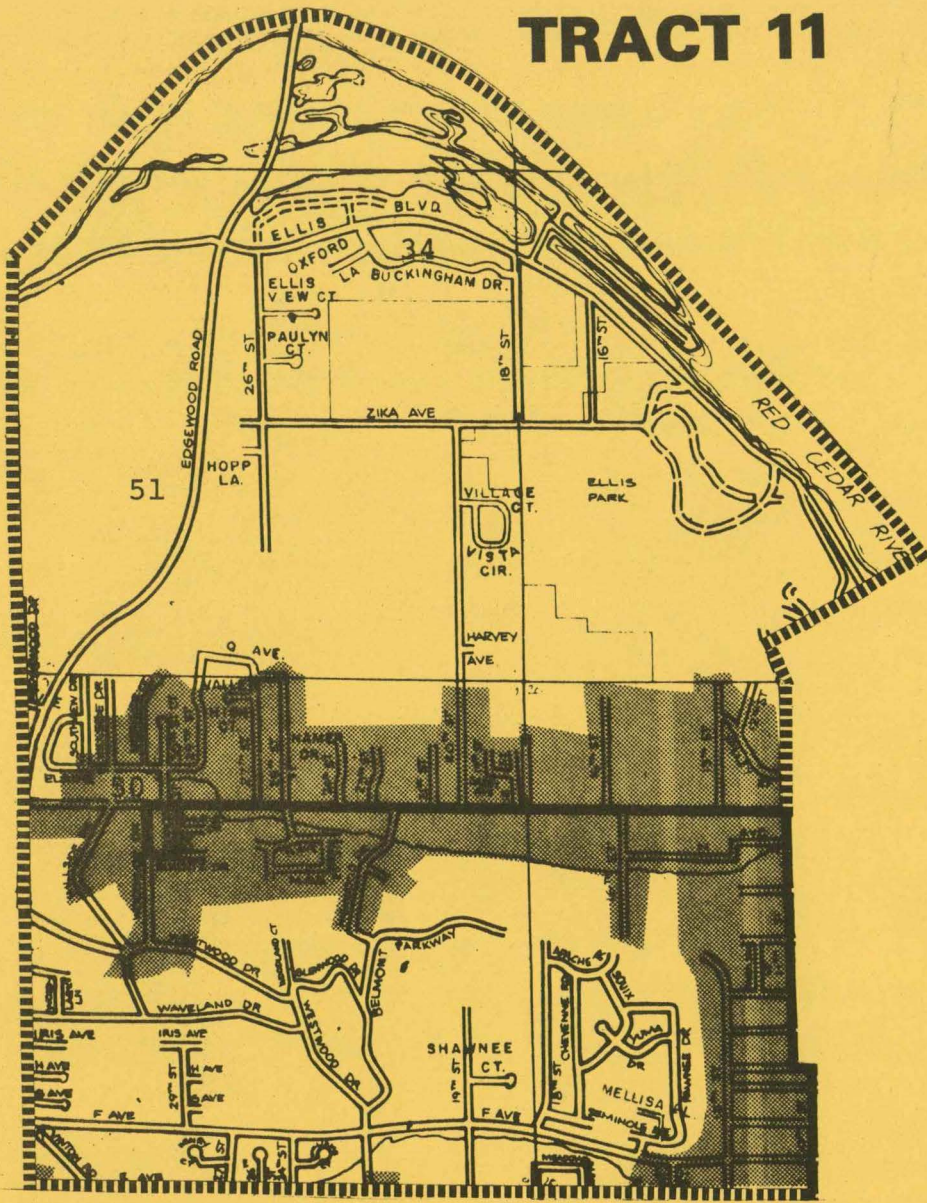
- 29: Lasalle High School
- 52: Regency Apartments
- 54: Brandywyne Apartments

## IV. Area of Bus Route Coverage

### Densities Per Acre

- 1. Population: 8.6
  - 2. Minorities: .1
  - 3. Dwelling Units: 2.4
  - 4. Persons Older than 62: .2
  - 5. Persons 6-15 Years: 2.1
  - 6. Families with Income Below Poverty Level: -
- Autos Per Dwelling Unit: 1.7

# TRACT 11



## I. Census Tract Boundary

### Percentage of Tract Served

1. Population: 38.2
2. Minorities: 58.6
3. Dwelling Unit: 41.2
4. Persons Older than 62: 82.3

## II. Sections of One or More Bus Routes

## III. Major Trip Generators

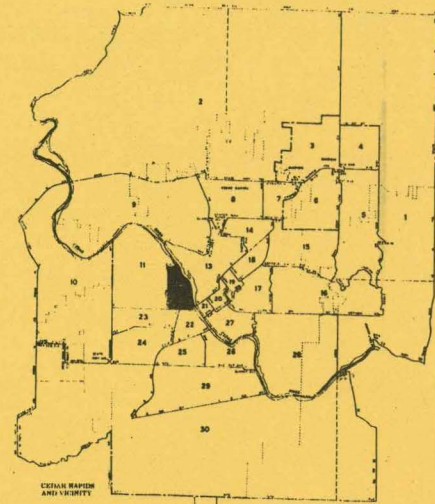
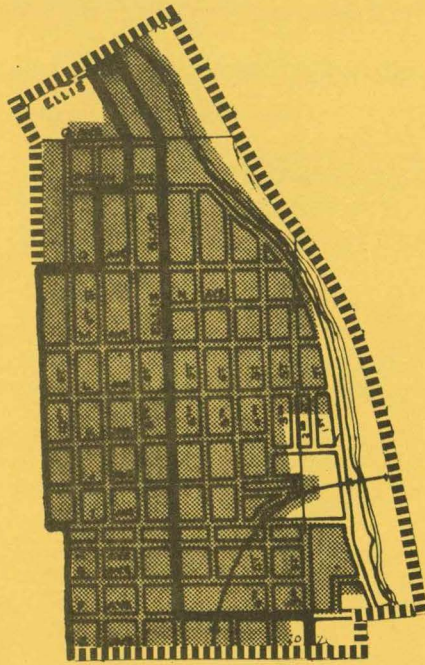
- 34: Windsor-on-the-River Apartments
- 50: Imperial Apartments
- 51: Shadowwood Apartments

## IV. Area of Bus Route Coverage

### Densities Per Acre

1. Population: 4.6
2. Minorities: -
3. Dwelling Units: 1.7
4. Persons Older than 62: 1.0
5. Persons 6-15 Years: .9
6. Families with Income Below Poverty Level: -

# TRACT 12



## I. Census Tract Boundary

### Percentage of Tract Served

1. Population: 96.1
2. Minorities: 95.1
3. Dwelling Units: 96.3
4. Persons Older than 62: 97.1

## II. Sections of One or More Bus Routes

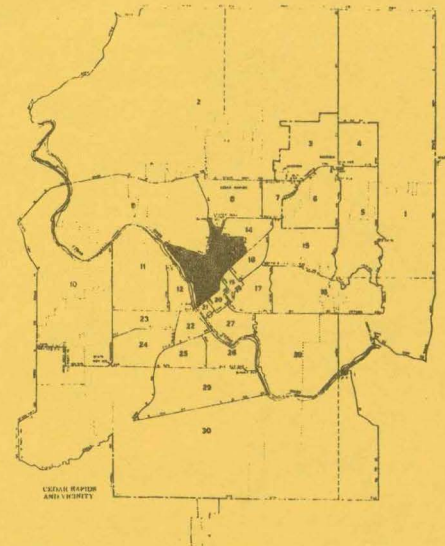
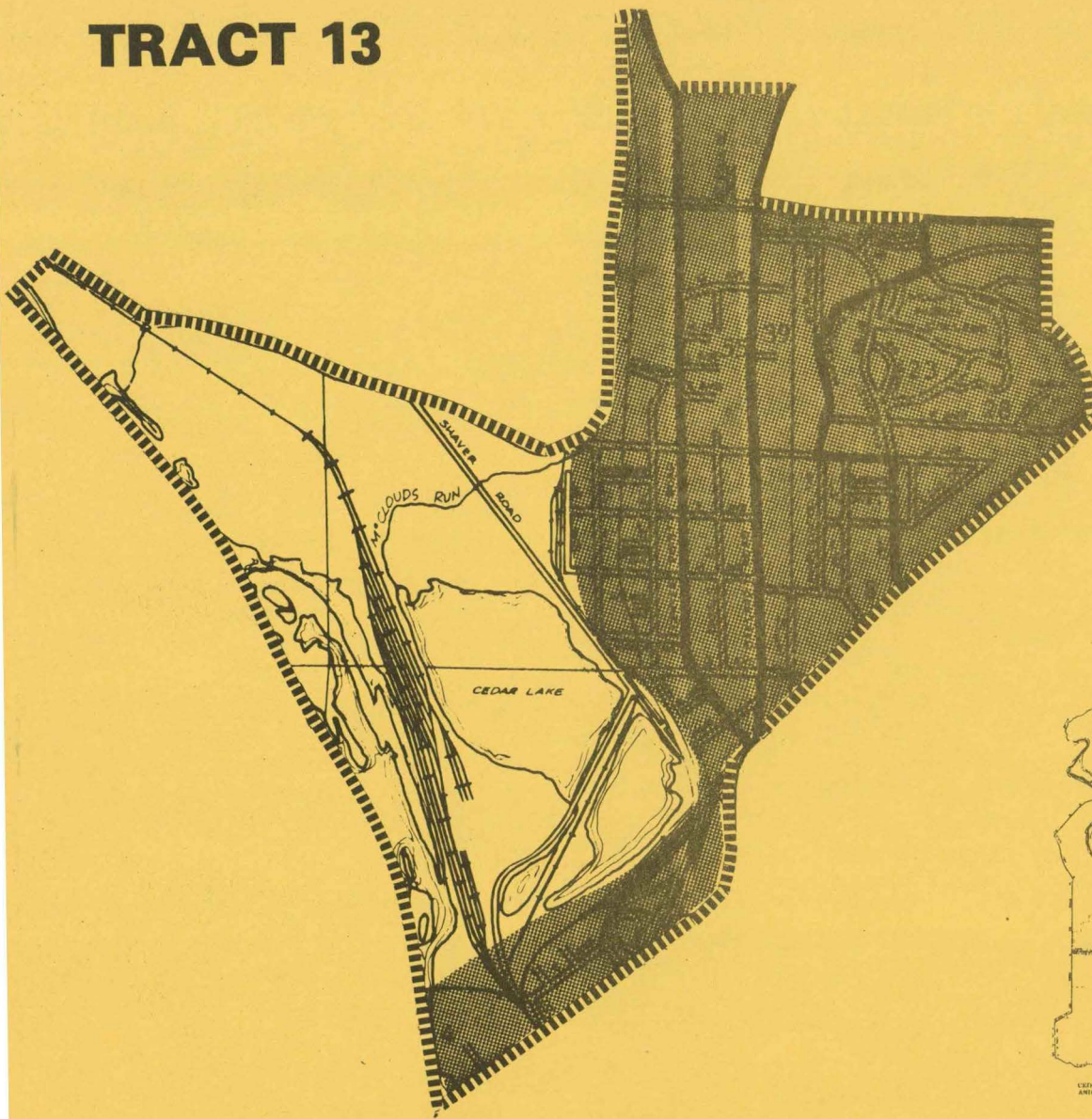
## III.

## IV. Area of Bus Route Coverage

### Densities Per Acre

1. Population: 11.2
  2. Minorities: .3
  3. Dwelling Units: 4.3
  4. Persons Older than 62: 1.8
  5. Persons 6-15 Years: 2.0
  6. Families with Income Below Poverty Level: .3
- Autos Per Dwelling Unit: 1.3

# TRACT 13



I. Census Tract Boundary

Percentage of Tract Served

- 1. Population: 100
- 2. Minorities: 100
- 3. Dwelling Units: 100
- 4. Persons Older than 62: 100

II. Sections of One or More Bus Routes

IV. Area of Bus Route Coverage

Densities Per Acre

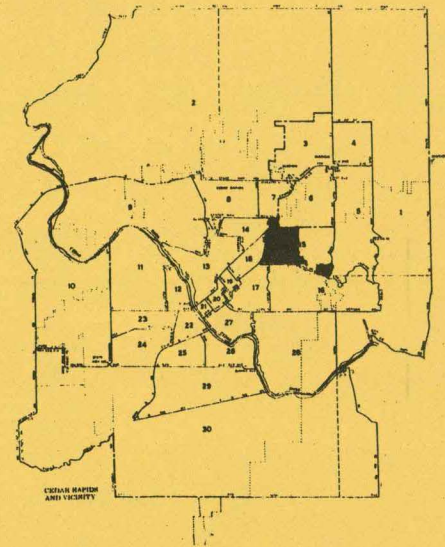
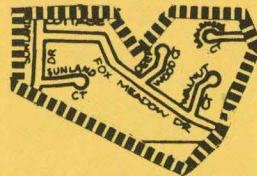
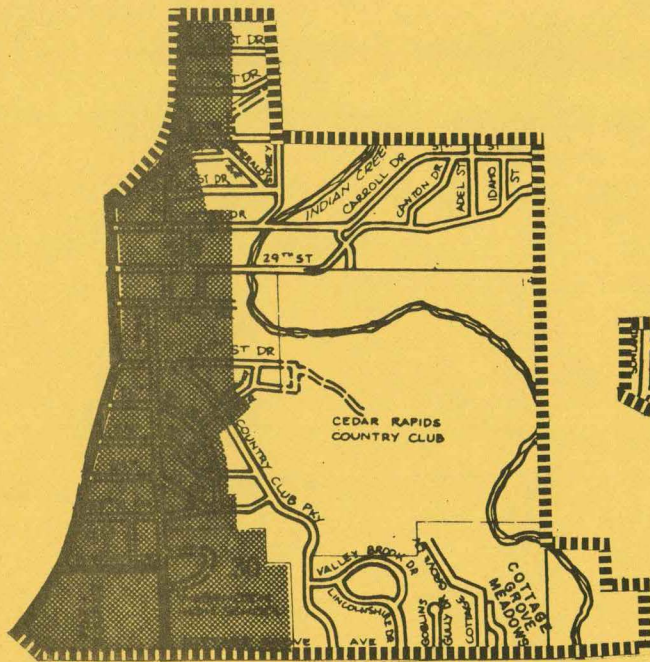
- 1. Population: 5.7
  - 2. Minorities: -
  - 3. Dwelling Units: 2.5
  - 4. Persons Older than 62: 1.1
  - 5. Persons 6-15 Years: .7
  - 6. Families with Income Below Poverty Level: .1
- Autos Per Dwelling Unit: 1.3

III. Major Trip Generators

- 4: Quaker Oats Co.
- 8: Iowa Manufacturing
- 23: Mount Mercy College
- 28: Regis High School
- 39: Oakland Court Apartments
- 55: Windsor Apartments



# TRACT 15



## I. Census Tract Boundary

### Percentage of Tract Served

1. Population: 50.7
2. Minorities: 21.1
3. Dwelling Units: 58.3
4. Persons Older than 62: 66.4

## II. Sections of One or More Bus Routes

## III. Major Trip Generators

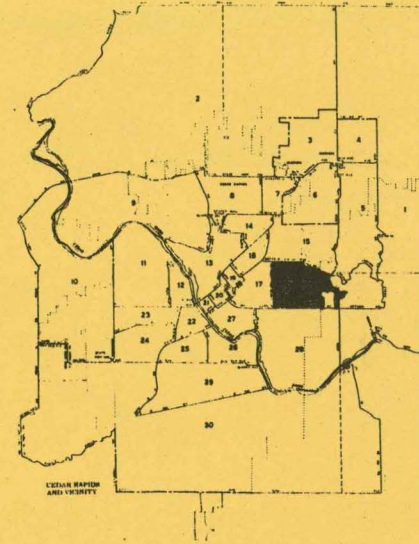
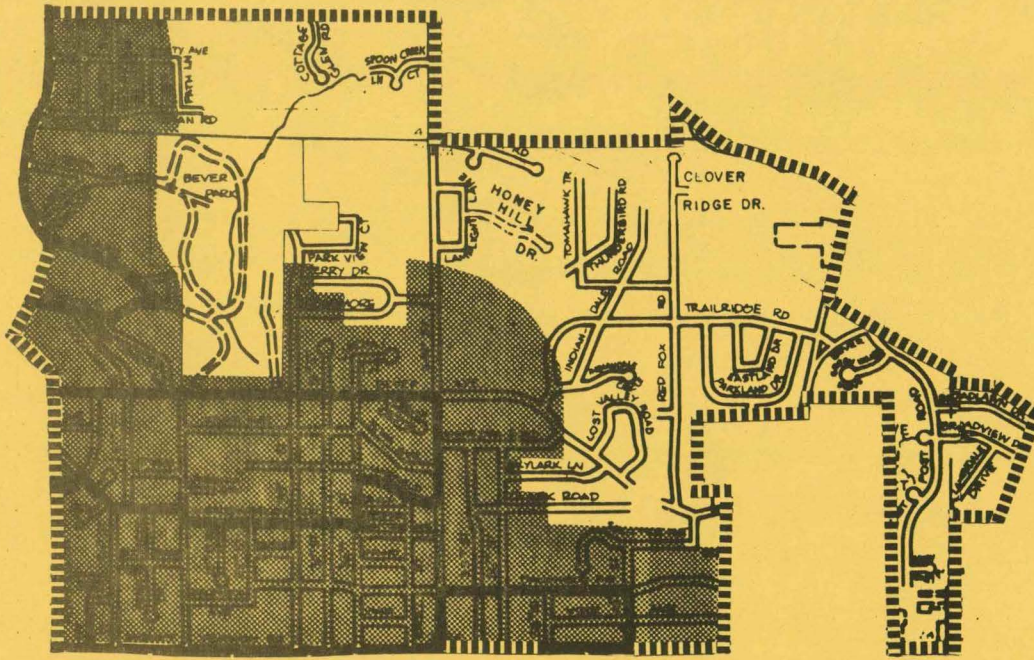
- 30: Washington High School
- 49: Regency Condominiums


## IV. Area of Bus Route Coverage

### Densities Per Acre

1. Population: 5.8
  2. Minorities: -
  3. Dwelling Units: 2.7
  4. Persons Older than 62: 1.2
  5. Persons 6-15 Years: .9
  6. Families with Income Below Poverty Level: .1
- Autos Per Dwelling Unit: 1.5


# TRACT 16



I. Census Tract Boundary 

Percentage of Tract Served

1. Population: 73.2
2. Minorities: 57.5
3. Dwelling Units: 76.1
4. Persons Older than 62: 86.3

I. Sections of One or More Bus Routes 

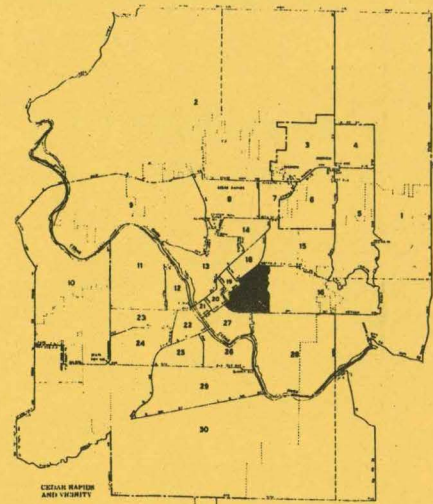
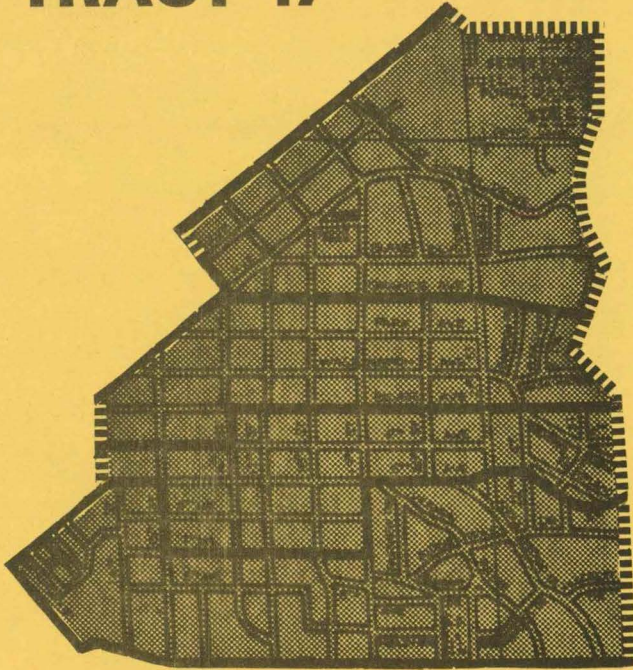
I. Major Trip Generators

V.  Area of Bus Route Coverage

Densities Per Acre

1. Population: 8.0
  2. Minorities: -
  3. Dwelling Units: 2.8
  4. Persons Older than 62: 1.3
  5. Persons 6-15 Years: 1.5
  6. Families with Income Below Poverty Level: -
- Autos Per Dwelling Unit: 1.5

# TRACT 17



## I. Census Tract Boundary

### Percentage of Tract Served

1. Population: 100
2. Minorities: 100
3. Dwelling Units: 100
4. Persons Older than 62: 100

## II. Sections of One or More Bus Routes

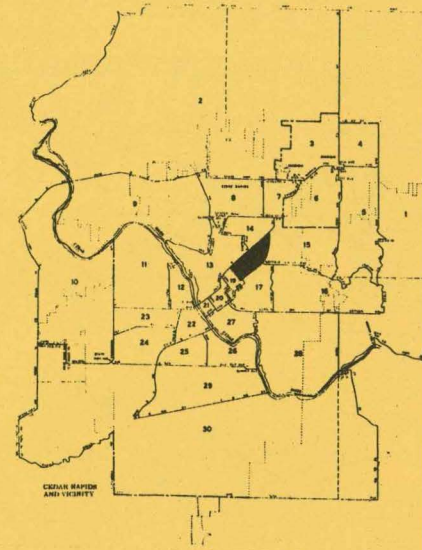
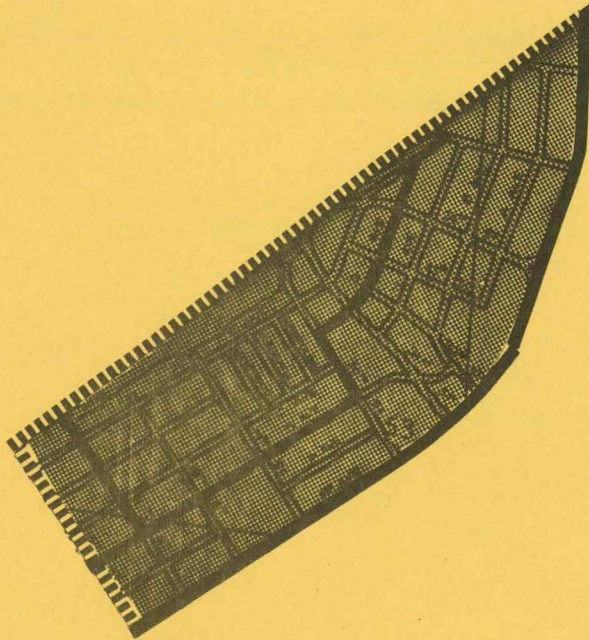
## III. Major Trip Generators

## IV. Area of Bus Route Coverage

### Densities Per Acre

1. Population: 12.2
  2. Minorities: .6
  3. Dwelling Units: 4.4
  4. Persons Older than 62: 1.6
  5. Persons 6-15 Years: 2.3
  6. Families with Income Below Poverty Level: .2
- Autos Per Dwelling Unit: 1.3

# TRACT 18



I. Census Tract Boundary ■■■■■■

Percentage of Tract Served

1. Population: 100
2. Minorities: 100
3. Dwelling Units: 100
4. Persons Older than 62: 100

II. Sections of One or More Bus Routes ■■■■■

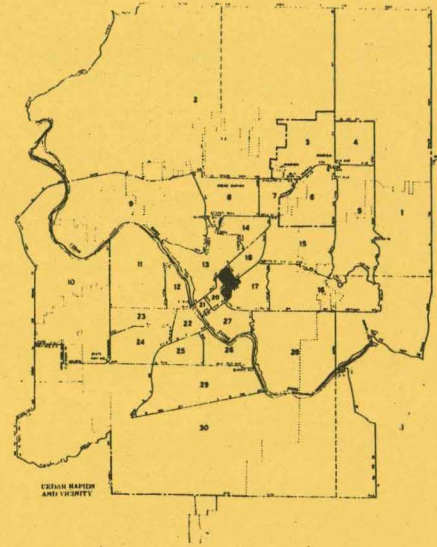
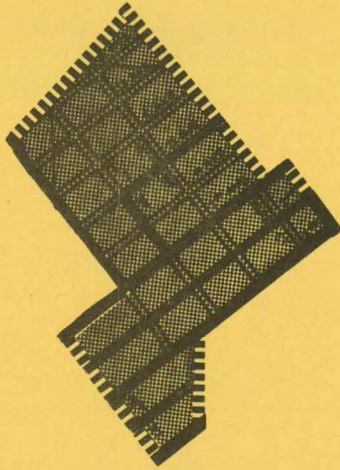
III. Major Trip Generators

IV. Area of Bus Route Coverage ■■■■■■

Densities Per Acre

1. Population: 11.9
  2. Minorities: .1
  3. Dwelling Units: 5.2
  4. Persons Older than 62: 2.7
  5. Persons 6-15 Years: 1.4
  6. Families with Income Below Poverty Level: .2
- Autos Per Dwelling Unit: 1.2

# TRACT 19



## I. Census Tract Boundary

### Percentage of Tract Served

1. Population: 100
2. Minorities: 100
3. Dwelling Units: 100
4. Persons Older than 62: 100

## II. Sections of One or More Bus Routes

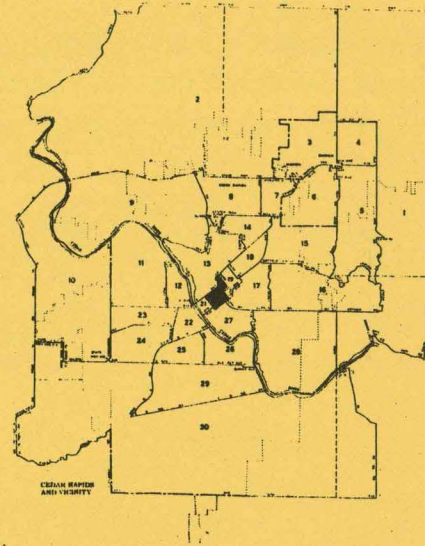
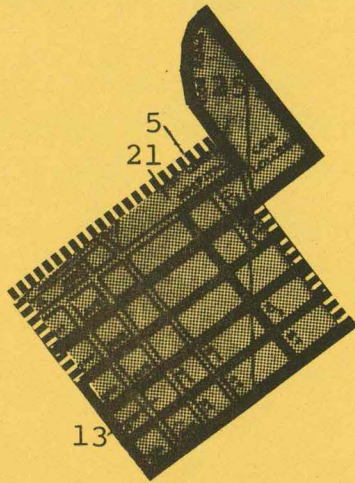
## III.

## IV. Area of Bus Route Coverage

### Densities Per Acre

1. Population: 15.9
  2. Minorities: .5
  3. Dwelling Units: 8.4
  4. Persons Older than 62: 3.1
  5. Persons 6-15 Years: 1.2
  6. Families with Income Below Poverty Level: .3
- Autos Per Dwelling Unit: .9

# TRACT 20



## I. Census Tract Boundary ■■■■■■

### Percentage of Tract Served

1. Population: 100
2. Minorities: 100
3. Dwelling Units: 100
4. Persons Older than 62: 100

## II. Sections of One or More Bus Routes ■■■■■

## III. Major Trip Generators

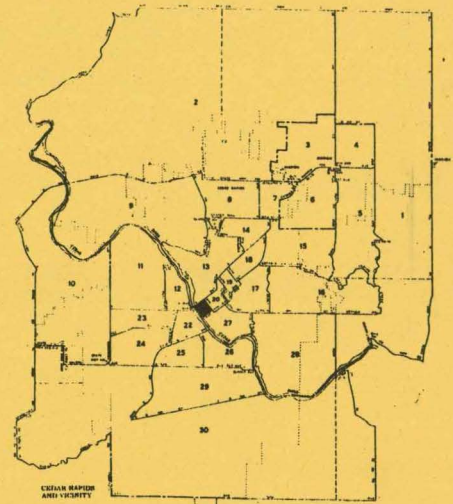
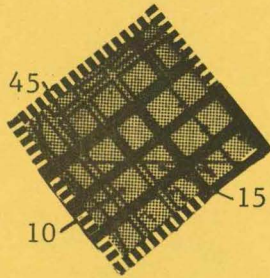
- 5,21: St. Luke's Hospital
- 13: Northwestern Bell
- 25: Coe College

## IV. Area of Bus Route Coverage ■■■■■■

### Densities Per Acre

1. Population: 7.5
  2. Minorities: .3
  3. Dwelling Units: 3.5
  4. Persons Older than 62: 1.1
  5. Persons 6-15 Years: .3
  6. Families with Income Below Poverty Level: .2
- Autos Per Dwelling Unit: .6

# TRACT 21



## I. Census Tract Boundary ■■■■■■

### Percentage of Tract Served

1. Population: 100
2. Minorities: 100
3. Dwelling Units: 100
4. Persons Older than 62: 100

## II. Sections of One or More Bus Routes ■■■■■

## III. Major Trip Generators

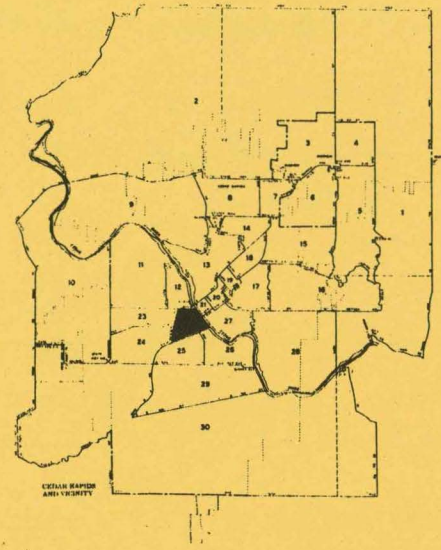
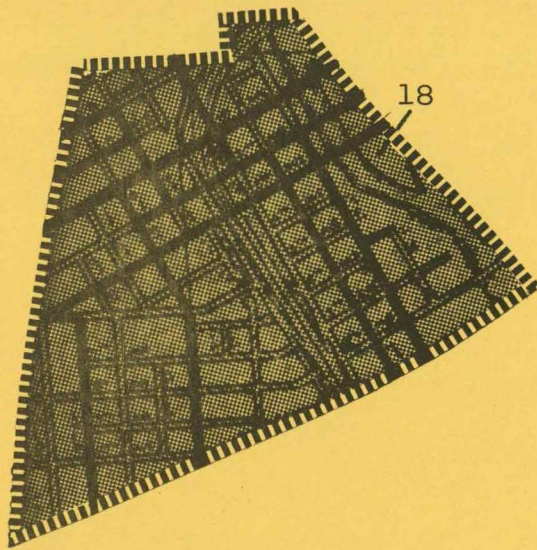
- 10: Iowa Electric Light & Power Co.
- 15: Armstrongs
- 45: Cedar River Towers Apartments

## IV. Area of Bus Route Coverage ■■■■■

### Densities Per Acre

1. Population: 4.0
  2. Minorities: -
  3. Dwelling Units: 1.9
  4. Persons Older than 62: .9
  5. Persons 6-15 Years: 0
  6. Families with Income Below Poverty Level: .1
- Autos Per Dwelling Unit: .1

# TRACT 22



## I. Census Tract Boundary

### Percentage of Tract Served

- 1. Population: 100
- 2. Minorities: 100
- 3. Dwelling Units: 100
- 4. Persons Older than 62: 100

## II. Sections of One or More Bus Routes

## III. Major Trip Generators

18: May's Island - City and County Government

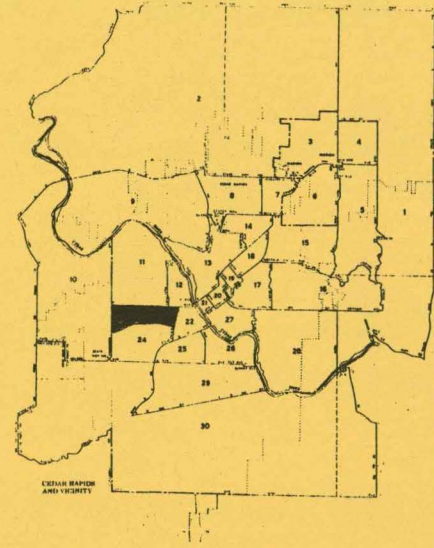
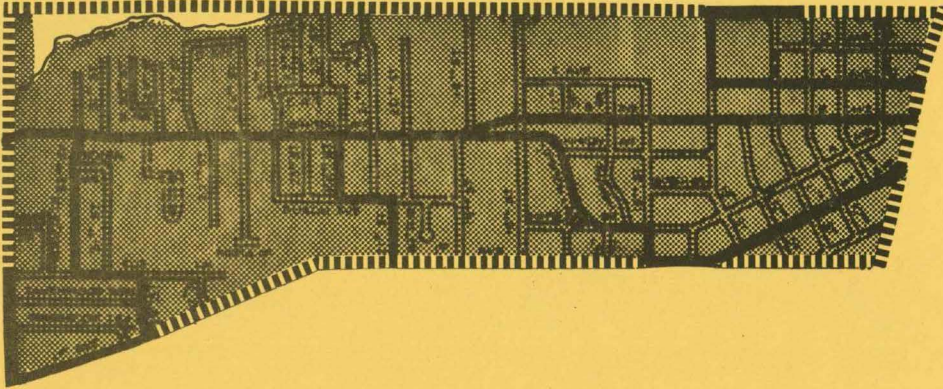
## IV. Area of Bus Route Coverage

### Densities Per Acre

- 1. Population: 10.1
  - 2. Minorities: .3
  - 3. Dwelling Units: 4.6
  - 4. Persons Older than 62: 1.8
  - 5. Persons 6-15 Years: 1.4
  - 6. Families with Income Below Poverty Level: .4
- Autos Per Dwelling Unit: .9



# TRACT 23



## I. Census Tract Boundary

### Percentage of Tract Served

1. Population: 98.6
2. Minorities: 100
3. Dwelling Units: 98.9
4. Persons Older than 62: 98.5

## II. Sections of One or More Bus Routes

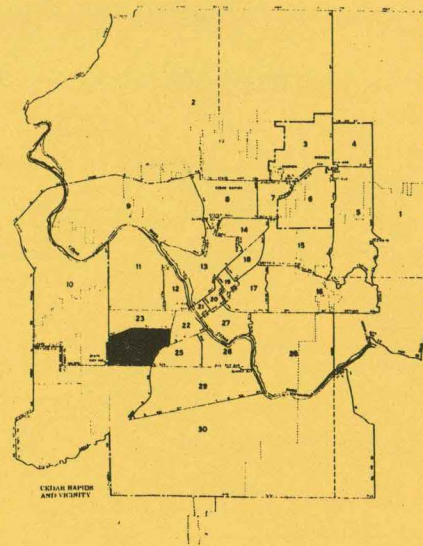
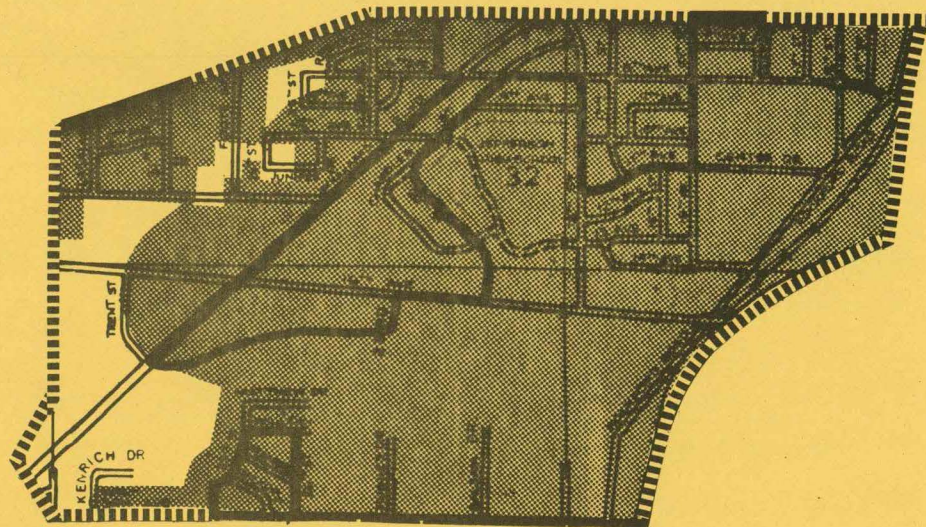
## III. Major Trip Generators

## IV. Area of Bus Route Coverage

### Densities Per Acre

1. Population: 9.1
  2. Minorities: -
  3. Dwelling Units: 3.2
  4. Persons Older than 62: 1.4
  5. Persons 6-15 Years: 1.6
  6. Families with Income Below Poverty Level: .2
- Autos Per Dwelling Unit: 1.4

# TRACT 24



I. Census Tract Boundary ■■■■■■

Percentage of Tract Served

1. Population: 91.2
2. Minorities: 100
3. Dwelling Units: 90.3
4. Persons Older than 62: 98.1

II. Sections of One or More Bus Routes —————

III. Major Trip Generators

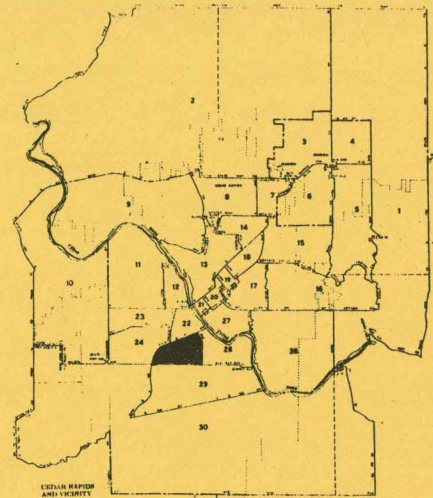
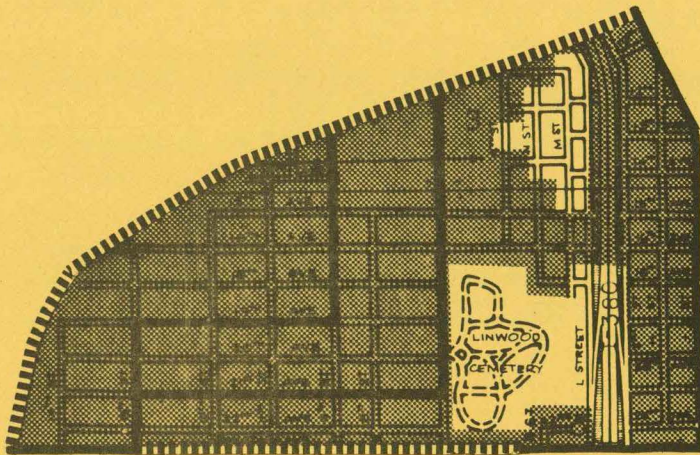
32: Jefferson Senior High School

IV. Area of Bus Route Coverage ■■■■■■

Densities Per Acre

1. Population: 4.8
  2. Minorities: -
  3. Dwelling Units: 1.7
  4. Persons Older than 62: .6
  5. Persons 6-15 Years: .8
  6. Families with Income Below Poverty Level: -
- Autos Per Dwelling Unit: 1.5

# TRACT 25



## I. Census Tract Boundary

### Percentage of Tract Served

1. Population: 93.0
2. Minorities: 96.4
3. Dwelling Units: 93.7
4. Persons Older than 62: 91.2

## II. Sections of One or More Bus Routes

## III. Major Trip Generators

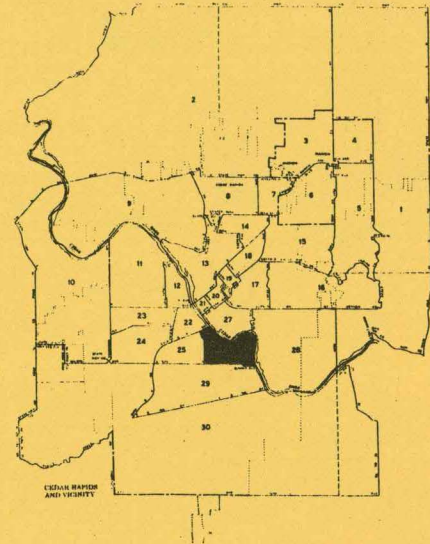
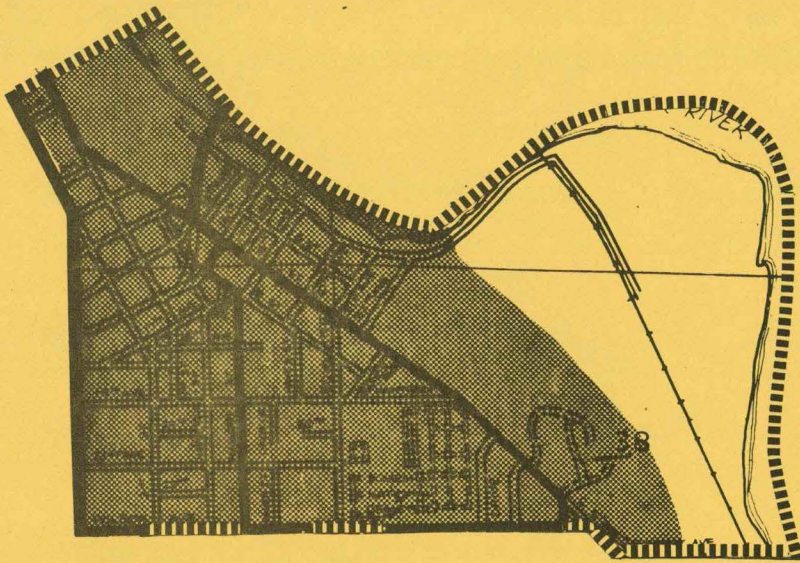
3: FMC Corp.


## IV. Area of Bus Route Coverage

### Densities Per Acre

1. Population: 6.9
  2. Minorities: .1
  3. Dwelling Units: 2.8
  4. Persons Older than 62: 1.1
  5. Persons 6-15 Years: 1.1
  6. Families with Income Below Poverty Level: .1
- Autos Per Dwelling Unit: 1.2


# TRACT 26



I. Census Tract Boundary 

Percentage of Tract Served

1. Population: 100
2. Minorities: 100
3. Dwelling Units: 100
4. Persons Older than 62: 100

II. Sections of One or More Bus Routes 

III. Major Trip Generators

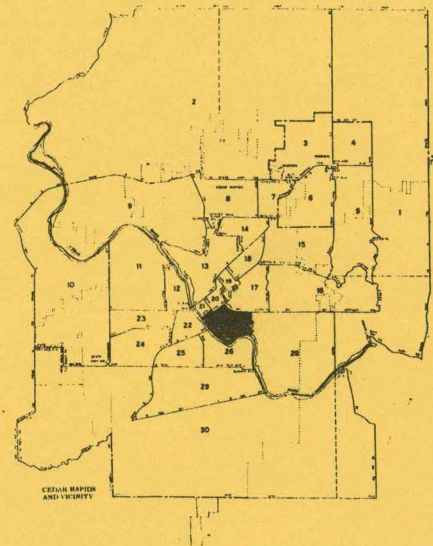
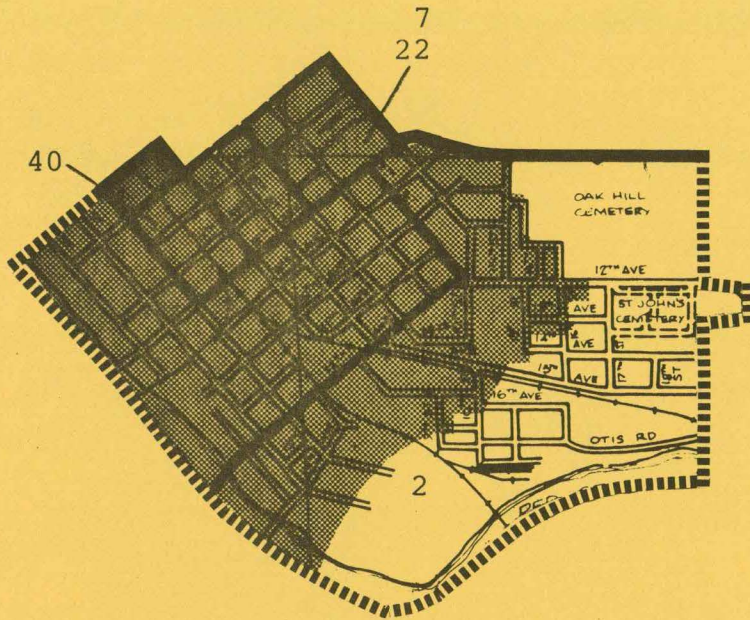
38: Hawthorne Hills Apartments

IV.  Area of Bus Route Coverage

Densities Per Acre

1. Population: 6.7
  2. Minorities: .2
  3. Dwelling Units: 2.9
  4. Persons Older than 62: 1.5
  5. Persons 6-15 Years: 1.1
  6. Families with Income Below Poverty Level: .2
- Autos Per Dwelling Unit: 1.1

# TRACT 27



## I. Census Tract Boundary

### Percentage of Tract Served

- 1. Population: 91.0
- 2. Minorities: 94.7
- 3. Dwelling Units: 93.2
- 4. Persons Older than 62: 89.6

## II. Sections of One or More Bus Routes

## III. Major Trip Generators

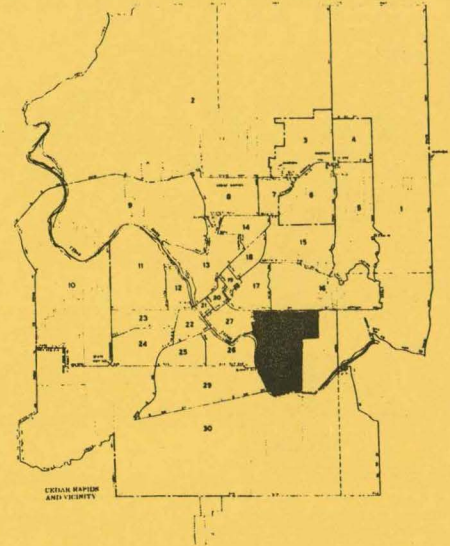
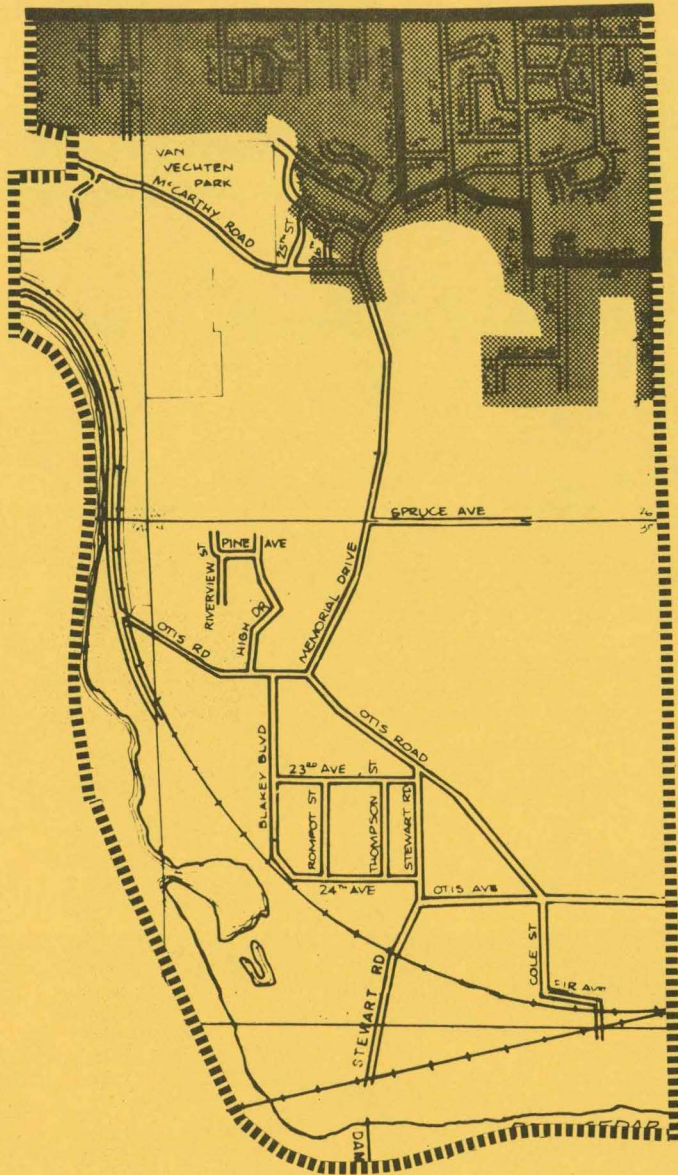
- 2: Wilson Foods
- 7,22: Mercy Hospital
- 40: Geneva Tower Apartments

## IV. Area of Bus Route Coverage

### Densities Per Acre

- 1. Population: 7.1
  - 2. Minorities: 2.1
  - 3. Dwelling Units: 3.7
  - 4. Persons Older than 62: 1.8
  - 5. Persons 6-15 Years: 1.0
  - 6. Families with Income Below Poverty Level: .4
- Autos Per Dwelling Unit: .8

# TRACT 28



I. Census Tract Boundary **-----**

Percentage of Tract Served

- 1. Population: 77.7
- 2. Minorities: 64.6
- 3. Dwelling Units: 77.5
- 4. Persons Older than 62: 82.2

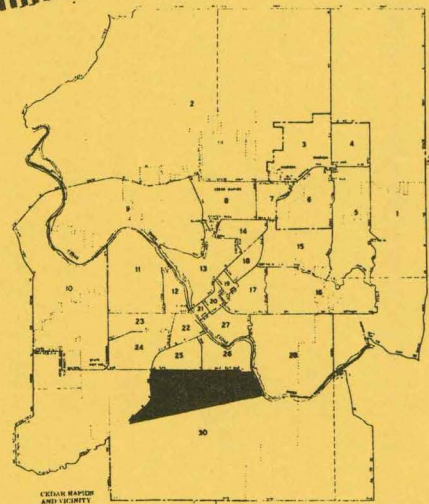
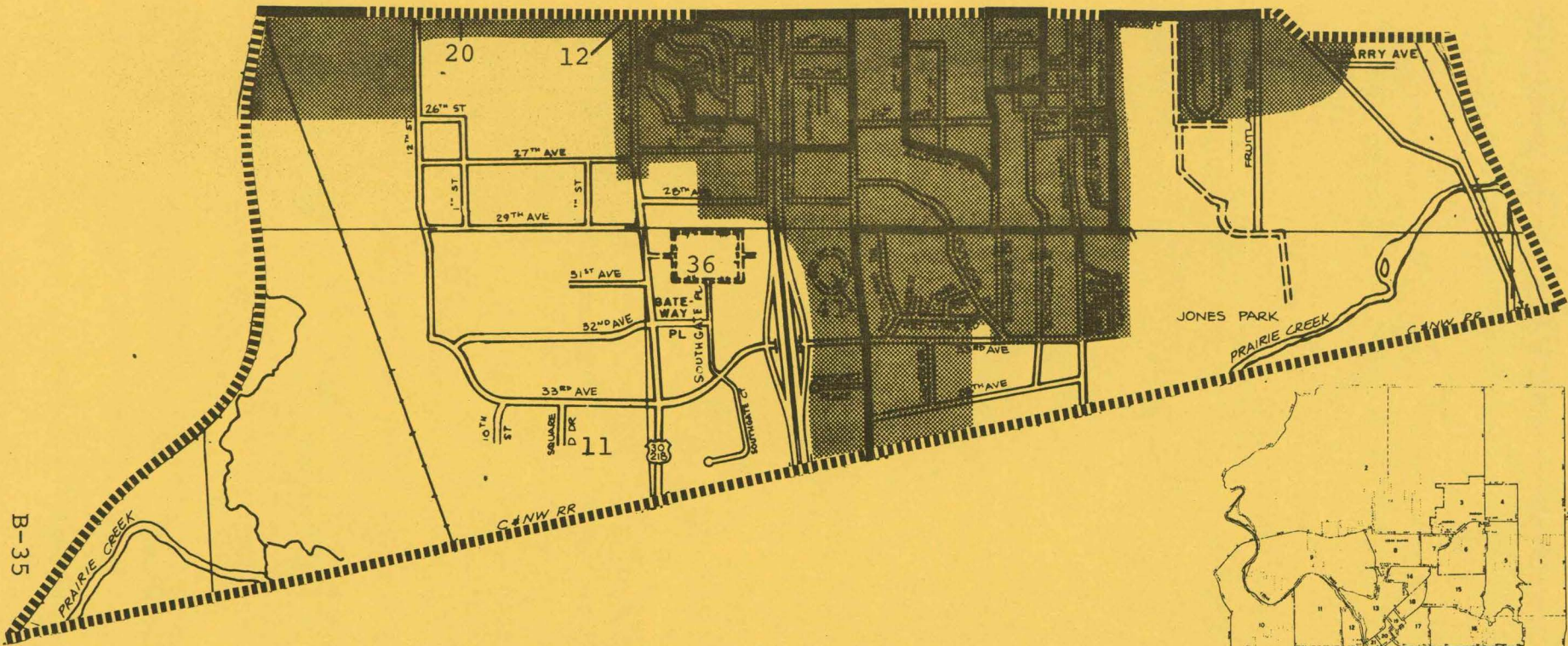
II. Sections of One or More Bus Routes **—————**

III. Major Trip Generators

IV. **Area of Bus Route Coverage**

Densities Per Acre

- 1. Population: 6.6
  - 2. Minorities: .1
  - 3. Dwelling Units: 2.2
  - 4. Persons Older than 62: .7
  - 5. Persons 6-15 Years: 1.2
  - 6. Families with Income Below Poverty Level: .1
- Autos Per Dwelling Unit: 1.6      B-34



I. Census Tract Boundary

Percentage of Tract Served

1. Population: 70.3
2. Minorities: 38.7
3. Dwelling Units: 66.6
4. Persons Older than 62: 95.9

II. Sections of One or More Bus Routes

III. Major Trip Generators

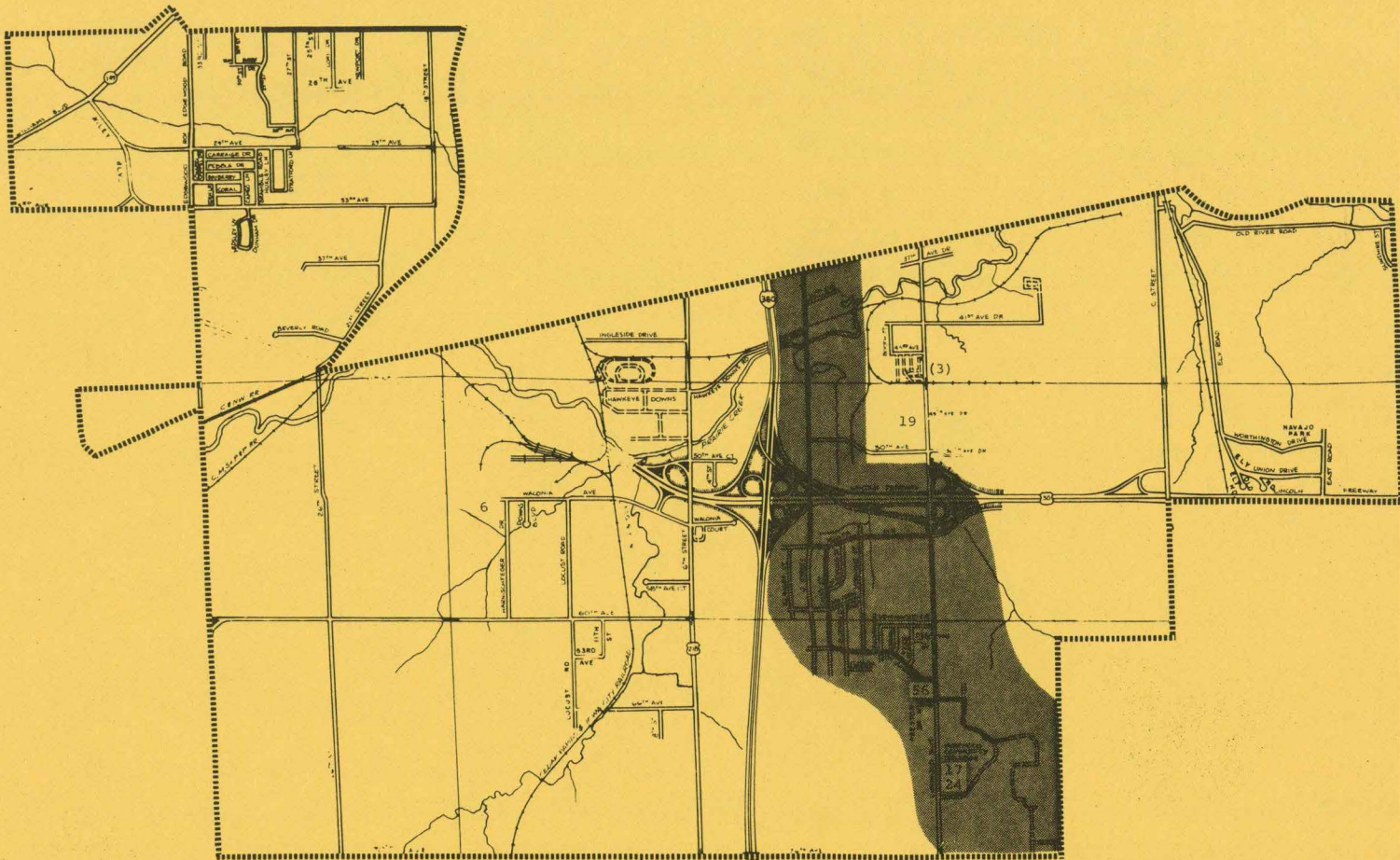
- 11: Square D.
- 12: Cherry Burrell
- 20: Cryovac
- 36: Gateway Gardens Apartments
- 41: Cedar Valley Apartments

IV. Area of Bus Route Coverage

Densities Per Acre

1. Population: 5.5
  2. Minorities: -
  3. Dwelling Units: 1.8
  4. Persons Older than 62: .6
  5. Persons 6-15 Years: 1.0
  6. Families with Income Below Poverty Level: .1
- Autos Per Dwelling Unit: 1.5

# TRACT 30



## I. Census Tract Boundary

### Percentage of Tract Served

1. Population: 39.2
2. Minorities: 58.3
3. Dwelling Units: 37.5
4. Persons Older than 62: 25.7

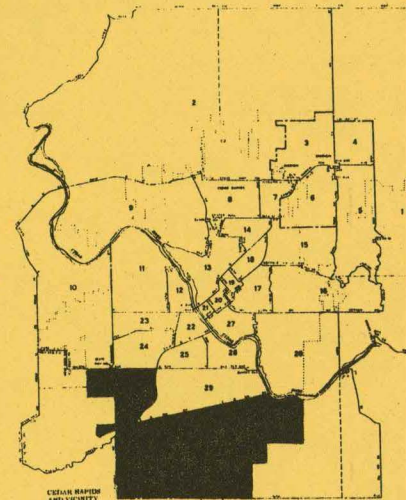
## II. Sections of One or More Bus Routes

## III. Major Trip Generators

## IV. Area of Bus Route Coverage

### Densities Per Acre

1. Population: 2.0
  2. Minorities: -
  3. Dwelling Units: .6
  4. Persons Older than 62: .1
  5. Persons 6-15 Years: .5
  6. Families with Income Below Poverty Level: -
- Autos Per Dwelling Unit: 1.6





III. TABULAR SUMMARY OF SERVICE CHARACTERISTICS

BUS SERVICE AREA CHARACTERISTICS  
MARION<sup>1</sup>

TRACT	ACREAGE <sup>2</sup>	DENSITIES PER ACRE INSIDE SERVICE AREA					AUTOS/D.U.	PERCENTAGES SERVED			
		POP.	MINORITY	D.U.	≥62	<POVERTY		POP.	MINORITY	D.U.	≥62
1	155.9	.4	-	.1	-	-	.9	8.1	8.3	4.5	3.5
3	253.3	7.3	-	2.5	1.2	.1	.9	46.3	0	50.0	78.7
4	599.3	10.8	-	3.2	.9	.1	.9	92.7	100	93.5	99.0
5	459.9	8.6	-	2.6	.7	.1	.9	98.2	100	98.1	100
6	283.3	6.3	-	2.1	.6	.1	.9	79.7	75	93.4	83
Averages	-	8.1	0	2.3	.8	.1	.9	78.2	58.1	78.4	85.3

B-37

<sup>1</sup>Computed utilizing 1970 data.

<sup>2</sup>For portions of tracts receiving service.

BUS SERVICE AREA CHARACTERISTICS  
CEDAR RAPIDS AND MARION<sup>1</sup>

TOTAL ACREAGE	DENSITIES PER ACRE INSIDE SERVICE AREA					AUTOS/D.U.	PERCENTAGES SERVED			
	POP.	MINORITY	D.U.	≥62	POP.		MINORITY	D.U.	≥62	
13,781.5	7.8	.1	2.7	1.0	1.3	83.7	92.3	84.2	92.2	

<sup>1</sup>Computed by combining 1970 and 1975 data.

BUS SERVICE AREA CHARACTERISTICS

CEDAR RAPIDS

TRACT	ACREAGE <sup>1</sup>	DENSITIES PER ACRE INSIDE SERVICE AREA						PERCENTAGES SERVED				
		POP. <sup>2</sup>	MINORITY <sup>2</sup>	D.U. <sup>2</sup>	≥62 <sup>2</sup>	6-15 <sup>3</sup>	≤POVERTY <sup>3</sup>	AUTOS/D.U. <sup>3</sup>	POP. <sup>2</sup>	MINORITY <sup>2</sup>	D.U. <sup>2</sup>	≥62 <sup>2</sup>
2	264.0	.3	0	.1	0	.1	0	2.1	1.4	0	1.1	10
7	587.8	4.1	.1	1.6	.5	.6	0	1.5	100	100	100	100
8	629.1	8.2	.1	3.1	.6	1.6	.1	1.6	84.4	89.2	87.1	85.9
9	401.8	7.5	.1	2.4	.2	1.8	0	1.7	51.5	59.6	55.5	61.3
10	971.2	8.6	.1	2.4	.2	2.1	0	1.7	79.4	85.3	76.8	64.1
11	452.3	4.6	0	1.7	1.0	.9	0	1.6	38.2	58.6	41.2	82.3
12	349.0	11.2	.3	4.3	1.8	2.0	.3	1.3	96.1	95.1	96.3	97.1
13	711.8	5.7	0	2.5	1.1	.7	.1	1.3	100	100	100	100
14	479.9	8.6	0	3.3	1.3	1.3	.1	1.5	100	100	100	100
15	215.8	5.8	0	2.7	1.2	.9	.1	1.5	50.7	21.1	58.3	66.4
16	562.5	8.0	0	2.8	1.3	1.5	0	1.5	73.2	57.5	76.1	86.3
17	670.4	12.2	.6	4.4	1.6	2.3	.2	1.3	100	100	100	100
18	353.6	11.9	.1	5.2	2.7	1.4	.2	1.2	100	100	100	100
19	158.4	15.9	.5	8.4	3.1	1.2	.3	.9	100	100	100	100
20	170.0	7.5	.3	3.5	1.1	.3	.2	.6	100	100	100	100
21	75.8	4.0	0	1.9	.9	0	.1	.1	100	100	100	100
22	339.8	10.1	.3	4.6	1.8	1.4	.4	.9	100	100	100	100
23	595.8	9.1	0	3.2	1.4	1.6	.2	1.4	98.6	100	98.9	94.4
24	711.8	4.8	0	1.7	.6	.8	0	1.5	91.2	100	90.3	98.1
25	507.9	6.9	.1	2.8	1.1	1.1	.1	1.2	93.0	96.4	93.7	91.2
26	479.9	6.7	.2	2.9	1.5	1.1	.2	1.1	100	100	100	100
27	374.3	7.1	2.1	3.7	1.8	1.0	.4	.8	91.0	94.7	93.2	89.6
28	511.3	6.6	.1	2.2	.7	1.2	.1	1.6	77.7	64.6	77.5	82.2
29	670.4	5.5	0	1.8	.6	1.0	.1	1.5	70.3	38.7	66.6	95.9
30	785.2	2.0	0	.6	.1	.5	0	1.6	39.2	58.3	37.5	25.7
Averages -		7.1	.2	2.7	1.0	1.2	.1	1.3	77.9	65.2	80.4	93.0

B-38

<sup>1</sup>For portions of tracts receiving service.

<sup>2</sup>Computed utilizing 1975 data.

<sup>3</sup>Computed utilizing 1970 data.

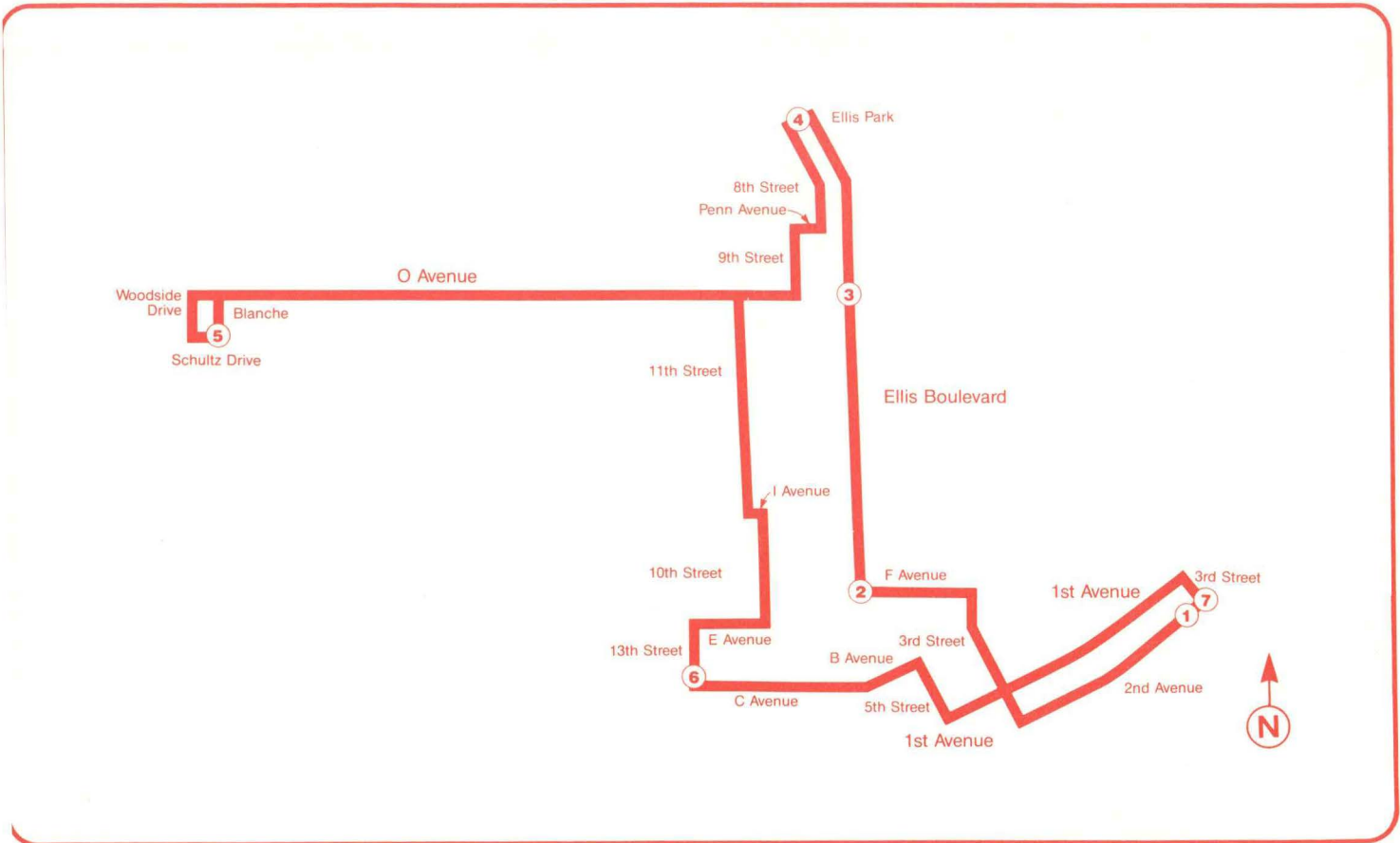
APPENDIX C  
CEDAR RAPIDS BUS SCHEDULES



# Route 1

ELLIS PARK

# THE BUS



# Route 1 Ellis Park

① 3rd ST AT M.N.B.	② F AVENUE ELLIS BLVD	③ ELLIS BLVD O AVENUE	④ ELLIS LANE ELLIS PARK	⑤ BLANCHE SCHULTZ	⑥ ROOSEVELT SCHOOL	⑦ 3rd ST AT M.N.B.
5:35 A.M.*	5:39	5:43	5:46	5:51	5:59	6:05
6:10 A.M.	6:14	6:17	6:20	6:29	6:38	6:45
6:50 A.M.	6:54	6:57	7:00	7:09	7:18	7:25
7:10 A.M.*	7:14	7:17	7:20	7:29	7:38	7:45
7:30 A.M.	7:34	7:37	7:40	7:49	7:58	8:05
7:50 A.M.*	7:54	7:57	8:00	8:09	8:18	8:25
8:10 A.M.†	8:14	8:17	8:20	8:29	8:38	8:45
8:30 A.M.*	8:34	8:37	8:40	8:49	8:58	9:05
8:50 A.M.	8:54	8:57	9:00	9:09	9:18	9:25
9:10 A.M.*	9:14	9:17	9:20	9:29	9:38	9:45
9:30 A.M.†	9:34	9:37	9:40	9:49	9:58	10:05
10:10 A.M.	10:14	10:17	10:20	10:29	10:38	10:45
10:50 A.M.	10:54	10:57	11:00	11:09	11:18	11:25
11:30 A.M.†	11:34	11:37	11:40	11:49	11:58	12:05
12:10 P.M.	12:14	12:17	12:20	12:29	12:38	12:45
12:50 P.M.	12:54	12:57	1:00	1:09	1:18	1:25
1:30 P.M.†	1:34	1:37	1:40	1:49	1:58	2:05
2:10 P.M.	2:14	2:17	2:20	2:29	2:38	2:45
2:50 P.M.	2:54	2:57	3:00	3:09	3:18	3:25
3:30 P.M.†	3:34	3:37	3:40	3:49	3:58	4:05
3:55 P.M.*	3:59	4:02	4:05	4:14	4:23	4:30
4:10 P.M.	4:14	4:17	4:20	4:29	4:38	4:45
4:35 P.M.*	4:39	4:42	4:45	4:54	5:03	5:10
4:50 P.M.	4:54	4:57	5:00	5:09	5:18	5:25
5:15 P.M.*	5:19	5:22	5:25	5:34	5:43	5:50
5:30 P.M.	5:34	5:37	5:40	5:49	5:58	6:05
5:55 P.M.*	5:59	6:02	6:05	6:14	6:23	6:30
SATURDAY SCHEDULE AFTER 4:00 P.M.						
4:10 P.M.	4:14	4:18	4:21	4:26	4:34	4:40
4:45 P.M.	4:49	4:53	4:56	5:01	5:09	5:15
5:20 P.M.	5:24	5:27	5:30	5:39	5:48	5:55

\* Trips not run on Saturday  
† Indicates trips to Meth-Wick Manor

## Fares

### Standard Fares

Adults	30¢
Age 5-11	15¢
Under 5	Free
Transfers	5¢
Marion Zone	10¢

### Special Fares

#### Student Tickets

Student tickets are available to persons age 12 through the 12th grade or students attending Coe, Mt. Mercy or Kirkwood College with current I.D. cards. Tickets good anytime.

Cash Fare with I.D.	25¢
10 Tickets with I.D.	\$2.00

#### Senior Citizens or Handicapped Tickets

To qualify, senior citizens must be 62 years of age or older. Handicapped persons have no age restrictions but must present a letter from their physician.

#### Senior Citizen/

#### Handicapped Fare

..... 15¢  
To avail yourself of this special fare, you must ride the bus between the hours of 9 a.m. and 4 p.m. and show the bus driver your ID card.

Pick up your ID card at the bus company office, 427 8th Street NW, or at the downtown information booth at the corner of 2nd Avenue and 3rd Street SE.

#### Need More Information?

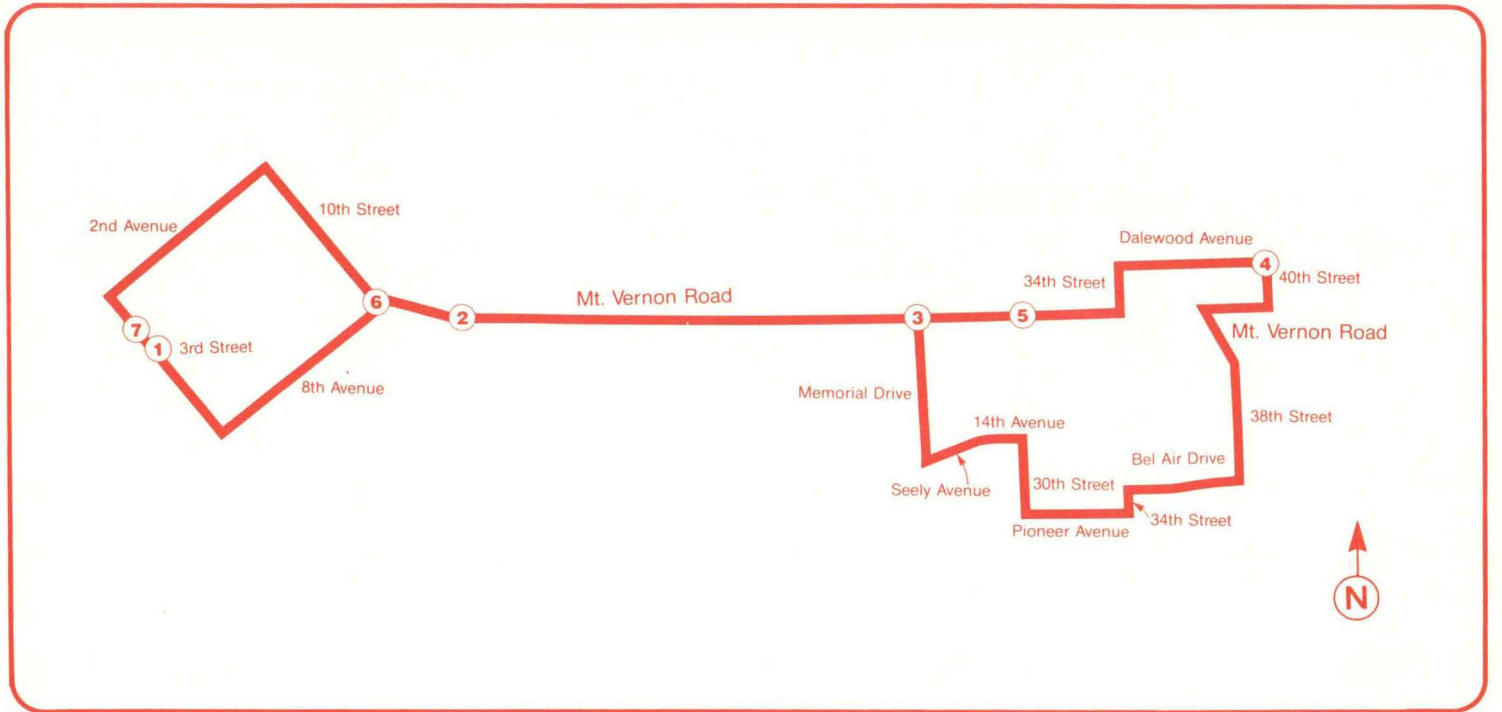
For more information regarding rates, lost-and-found articles, our RIDE AND SHOP plan or to obtain schedules, please call 365-0455.



# Route 2

VERNON HEIGHTS

# THE BUS



# Route 2 Vernon Heights

① 3rd ST AT ARMSTRONG'S	② MT VERNON RD 15th STREET	③ MT VERNON RD MEMORIAL DR	④ DALEWOOD 40th STREET	⑤ MT VERNON RD 30th STREET	⑥ 10th STREET MERCY HOSP.	⑦ 3rd ST AT ARMSTRONG'S
5:35 A.M.*	5:40	5:44	5:52	5:55	6:00	6:05
6:10 A.M.	6:15	6:19	6:28	6:32	6:37	6:45
6:50 A.M.	6:55	6:59	7:08	7:12	7:17	7:25
7:10 A.M.*	7:15	7:19	7:28	7:32	7:37	7:45
7:30 A.M.	7:35	7:39	7:48	7:52	7:57	8:05
7:50 A.M.*	7:55	7:59	8:08	8:12	8:17	8:25
8:10 A.M.	8:15	8:19	8:28	8:32	8:37	8:45
8:30 A.M.*	8:35	8:39	8:48	8:52	8:57	9:05
8:50 A.M.	8:55	8:59	9:08	9:12	9:17	9:25
9:10 A.M.*	9:15	9:19	9:28	9:32	9:37	9:45
9:30 A.M.	9:35	9:39	9:48	9:52	9:57	10:05
10:10 A.M.	10:15	10:19	10:28	10:32	10:37	10:45
10:50 A.M.	10:55	10:59	11:08	11:12	11:17	11:25
11:30 A.M.	11:35	11:39	11:48	11:52	11:57	12:05
12:10 P.M.	12:15	12:19	12:28	12:32	12:37	12:45
12:50 P.M.	12:55	12:59	1:08	1:12	1:17	1:25
1:30 P.M.	1:35	1:39	1:48	1:52	1:57	2:05
2:10 P.M.	2:15	2:19	2:28	2:32	2:37	2:45
2:50 P.M.	2:55	2:59	3:08	3:12	3:17	3:25
3:30 P.M.	3:35	3:39	3:48	3:52	3:57	4:05
3:55 P.M.*	4:00	4:04	4:13	4:17	4:22	4:30
4:10 P.M.	4:15	4:19	4:28	4:32	4:37	4:45
4:35 P.M.*	4:40	4:44	4:53	4:57	5:02	5:10
4:50 P.M.	4:55	4:59	5:08	5:12	5:17	5:25
5:15 P.M.*	5:20	5:24	5:33	5:37	5:42	5:50
5:30 P.M.	5:35	5:39	5:48	5:52	5:57	6:05
5:55 P.M.*	6:00	6:04	6:13	6:17	6:22	6:30
SATURDAY SCHEDULE AFTER 4:00 P.M.						
4:10 P.M.	4:15	4:19	4:27	4:30	4:35	4:40
4:45 P.M.	4:50	4:54	5:02	5:05	5:10	5:15
5:20 P.M.	5:25	5:29	5:38	5:42	5:47	5:55

\*Trips not run on Saturday

## Fares

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Age 5-11	15¢
Under 5	Free
Transfers	5¢
Marion Zone	10¢

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Cash Fare with I.D.	25¢
10 Tickets with I.D.	\$2.00

#### Senior Citizens or Handicapped Tickets

To qualify, senior citizens must be 62 years of age or older. Handicapped persons have no age restrictions but must present a letter from their physician.

#### Senior Citizen/ Handicapped Fare 15¢

To avail yourself of this special fare, you must ride the bus between the hours of 9 a.m. and 4 p.m. and show the bus driver your ID card.

Pick up your ID card at the bus company office, 427 8th Street NW, or at the downtown information booth at the corner of 2nd Avenue and 3rd Street SE.

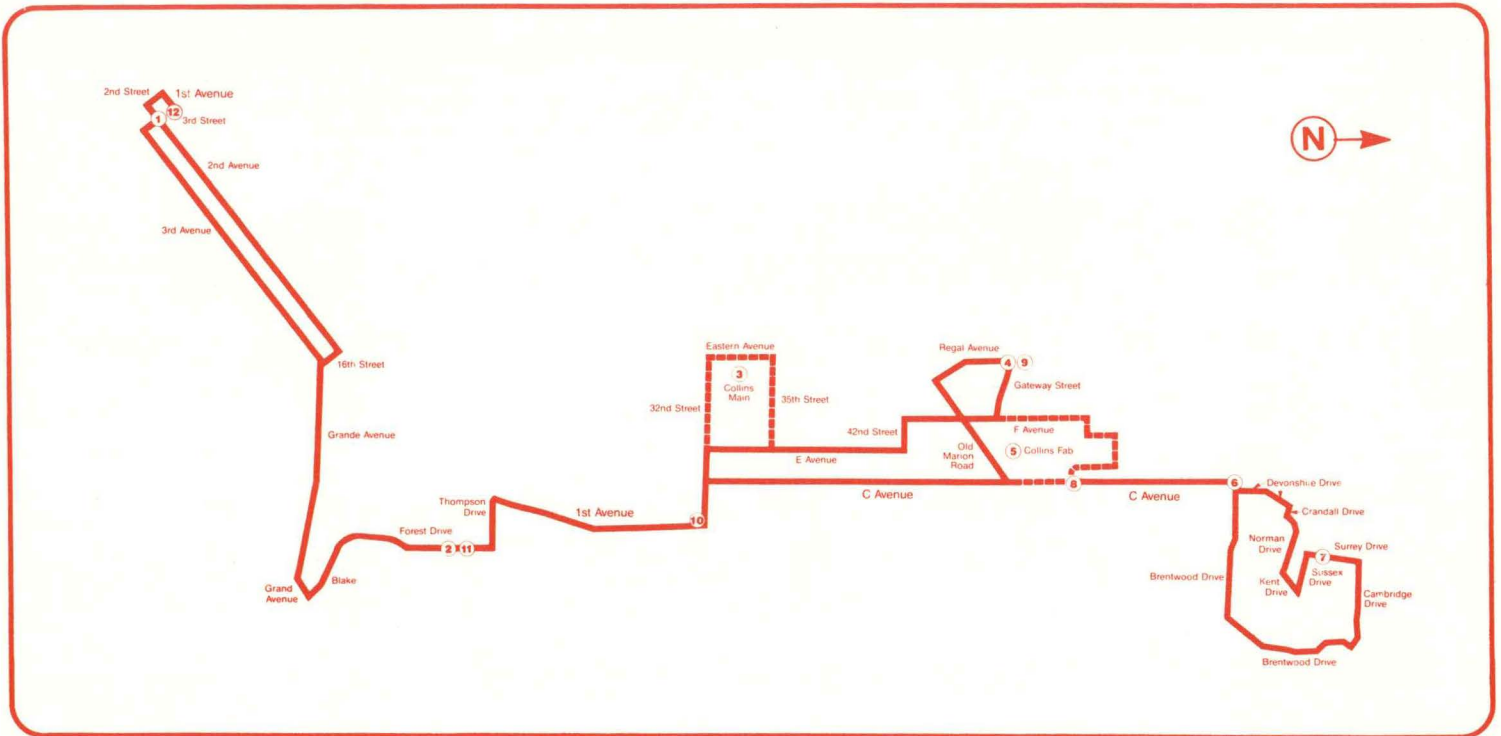
#### Need More Information?

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# Route 3 KENWOOD & GRANDE

# THE BUS





# Route 3 Kenwood & Grande

①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫
3rd ST AT M.N.B.	FOREST DR COTTAGE GROVE	COLLINS MAIN	REGAL GATEWAY	COLLINS FAB	C AVE BRENT WOOD	SURREY BOYSON ROAD	C AVE AT COLLINS FAB	REGAL GATEWAY	1st AVE 32nd ST	FOREST DR COTTAGE GROVE	3rd ST AT M.N.B.
5:30 A.M.*	5:40	5:45	—	5:55	6:00	6:07	6:15	6:20	6:25	6:30	6:45
6:10 A.M.*	6:20	6:30	—	6:40	—	—	—	6:45	6:50	6:55	7:10
6:30 A.M.*	6:40	6:50	—	7:00	7:05	7:12	7:17	7:20	7:25	7:30	7:45
6:50 A.M.	7:00	7:05	—	7:15	7:20	7:27	7:35	7:40	7:45	7:50	8:05
7:10 A.M.*	7:20	7:30	—	7:40	7:45	7:50	7:55	8:00	8:10	8:15	8:30
8:10 A.M.	8:20	—	—	—	8:40	8:45	—	8:53	9:00	9:05	9:20
9:30 A.M.	9:40	—	9:55	—	10:05	10:12	—	—	10:25	10:30	10:45
10:50 A.M.	11:00	—	11:15	—	11:25	11:32	—	—	11:45	11:50	12:05
12:10 P.M.	12:20	—	12:35	—	12:45	12:52	—	—	1:05	1:10	1:25
1:30 P.M.	1:40	—	1:55	—	2:05	2:12	—	—	2:25	2:30	2:45
2:50 P.M.	3:00	—	3:15	—	3:22	3:29	3:35†	—	3:45	3:50	4:05
3:30 P.M.*	3:40	3:50	3:55	4:00	—	—	—	—	4:10	—	4:30
—	—	—	—	4:15	—	—	—	—	4:25	4:30	4:45
4:10 P.M.	4:20	4:30	4:35	4:40	—	—	—	—	4:50	4:55	5:10
4:30 P.M.*	4:40	4:45	4:50	4:55	5:00	5:07	5:15	—	5:25	5:30	5:45
5:15 P.M.	5:25	—	5:40	—	5:50	5:57	—	—	6:10	6:15	6:30
5:55 P.M.*	6:05	—	6:20	—	6:30	6:37	—	—	6:50	6:55	7:10
<b>SATURDAY SCHEDULE AFTER 2:00 P.M.</b>											
2:50 P.M.	3:00	—	3:15	—	3:22	3:30	3:35	—	3:40	3:45	4:00
4:05 P.M.	4:15	—	4:30	4:35	4:37	4:45	4:47	—	4:55	5:00	5:15
5:20 P.M.	5:30	—	5:45	—	5:52	6:00	—	—	6:10	6:15	6:30

\*Trips not run on Saturday

†Bus will enter Collins Fab

## Fares

### Standard Fares

Adults	30¢
Age 5-11	15¢
Under 5	Free
Transfers	5¢
Marion Zone	10¢

### Special Fares

#### Student Tickets

Student tickets are available to persons age 12 through the 12th grade or students attending Coe, Mt. Mercy or Kirkwood College with current I.D. cards. Tickets good anytime.

Cash Fare with I.D.	25¢
10 Tickets with I.D.	\$2.00

#### Senior Citizens or Handicapped Tickets

To qualify, senior citizens must be 62 years of age or older. Handicapped persons have no age restrictions but must present a letter from their physician.

#### Senior Citizen/ Handicapped Fare 15¢

To avail yourself of this special fare, you must ride the bus between the hours of 9 a.m. and 4 p.m. and show the bus driver your ID card.

Pick up your ID card at the bus company office, 427 8th Street NW, or at the downtown information booth at the corner of 2nd Avenue and 3rd Street SE.

#### Need More Information?

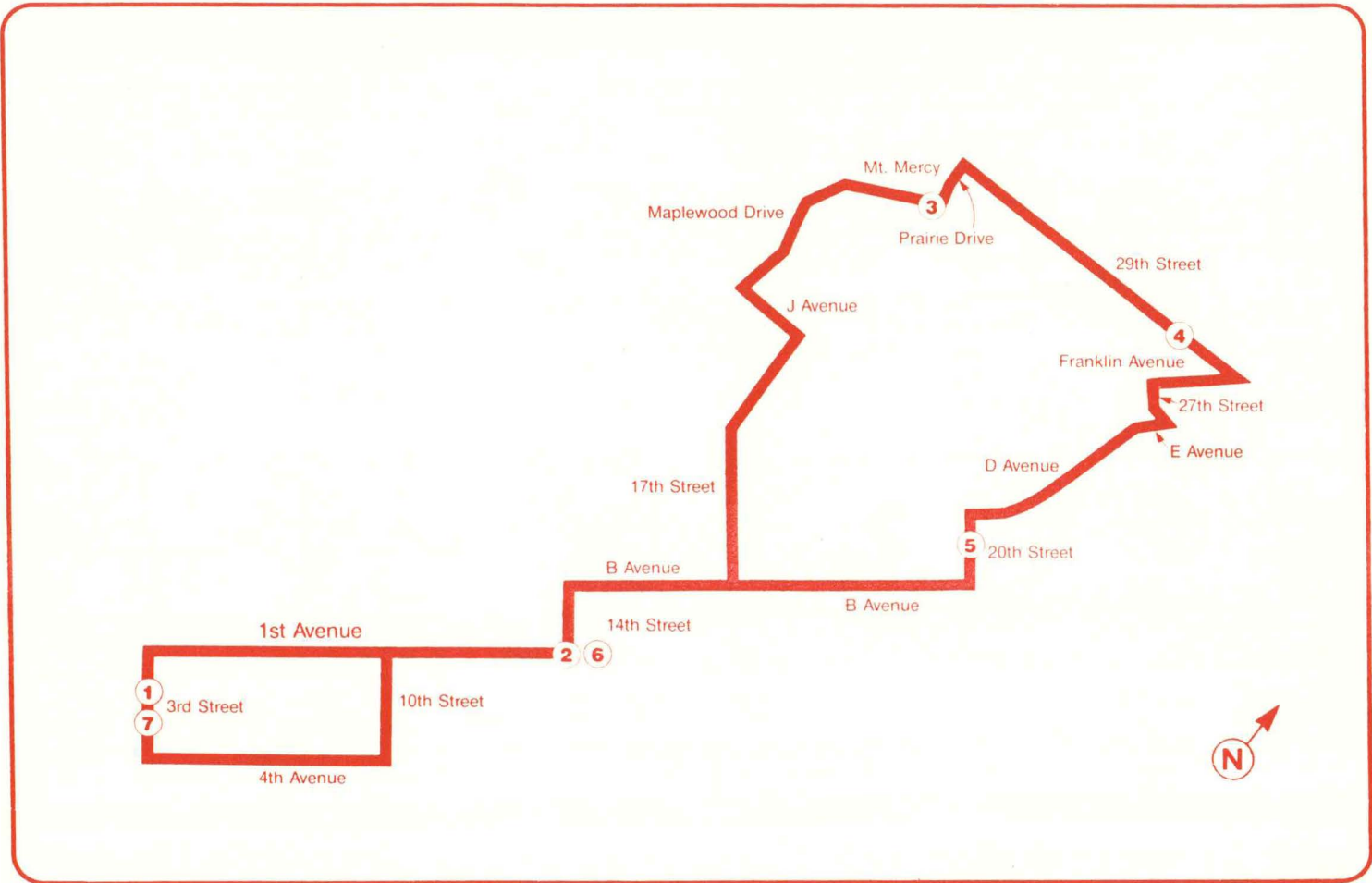
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# Route 4

MT. MERCY

# THE BUS



# Route 4 Mt. Mercy

① 3rd ST AT LINN COUNTY BLDG	② 14th STREET 1st AVE NE	③ MT. MERCY COLLEGE	④ LINDALE AND 29th STREET	⑤ FRANKLIN SCHOOL	⑥ 14th STREET 1st AVE. NE	⑦ 3rd ST AT LINN COUNTY BLDG
5:35 A.M.*	5:40	5:46	5:50	5:53	5:59	6:05
6:10 A.M.	6:16	6:23	6:28	6:32	6:37	6:45
6:50 A.M.	6:56	7:03	7:08	7:12	7:17	7:25
7:10 A.M.*	7:16	7:23	7:28	7:32	7:37	7:45
7:30 A.M.	7:36	7:43	7:48	7:52	7:57	8:05
7:50 A.M.*	7:56	8:03	8:08	8:12	8:17	8:25
8:10 A.M.	8:16	8:23	8:28	8:32	8:37	8:45
8:30 A.M.*	8:36	8:43	8:48	8:52	8:57	9:05
8:50 A.M.	8:56	9:03	9:08	9:12	9:17	9:25
9:10 A.M.*	9:16	9:23	9:28	9:32	9:37	9:45
9:30 A.M.	9:36	9:43	9:48	9:52	9:57	10:05
10:10 A.M.	10:16	10:23	10:28	10:32	10:37	10:45
10:50 A.M.	10:56	11:03	11:08	11:12	11:17	11:25
11:30 A.M.	11:36	11:43	11:48	11:52	11:57	12:05
12:10 P.M.	12:16	12:23	12:28	12:32	12:37	12:45
12:50 P.M.	12:56	1:03	1:08	1:12	1:17	1:25
1:30 P.M.	1:36	1:43	1:48	1:52	1:57	2:05
2:10 P.M.	2:16	2:23	2:28	2:32	2:37	2:45
2:50 P.M.	2:56	3:03	3:08	3:12	3:17	3:25
3:30 P.M.	3:36	3:43	3:48	3:52	3:57	4:05
3:55 P.M.*	4:01	4:08	4:13	4:17	4:22	4:30
4:10 P.M.	4:16	4:23	4:28	4:32	4:37	4:45
4:35 P.M.*	4:41	4:48	4:53	4:57	5:02	5:10
4:50 P.M.	4:56	5:03	5:08	5:12	5:17	5:25
5:15 P.M.*	5:21	5:28	5:33	5:37	5:42	5:50
5:30 P.M.	5:36	5:43	5:48	5:52	5:57	6:05
5:55 P.M.*	6:01	6:08	6:13	6:17	6:22	6:30
<b>SATURDAY SCHEDULE AFTER 4:00 P.M.</b>						
4:10 P.M.	4:15	4:21	4:25	4:28	4:34	4:40
4:45 P.M.	4:50	4:56	5:00	5:03	5:09	5:15
5:20 P.M.	5:26	5:33	5:38	5:42	5:47	5:55

\* Trips not run on Saturday

## Fares

### Standard Fares

Adults	30¢
Age 5-11	15¢
Under 5	Free
Transfers	5¢
Marion Zone	10¢

### Special Fares

#### Student Tickets

Student tickets are available to persons age 12 through the 12th grade or students attending Coe, Mt. Mercy or Kirkwood College with current I.D. cards. Tickets good anytime.

Cash Fare with I.D.	25¢
10 Tickets with I.D.	\$2.00

#### Senior Citizens or Handicapped Tickets

To qualify, senior citizens must be 62 years of age or older. Handicapped persons have no age restrictions but must present a letter from their physician.

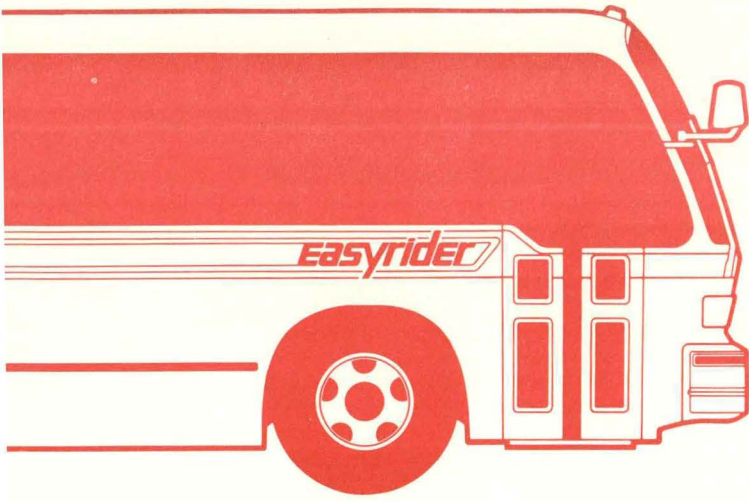
#### Senior Citizen/ Handicapped Fare

To avail yourself of this special fare, you must ride the bus between the hours of 9 a.m. and 4 p.m. and show the bus driver your ID card.

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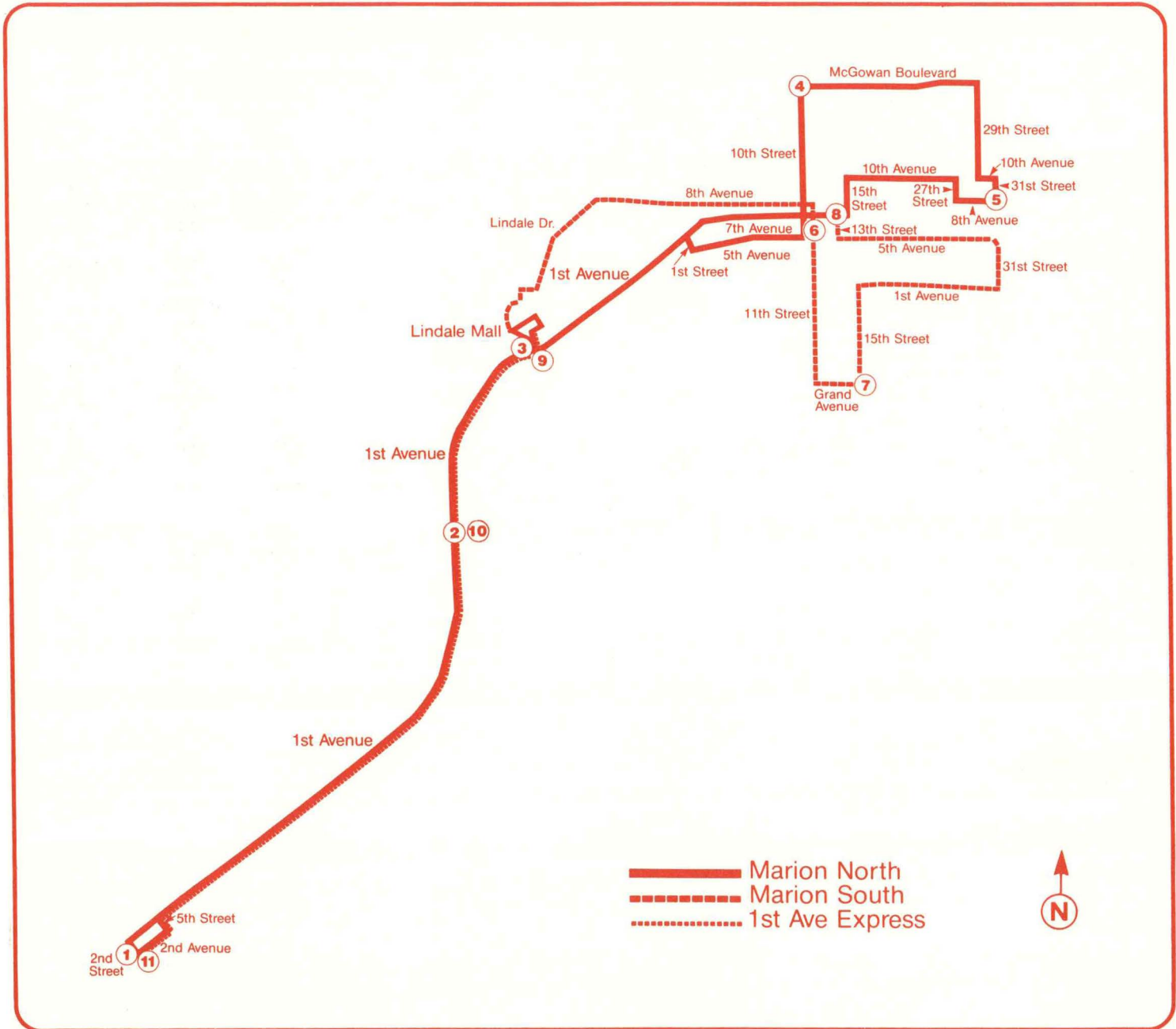
#### Need More Information?

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**Route 5**  
 MARION & LINDALE MALL  
 1ST AVENUE EXPRESS

# THE BUS



# Route 5 Marion & Lindale Mall/1st Ave Express

①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪
2nd AVE AT M.N.B.	1st AVE 29th ST	LINDALE MALL	McGOWEN 10th ST	31st ST 8TH AVE	6th AVE 11th ST	GRANDE 15th ST	BALSTERS	LINDALE MALL	1st AVE 29th ST	2nd AVE AT M.N.B.
5:30 A.M.*N	5:40	5:50	6:00	6:05	—	—	6:10	6:20	6:30	6:40
6:10 A.M.*s	6:20	6:30	—	—	6:40	6:45	6:55	7:05	7:15	7:25
6:40 A.M.N	6:50	7:00	7:10	7:15	—	—	7:20	7:30	7:40	7:50
—	—	—	—	—	—	—	—	8:10	8:20	8:30
7:30 A.M.S	7:40	7:50	—	—	8:00	8:05	8:15	8:25	8:35	8:45
7:50 A.M.X	8:00	8:10	—	—	—	—	—	8:50	9:00	9:10
7:55 A.M.N	8:05	8:15	8:25	8:30	—	—	8:35	8:45	8:55	9:05
8:30 A.M.X	8:40	8:50	—	—	—	—	—	9:30	9:40	9:50
8:50 A.M.S	9:00	9:10	—	—	9:20	9:25	9:35	9:45	9:55	10:05
9:10 A.M.X	9:20	9:30	—	—	—	—	—	10:10	10:20	10:30
9:30 A.M.N	9:40	9:50	10:02	10:07	—	—	10:15	10:25	10:35	10:45
9:50 A.M.X	10:00	10:10	—	—	—	—	—	10:50	11:00	11:10
10:10 A.M.S	10:20	10:30	—	—	10:40	10:45	10:55	11:05	11:15	11:25
10:30 A.M.X	10:40	10:50	—	—	—	—	—	11:30	11:40	11:50
10:50 A.M.N	11:00	11:10	11:22	11:27	—	—	11:35	11:45	11:55	12:05
11:10 A.M.X	11:20	11:30	—	—	—	—	—	12:10	12:20	12:30
11:30 A.M.S	11:40	11:50	—	—	12:00 N	12:05	12:15	12:25	12:35	12:45
11:50 A.M.X	12:00	12:10	—	—	—	—	—	12:50	1:00	1:10
12:10 P.M.N	12:20	12:30	12:42	12:47	—	—	12:55	1:05	1:15	1:25
12:30 P.M.X	12:40	12:50	—	—	—	—	—	1:30	1:40	1:50
12:50 P.M.S	1:00	1:10	—	—	1:20	1:25	1:35	1:45	1:55	2:05
1:10 P.M.X	1:20	1:30	—	—	—	—	—	2:10	2:20	2:30
1:30 P.M.N	1:40	1:50	2:00	2:05	—	—	2:10	2:20	2:30	2:40
1:50 P.M.X	2:00	2:10	—	—	—	—	—	2:50	3:00	3:10
2:10 P.M.S	2:20	2:30	—	—	2:40	2:45	2:50	3:00	3:10	3:20
2:30 P.M.X	2:40	2:50	—	—	—	—	—	3:30	3:40	3:50
2:45 P.M.N	2:55	3:05	3:15	3:20	—	—	3:25	3:35	3:45	3:55
3:10 P.M.X	3:20	3:30	—	—	—	—	—	—	To Collins	4:45
3:25 P.M.S	3:35	3:45	—	—	3:53	3:58	4:10	4:20	4:30	4:40
3:50 P.M.X	4:00	4:10	—	—	—	—	—	—	—	—
4:00 P.M.N	4:10	4:20	4:30	4:35	—	—	4:40	4:50	5:00	5:10
—	—	—	—	—	—	—	—	5:10	5:20	5:30
4:40 P.M.S	4:50	5:00	—	—	5:08	5:13	5:20	5:30	5:40	5:50
4:50 P.M.X	5:00	5:10	—	—	—	—	—	5:50	6:00	6:10
5:15 P.M.N	5:25	5:35	5:47	5:55	—	—	6:00	6:10	6:20	6:30
5:30 P.M.*x	5:40	5:50	—	—	—	—	—	—	—	—
5:55 P.M.*st†	6:05	6:15	—	—	6:25	6:30	6:35	6:45	6:55	7:05

## SATURDAY SCHEDULE AFTER 3:00 P.M.

3:10 P.M.X	3:20	3:30	—	—	—	—	—	3:30	3:40	3:50
3:25 P.M.S	3:35	3:45	—	—	3:53	3:58	4:10	4:10	4:20	4:30
3:50 P.M.X	4:00	4:10	—	—	—	—	—	4:20	4:30	4:40
4:00 P.M.N	4:10	4:20	4:30	4:35	—	—	4:40	4:50	5:00	5:10
4:30 P.M.X	4:40	4:50	—	—	—	—	—	4:55	5:05	5:15
4:40 P.M.S	4:50	5:00	—	—	5:08	5:13	5:20	5:30	5:40	5:50
5:15 P.M.N□	5:25	5:35	5:47	5:55	—	—	6:00	6:10	6:20	6:30

\* Trip not run on Saturday  
X-Identifies 1st Ave Express  
N-Identifies Marion North  
S-Identifies Marion South

† Monday thru Friday the 5:55 P.M. trip will service both North and South Marion  
□ On Saturday only the 5:15 P.M. trip will service both North and South Marion

## Fares

### Standard Fares

Adults	30¢
Age 5-11	15¢
Under 5	Free
Transfers	5¢
Marion Zone	10¢

### Special Fares

#### Student Tickets

Student tickets are available to persons age 12 through the 12th grade or students attending Coe, Mt. Mercy or Kirkwood College with current I.D. cards. Tickets good anytime.

Cash Fare with I.D. 25¢  
10 Tickets with I.D. \$2.00

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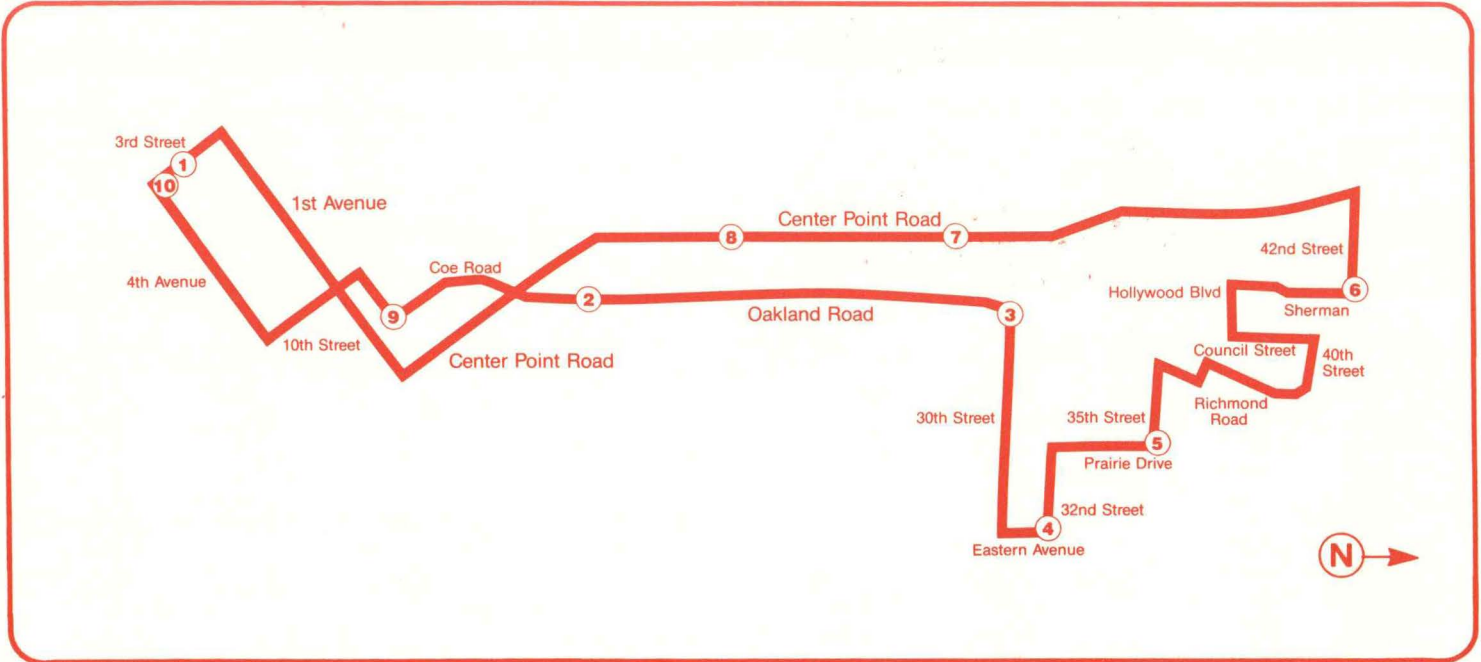
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# Route 6E

OAKLAND RD. & CENTER PT.

# THE BUS



# Route 6E Oakland Rd. & Center Pt.

① 3rd ST AT LINN COUNTY BLDG	② OAKLAND G AVE	③ OAKLAND 30th ST *	④ EASTERN 32nd ST	⑤ PRAIRIE 35th ST	⑥ 42nd ST SHERMAN	⑦ CENTER PT COLDSTREAM	⑧ CENTER PT I AVE	⑨ COE RD ST. LUKES	⑩ 3rd ST AT LINN COUNTY BLDG
5:40 A.M.*	5:45	5:49	5:51	5:55	6:00	6:08	6:12	6:15	6:20
6:20 A.M.	6:25	6:29	6:31	6:35	6:40	6:48	6:52	6:55	7:00
7:00 A.M.	7:05	7:09	7:11	7:15	7:20	7:28	7:32	7:35	7:40
7:40 A.M.	7:45	7:49	7:51	7:55	8:00	8:08	8:12	8:15	8:20
8:20 A.M.	8:25	8:29	8:31	8:35	8:40	8:48	8:52	8:55	9:00
9:00 A.M.	9:05	9:09	9:11	9:15	9:20	9:28	9:32	9:35	9:40
9:40 A.M.	9:45	9:49	9:51	9:55	10:00	10:08	10:12	10:15	10:20
10:20 A.M.	10:25	10:29	10:31	10:35	10:40	10:48	10:52	10:55	11:00
11:00 A.M.	11:05	11:09	11:11	11:15	11:20	11:28	11:32	11:35	11:40
11:40 A.M.	11:45	11:49	11:51	11:55	12:00	12:08	12:12	12:15	12:20
12:20 P.M.	12:25	12:29	12:31	12:35	12:40	12:48	12:52	12:55	1:00
1:00 P.M.	1:05	1:09	1:11	1:15	1:20	1:28	1:32	1:35	1:40
1:40 P.M.	1:45	1:49	1:51	1:55	2:00	2:08	2:12	2:15	2:20
2:20 P.M.	2:25	2:29	2:31	2:35	2:40	2:48	2:52	2:55	3:00
3:00 P.M.	3:05	3:09	3:11	3:15	3:20	3:28	3:32	3:35	3:40
3:40 P.M.	3:45	3:49	3:51	3:55	4:00	4:08	4:12	4:15	4:20
4:20 P.M.	4:26	4:31	4:34	4:39	4:45	4:53	4:57	5:00	5:05
5:10 P.M.	5:15	5:19	5:21	5:25	5:30	5:38	5:42	5:45	5:50
5:50 P.M.*□	5:55	5:59	6:01	6:05	6:10	6:18	6:22	6:25	6:30

\*Trip Not Run on Saturday

□ Trip Services both Prairie Drive and Wenig Road Extensions

## Fares

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Marion Zone	10¢

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#### Senior Citizen/ Handicapped Fare ..... 15¢

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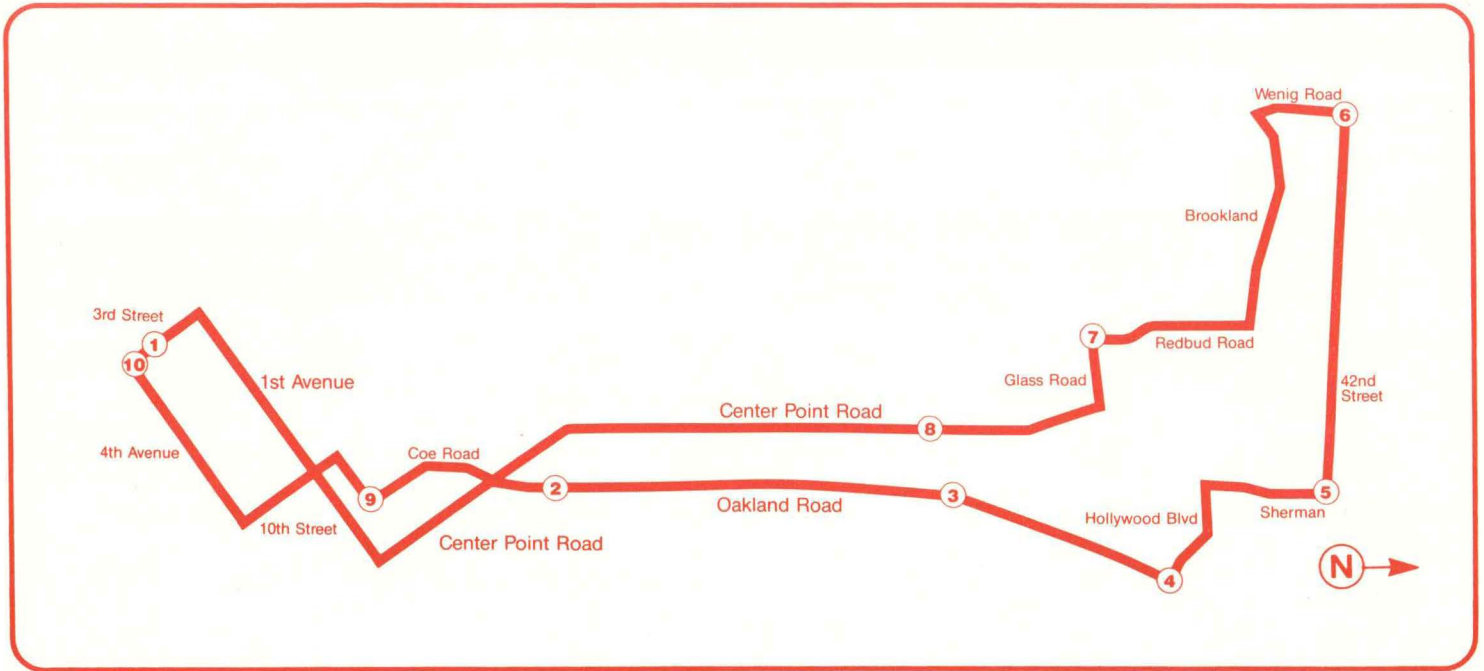
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# Route 6W

OAKLAND RD. & NORTHWOOD

# THE BUS





# Route 6W Oakland Rd. & Northwood

① 3rd ST AT LINN COUNTY BLDG	② OAKLAND G AVE	③ OAKLAND 29th ST	④ OAKLAND HOLLYWOOD	⑤ 42nd ST SHERMAN	⑥ 42nd ST WENIG RD	⑦ REDBUD GLASS RD	⑧ CENTER PT COLDSTREAM	⑨ COE RD ST. LUKES	⑩ 3rd ST AT LINN COUNTY BLDG
6:00 A.M.	6:05	6:09	6:13	6:15	6:19	6:22	6:25	6:28	6:30
6:30 A.M.	6:35	6:39	6:43	6:45	6:50	6:55	7:00	7:05	7:10
7:10 A.M.	7:15	7:19	7:23	7:25	7:30	7:35	7:40	7:45	7:50
7:50 A.M.	7:55	7:59	8:03	8:05	8:10	8:18	8:25	8:30	8:35
8:40 A.M.	8:45	8:49	8:53	8:55	9:00	9:05	9:10	9:15	9:20
9:20 A.M.	9:25	9:29	9:33	9:35	9:40	9:45	9:50	9:55	10:00
10:00 A.M.	10:05	10:09	10:13	10:15	10:20	10:25	10:30	10:35	10:40
10:40 A.M.	10:45	10:49	10:53	10:55	11:00	11:05	11:10	11:15	11:20
11:20 A.M.	11:25	11:29	11:33	11:35	11:40	11:45	11:50	11:55	12:00
12:00 Noon	12:05	12:09	12:13	12:15	12:20	12:25	12:30	12:35	12:40
12:40 P.M.	12:45	12:49	12:53	12:55	1:00	1:05	1:10	1:15	1:20
1:20 P.M.	1:25	1:29	1:33	1:35	1:40	1:45	1:50	1:55	2:00
2:00 P.M.	2:05	2:09	2:13	2:15	2:20	2:25	2:30	2:35	2:40
2:40 P.M.	2:45	2:49	2:53	2:55	3:00	3:05	3:10	3:15	3:20
3:20 P.M.	3:25	3:29	3:33	3:35	3:40	3:45	3:50	3:55	4:00
4:00 P.M.	4:05	4:09	4:13	4:15	4:20	4:25	4:30	4:35	4:40
4:40 P.M.	4:45	4:49	4:53	4:55	5:00	5:05	5:10	5:15	5:20
5:20 P.M.	5:25	5:29	5:33	5:35	5:40	5:45	5:50	5:55	6:00

## Fares

### Standard Fares

Adults	30¢
Age 5-11	15¢
Under 5	Free
Transfers	5¢
Marion Zone	10¢

### Special Fares

#### Student Tickets

Student tickets are available to persons age 12 through the 12th grade or students attending Coe, Mt. Mercy or Kirkwood College with current I.D. cards. Tickets good anytime.

Cash Fare with I.D.	25¢
10 Tickets with I.D.	\$2.00

#### Senior Citizens or Handicapped Tickets

To qualify, senior citizens must be 62 years of age or older. Handicapped persons have no age restrictions but must present a letter from their physician.

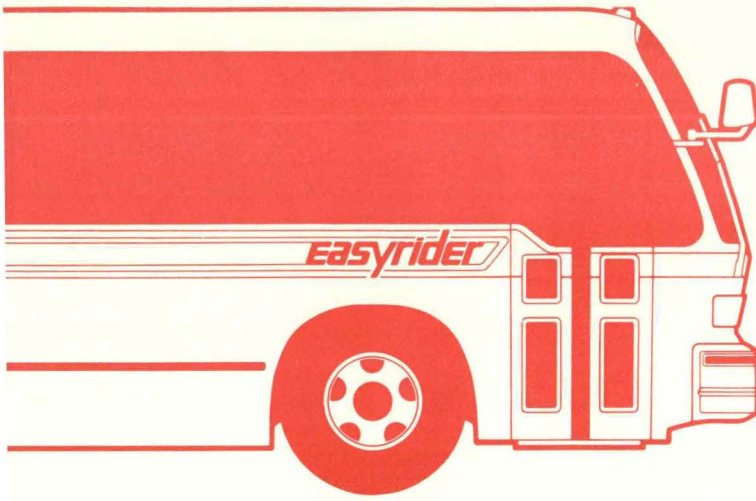
#### Senior Citizen/ Handicapped Fare

..... 15¢  
To avail yourself of this special fare, you must ride the bus between the hours of 9 a.m. and 4 p.m. and show the bus driver your ID card.

Pick up your ID card at the bus company office, 427 8th Street NW, or at the downtown information booth at the corner of 2nd Avenue and 3rd Street SE.

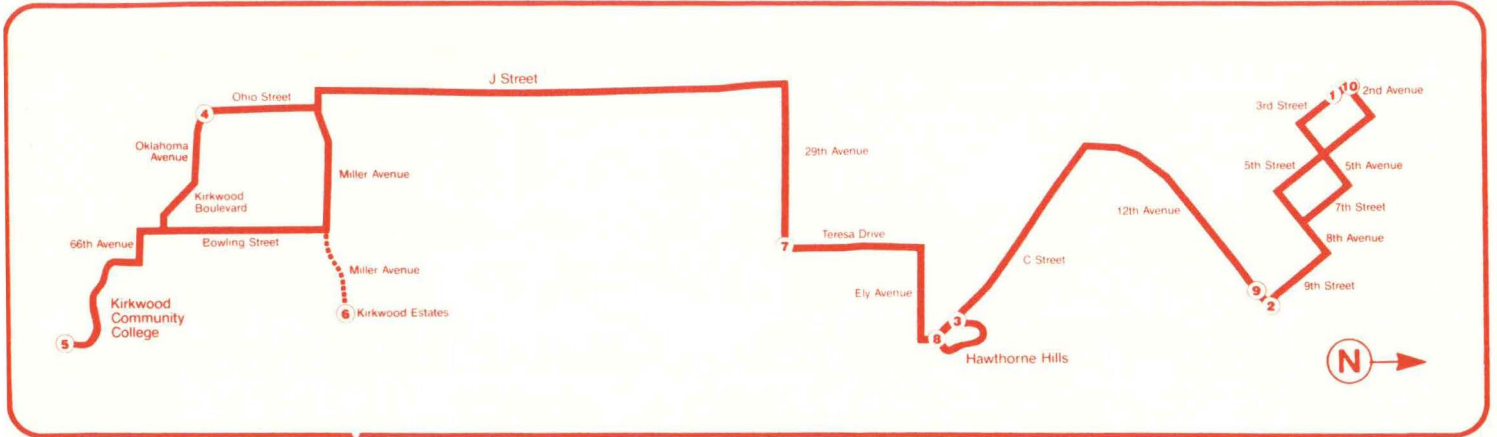
#### Need More Information?

For more information regarding rates, lost-and-found articles, our PARK AND SHOP plan or to obtain schedules, please call 365-0455.

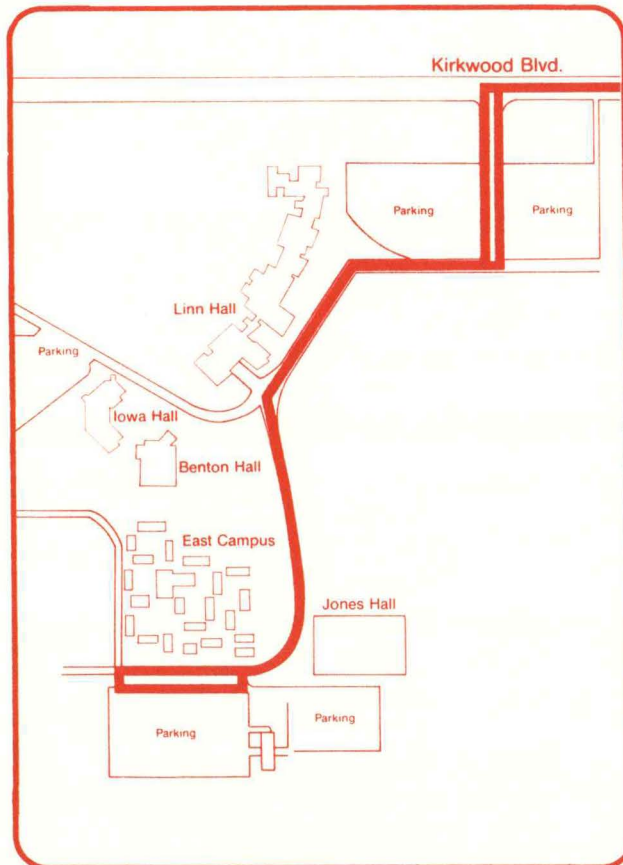


**Route 7**  
LINCOLNWAY & KIRKWOOD

# THE BUS



**KIRKWOOD  
COMMUNITY  
COLLEGE**



# Route 7 Lincolnway & Kirkwood

Effective  
June 9, 79

①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩
3rd ST AT ARMSTRONG'S	9th ST 12th AVE	HAWTHORNE HILLS	OHIO ST OKLAHOMA	KIRKWOOD	KIRKWOOD ESTATES	TERESA DR 29th AVE	HAWTHORNE HILLS	9th ST 12th AVE	3rd ST AT ARMSTRONG'S
5:45 A.M.*	5:50	5:55	6:10	6:15	—	6:25	6:30	6:35	6:45
6:45 A.M.	6:50	6:55	7:10	7:15	7:20	7:25	7:30	7:35	7:45
7:15 A.M.*	7:20	7:25	7:40	7:45	—	7:55	8:00	8:05	8:15
7:45 A.M.	7:50	7:55	8:10	8:15	—	8:25	8:30†	8:35	8:45
8:15 A.M.*	8:20	8:25	8:40	8:45	8:50	8:55	9:00	9:05	9:15
8:45 A.M.	8:50	8:55	9:10	9:15	—	9:25	9:30	9:35	9:45
9:50 A.M.	9:55	10:00	10:15	10:20	10:25	10:30	10:35†	10:40	10:50
10:50 A.M.	10:55	11:00	11:15	11:20	—	11:30	11:35	11:40	11:50
11:50 A.M.	11:55	12:00	12:15	12:20	—	12:30	12:35	12:40	12:50
12:50 P.M.	12:55	1:00	1:15	1:20	—	1:30	1:35†	1:40	1:50
1:50 P.M.	1:55	2:00	2:15	2:20	2:25	2:30	2:35	2:40	2:50
2:20 P.M.*	2:25	2:30	2:45	2:50	—	3:00	3:05	3:10	3:20
2:50 P.M.	2:55	3:00	3:15	3:20	—	3:30	3:35	3:40	3:50
3:20 P.M.*	3:25	3:30†	3:45	3:50	—	4:00	4:05	4:10	4:20
3:50 P.M.	3:55	4:00	4:15	4:20	—	4:30	4:35	4:40	4:50
4:20 P.M.*	4:25	4:30	4:45	4:50	4:55	5:00	5:05	5:10	5:20
4:50 P.M.	4:55	5:00	5:15	5:20	—	5:30	5:35	5:40	5:50
5:20 P.M.*	5:25	5:30	5:45	5:50	5:55	6:00	6:05	6:10	6:20
5:50 P.M.	5:55	6:00	6:15	6:20	—	6:30	6:35	6:40	6:50

## SATURDAY SCHEDULE AFTER 12:00 P.M.

12:50 P.M.	12:55	12:58	1:12	—	—	1:24	1:28	1:32	1:40
1:40 P.M.	1:45	1:50	2:05	2:10	2:15	2:20	2:25	2:30	2:40
2:40 P.M.	2:45	2:48	3:02	—	—	3:14	3:18	3:22	3:30
3:30 P.M.	3:35	3:40	3:55	4:00	4:05	4:10	4:15	4:20	4:30
4:30 P.M.	4:35	4:38	4:52	—	—	5:04	5:08	5:12	5:20
5:20 P.M.	5:25	5:30	5:45	5:50	5:55	6:00	6:05	6:10	6:20

\* Trips not run on Saturday  
† Trips into Hawthorne Hills

## Fares

### Standard Fares

Adults	30¢
Age 5-11	15¢
Under 5	Free
Transfers	5¢
Marion Zone	10¢

### Special Fares

#### Student Tickets

Student tickets are available to persons age 12 through the 12th grade or students attending Coe, Mt. Mercy or Kirkwood College with current I.D. cards. Tickets good anytime.

Cash Fare with I.D.	25¢
10 Tickets with I.D.	\$2.00

#### Senior Citizens or Handicapped Tickets

To qualify, senior citizens must be 62 years of age or older. Handicapped persons have no age restrictions but must present a letter from their physician.

#### Senior Citizen/ Handicapped Fare 15¢

To avail yourself of this special fare, you must ride the bus between the hours of 9 a.m. and 4 p.m. and show the bus driver your ID card.

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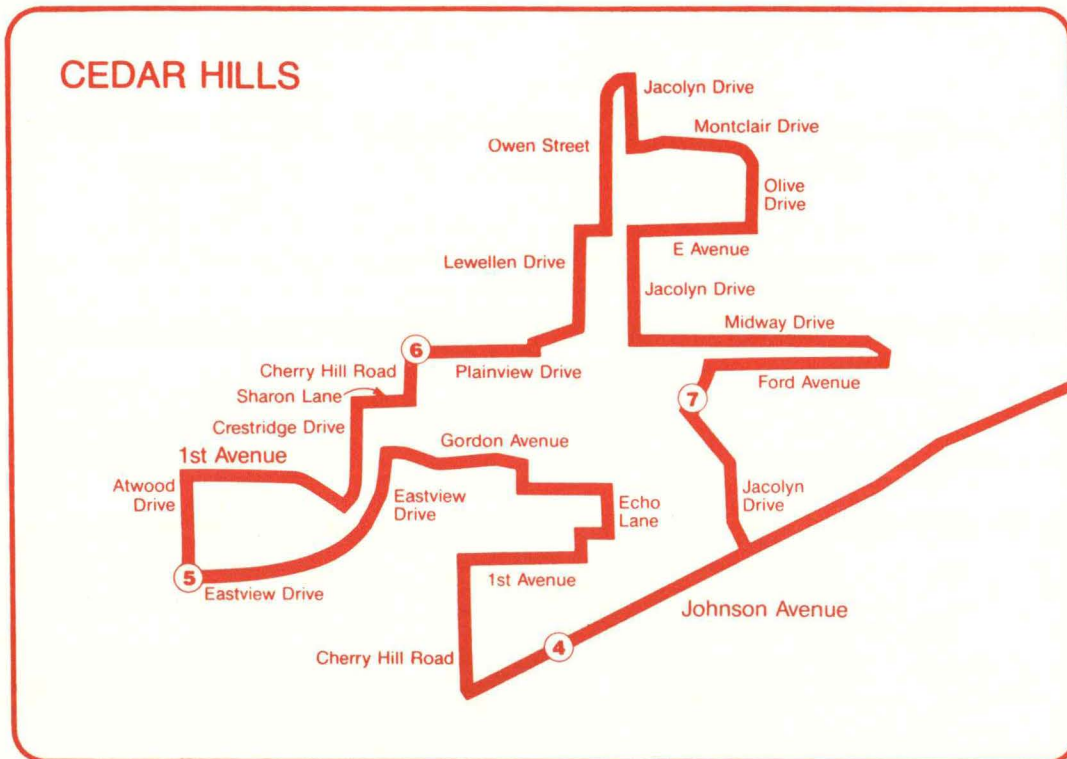
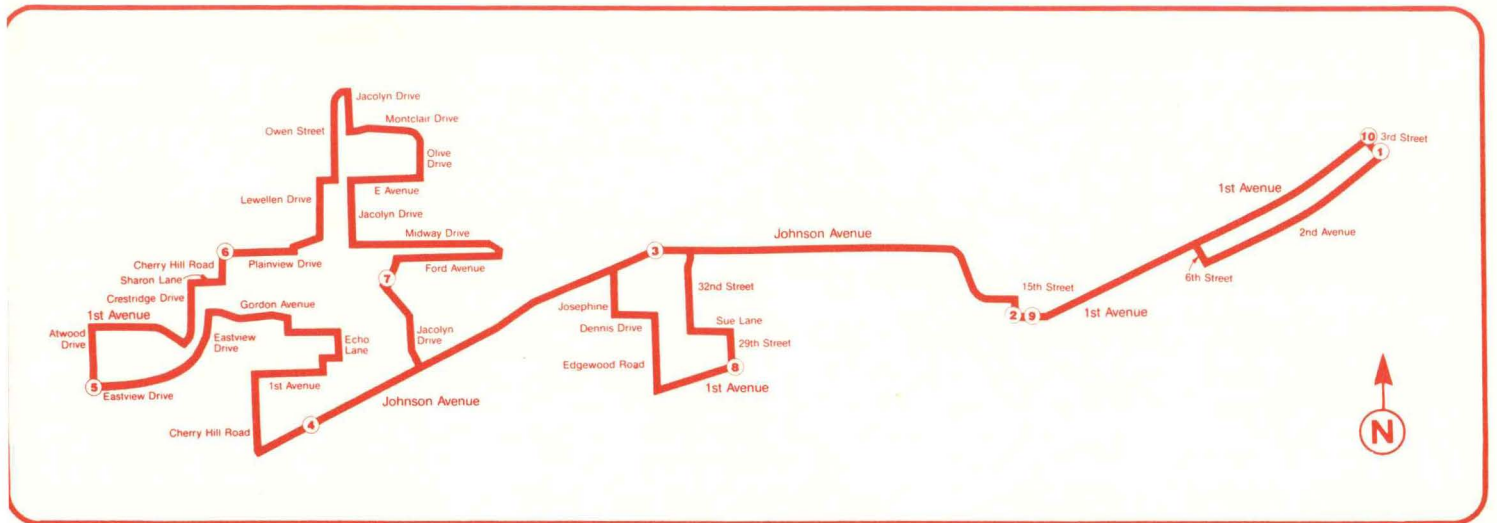
#### Need More Information?

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**Route 8**  
JOHNSON AVE. & CEDAR HILLS

**THE  
BUS**



# Route 8 Johnson Avenue & Cedar Hills

Effective  
June 9, 1979

①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩
2nd AVE AT M.N.B.	1st AVE 15th ST	JOHNSON EDGEWOOD	JOHNSON WEST POST	EASTVIEW ATWOOD	CHERRY HILL PLAINVIEW	FORD AVE JACOLYN	1st AVE 29th ST	15th ST 1st AVE	2nd AVE AT M.N.B.
5:45 A.M.*	5:50	5:55	6:00	6:05	6:10	6:15	6:30	6:40	6:45
6:15 A.M.*	6:20	6:25	6:30	6:35	6:40	6:45	7:00	7:10	7:15
6:45 A.M.	6:50	6:55	7:00	7:05	7:10	7:15	7:30	7:40	7:45
7:15 A.M.*	7:20	7:25	7:30	7:35	7:40	7:45	8:00	8:10	8:15
7:45 A.M.	7:50	7:55	8:00	8:05	8:10	8:15	8:30	8:40	8:45
8:15 A.M.*	8:20	8:25	8:30	8:35	8:40	8:45	9:00	9:10	9:15
8:45 A.M.	8:50	8:55	9:00	9:05	9:10	9:15	9:30	9:40	9:45
9:20 A.M.*	9:25	9:30	9:35	9:40	9:45	9:50	10:05	10:15	10:20
9:50 A.M.	9:55	10:00	10:05	10:10	10:15	10:20	10:35	10:45	10:50
10:20 A.M.*	10:25	10:30	10:35	10:40	10:45	10:50	11:05	11:15	11:20
10:50 A.M.	10:55	11:00	11:05	11:10	11:15	11:20	11:35	11:45	11:50
11:20 A.M.*	11:25	11:30	11:35	11:40	11:45	11:50	12:05	12:15	12:20
11:50 A.M.	11:55	12:00	12:05	12:10	12:15	12:20	12:35	12:45	12:50
12:20 P.M.*	12:25	12:30	12:35	12:40	12:45	12:50	1:05	1:15	1:20
12:50 P.M.	12:55	1:00	1:05	1:10	1:15	1:20	1:35	1:45	1:50
1:20 P.M.*	1:25	1:30	1:35	1:40	1:45	1:50	2:05	2:15	2:20
1:50 P.M.	1:55	2:00	2:05	2:10	2:15	2:20	2:35	2:45	2:50
2:20 P.M.*	2:25	2:30	2:35	2:40	2:45	2:50	3:05	3:15	3:20
2:50 P.M.	2:55	3:00	3:05	3:10	3:15	3:20	3:35	3:45	3:50
3:20 P.M.*	3:25	3:30	3:35	3:40	3:45	3:50	4:05	4:15	4:20
3:50 P.M.	3:55	4:00	4:05	4:10	4:15	4:20	4:35	4:45	4:50
4:20 P.M.*	4:25	4:30	4:35	4:40	4:45	4:50	5:05	5:15	5:20
4:50 P.M.	4:55	5:00	5:05	5:10	5:15	5:20	5:35	5:45	5:50
5:20 P.M.*	5:25	5:30	5:35	5:40	5:45	5:50	6:05	6:15	6:20
5:50 P.M.*	5:55	6:00	6:05	6:10	6:15	6:20	6:35	6:45	6:50
<b>SATURDAY SCHEDULE AFTER 12:00 P.M.</b>									
12:50 P.M.	12:55	12:59	1:03	1:07	1:11	1:15	1:27	1:35	1:40
1:40 P.M.	1:45	1:50	1:55	2:00	2:05	2:10	2:25	2:35	2:40
2:40 P.M.	2:45	2:49	2:53	2:57	3:01	3:05	3:17	3:25	3:30
3:30 P.M.	3:35	3:40	3:45	3:50	3:55	4:00	4:15	4:25	4:30
4:30 P.M.	4:35	4:39	4:43	4:47	4:51	4:55	5:07	5:15	5:20
5:20 P.M.	5:25	5:30	5:35	5:40	5:45	5:50	6:05	6:15	6:20

\*Trips Not Run on Saturday

## Fares

### Standard Fares

Adults	30¢
Age 5-11	15¢
Under 5	Free
Transfers	5¢
Marion Zone	10¢

### Special Fares

#### Student Tickets

Student tickets are available to persons age 12 through the 12th grade or students attending Coe, Mt. Mercy or Kirkwood College with current I.D. cards. Tickets good anytime.

Cash Fare with I.D.	25¢
10 Tickets with I.D.	\$2.00

#### Senior Citizens or Handicapped Tickets

To qualify, senior citizens must be 62 years of age or older. Handicapped persons have no age restrictions but must present a letter from their physician.

#### Senior Citizen/

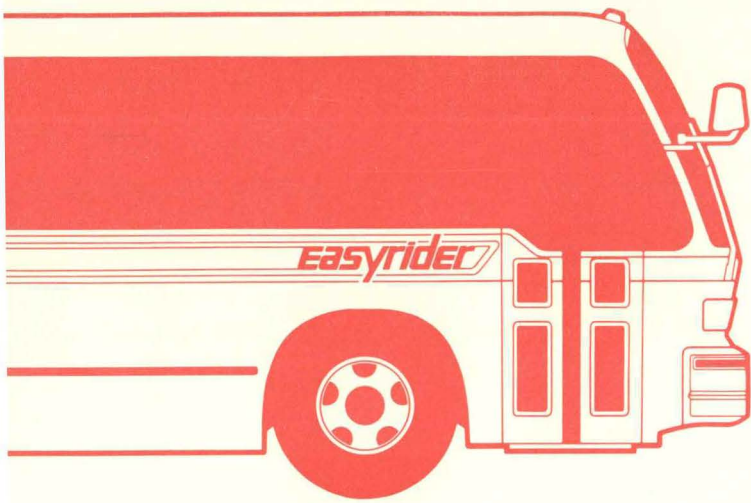
#### Handicapped Fare

..... 15¢  
To avail yourself of this special fare, you must ride the bus between the hours of 9 a.m. and 4 p.m. and show the bus driver your ID card.

Pick up your ID card at the bus company office, 427 8th Street NW, or at the downtown information booth at the corner of 2nd Avenue and 3rd Street SE.

#### Need More Information?

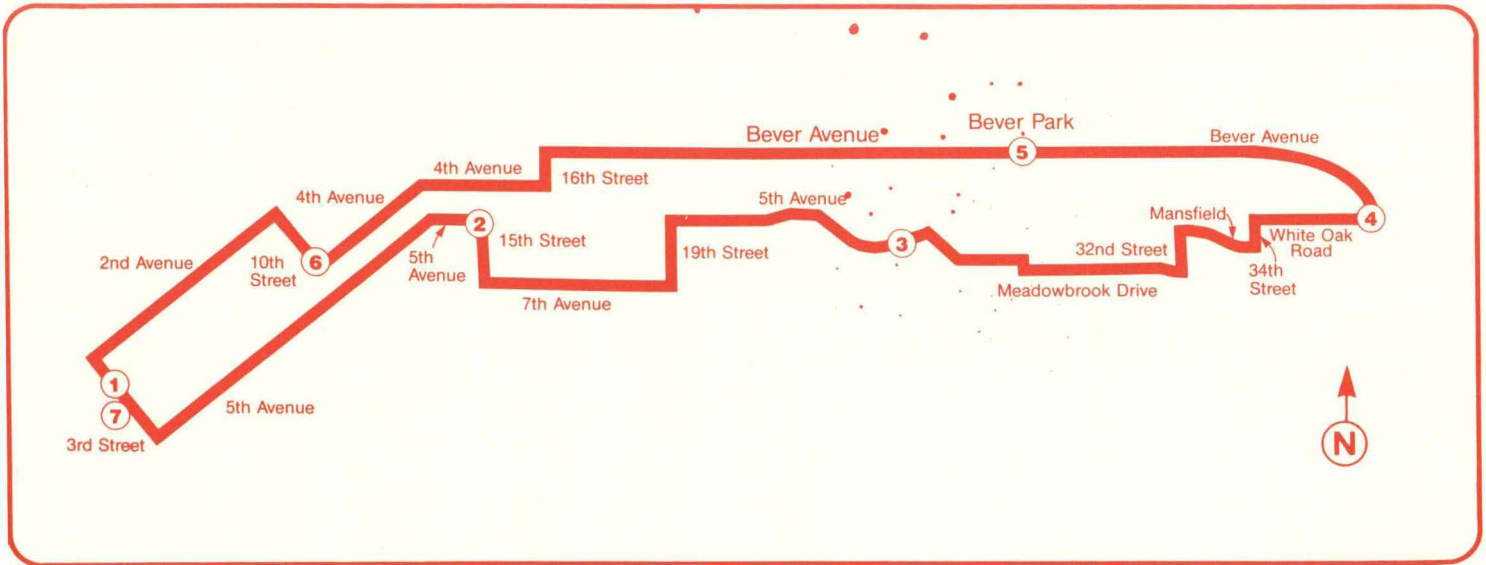
For more information regarding rates, lost-and-found articles, our RIDE AND SHOP plan or to obtain schedules, please call 365-0455.



# Route 9

BEVER PARK

# THE BUS



# Route 9 Bever Park

① 3rd ST AT ARMSTRONG'S	② 5th AVENUE 15th STREET	③ 5th AVENUE FOREST DRIVE	④ WHITE OAK RD. BEVER AVENUE	⑤ BEVER PARK	⑥ 4th AVENUE 10th STREET	⑦ 3rd ST AT ARMSTRONG'S
5:35 A.M.*	5:40	5:46	5:50	5:53	5:58	6:05
6:10 A.M.	6:17	6:21	6:28	6:32	6:40	6:45
6:50 A.M.	6:57	7:01	7:08	7:12	7:20	7:25
7:10 A.M.*	7:17	7:21	7:28	7:32	7:40	7:45
7:30 A.M.	7:37	7:41	7:48	7:52	8:00	8:05
7:50 A.M.*	7:57	8:01	8:08	8:12	8:20	8:25
8:10 A.M.	8:17	8:21	8:28	8:32	8:40	8:45
8:30 A.M.*	8:37	8:41	8:48	8:52	9:00	9:05
8:50 A.M.	8:57	9:01	9:08	9:12	9:20	9:25
9:10 A.M.*	9:17	9:21	9:28	9:32	9:40	9:45
9:30 A.M.	9:37	9:41	9:48	9:52	10:00	10:05
10:10 A.M.	10:17	10:21	10:28	10:32	10:40	10:45
10:50 A.M.	10:57	11:01	11:08	11:12	11:20	11:25
11:30 A.M.	11:37	11:41	11:48	11:52	12:00	12:05
12:10 A.M.	12:17	12:21	12:28	12:32	12:40	12:45
12:50 P.M.	12:57	1:01	1:08	1:12	1:20	1:25
1:30 P.M.	1:37	1:41	1:48	1:52	2:00	2:05
2:10 P.M.	2:17	2:21	2:28	2:32	2:40	2:45
2:50 P.M.	2:57	3:01	3:08	3:12	3:20	3:25
3:30 P.M.	3:37	3:41	3:48	3:52	4:00	4:05
3:55 P.M.*	4:02	4:06	4:13	4:17	4:25	4:30
4:10 P.M.	4:17	4:21	4:28	4:32	4:40	4:45
4:35 P.M.*	4:42	4:46	4:53	4:57	5:05	5:10
4:50 P.M.	4:57	5:01	5:08	5:12	5:20	5:25
5:15 P.M.*	5:22	5:26	5:33	5:37	5:45	5:50
5:30 P.M.	5:37	5:41	5:48	5:52	6:00	6:05
5:55 P.M.*	6:02	6:06	6:13	6:17	6:25	6:30
<b>SATURDAY SCHEDULE AFTER 4:00 P.M.</b>						
4:10 P.M.	4:15	4:21	4:25	4:28	4:33	4:40
4:45 P.M.	4:50	4:56	5:00	5:03	5:08	5:15
5:20 P.M.	5:27	5:31	5:38	5:42	5:50	5:55

\*Trips not run on Saturday

## Fares

### Standard Fares

Adults	30¢
Age 5-11	15¢
Under 5	Free
Transfers	5¢
Marion Zone	10¢

### Special Fares

#### Student Tickets

Student tickets are available to persons age 12 through the 12th grade or students attending Coe, Mt. Mercy or Kirkwood College with current I.D. cards. Tickets good anytime.

Cash Fare with I.D.	25¢
10 Tickets with I.D.	\$2.00

#### Senior Citizens or Handicapped Tickets

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#### Senior Citizen/

#### Handicapped Fare

..... 15¢  
To avail yourself of this special fare, you must ride the bus between the hours of 9 a.m. and 4 p.m. and show the bus driver your ID card.

Pick up your ID card at the bus company office, 427 8th Street NW, or at the downtown information booth at the corner of 2nd Avenue and 3rd Street SE.

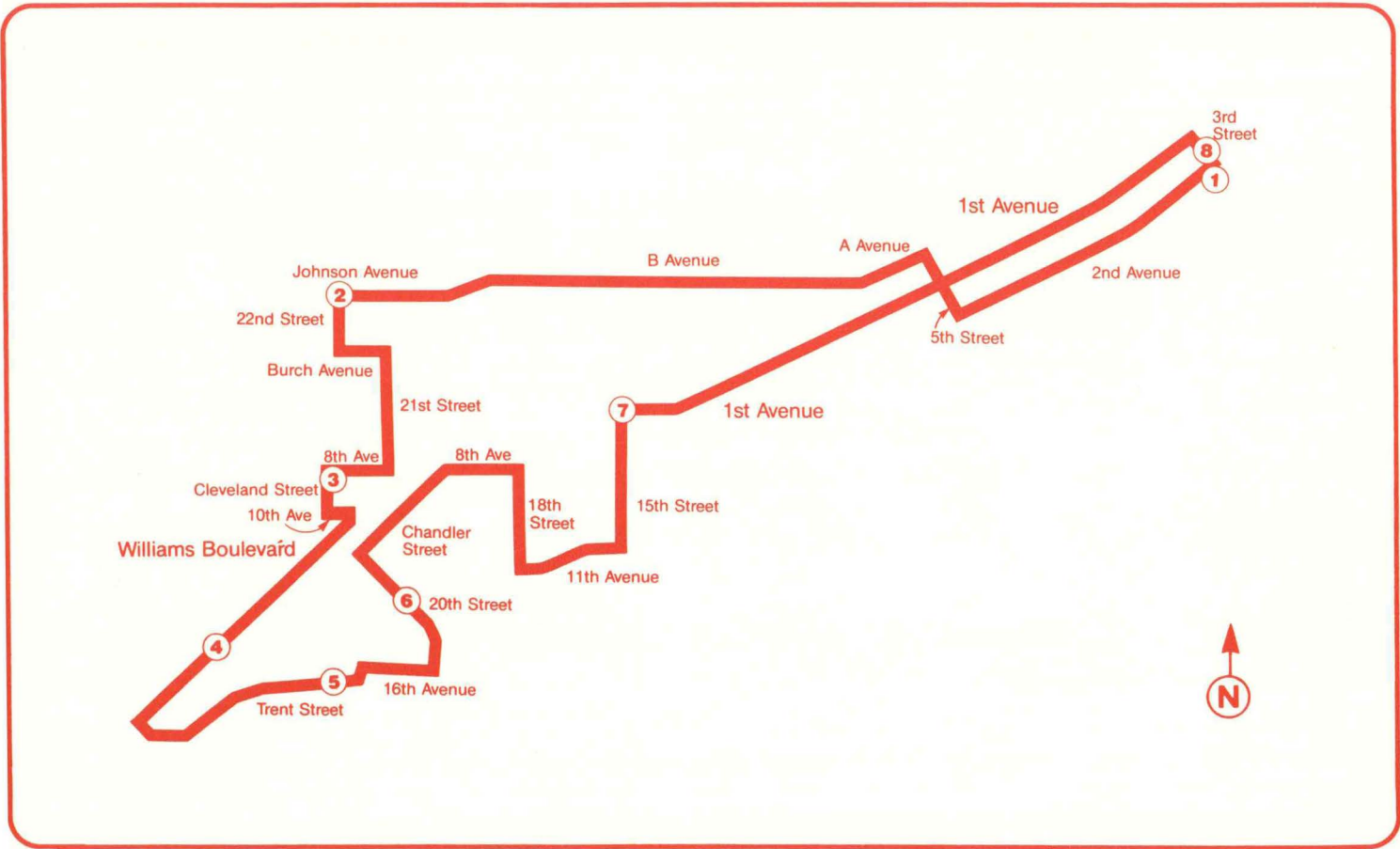
#### Need More Information?

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# Route 10 WEST HIGHLANDS

# THE BUS





# Route 10 West Highlands

① 2nd AVE AT M.N.B.	② JOHNSON 22nd STREET	③ 8th AVENUE CLEVELAND	④ WILLIAMS BLVD HIGHWAY 30	⑤ K-MART	⑥ JEFFERSON SCHOOL	⑦ 15th STREET 1st AVENUE	⑧ 2nd AVE AT M.N.B.
5:35 A.M.*	5:43	5:46	5:50	—	5:55	6:00	6:05
6:10 A.M.	6:20	6:23	6:28	6:30	6:33	6:40	6:45
6:50 A.M.	7:00	7:03	7:08	—	7:13	7:20	7:25
7:10 A.M.*	7:20	7:23	7:28	7:30	7:33	7:40	7:45
7:30 A.M.	7:40	7:43	7:48	—	7:53	8:00	8:05
7:50 A.M.*	8:00	8:03	8:08	—	8:13	8:20	8:25
8:10 A.M.	8:20	8:23	8:28	8:30	8:33	8:40	8:45
8:30 A.M.*	8:40	8:43	8:48	—	8:53	9:00	9:05
8:50 A.M.	9:00	9:03	9:08	9:10	9:13	9:20	9:25
9:10 A.M.*	9:20	9:23	9:28	9:30	9:33	9:40	9:45
9:30 A.M.	9:40	9:43	9:48	9:50	9:53	10:00	10:05
10:10 A.M.	10:20	10:23	10:28	10:30	10:33	10:40	10:45
10:50 A.M.	11:00	11:03	11:08	—	11:13	11:20	11:25
11:30 A.M.	11:40	11:43	11:48	11:50	11:53	12:00	12:05
12:10 P.M.	12:20	12:23	12:28	—	12:33	12:40	12:45
12:50 P.M.	1:00	1:03	1:08	—	1:13	1:20	1:25
1:30 P.M.	1:40	1:43	1:48	1:50	1:53	2:00	2:05
2:10 P.M.	2:20	2:23	2:28	2:30	2:33	2:40	2:45
2:50 P.M.	3:00	3:03	3:08	—	3:13	3:20	3:25
3:30 P.M.	3:40	3:43	3:48	3:50	3:53	4:00	4:05
3:55 P.M.*	4:05	4:08	4:13	—	4:18	4:25	4:30
4:10 P.M.	4:20	4:23	4:28	4:30	4:33	4:40	4:45
4:35 P.M.*	4:45	4:48	4:53	—	4:58	5:05	5:10
4:50 P.M.	5:00	5:03	5:08	5:10	5:13	5:20	5:25
5:15 P.M.*	5:25	5:28	5:33	5:35	5:38	5:45	5:50
5:30 P.M.	5:40	5:43	5:48	—	5:53	6:00	6:05
5:55 P.M.*	6:05	6:08	6:13	6:15	6:18	6:25	6:30

## SATURDAY SCHEDULE AFTER 4:00 P.M.

4:10 P.M.	4:17	4:21	4:25	—	4:30	4:35	4:40
4:45 P.M.	4:52	4:56	5:00	5:02	5:05	5:10	5:15
5:20 P.M.	5:30	5:33	5:38	5:40	5:43	5:50	5:55

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## Fares

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#### Need More Information?

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# Route 11 J Street SW & Wilson Avenue

① 3rd ST AT LINN COUNTY BLDG	② J STREET & 15th AVENUE	③ 28th AVENUE & 6th STREET	④ WILSON JR. HIGH	⑤ SOUTHLAND & WILSON	⑥ MALLORY & D. AVENUE	⑦ 3rd ST AT LINN COUNTY BLDG
5:35 A.M.*	5:40	5:46	5:50	5:55	5:59	6:05
6:10 A.M.	6:20	6:24	6:29	6:34	6:38	6:45
6:50 A.M.	7:00	7:04	7:09	7:14	7:18	7:25
7:10 A.M.*	7:20	7:24	7:29	7:34	7:38	7:45
7:30 A.M.	7:40	7:44	7:49	7:54	7:58	8:05
7:50 A.M.*	8:00	8:04	8:09	8:14	8:18	8:25
8:10 A.M.	8:20	8:24	8:29	8:34	8:38	8:45
8:30 A.M.*	8:40	8:44	8:49	8:54	8:58	9:05
8:50 A.M.	9:00	9:04	9:09	9:14	9:18	9:25
9:10 A.M.*	9:20	9:24	9:29	9:34	9:38	9:45
9:30 A.M.	9:40	9:44	9:49	9:54	9:58	10:05
10:10 A.M.	10:20	10:24	10:29	10:34	10:38	10:45
10:50 A.M.	11:00	11:04	11:09	11:14	11:18	11:25
11:30 A.M.	11:40	11:44	11:49	11:54	11:58	12:05
12:10 P.M.	12:20	12:24	12:29	12:34	12:38	12:45
12:50 P.M.	1:00	1:04	1:09	1:14	1:18	1:25
1:30 P.M.	1:40	1:44	1:49	1:54	1:58	2:05
2:10 P.M.	2:20	2:24	2:29	2:34	2:38	2:45
2:50 P.M.	3:00	3:04	3:09	3:14	3:18	3:25
3:30 P.M.	3:40	3:44	3:49	3:54	3:58	4:05
3:55 P.M.*	4:05	4:09	4:14	4:19	4:23	4:30
4:10 P.M.	4:20	4:24	4:29	4:34	4:38	4:45
4:35 P.M.*	4:45	4:49	4:54	4:59	5:03	5:10
4:50 P.M.	5:00	5:04	5:09	5:14	5:18	5:25
5:15 P.M.*	5:25	5:29	5:34	5:39	5:43	5:50
5:30 P.M.	5:40	5:44	5:49	5:54	5:58	6:05
5:55 P.M.*	6:05	6:09	6:14	6:19	6:23	6:30
<b>SATURDAY SCHEDULE AFTER 4:00 P.M.</b>						
4:10 P.M.	4:15	4:20	4:25	4:30	4:34	4:40
4:45 P.M.	4:50	4:55	5:00	5:05	5:09	5:15
5:20 P.M.	5:30	5:34	5:39	5:44	5:48	5:55

\*Trips not run on Saturday

## Fares

### Standard Fares

Adults	30¢
Age 5-11	15¢
Under 5	Free
Transfers	5¢
Marion Zone	10¢

### Special Fares

#### Student Tickets

Student tickets are available to persons age 12 through the 12th grade or students attending Coe, Mt. Mercy or Kirkwood College with current I.D. cards. Tickets good anytime.

Cash Fare with I.D.	25¢
10 Tickets with I.D.	\$2.00

#### Senior Citizens or Handicapped Tickets

To qualify, senior citizens must be 62 years of age or older. Handicapped persons have no age restrictions but must present a letter from their physician.

#### Senior Citizen/

**Handicapped Fare** ..... 15¢

To avail yourself of this special fare, you must ride the bus between the hours of 9 a.m. and 4 p.m. and show the bus driver your ID card.

Pick up your ID card at the bus company office, 427 8th Street NW, or at the downtown information booth at the corner of 2nd Avenue and 3rd Street SE.

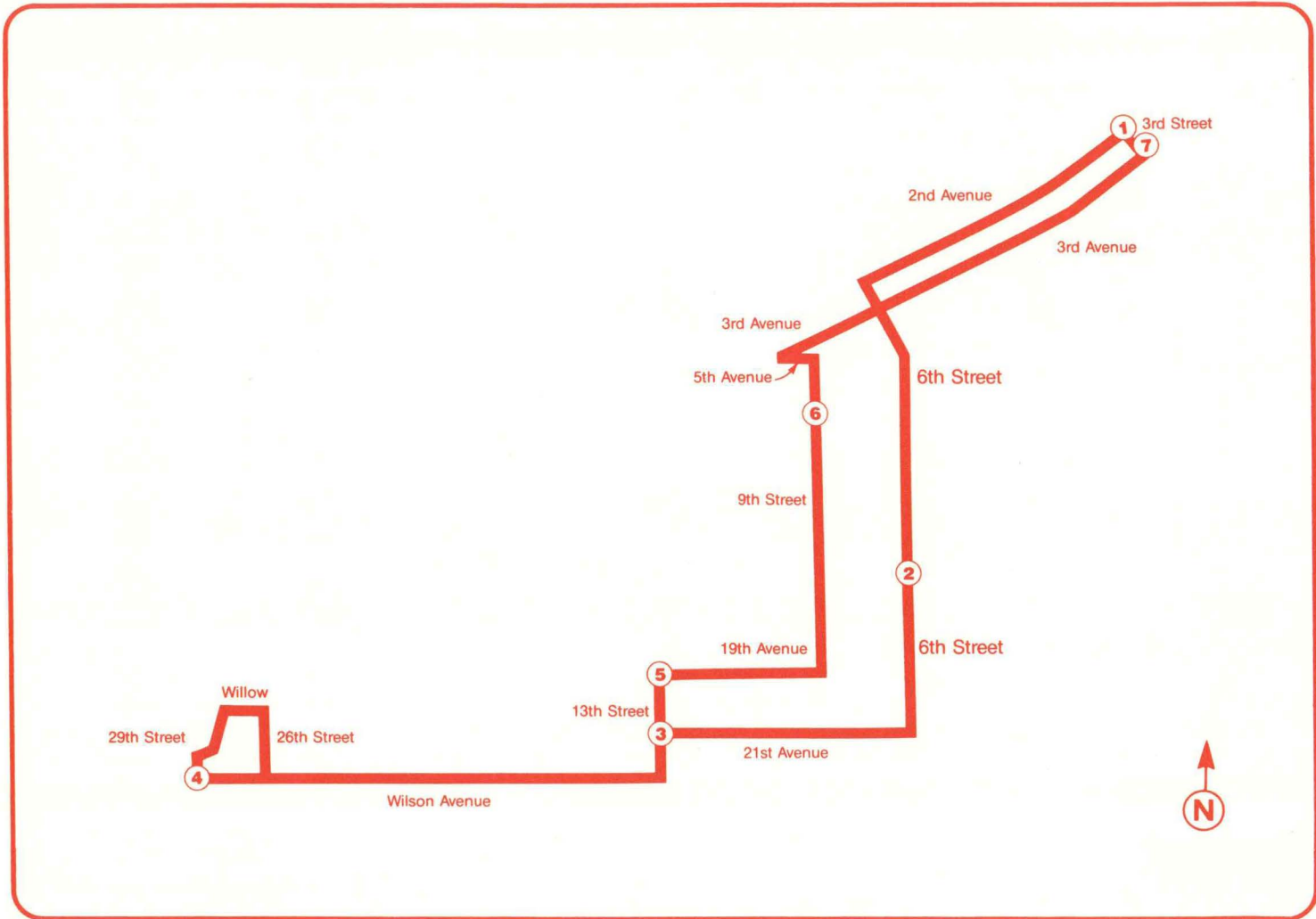
#### Need More Information?

For more information regarding rates, lost-and-found articles, our RIDE AND SHOP plan or to obtain schedules, please call 365-0455.



# Route 12 LINWOOD & WESTDALE MALL

# THE BUS



# Route 12 Linwood-Westdale Mall

① 3rd ST AT ARMSTRONG'S	② 6th STREET & 15th AVENUE	③ 21st AVENUE & 13th STREET	④ WILSON & 29th STREET	⑤ 13th STREET & 19th AVENUE	⑥ 9th STREET & 8th AVENUE	⑦ 3rd ST AT ARMSTRONG'S
5:35 A.M.*	5:40	5:44	5:50	5:55	6:00	6:05
6:10 A.M.	6:15	6:20	6:27	6:35	6:40	6:45
6:50 A.M.	6:55	7:00	7:07	7:15	7:20	7:25
7:10 A.M.*	7:15	7:20	7:27	7:35	7:40	7:45
7:30 A.M.	7:35	7:40	7:47	7:55	8:00	8:05
7:50 A.M.*	7:55	8:00	8:07	8:15	8:20	8:25
8:10 A.M.	8:15	8:20	8:27	8:35	8:40	8:45
8:30 A.M.*	8:35	8:40	8:47	8:55	9:00	9:05
8:50 A.M.	8:55	9:00	9:07	9:15	9:20	9:25
9:10 A.M.*	9:15	9:20	9:27	9:35	9:40	9:45
9:30 A.M.	9:35	9:40	9:47	9:55	10:00	10:05
10:10 A.M.	10:15	10:20	10:27	10:35	10:40	10:45
10:50 A.M.	10:55	11:00	11:07	11:15	11:20	11:25
11:30 A.M.	11:35	11:40	11:47	11:55	12:00	12:05
12:10 P.M.	12:15	12:20	12:27	12:35	12:40	12:45
12:50 P.M.	12:55	1:00	1:07	1:15	1:20	1:25
1:30 P.M.	1:35	1:40	1:47	1:55	2:00	2:05
2:10 P.M.	2:15	2:20	2:27	2:35	2:40	2:45
2:50 P.M.	2:55	3:00	3:07	3:15	3:20	3:25
3:30 P.M.	3:35	3:40	3:47	3:55	4:00	4:05
3:55 P.M.*	4:00	4:05	4:12	4:20	4:25	4:30
4:10 P.M.	4:15	4:20	4:27	4:35	4:40	4:45
4:35 P.M.*	4:40	4:45	4:52	5:00	5:05	5:10
4:50 P.M.	4:55	5:00	5:07	5:15	5:20	5:25
5:15 P.M.*	5:20	5:25	5:32	5:40	5:45	5:50
5:30 P.M.	5:35	5:40	5:47	5:55	6:00	6:05
5:55 P.M.*	6:00	6:05	6:12	6:20	6:25	6:30
<b>SATURDAY SCHEDULE AFTER 4:00 P.M.</b>						
4:10 P.M.	4:15	4:19	4:25	4:30	4:35	4:40
4:45 P.M.	4:50	4:54	5:00	5:05	5:10	5:15
5:20 P.M.	5:25	5:30	5:37	5:45	5:50	5:55

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