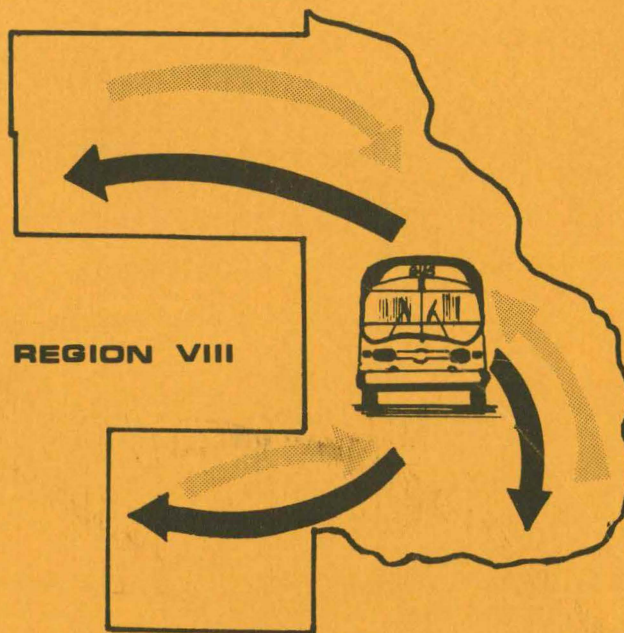


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# REGIONAL TRANSIT DEVELOPMENT PROGRAM



FY '78 - 80



**EAST CENTRAL  
INTERGOVERNMENTAL ASSOCIATION**

SUITE 22 FISCHER BUILDING DUBUQUE IOWA 319 556 4166

#### ACKNOWLEDGMENT

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#### DISCLAIMER

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

MINUTES  
COUNCIL OF THE  
EAST CENTRAL INTERGOVERNMENTAL ASSOCIATION

DATE: Wednesday, July 20, 1977

TIME: 7:30 P.M.

PLACE: Club 528  
Cascade, Iowa

PRESENT: Cornelius, Beckman, Williams, Pettinger,  
Simon, Tutton, Railsback, Snavely,  
Conway and Casteel, Bates for Ehl.

OTHERS PRESENT: Colvin, Area Extension Office; WDBQ; Carter,  
Voetz, Loos, Funke, Sugden, Area Agency on  
Aging; David Davis, Sue  
Flynn, Dubuque County Committee for Handicapped;  
Biasi, Baum, Zehentner, Shultz, Welch,  
Ledvina and Windschitl, staff.

---

CALL TO ORDER: The meeting was called to order by acting  
Chairman Railsback at 7:45 P.M. The  
Minutes of the June 15, 1977 ECIA meeting  
were reviewed.

MOTION made and duly seconded to approve the  
June 15, 1977 Minutes as submitted. Motion  
carried.

ELECTION OF OFFICERS: Biasi explained the normal procedures followed  
in electing new executive committee officers.  
Railsback stated the nominating committee's  
recommendation for officers is as follows:

Roland Greenwood - Chairman  
Thomas Railsback - Vice Chairman  
Clarence "Pete" Smith - Treasurer

MOTION by Williams, seconded by Cornelius to  
accept the recommendation of the nominating  
committee. Motion carried. There being no  
further nominations, the Chair declared  
Greenwood, Railsback and Smith elected by  
acclamation.

Biasi stated that the Council had the option of reaffirming or replacing Cecil Cannon and Donald Casteel to the Executive Committee. Casteel noted his appointment as a citizen representative could terminate at the end of the year. Railsback stated that he personally had worked with Casteel while on the Executive Committee and complimented Casteel on his dedication.

MOTION made and duly seconded to reappoint Donald Casteel to the executive committee for the period of one year. Motion carried.

MOTION made and duly seconded to reappoint Cecil Cannon to the executive committee. Motion carried.

FINANCE COMMITTEE: Biasi stated that a finance committee was discussed at the last executive committee meeting. The finance committee would consist of three members who would be authorized to co-sign checks; one member being the treasurer, one other executive committee member, and one person not elected to the executive committee.

MOTION made and duly seconded to establish a finance committee. Motion carried.

Staff recommended Alan Thoms be placed on the finance committee as the non-executive committee member.

MOTION made and duly seconded to elect Alan Thoms to the finance committee. Motion carried.

Staff further recommended involving a non-officer executive committee member to the finance committee.

MOTION by Simon, seconded by Williams to elect Cecil Cannon to the finance committee. Motion carried.

Staff suggested a motion to clarify that each finance committee member would be authorized to co-sign checks.

MOTION made and duly seconded that each finance committee member be authorized to co-sign checks. Motion carried.

PROJECT  
NOTIFICATION  
AND REVIEW  
SYSTEM:

Zehentner reviewed the current project notification and reviews. A lengthy discussion ensued on projects concerning Maquoketa School District's proposed swimming pool, City of Maquoketa's outdoor pool application, and the City of Maquoketa's water well project. Zehentner read letters received from the City of Maquoketa and Leonard E. Roberts, superintendent of Maquoketa Community School District regarding the school's application. The issue was raised whether the City of Maquoketa would be responsible for the maintenance of the proposed school's pool. Beckman stated the city's position is the pool would function as a classroom facility and the city would not be responsible for the upkeep of the pool. Beckman recommended ECIA give favorable comments to each of the projects and to allow EDA to make the final decision as to what projects would be funded. Zehentner briefly reviewed seven additional reviews for the Council's comments.

MOTION by Simon, seconded by Williams to approve the A-95 comments as submitted. Motion carried.

Zehentner stated that a summary report of all project reviews for the past six months and a description of each project funded was in progress and would be available for next month's meeting.

Zehentner distributed copies of the City of Clinton's proposed annexation, stating it was a state law to review annexation petitions. Staff mentioned that correspondence was received from the Chairman of the Board of Supervisors from Clinton County stating the county would lose revenue from the proposed annexation petition.

MOTION made and duly seconded to approve the City of Clinton's annexation petition as submitted. Motion carried.

REGIONAL TRANSIT  
DEVELOPMENT  
PROGRAM -  
PUBLIC HEARING:

Jeff Welch reviewed activities resulting in the Regional Transit Development Plan and described the staff recommendation of transit alternatives to meet the needs of elderly and handicapped in Region 8. Acting Chairman Railsback opened the floor for discussion.

A discussion ensued as whether Operation: New View or the Area Agency on Aging be designated as the recipient of state and federal transit assistance funds. Thomas Bates, administrative assistant to the Jackson County Board of Supervisors read a letter signed by the Board of Supervisors endorsing the Area Agency on Aging as recipient of state and federal transit assistance funds. Bates requested the letter be submitted as part of the public hearing. Marquerite Carter, Director of the Area Agency on Aging stated that all of the funds Operation: New View currently expends on transit comes through the Area Agency on Aging. Carter explained the Title III program and stated the Area Agency could better leverage transportation funds to release Title III or improve services if designated to receive state funds. Agatha Funke, Chairman of the Area Agency on Aging listed other needed programs which could be funded by Title III monies. Asked by Biasi if the Area Agency on Aging would be designated to receive state transit assistance funds, would the Area Agency on Aging establish it's own transit system, Carter replied that the Area Agency on Aging would continue subcontracting out transportation services and that the Area Agency on Aging would be used as a delivery of service agency as a last resort. Biasi asked why the Area Agency on Aging should be designated. Carther stated that by writing a larger plan which would include other agencies besides Operation: New View that deliver transportation services, the Area Agency on Aging would have a better chance to receive Title III monies and that those monies could also be used for other needed projects. Upon questioning by Welch as to what would happen if the Area Agency on Aging would not be funded and whether that would constitute a budget cutback, Carter explained that the Area Agency on Aging would have to have a commitment from the DOT that money would be set aside for this area. Carter also stated that a proper application with needs justified must be submitted to DOT before any funds would be distributed. Railsback questioned whether it would be more convenient to have ECIA handle the state assistance funds for the five county area. Carter stated she personally thought it would be conflict of interest since ECIA handles project reviews. She further stated that the counties of Clinton and Cedar were already funded through another Area Agency on Aging for transportation services. Bates added that to be consistent, ECIA should designate

the Area Agency on Aging for the other three counties. Simon asked since Operation: New View and the Area Agency on Aging cover the same area, wouldn't Operation: New View have to supply same transit services as the Area Agency on Aging. Carter explained that the board of supervisors designated Operation: New View as the applicant to receive state transit assistance funds. Operation: New View did submit an application and the money was withheld. Carter reiterated the fact that since Operation: New View looks to the Area Agency on Aging for transit funds, the Area Agency on Aging will not have money for other projects. Carter read a letter addressed to Operation: New View from Ronald Mittag of DOT regarding the application of Operation: New View for state transit assistance funds for 1977. Pettinger suggested not funding Operation: New View for transportation services. Biasi stated that the Area Agency on Aging's first priority was transportation. Williams suggested using volunteers to implement other programs. Funke stated volunteers were difficult to find. Simon stated that if Operation: New View would receive Title III monies, couldn't the Area Agency on Aging use other monies to fund other projects. Carter stated that DOT will not fund Operation: New View completely and that the Area Agency on Aging would still have to oversee the operation. Casteel stated that it was time for redesignation of the recipient of state transit assistance funds so that responsibility can shift back to where it should be. Biasi rose the issue of establishing a regional transit authority. Bates stated that the Board of Supervisors were in full agreement with a transit authority. Carter also remarked that she supported the development of a regional transit authority. Staff recommended that the Regional Transit Development Program draft be amended to designate the Area VIII Agency on Aging as recipient for Delaware, Dubuque and Jackson Counties funds with the understanding that it would be for one year.

MOTION by Casteel, seconded by Simon to amend the draft of the Regional Transit Development Program to state designation of the Area VIII Agency on Aging to receive transit assistance funds. Motion carried.

Staff further recommended amending the plan to establish a regional transit authority and to make it the number one objective.

MOTION by Pettinger, seconded by Simon to amend the Regional Transit Development Program making it's #1 priority the establishment of a regional transit authority and to proceed as soon as possible. Motion carried.

Dave Davis, representing the Dubuque County Committee for Handicapped, asked whether the term handicapped included all handicaps and all ages. Carter replied that it did. This prompted a discussion on the need for vehicles equipped with lifts. Welch stated that it will be mandated by March, 1978 that all vehicles purchased with federal funds be accessible to the handicapped. Welch also remarked that this fall a survey of existing transit providers in the region will be performed to determine needs and demands of the elderly and handicapped.

Staff also recommended ECIA reprimand Operation: New View for not fulfilling its obligation. Hearing no motion, recommendation was dropped.

REGIONAL LAND  
USE ELEMENT:

Due to the late hour, this item was tabled until next month.

BUDGET:

Biasi reviewed the amendment to the FY77 budget. Railsback stated that the executive committee thoroughly reviewed the amendment at its last meeting and recommended approval.

MOTION made and duly seconded to amend the FY77 budget as presented. Carried unanimously.

Biasi reviewed the FY78 budget. Biasi explained that the increase in salaries and benefits was reflective of CETA salaries. Railsback again stated the executive committee studied the FY78 budget extensively and recommended Council approval.

MOTION by Cornelius, seconded by Simon to adopt the FY78 budget. Motion carried unanimously.

EXECUTIVE  
COMMITTEE REPORT:

Railsback stated the executive committee reviewed personnel policies and were primarily concerned with sick leave and vacation time. The executive



committee approved one sick day per month with accumulation of 100 days, and vacation time be required to be taken within the year with no year-over accumulation. Railsback also stated that insurance policies were still being reviewed.

CONTRACTS:

Biasi recommended approval of a contract between ECIA and the City of Cascade to prepare a sketch comprehensive plan and a subdivision ordinance.

MOTION by Pettinger, seconded by Simon to approve the City of Cascade's contract. Motion carried.

Staff recommended approval of Community Development Block Grant Administration contracts for Clinton County and the City of Maquoketa.

MOTION made and duly seconded to accept Clinton County's and the City of Maquoketa's contract for ECIA assistance in administering their CDBG applications. Motion carried.

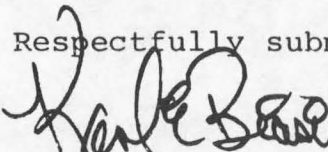
Staff recommended approval of a resolution accepting a grant award by the Department of Housing and Urban Development to do comprehensive planning under the 701 program.

MOTION by Pettinger, seconded by Simon to accept the grant award resolution. Motion carried.

ADJOURNMENT:

The meeting was properly adjourned at 10:20 P.M. The next meeting was scheduled for August 17, 1977 at Cascade.

Respectfully submitted,



Karl E. Biasi, Secretary

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<p>This document represents the first annual Transit Development Program for Region VIII. All relevant, currently available data is included which has a bearing on the transportation in the area.</p> <p>Items generated for this document reflect the most current conditions include program duration evaluation of existing conditions, estimates of cost and anticipated financing, implementation responsibility coordination of transit systems and transit management and operations improvements.</p>					
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1977 REGIONAL TRANSIT  
DEVELOPMENT PROGRAM

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September 1977

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## INTRODUCTION

In past years many agencies felt that the people they were serving (target groups) were not being adequately served by existing types of transportation. The result was that when funds from various sources became available to these agencies to provide transportation to their target groups many of them did. Presently the new services operate in a semi-coordinated manner to avoid duplication and overlap but require coordination with existing taxi, interstate, and urban transit systems.

Therefore the purpose of this regional plan is to direct individual transit operations to meet the needs and objectives of local concerns. The availability and use of state and federal funds for transit programs will be determined through this regional transit development program.

Region VIII, which is located in east central Iowa along the Mississippi River consists of five (5) counties. The five counties are Cedar, Clinton, Delaware, Dubuque and Jackson counties. The function of the East Central Intergovernmental Association is to encourage and administer joint planning and programming by and between municipalities and boards of supervisors.

A Regional Transit Advisory Council has been established in order to develop goals and objectives, and add input to the development of the regional transit program.

The Council includes representatives of local and regional government, the area wide planning agency, public and private transit operators, agencies whose clients need transportation, transit riders, and representatives from the general public including elderly, handicapped and low income individuals.

A major concern of the Council was that some body of representatives should be a review committee of any and all changes that may effect transit service within the region. Therefore an objective which is included in this report is that some form of review committee or possibly an authority be investigated as a means to monitor regional transit.

As this Council stays together after this initial report is completed and approved, the objective mentioned above will be actively pursued.

Following is a list of the goals and objectives as refined thus far: (A list of the standards is presented in Section II.)

The goals and objectives set forth within this document were developed to guide the evaluation, planning and implementation of transit related projects within Region VIII. All proposed modifications to the existing transit systems should be evaluated and reviewed in terms of how well each modification conforms to the guidelines outlined in this document.

## GOALS AND OBJECTIVES

Goal 1. To develop regional transportation which facilitates the operation, integration, and interaction of all modes.

### Objectives:

1. Establish technical and citizen advisory committees to advise the policy committee of the East Central Intergovernmental Association.
2. Coordinate operating services which will encourage shared maintenance facilities and manpower and vehicles.
3. Seek the cooperation and coordination of other regional planning commissions, and/or regional transit advisory committees.

Goal 2. All transit vehicles and facilities shall be safe, efficient and comfortable.

### Objectives:

1. All transit vehicles must have an annual safety inspection.
2. All drivers shall be properly licensed and pass a yearly physical.
3. An ongoing preventive maintenance program shall be developed for each transit system.
4. A vehicle replacement schedule shall be instituted.

Goal 3. Encourage voluntary contributions, not including public subsidy in support of the system.

### Objectives:

1. Encourage participation of commercial establishments to provide ride tickets for the transportation disadvantaged.

2. Encourage service organizations to participate in support of the system.

3. A suggested contribution of at least \$.75 per trip should be requested from riders.

Goal 4. Provide access to "basic" services for all transportation disadvantaged.

Objectives:

1. Have vehicle in each county equipped to handle wheelchair persons.

2. Basic services shall be prioritized in the following manner; medical trips, nutrition trips, social service trips, and recreation trips.

3. To provide service to the elderly, handicapped and low income.

Goal 5. Make optimum utilization of existing and future investments in transportation facilities and services.

Objectives:

1. All funding assistance applications must be approved by the designated committees.

2. Develop a comprehensive marketing program which will encourage ridership and discourage duplication between transit providers.

3. Encourage joint application for federal and state funding programs that may benefit the overall regional transit program.

4. Solicit Federal and State law makers to adopt a regional philosophy of funding programs.

SECTION I  
EXISTING CONDITIONS

Demographic and socioeconomic characteristics

In order to successfully determine the transit needs of a region one must first identify the demographic and socioeconomic characteristics of the region. Also the identification of existing transit services and their characteristics is a key element in the development of a Regional Transit Plan. This section will present numerous tables and figures which will be the basis of evaluating present services and making recommendations for a new system or systems.

Table 1 titled Urban/Rural Population for Counties 1960, 1970 presents for each county in the region for the years 1960 and 1970 the total county population, the number of rural residents, the number of urban residents and the percent of total population that is urban.

Overall there was a 6.1 percent increase in the total population from 1960 to 1970. The rural population increased 1.3 percent and the urban population increased by 9.4 percent. In 1970 59.4 percent of the total population lived in the urban area which was a 2.1 percent increase since 1960.

Clinton County showed a significant decline of rural population between the years of 1960 and 1970 from 18,247 to 14,916 or a -18.3 percent decline. However the urban populations increased 13.6 percent during that 10 year span. A major reason for the shift in population is that the cities of Clinton and Camanche annexed major land areas between the years of 1960 and 1970.

TABLE 1

## URBAN/RURAL POPULATION FOR COUNTIES, 1960, 1970

COUNTY	1960				1970			
	Pop.	Rural	Urban	% Urban	Pop.	Rural	Urban	% Urban
CEDAR	17,791	14,929	2,862	16.1	17,655	14,778	2,877	16.3
CLINTON	55,060	18,247	36,813	66.9	56,749	14,916	41,833	73.7
DELAWARE	18,483	14,001	4,482	24.2	18,770	14,064	4,706	25.1
DUBUQUE	80,048	19,945	60,103	75.1	90,609	24,171	66,438	73.3
JACKSON	20,754	14,845	5,909	28.5	20,839	15,100	5,739	27.5
Total	192,136	81,967	110,169	57.3	204,622	83,029	121,593	59.4

	% CHANGE RURAL POPULATION 60-70	% CHANGE URBAN POPULATION 60-70
CEDAR	-1.0	0.5
CLINTON	-18.3	13.6
DELAWARE	0.4	5.2
DUBUQUE	20.8	10.7
JACKSON	2.1	-3.9
Total	1.3%	9.4%

Source: U.S. Department of Commerce Bureau of the Census

Table 9 Number of Inhabitants-Iowa PC(1)-A17 Iowa (Census Pub.) 1970

The County of Dubuque showed an increase in rural population between 1960 and 1970 of 4,226 or 20.8 percent. The urban population increased 10.7 percent during the same years.

Overall, for each county, as shown in Table 2, there was really no significant growth in population except for Dubuque County which showed an increased of 13.2 percent.

Table 3 represents the 1970 population density for each county in the planning region. Dubuque County, with the largest population, which also houses the City of Dubuque (population 61,757 1975 special census), and the third largest area (in sq. mi.) has the greatest density of any county. There is 148.1 people per square mile in this county.

Displayed in Table 4 is the population distribution by age for the region by county for the years 1960 and 1970. In 1960 the total number of people over the age of 65 was 21,422 or 12 percent of the total 1960 population. This percentage increased by one (1) percent to 13 percent of the total population over 65 in 1970, for a total of 22,963 people 65 years old or older.

Figure 1 is the representation of the numbers of persons under 18 in each township for the region. For obvious reasons the townships which include large communities have the greatest number of persons under 18 years of age.



TABLE 2

## REGION POPULATION

<u>COUNTY</u>	1960	1970	% CHANGE 60-70	1974-75*	% CHANGE 70-74-75*
CEDAR	17,791	17,655	-0.8	17,400	-1.3
CLINTON	55,060	56,749	3.1	57,500	1.3
DELAWARE	18,483	18,770	1.6	18,800	0.1
DUBUQUE	80,048	90,609	13.2	91,600	1.1
JACKSON	20,754	20,839	0.4	21,600	3.7
Total	192,136	204,622	6.1	206,900	1.1

\*from Quality of Life in Iowa, 1975 (O.P.P. Pub).

TABLE 3

## POPULATION DENSITIES

<u>COUNTY</u>	<u>1970 POPULATION</u>	<u>AREA (SQ MI)</u>	<u>DENSITY (POP/SQ MI)</u>
CEDAR	17,655	585	30.2
CLINTON	56,749	693	81.9
DELAWARE	18,770	572	32.8
DUBUQUE	90,609	612	148.1
JACKSON	20,839	644	32.4
Total	204,622	3106	65.87

Table 9 Number of Inhabitants Iowa PC(1)-A17 Iowa

U.S. Department of Commerce Bureau of the Census. (1970)

TABLE 4

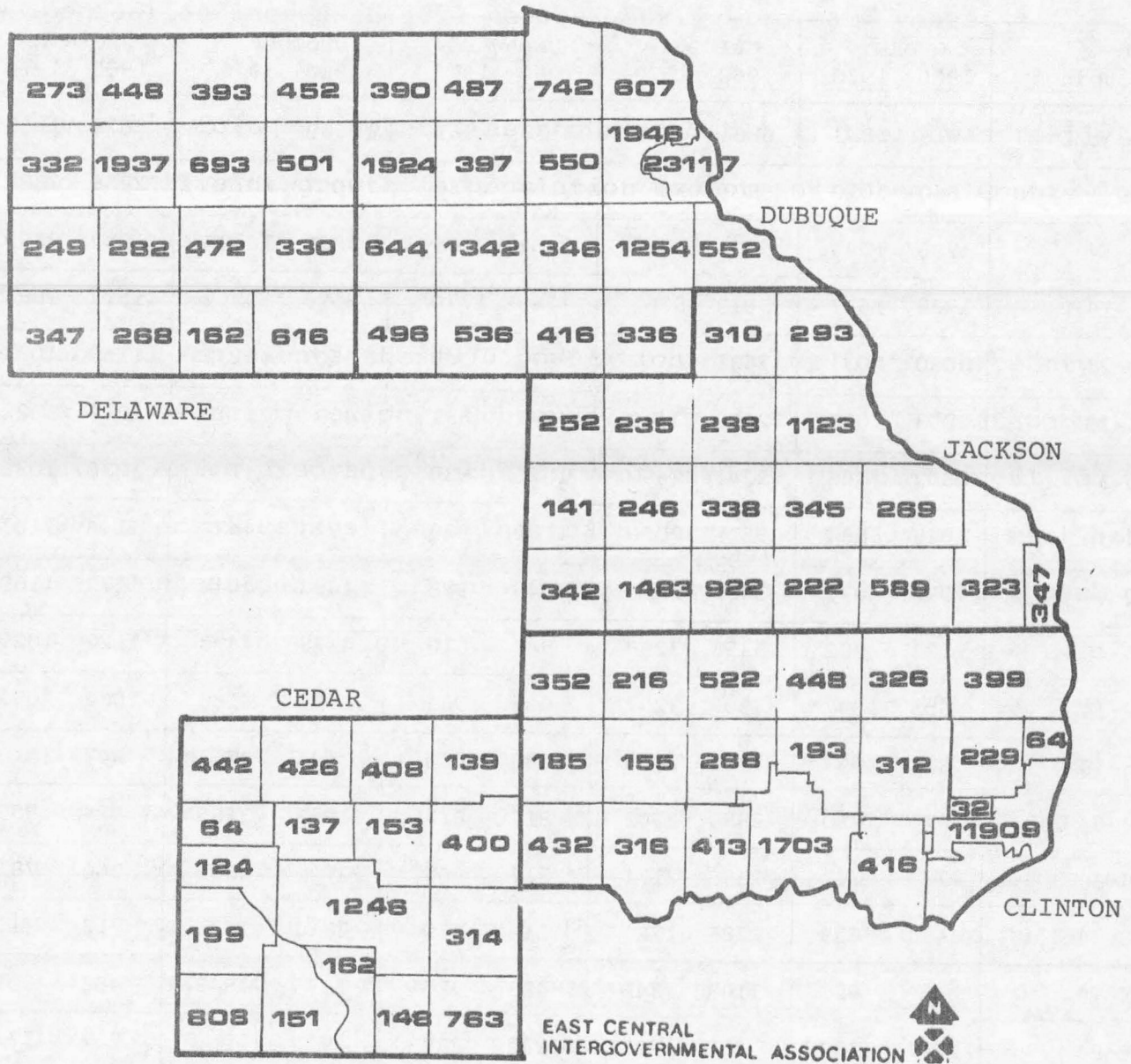
## POPULATION DISTRIBUTION BY AGE

Age Groupings	CEDAR		CLINTON		DELAWARE		DUBUQUE		JACKSON	
	1960	1970	1960	1970	1960	1970	1960	1970	1960	1970
Under 5	1918	1383	6266	4944	2378	1869	10609	9324	2638	1958
5-9	1860	1710	5806	5853	2197	2236	9057	10759	2258	2382
10-14	1786	1949	5208	6222	1903	2368	7305	10582	1932	2399
15-19	1228	1517	3919	5267	1369	1770	6595	9099	1522	1883
20-24	850	931	2631	3557	872	949	5509	7131	1150	1033
25-29	853	1009	2892	3440	941	881	4484	5312	1229	1121
30-34	1052	895	3243	2993	1026	930	4707	4700	1186	1036
35-39	1045	884	3516	2859	1102	885	4728	4422	1146	1107
40-44	1097	1027	3435	3206	1045	988	4463	4544	1172	1169
45-49	1127	982	3353	3290	947	1010	4183	4493	1122	1029
50-54	958	1047	3997	3207	905	963	3691	4188	1032	1033
55-59	872	993	2881	2899	850	860	3486	3754	947	1019
60-64	876	850	2659	2503	817	812	2959	3285	924	959
65-69	756	723	2355	2171	717	697	2790	2852	860	785
70-74	654	659	1785	1724	610	639	2216	2324	712	711
75-79	456	527	1143	1346	423	415	1675	1842	488	591
80-84	261	330	595	793	231	288	970	1165	282	377
85+	142	239	376	475	150	210	621	833	154	247
Total 65+	2269	2478	6254	6509	2131	2249	8272	9016	2496	2711
% 65+	12.8	14.0	11.4	11.5	11.5	12.0	10.3	10.0	12.0	13.0

Table 35, General Population Characteristics-Iowa PC(1)-B17 Iowa  
U.S. Department of Commerce Bureau of the Census (1970)

FIGURE 1

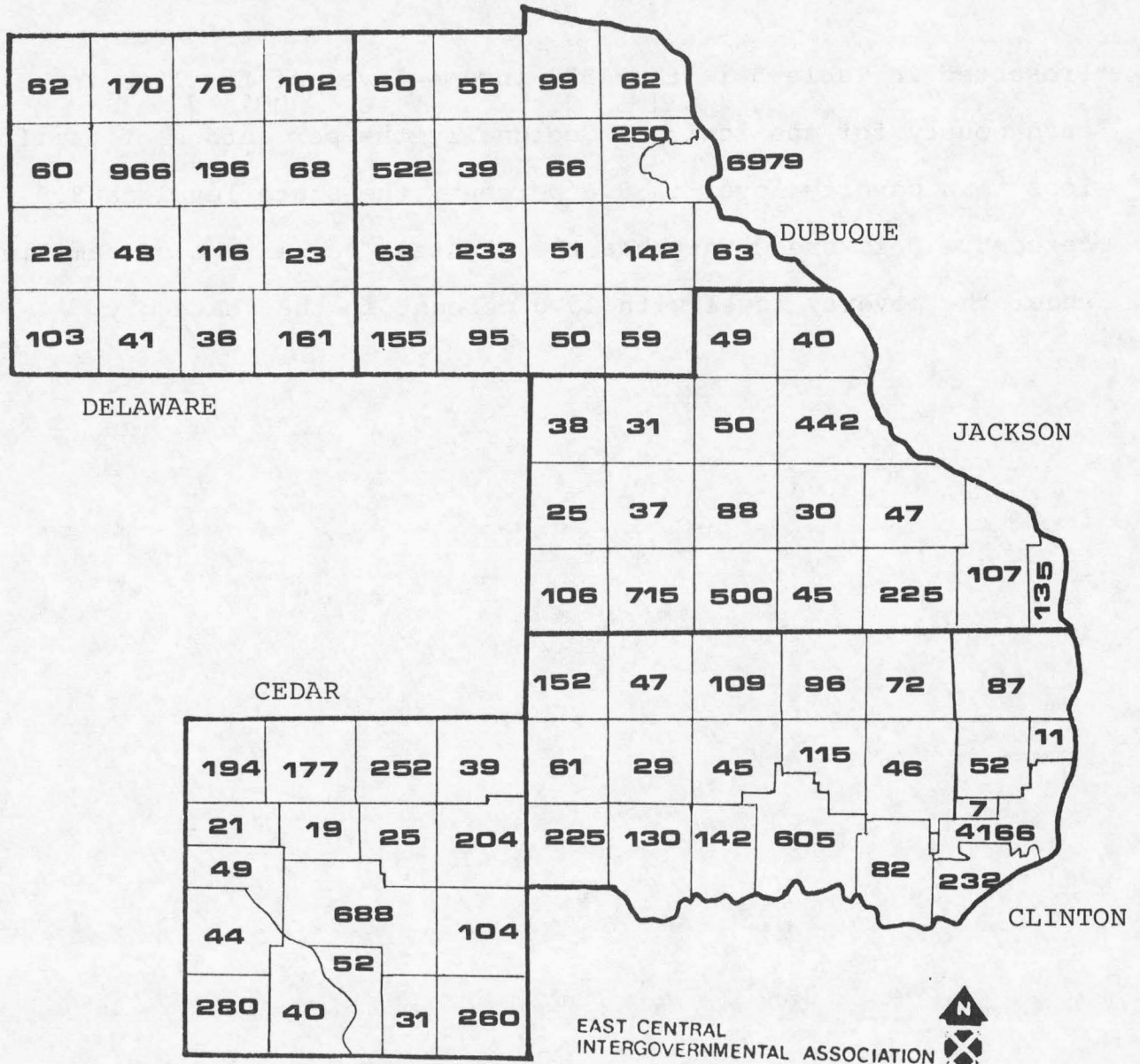
PERSONS UNDER 18 IN TOWNSHIPS



Source: U.S. Bureau of the Census, Census of Population, 1970.

Figure 2

PERSONS 65 AND OLDER IN EACH TOWNSHIP  
1970



Source: U.S. Bureau of the Census, Census of Population 1970.

Displayed in Figure 2 is the number of persons 65 and older in each township for 1970. Figure 3 shows the numbers of persons 65 and older in incorporated areas of the region for 1970.

Presented in Table 5 is the 1970 income level of families in each county for the region. Regionally, the percentage of families less than poverty level is 9.6 percent, the state level is 8.9 percent. Delaware County has the greatest percentage of families under the poverty level with 15.0 percent in that category.

Figure 3

NUMBER OF PERSONS 65 AND OVER, INCORPORATED AREAS  
1970

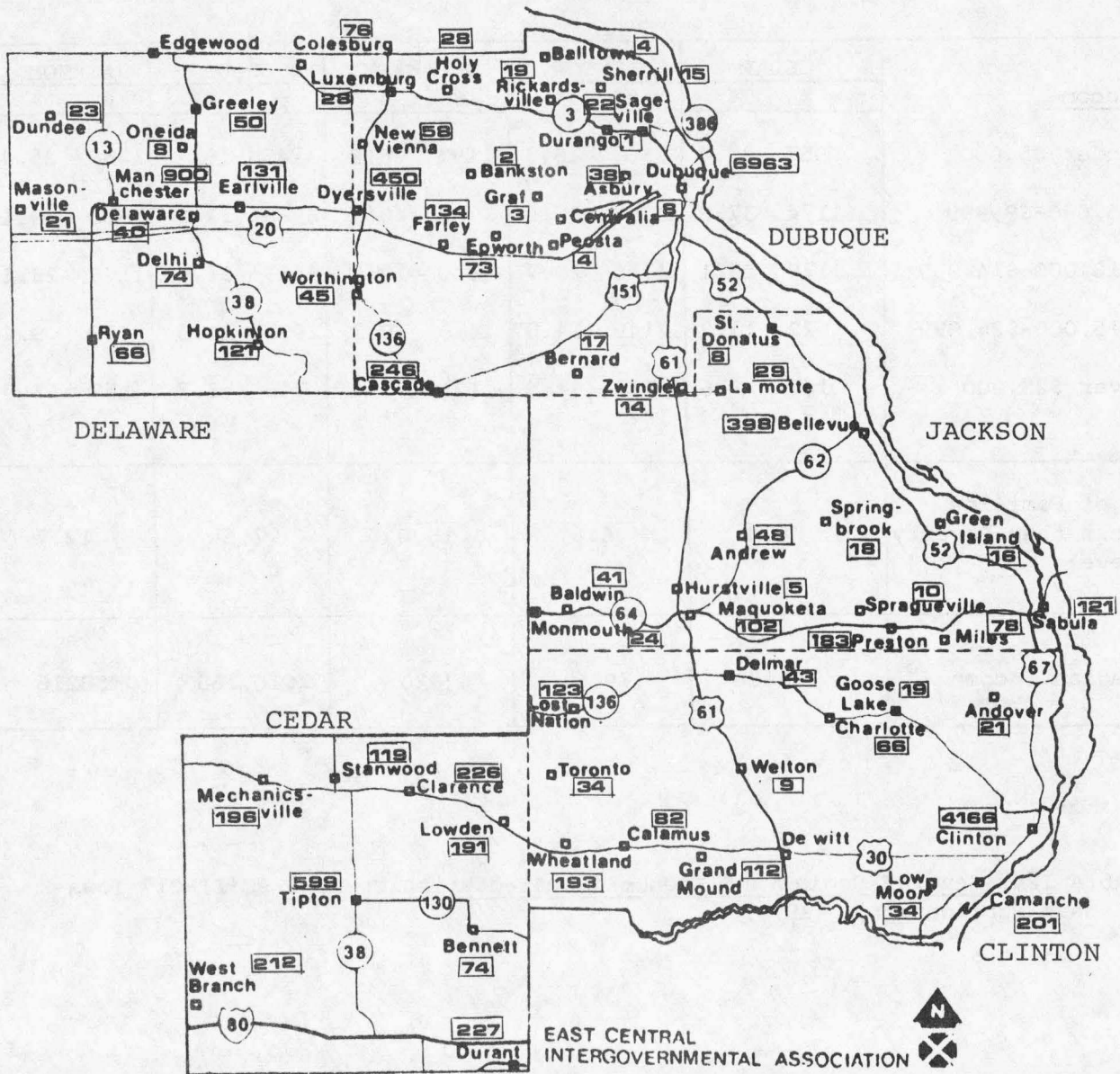


Table 18, 1st count census data, U.S. Department of Commerce, Bureau of the Census. (1970)

TABLE 5  
FAMILY INCOME, 1969-1970

Income	CEDAR		CLINTON		DELAWARE		DUBUQUE		JACKSON	
	#	%	#	%	#	%	#	%	#	%
Under \$5,000	957	20.4	2364	16.3	1191	26.9	3145	15.7	1288	25.4
\$5,000-\$9,999	1174	37.8	5307	36.6	1780	40.3	6568	32.8	1985	39.1
\$10,000-\$14,999	1178	25.1	4300	29.7	849	19.2	6563	32.8	1175	23.1
\$15,000-\$24,999	622	13.2	2149	14.8	449	10.2	2991	14.9	479	9.4
Over \$25,000	167	3.6	364	2.5	151	3.4	745	3.7	152	3.0
% of Families less than Poverty Level	8.3		6.6		15.0		7.6		12.7	
Median Income	\$8820		\$9661		\$7820		\$10,168		\$8216	

Table 124, General Social and Economic Characteristics-Iowa PC(1)-C17 Iowa  
(Census Publication) (1970)

Table 6 represents the number and percentage of households without an auto by county with a regional total also. The County of Dubuque has the greatest number of households without an auto and also the largest percentage of households without an auto. A possible reason for this is that within the City of Dubuque there is a public transit system and several private operations supplying an adequate level of transportation for most trip purposes.

Displayed in Table 7 is the estimated distribution of households without an auto for the urban areas and the rural areas of the five counties. Jackson county has the greatest percentage of households without an auto in the urban areas with approximately 19.0 percent without an auto. There also is 12.6 percent of the households in the rural areas without an auto.



TABLE 6  
 AUTO AVAILABILITY

COUNTY	# OF HOUSEHOLDS WITHOUT AUTO	% OF HOUSEHOLDS WITHOUT AUTO	1 AUTO HH	2 AUTO HH
CEDAR	511	9.0	3,423	1470
CLINTON	2042	11.5	10,100	4627
DELAWARE	529	9.9	3035	1506
DUBUQUE	3427	14.1	12,891	6817
JACKSON	864	13.8	3514	1635
Region Total	7373	11.6	32,963	16,055

Table 62, Detailed Housing Characteristics Iowa, HC(1)-B17 Iowa (Census Pub). (1970)

TABLE 7  
 ESTIMATED DISTRIBUTION OF HOUSEHOLDS  
 WITHOUT AN AUTO

COUNTY	% OF HOUSEHOLDS WITHOUT AUTO-URBAN AREAS	% OF HOUSEHOLDS WITHOUT AUTO-RURAL AREAS
CEDAR	12.8	8.2
CLINTON	12.9	7.2
DELAWARE	18.2	6.4
DUBUQUE	16.6	6.3
JACKSON	19.0	12.6
REGION TOTAL	15.6	8.0

Tables 44, 54, 58, 62 Detailed Housing Characteristics-Iowa HC(1)-B17 Iowa (Census Pub). (1970)

## ACTIVITY CENTERS

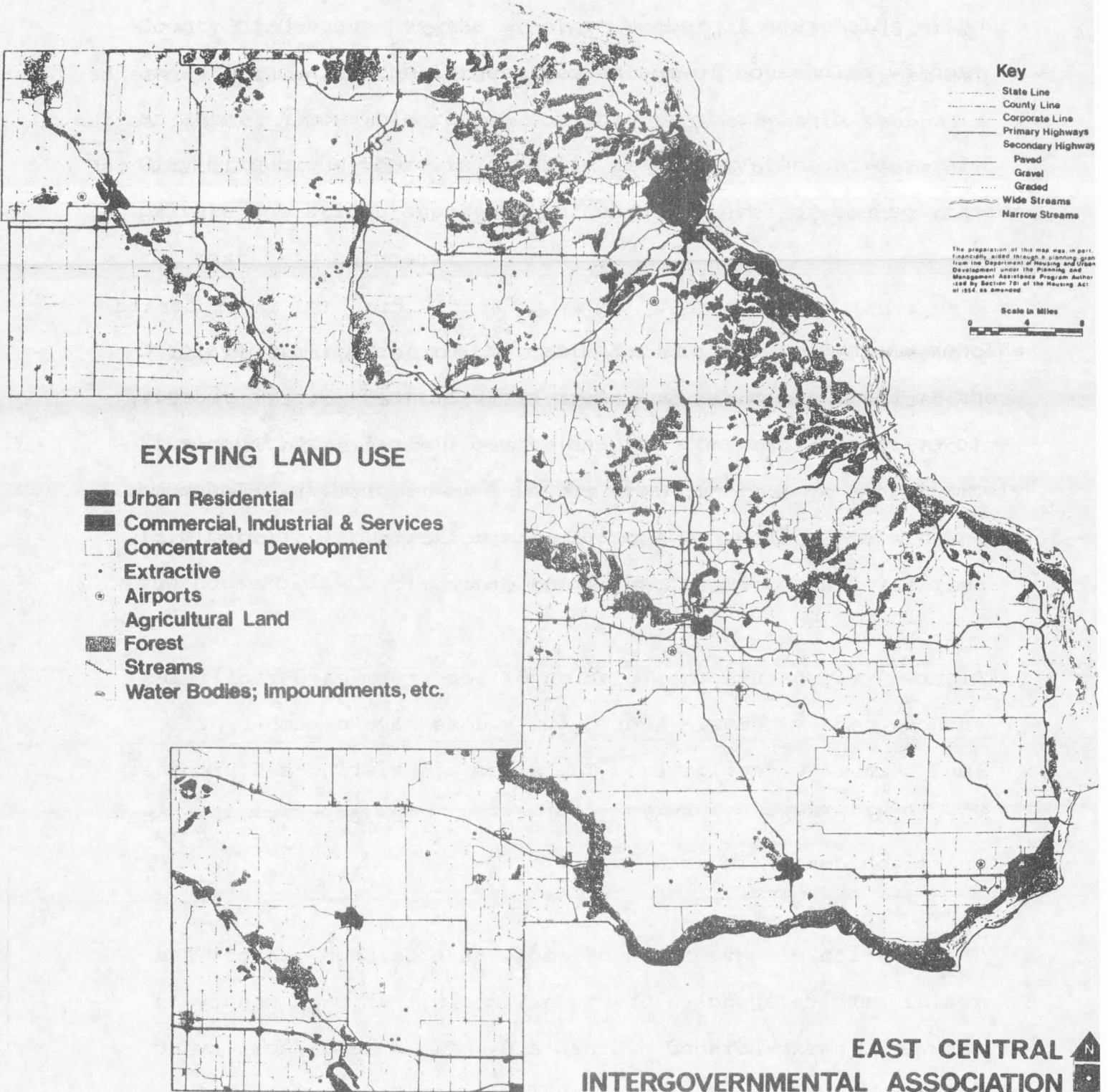
Since existing patterns of landuse influence travel patterns, this section of the Regional Transit Development Program identifies landuse types within the region. An existing land-use map appears in Figure 4A and a table follows which represents a landuse acreage chart for each county and a total for the region. A landuse map for the City of Clinton and the City of Dubuque is also included.

A regional map, Figure 5, showing the counties and incorporated places notes the city banks, grocery stores, pharmacies and libraries. The location of hospitals, mental health agencies, doctors, dentists and specialists are identified in Figure 6. The number of doctors, dentists, and specialists is also shown in this regional map. (Specialists consists of chiropractors, pediatricians, dermatologists and others.)

Figure 7 represents the location of long term care facilities such as county homes. Every county does have a number of long term care facilities. The sites of existing and proposed nutrition centers is shown in Figure 8. There is at least one nutrition center in each county.

The location of government offices, neighborhood centers and social service agencies are identified within each county in Figure 9. Neighborhood centers are defined as a facility at which a certain area of a community can and does gather for community and social events.

Figure 4A



	URBAN & COMMERCIAL		CONCENTRATED DEVELOPMENT		FOREST		TOTAL NON-AGRICULTURAL		AGRICULTURAL*		TOTAL COUNTY ACREAGE
	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	
CEDAR COUNTY	1024	.2735	4774	1.275	13875	3.705	19673	5.254	354931	94.79	374400
CLINTON COUNTY	6681	1.506	3840	.8658	31424	7.085	41945	9.457	405377	91.39	443520
DELAWARE COUNTY	1638	.4474	4172	1.139	17459	4.769	23269	6.356	343017	93.70	366080
DUBUQUE COUNTY	11776	3.006	742	.1894	40857	10.43	53375	13.62	338412	86.40	391680
JACKSON COUNTY	921	.2234	3098	.7516	53565	12.99	57574	13.96	354870	86.10	412160
REGION	22040	1.108	16623	.8362	157180	7.907	195836	9.851	1796607	90.37	1987840

LAND USE ACREAGE CHART

\* Also includes land uses devoted to transportation, waterways and also includes forested areas of less than 40 acres.

FIGURE 4B

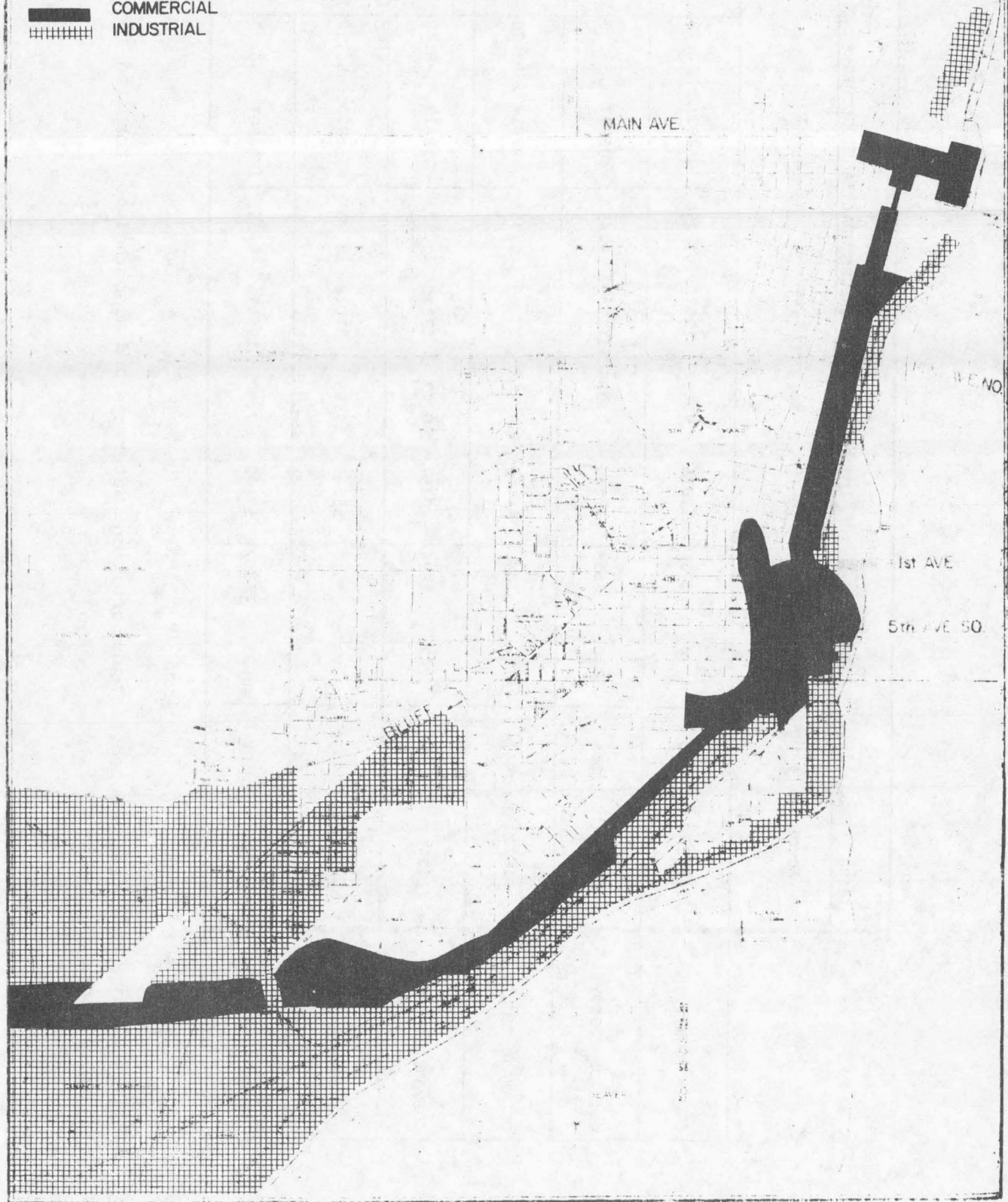


# BASIC LAND USE CONCEPTS

CLINTON, IOWA

### LEGEND

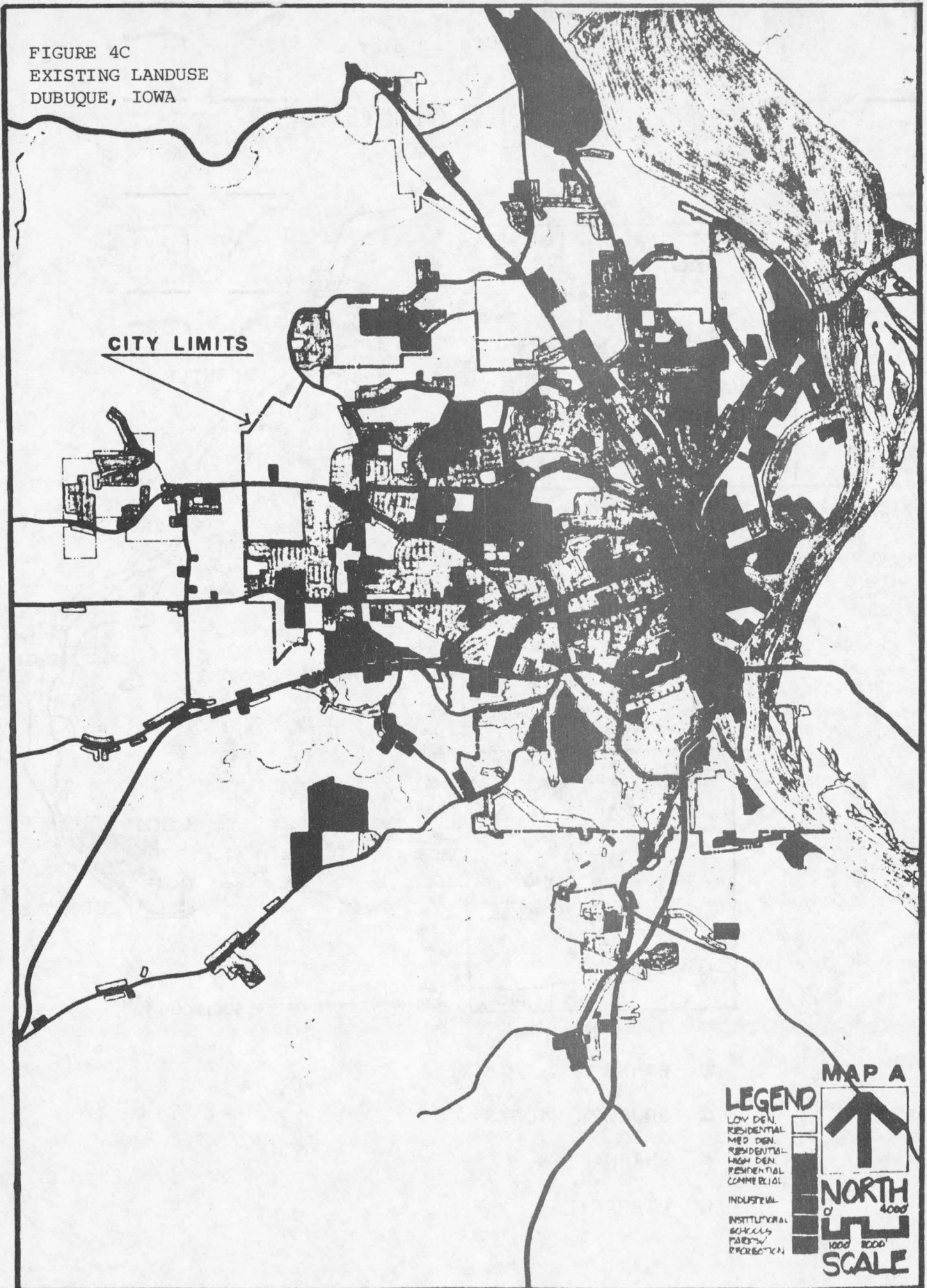
- (Non-Shaded) RESIDENTIAL, PUBLIC, & OTHER
- COMMERCIAL
- ▨ INDUSTRIAL



Aug.

SOURCE: A TRANSIT DEVELOPMENT PROGRAM FOR CLINTON, By HENNINGSON, DURHAM & RICHARDSON, I

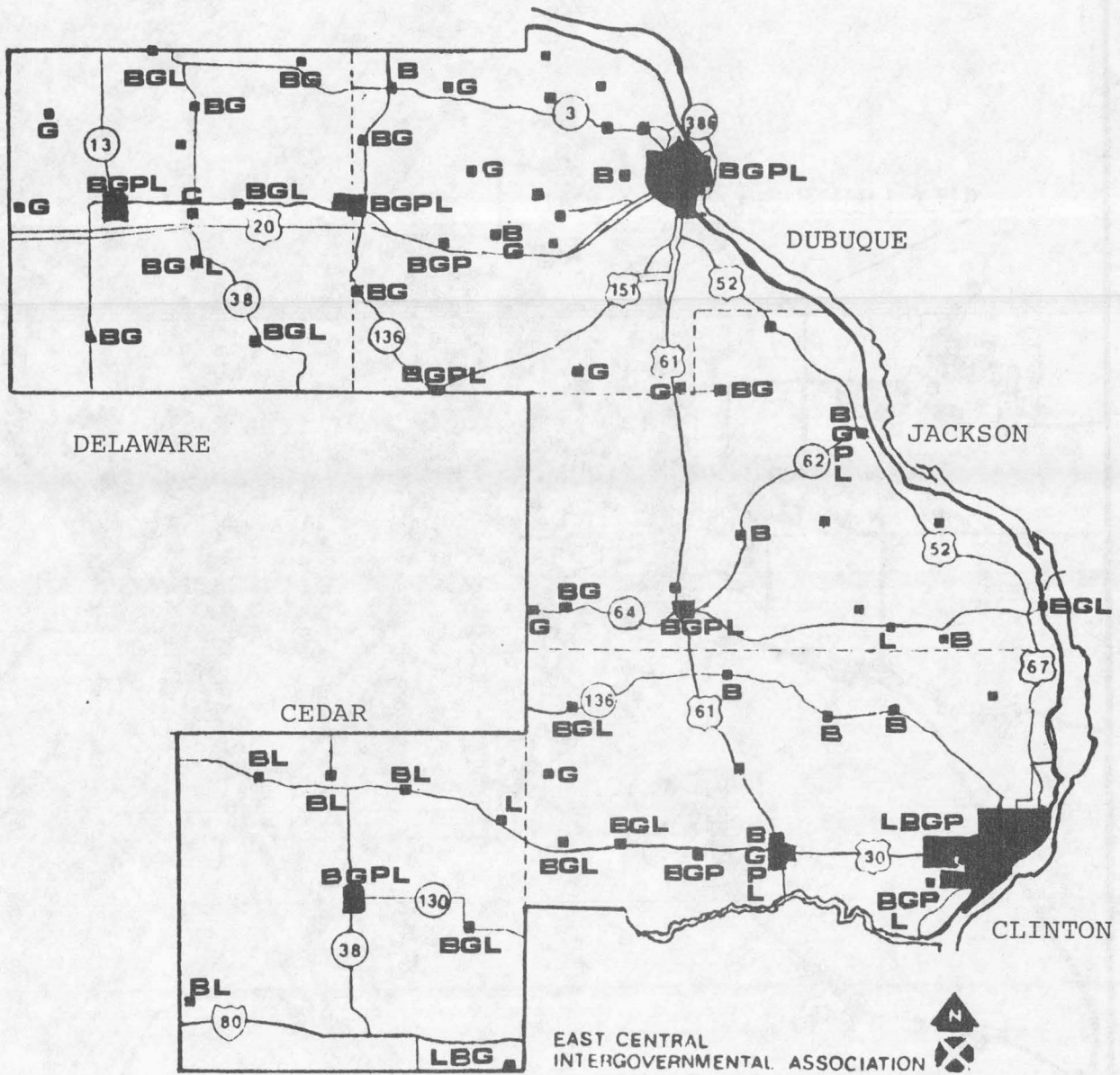
FIGURE 4C  
EXISTING LANDUSE  
DUBUQUE, IOWA



Source: Dubuque Annexation Study, Dept. Planning & Zoning 1976

Figure 5

### REGIONAL SERVICE CENTERS

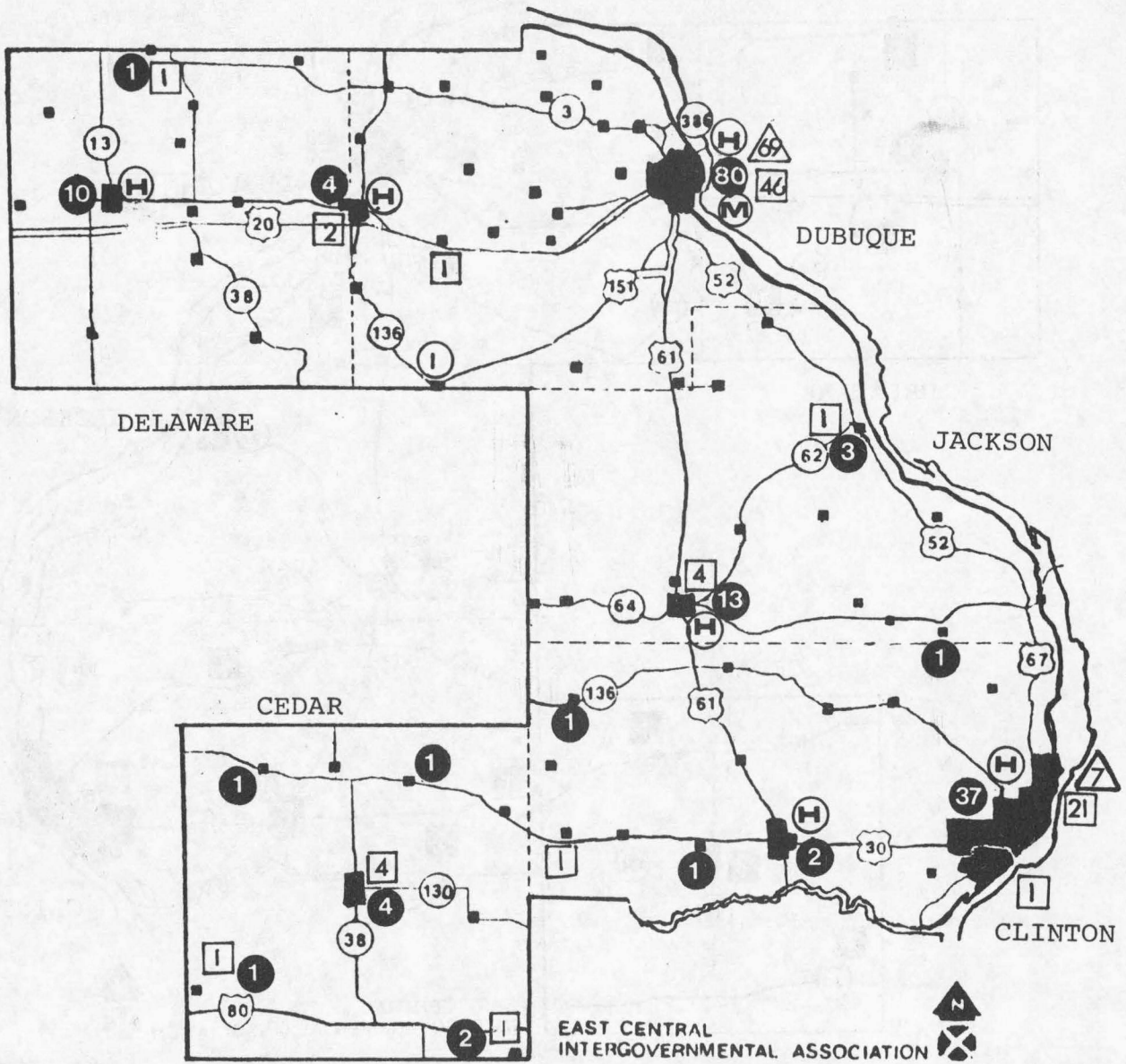


- B** BANKS
- G** GROCERY STORES
- P** PHARMACIES
- L** LIBRARIES

Source: Local area telephone books, 1974, 1975 and 1976

Figure 6

### MEDICAL SERVICES



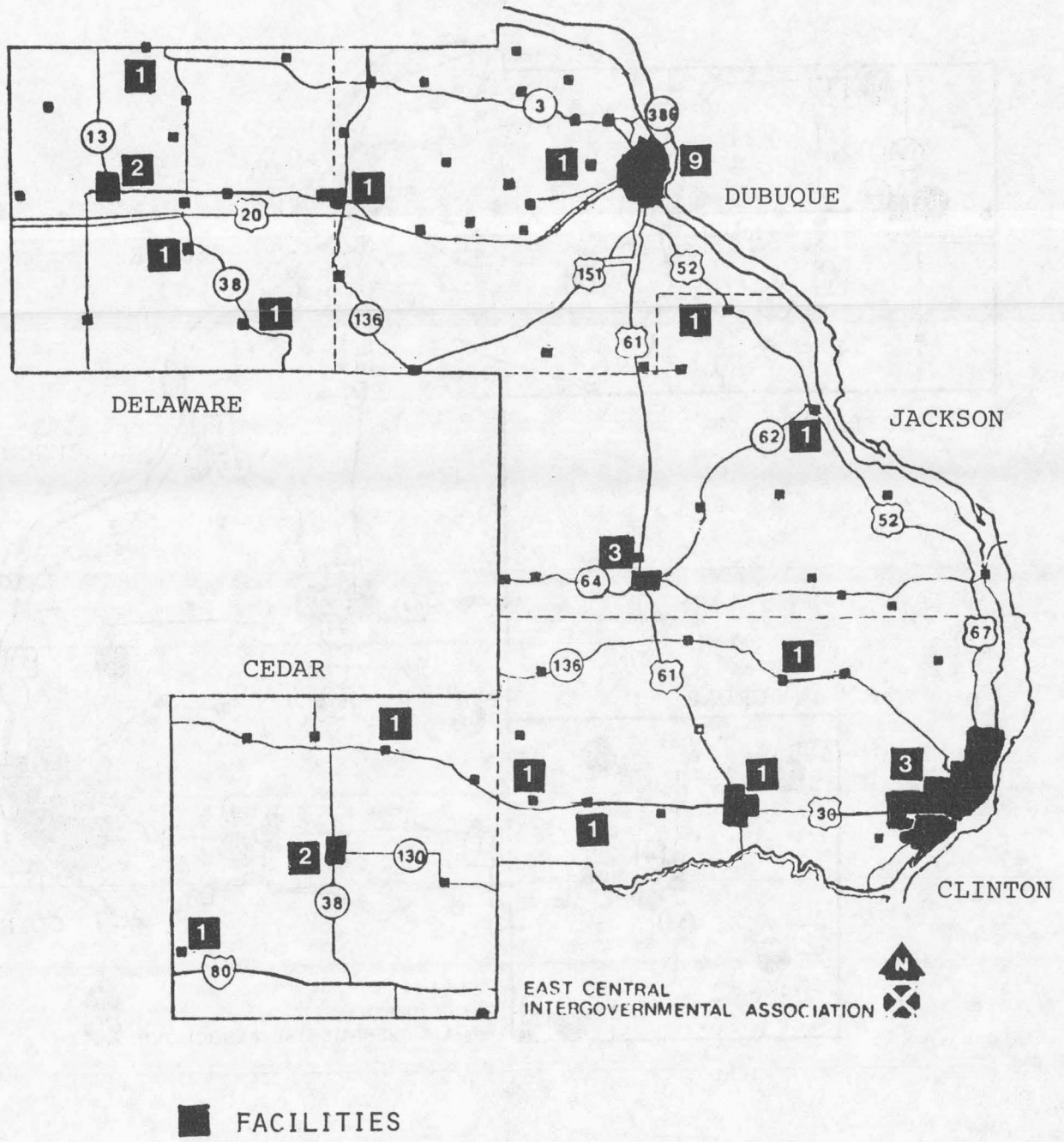
- (H) HOSPITALS
- (M) MENTAL HEALTH AGENCY
- DOCTORS
- DENTISTS
- △ SPECIALISTS

Source: Local Area Telephone Books, 1974, 1975 and 1976.



Figure 7

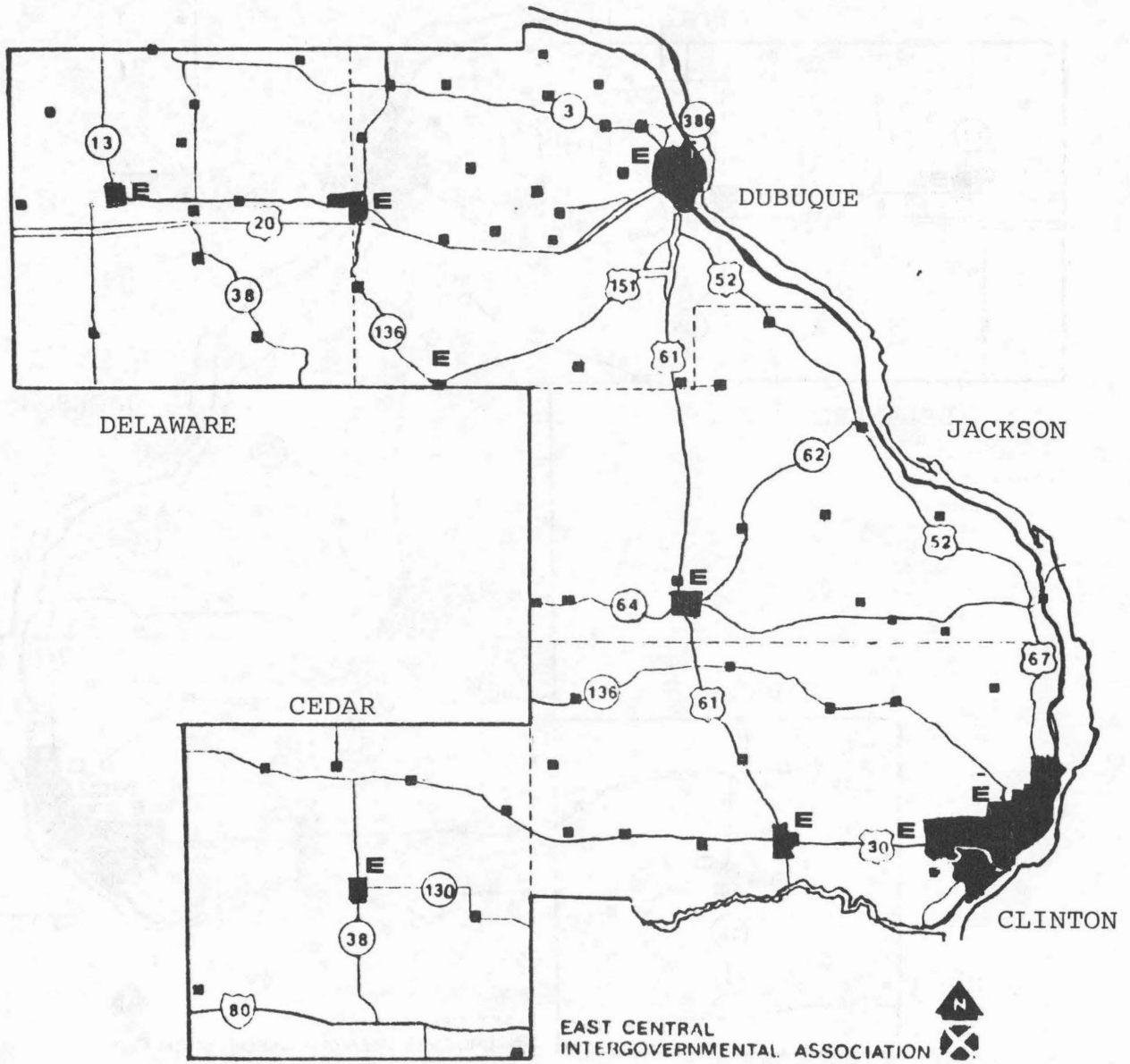
# LONG TERM CARE FACILITIES



Source: Municipal Survey, 1974.

Figure 8

### NUTRITION CENTERS

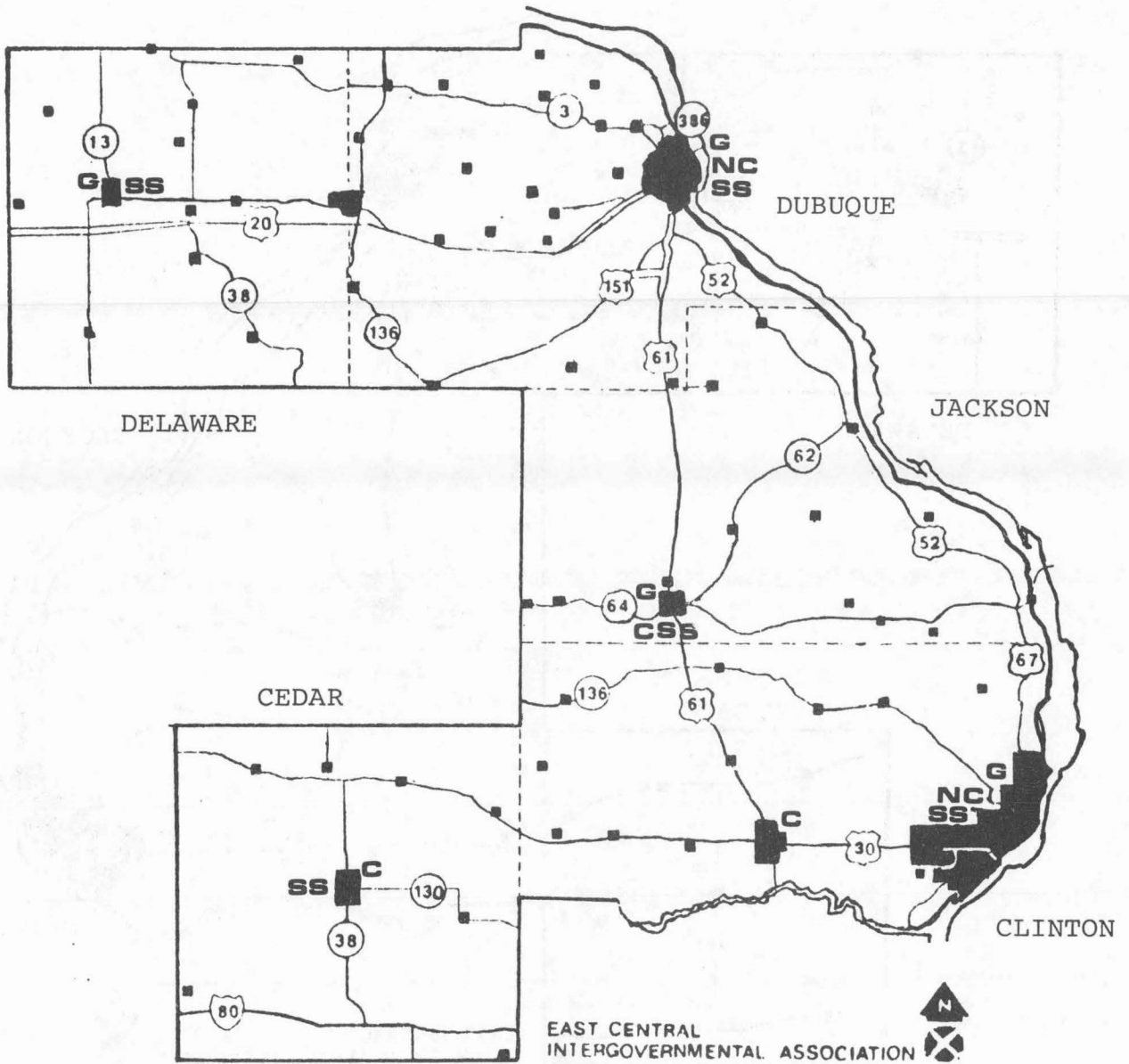


- E** EXISTING NUTRITION CENTERS
- P** PROPOSED NUTRITION CENTERS

Source: Municipal Survey, 1974.

Figure 9

# GOVERNMENT AND SOCIAL SERVICES CENTERS



**C** COUNTY OFFICES

**NC** NEIGHBORHOOD CENTERS

**SS** SOCIAL SERVICES OFFICE

## EXISTING TRANSIT SERVICES

The identification of existing transit services and their characteristics is a key element in the development of this Regional Transit Program. Within Region 8 there are fifteen (15) different transit services. Of these fifteen, two are urban transit systems, three are taxi services, seven provide special service to target groups in the rural and urban areas, and there are three intercity bus lines in the five county area.

The capital equipment and operational characteristics of each transit service is presented in Table 8. This information was obtained from the Survey of Transportation Services (Exhibit I) which was filled out by most of the transit services. The financial information for the existing transit is cited in Table 9. The data for this table was obtained from the Detailed Financial Operating Statement (Exhibit II) that was sent to each transit service. A brief narrative for each service is included along with Table 8 and 9.

A Transportation Improvement Program (TIP) and a Transit Development Program (TDP) have been prepared for the Dubuque Metropolitan Area Transportation Study for the past year. The reports meet the guidelines of Federal and State governments and satisfy the present needs of local concerns involved in the urban transportation planning area. Proposed improvements for the transit system of Dubuque implemented or will be in the near future are: Limited night service, express service mainly for John Deere employees

but available to the general public, experimental service to new areas and integration of new equipment into the systems such as 2 mini buses, bus shelters and bus stop benches.

#### Head Start

The Head Start operation provides transportation for their clients in Delaware, Dubuque and Jackson Counties. The transportation provided is to low income and handicapped pre-school children for an early child development program in each county. The areas served are centered around the centers which are located in Maquoketa for Jackson County, Manchester for Delaware County, Dyersville for Dubuque County and a center in the City of Dubuque.

The total system serving the rural areas, not including the City of Dubuque, carries 108 daily passengers while traveling 337 miles a day. The three station wagon, one for each county provide this special service Monday thru Thursday during the months of October thru June. There is no fare charged for this service. Funds to operate the transportation system come from the Department of Health, Education and Welfare at the federal level.

### Project Concern

Project Concern provides free transportation services to the elderly and handicapped (young as well as old) in Dubuque and its immediate area (within a 10 mile radius of downtown) on a space available basis. Currently, this agency has to refuse an average of 20 calls per day because of vehicle space and time slot limitations. A 15-minute time slot was chosen and proven reasonable to allow a complete trip within the target area served by the system. Requests for service are phoned to the Project Concern office at least 24-hours in advance.

Presently, they are restricting their service by putting a priority on trips for health care and grocery shopping with other needs being served (social, e.g.) as space permits. This agency operates nine hours a day, five days a week, Monday through Friday. Project Concern provides more than just transportation. They provide service, personal help, a listening ear and referrals to other agencies if requested. They charge no set fee, but accept donations as riders feel able to pay.

Project Concern currently carries approximately 20,500 passengers per year with the use of three vehicles. (Refer to Tables 8 & 9 ) Their new 15 passenger bus was purchased under the Urban Mass Transportation Administration Section 16b2 program in FY76.

### Tri State Independent Blind Society

Tri-State purchased a van equipped for special handicapped

needs to provide service within a 50 mile radius of Dubuque, which includes the three (3) states of Wisconsin, Illinois and Iowa. This agency does have one (1) CETA worker who drives the demand-responsive service to the blind and other handicapped individuals including the elderly.

Tri-State would like to assist people in getting to and from doctors, dentists and hospitals or to any type of recreation that would help the blind, handicapped and low-income to enjoy life a little and find something to do to make life a little more easier. Contributions are accepted from patrons but no set fee is established for service. (Refer to Tables 8 and 9.)

Operation: New View

Operation: New View is operating transportation programs for senior citizens, handicapped (contract with Area Residential Care to transport retarded clients), Head Start program and others. The area of service is, for the most part, restricted to the counties of Dubuque, Delaware and Jackson.

This agency has a bus and a station wagon assigned to each county. The buses travel an established route a day of each week and the station wagons are dispatched on a demand basis to serve those who cannot be accommodated through the scheduled service. To provide transportation to and from the nearest health facilities is clarified to mean; all doctors, purchase

of food stamps, shopping for groceries or access to nutrition programs and other related services related to the mental and physical health or senior citizens.

The Operation New View bus system carries an estimated 2,051 passengers and operates an estimated 4,800 miles of travel in their nine (9) month of operation. The station wagon carries 4,174 passengers per year and an annual mileage of 13,200. Contributions are sought from individuals utilizing the system and currently average approximately 50 cents per passenger.

One vehicle is now being used in the urban area and is scheduled by the Project Concern dispatch for five of the eight hours per day of operation. The other three hours are filled with contract service for Area Residential Care, "Meals on Wheels", (Refer to Tables 8 and 9.)

#### Jackson County Developmental Activity Center

This is a fixed route system making two trips daily totalling four hours to pick up and return clients. The clients spend about six (6) hours per day at the Activities Center. This agency does not provide service to any other target group or the general public.

Their 12 passenger mini-bus was purchased under the Urban Mass Transportation Administration Section 16b2 program in FY75.



Municipal Transit Authority, Clinton

The Transit Authority in Clinton provides regular fixed route service with one hour headways to a majority of the city. The major purpose of trips is for working and shopping. Service is provided Monday through Saturday, 6:00 A.M. to 6:00 P.M. The system handles an annual passenger volume of 475,000 passengers (1976 total). (Refer to Tables 8 and 9.) There is no special fare for senior citizens or handicapped.

KeyLine (Transit) (for additional data refer to TIP-TSM)

Thirteen new, 43 passenger GMC air-conditioned diesel transit buses were purchased through a capital grant under the Urban Mass Transportation Act of 1964, as amended. The 14 remaining buses have been repainted to match the sky-blue color of the new buses. These buses have, as of May 1, 1976 an average of 399,500 miles and an average age of 10 years. Plans are to replace the majority of these buses in the early 1980's.

Eleven fixed routes operating from approximately 6:00 A.M. to 7:00 P.M. daily (except Sunday and holidays) traverse nearly 80 route miles per round trip and amass almost 1,850 route miles per day. These routes radiate from downtown Dubuque with a common transfer point at 9th and Main Streets.

Most routes are typically 5.5 to 6.0 miles in length and require one bus each to operate at a 30 minute headway. In 1975, the 11 Dubuque routes carried approximately 1,147,000 revenue

passengers from the year 1974. Of the approximately 4,080 average weekday (excluding Saturday) daily revenue passengers who ride the transit route, about 63 percent ride at reduced fares and 37 percent are full fare riders. (Refer to Tables 8 and 9 ).

The one-way cash fares for adults (18 to 59) is 40¢; persons aged 60-64 pay 25¢; persons over 65 or disabled of any age pay 20¢; children and students (aged 5 to 17) pay 25¢; and children under five years of age are allowed to ride free when accompanied by parent. Adult ride tickets (passengers aged 18 to 59) cost \$4.00; adults 60 and over and disabled persons of any age can purchase tickets for \$2.50; children and student tickets (aged 5 to 17) cost \$2.50. Free transfers are issued on all routes upon request at time fare is paid which entitles passengers to transfer to other KeyLine bus routes.

#### A-OK Yellow Cab Company

A-OK Yellow Cab Company provides 24 hour taxi cab service to the Dubuque metropolitan area. Eight (8) radio-equipped vehicles are available for the demand-responsive service, 24-hours a day, seven days a week. On an average day these eight vehicles handle approximately 35 passengers a piece. There is a one (1) dollar flag charge plus \$0.20 cents per 1/4 mile for taxi service. A nine (9) dollar an hour waiting fee and \$0.25 per extra passenger is also built into the rate structure. (Refer to Tables 8 and 9 .)

Cedar County Elderly Transportation, Inc.

This agency has a van that provides service to the elderly of Cedar County. Service is provided to elderly residents of the county three (3) to four (4) times a week. The other day (s) is used for clients to call the center in order to obtain a ride. The service is door-to-door with driver assistance to riders if needed. This agency is seeking funds to purchase equipment so that they can expand existing services to include handicapped persons of their area. (Refer to Tables 8 and 9.)

Clinton County Senior Citizens Services, Inc.

The transportation provided by this agency is to senior citizens and handicapped people to congregate meals, medical appointments and economic visits. The maxi-van which has a capacity of 14, operates five days a week to their target groups of the City of Clinton and County of Clinton. This agency is part of the Senior Lift (formerly Great River Bend Area Agency on Aging) transportation program. (Refer to tables 8 and 9.)

Skyline Center

Providing transportation to handicapped adults and children for an Early Learning and Development Program is the service offered by Skyline Center. Two buses are used for this service. One has a capacity of 38 and the other had a capacity of 34 plus 4 wheelchair spaces. The operation consists of two routes a day, five days a week, plus special trips regularly. Service is provided to the entire Clinton County. (Refer to Tables 8 and 9.).

Clinton Cab Company

Thus far no accurate information has been obtained from this agency.

Veterans Radio Cab

Veterans Radio Cab operates one radio equipped vehicle seven days a week between the hours of 7:00 A.M. and 11:00 P.M. Service is available to the general public with special service for those who need extra care. Most of the service is within the City of Maquoketa and its immediate area. The average fare per trip is \$1.25. (Refer to Tables 8 and 9 .)

Iowa Coaches, Inc.

This common carrier provides transportation on fixed routes daily. They operate every day of the year. The vehicles travel only on major highways within the region. (Refer to Tables 8 and 9.)

River Trails

The major transportation provided by this carrier is for charter service. However limited routes do exist within this region.

### Greyhound

Service provided by this common carrier is to major cities outside of Area VIII. However, many steps are made at other communities which are on the major highways. The major transfer point where patrons can embark on another bus is in Dubuque.

A list of transit operators by county, their service area and target group is condensed below.

### Cedar County

Cedar County Elderly Transportation, Inc. provides service to the elderly in Cedar County.

Greyhound Bus Lines does have a route that passes through Cedar County which is for general public use.

### Clinton County

Municipal Transit Authority for the City of Clinton provides service to the general public.

Clinton Cab Company provides service basically for the urban area and is for general public use.

Clinton County Senior Citizens Services, Inc. serve the elderly in Clinton County in cooperation with the Senior Lift Transportation Program.

Table 8

SURVEY OF CAPITAL EQUIPMENT  
AND OPERATIONAL CHARACTERISTICS

	Municipal Transit Auth, Clinton	Veterans Radio Cab	Clinton Cab Co.	River Trails	Iowa Coach	Head Start
Service Area	10 mile radius of Clinton	Maquoketa	N/R	N/R	Nation wide	Dubuque Delaware & Jackson
Number of Vehicles	11	1	N/R	N/R	20	3
Vehicles Accessible to the Handicapped	0	0	N/R	N/R	0	0
Total Seating Capacity of All Vehicles	76	3	N/R	N/R	843	24
Does it have Radio Dispatcher Center	No	Yes	N/R	N/R	No	No
Revenue Miles Per Day	831	-	N/R	N/R	1,319	337
Days of Operation	Mon- Fri	Daily	N/R	N/R	Daily	Mon-Thurs Oct-June
Hours of Operation	6:00am. to 6:00pm.	7:00am. to 11:00pm.	N/R	N/R	24 hours a day	7:30 am to 8:30pm
Average Daily Passengers	1559	-	N/R	N/R	150	108
Number of Paid Staff	-	2	N/R	N/R	20	4
Number of Volunteers	0	0	N/R	N/R	0	0

N/R - No Response

Source: ECIA 1977

Table 8 (cont)

	Greyhound lines	Dubuque Transit Auth	Project Concern	TS Blind Society	A-OK Yellow Cab
Service Area	Nation Wide	10 mile radius of Dubuque	5 mile radius of Dubuque	50 mile radius of Dubuque	Dubuque Urban Area
Number of Vehicles	N/R	27	3	1	16
Vehicles Accessible to Handicapped	N/R	0	0	1	0
Total Seating Capacity of all Vehicles	N/R	1189	35	5	54
Does it Have Radio Dispatcher Center	N/R	yes	yes	No	yes
Revenue Miles Per Day	N/R	1752	280	-	-
Days of Operation	Daily	Mon- Sat	Mon- Fri	Mon-Fri	Daily
Hours of Operation	24 hours a day	6:00am to 7:00pm	8:00am to 5:00pm	9:00am to 4:30pm	24 hours a day
Average Daily Passengers	N/R	4082	85	-	-
Number of Paid Staff	N/R	41	2	1	-
Number of Volunteers	N/R	0	-	-	-

N/R - No Response

Table 8 (cont.)

	GRBAAA	Cedar Co Eld. Tnsp	Jackson Co. Dev Act. Ctr	Operation: New View	Skyline Center
Service Area	Clinton County	Cedar County	Jackson County	Dubuque Delaware Jackson Counties	Clinton County
Number of Vehicles	1	1	2	7	2
Vehicles Accessible to the Handicapped	0	0	1	3	1
Total Seating Capacity of All Vehicles	14	14	26	68	72
Does it Have Radio Dispatcher Center	No	No	No	No	No
Revenue Miles Per Day	69	N/A	200	236	150
Days of Operation	Mon-Sat	4 days a week	Mon- Fri	Mon- Fri	Mon- Fri
Hours of Operation	8:00am to 5:00pm	8:00am to 5:00pm	6 hr. a day	8:00am to 4:30pm	8:00am to 5:00pm
Average Daily Passengers	35	N/A	30	78	50
Number of Paid Staff	2 part time	1	1	8	2
Number of Volunteers	0	0	0	0	0



Table 9

## COST AND REVENUE DATA

	<u>GRBAAA Clinton County</u>	<u>Cedar Co Eld Tnsp</u>	<u>Jackson Co Dev Act CTR</u>	<u>Operation New View</u>	<u>Skyline Center</u>	<u>Head Start</u>
Farebox Revenues	\$750	\$2,207	-0-	\$2,623	-0-	-0-
Fare Structure	.10-.50-2.50	\$10 for 12 mos service	None	Donations	None	None
Other Revenue	-0-	-0-	-0-	-0-	N/R	-0-
Federal Subsidy						
CETA	-0-	-0-	-0-	-0-	N/R	-0-
UMTA Sec 5	-0-	-0-	-0-	-0-	N/R	-0-
x HEW	-0-	-0-	-0-	-0-	N/R	24,200
State Subsidy						
Title III	8,358	-0-	-0-	45,612	N/R	-0-
Title XX	-0-	-0-	6,584	-0-	N/R	-0-
Congregate Meal	-0-	1,982	-0-	-0-	N/R	-0-
Other Subsidies						
County	-0-	-0-	-0-	-0-	N/R	-0-
Dubuque City	-0-	-0-	-0-	-0-	N/R	-0-
United Way	-0-	750	-0-	-0-	N/R	-0-
Local	1,037	-0-	-0-	-0-	N/R	-0-
Misc Contributions	-0-	-0-	-0-	-0-	N/R	-0-
Total Revenue	11,145	4,939	-0-	2,623	N/R	24,200
Total Operation Expenses	11,145	4,939	6,584	48,235	N/R	24,200
Total Non-Operating Income	9,395	2,732	6,584	48,235	N/R	-0-
Net Income	-0-	-0-	-0-	-0-	N/R	-0-

Source: ECIA 1977

N/R - No Response

x Department of Health, Education and Welfare

Table 9 (Cont)

	<u>Clinton Tnst Auth</u>	<u>Veterans Radio Cab</u>	<u>Clinton Cab Co</u>	<u>River Trails</u>	<u>Iowa Coaches</u>
Farebox Revenues	\$80,866	\$10,200	N/R	N/R	\$406,092
Fare Structure	.40-.25-.15	\$1.25	N/R	N/R	varies
Other Revenue	8,181	-0-	N/R	N/R	472,208
Federal Subsidy					
CETA	-0-	-0-	N/R	N/R	-0-
UMTA Sec 5	-0-	-0-	N/R	N/R	-0-
State Subsidy					
Title III	-0-	-0-	N/R	N/R	-0-
Title XX	-0-	-0-	N/R	N/R	-0-
Other Subsidies					
County	-0-	-0-	N/R	N/R	-0-
Dubuque City	-0-	-0-	N/R	N/R	-0-
United Way	-0-	-0-	N/R	N/R	-0-
Local	173,830	-0-	N/R	N/R	-0-
Misc Contributions	-0-	-0-	N/R	N/R	-0-
Total Revenue	263,619	10,200	N/R	N/R	878,300
Total Operating Expenses	263,619	2,400	N/R	N/R	864,991
Total Non-Operating Income	173,830	-0-	N/R	N/R	-0-
Net Income	(173,830)	7,800	N/R	N/R	13,309

N/R - No Response

Table 9 (Cont)

	<u>Grey-</u> <u>hound</u>	<u>Dubuque</u> <u>Tnst Auth</u>	<u>Project</u> <u>Concern</u>	<u>T-S</u> <u>Blind Soc</u>	<u>A-OK</u> <u>Yellow Cab</u>
Farebox Revenues	N/R	\$309,642	\$3,352	-0-	\$280,234
Fare Structure	N/R	.40-.25-.20	donation	donation	varies
Other Revenue	N/R	5,979	-0-	4,000	-0-
Federal Subsidy					
CETA	N/R	-0-	4,900	6,760	-0-
UMTA Sec 5	N/R	203,913	-0-	-0-	-0-
State Subsidy					
Title III	N/R	-0-	4,520	-0-	-0-
Title XX	N/R	-0-	-0-	-0-	-0-
Other Subsidies					
County	N/R	-0-	5,480	-0-	-0-
Dubuque City	N/R	203,914	5,480	-0-	-0-
United Way	N/R	-0-	16,442	-0-	-0-
Local	N/R	-0-	-0-	-0-	-0-
Misc Contributions	N/R	-0-	7,712	-0-	-0-
Total Revenue	N/R	315,621	47,886	10,760	280,234
Total Operating Expenses	N/R	723,448	47,886	10,760	259,394
Total Non-Operating Income	N/R	407,827	44,534	6,760	-0-
Net Income	N/R	(407,827)	-0-	-0-	20,841

N/R - No Response

Skyline Center services handicapped of all ages for the County of Clinton.

Greyhound Bus Lines provides service to the general public through certain corridors of the county.

River Trails provides service to the general public through certain corridors of the county.

Iowa Coaches also provides service to the general public through certain corridors of the county.

#### Delaware County

Operation: New View services the elderly, handicapped and low income for Delaware, Dubuque and Jackson Counties.

Iowa Coaches provides service to the general public through certain corridors of the county.

#### Dubuque County

Project Concern provides free transportation services to the elderly and handicapped in Dubuque and its immediate area.

Tri-State Independent Blind Society presently provides service to Dubuque and its immediate area for handicapped individuals including the elderly.

Operation: New View services the elderly, handicapped and low income for Delaware, Dubuque and Jackson Counties.

KeyLine (Transit) provides service to the general public for the City of Dubuque and its immediate area.

A-OK Yellow Cab Company provides service to the general public for the Dubuque metropolitan area.

Greyhound Bus Lines provides service to the general public through certain corridors of the county.

Iowa Coaches provides service to the general public through certain corridors of the county.

#### Jackson County

Jackson County Developmental Activities Center provides transportation to handicapped clients of their center who reside in the county. Operation: New View services the elderly, handicapped and low income for Delaware, Dubuque and Jackson Counties.

Veterans Radio Cab provides taxi cab service to the general public for the City of Maquoketa and its immediate area.

## Evaluation of Existing Transit Service

The degree of mobility provided to the region can be seen by reviewing figures 10 thru 13. The information contained in Section 1 is basis for our analysis of existing services.

Every township within each county has some degree of transit available to its inhabitants. However within the County of Cedar there is no specific service to the handicapped. Many of the providers of transportation within the region do so on a daily basis to certain parts of the county. Service in many counties center around the Title VII food program for the needy.

The communities of Maquoketa, Clinton and Dubuque, have taxi service available to the general public. The present taxi services will venture out of the city limits on occasions. There presently exists no arrangements for taxi subscription service or taxi fares to be reimbursed by social service or other agency. There is no type of service that is available to specifically low income people of the region. However existing transit operators do provide a service to them after the needs of the elderly and handicapped are met.

By using the intercity transit services one can travel to and from the major cities in one day. For example a trip can be made from the City of Dubuque to the City of DeWitt and then back on the same day. The amount of time spent in DeWitt would be approximately 4 hours. Another example is that a person could travel from Maquoketa to Davenport and back in one day.

The presence of overlapping transit services for the same socio-economic group is at a minimal in the five county region. (See Figures 12,13,14). However better utilization and coordination of the existing services is needed to better service the needs of the transportation disadvantaged in Region VIII.

The involvement of the resources of taxi-cab companies is vital if a successful, in terms of vehicle utilization and increased service availability, is to be expected from this program.

This type of involvement is being actively sought after by the staff of the Dubuque Metropolitan Area Transportation Study (DMATS) organization. The staff has recently completed an Elderly and Handicapped Transportation Needs Study for the Dubuque urbanized area. After collecting the needed data concerning these target groups an evaluation of existing transportation services was made and alternatives methods of transportation were evaluated. The alternatives that were evaluated are as follows:

- 1) "Do Nothing", 2) Taxi Subsidy, 3) Non-Profit Consolidation
- 4) Total Consolidation and 5) Public Financing.

The alternative judged to be the "best" was that alternative which 1) provided the best service to the target population (i.e, the elderly and handicapped), 2) remained under the control of funding agencies and users, and 3) incurred the lowest cost, particular to the tax payers and system users.

TRANSIT SERVICE STANDARDS AND NEEDS

The need for developing service standards is that certain guidelines for determining the acceptability of service alternatives will be available.

Following is a brief definition of service standards.

"Standards of service should directly measure the level of attainment of an objective or the performance of the transit service". The service standards presented in this program were determined while developing the regional transportation goals and objectives as presented in Section I. A complete listing of the goals, objectives and standards is shown in Appendix 1.

The standards were developed with the cooperation of the Regional Transit Advisory Committee at several meetings. Listed below are the standards of the objectives as presented in Section 1.



## TRANSIT NEEDS

Based on the service standards and the characteristics of the region, as displayed in Section I, this section will determine what specific travel needs and trip purposes the transit system will attempt to meet. The needs that will be presented in this section will be useful in the process of developing service alternatives.

Displayed in Table 10 is a breakdown of potential demand trips per month for non-elderly handicapped. This table displays the number and percentage of trips for six trip purposes. The six trip purposes are medical, employment, social-recreation, education, shopping/personal and other (including return trip).

The largest trip purpose is medical for non-elderly which would account for 16 percent of the trips or 8,716 per month. Social-recreation trips accounts for 14 percent or 7,627 trips per month. The total number of potential trips for one month for non-elderly handicapped is 54,477.

This demand estimation was based on information provided by the State of Iowa which estimated that 3.19 percent of the U.S. population as non-elderly handicapped individuals with mobility limitations and 12 one-way trips/month as the average potential travel demand. The estimate of non-elderly handicapped with mobility limitations is, .0319 x 1970 regional population

$$.0319 \times 142,313 = 4540$$

The potential ridership per month was calculated by multiplying the regional non-elderly handicapped population times 12 one way trips/month,  $4,540 \times 12 = 54,477$

Table 11 shows the potential demand trips per month for the elderly. This table displays the number and percentage of trips for seven trip puposes.

The information for this table was calculated by the use of the following formulas. The State of Iowa provided an estimate that 52 percent of the elderly have mobility limitations, so the following equation gives us the estimate of elderly with mobility limitations:  $.52 \times 16,000$  (regional population over 65) = 8,320

The potential demand/month = regional elderly with mobility problems  $\times$  8 one way trips/month.

$$8,320 \times 8 = 66,560$$

The total potential demand for both categories is calculated by adding the two together.

$$54,477 + 66,560 = 121,037$$

While evaluating the number of trips that presently takes place in the region it would appear that the existing transit service are not providing sufficeint service to the number of potential riders.

The data on ridership that was obtained from existing services was not seperated into non - elderly handicapped and elderly riders. The estimate for the total of non-elderly handicapped

Table 10

POTENTIAL DEMAND TRIPS PER MONTH  
FOR NON-ELDERLY HANDICAPPED

<u>Trip Purpose</u>	<u>% of Total Trips</u>	<u># of Trips</u>
Medical	16	8,716
Employment	5	2,724
Social-Recreation	14	7,627
Education	4	2,179
Shopping/Personal	12	6,537
Other (includes return trips)	49	26,695
<hr/>		
Total		54,477

Source; ECIA (1977)

Table 11

POTENTIAL DEMAND TRIPS PER  
MONTH FOR ELDERLY

<u>Trip Purpose</u>	<u>% of Total Trips</u>	<u># of Trips</u>
Medical	5	3,328
Economic	21	13,978
Group Excursions	2	1,331
Congregate meals	20	13,312
Recreation	5	3,328
Visiting	6	3,994
Agency	2	1,331
Other (includes return trips)	39	25,958
<hr/>		
Total		66,560

Source: ECIA (1977)

and elderly trips per month is approximately 15,220. This currently represents approximately 13 percent of the potential demand trips per month. This does not include any trips that occurred from the intercity service providers such as Iowa Coaches and Greyhound. At the present time the ability to distinguish the purpose of the trips can not be accomplished. It must be remembered that the private automobile is providing for the majority of trips of the transportation disadvantaged in the region.

In order to service the potential demand, existing systems would have to increase their density of service tremendously. Also the availability of transit would have to be increased to meet the potential needs as estimated earlier. This drive to satisfy potential needs would mean an increase in the number of vehicles needed especially those vehicles which would be accessible to the handicapped. The need for improvements and coordination of existing services has been documented thus far. The means of accomplishing the goals and objectives and to try to meet the potential needs of the region is the next step.

Section III titled Transit Service Alternatives will propose and evaluate alternative transit service concepts and select the best possible alternative.

## SERVICE ALTERNATIVES

Now that the inventory of existing services and the development of transit service standards and needs have been completed the next step is to review transit alternatives. There will be two levels of transit service alternatives which will be studied.

The first level at which alternatives must be considered is the overall system organization. By evaluating system organization alternatives the questions of what body, if any, should be responsible for coordinating regional transit providers and to what degree should federal state and local governments be involved in funding transit operations. The second level of alternatives considered is the service concept level. This is where formats for delivering transit service to the users of the region will be examined.

The organizational alternatives will be presented first.

- Alternative 1: Status quo. To have existing transit providers, both private and public, continue operating as they presently are.
- Alternative 2: Private ownership and operation of all transit services. This implies the elimination of federal, state, and local subsidies with reliance on the private operations to satisfy regional transit needs.
- Alternative 3: Public ownership and operation of all transportation services through the establishment of a Regional Transit Authority.
- Alternative 4: Designate some authority such as the County Boards of Supervisors, the governing body of the regional planning commission, or establish a Regional Transit Authority for the purposes

of coordinating all public and private non-profit transit providers which qualify for state and federal funding programs.

Alternative 5: Provide the same organizational concept as Alternative 4 with the addition of state and locally supported interest-free or low interest capital equipment loans and federal, state and local subsidies for private profit organizations which serve the elderly with mobility limitations, the handicapped and low income individuals.

A qualitative evaluation of these organizational alternatives is presented below.

Alternative 1:

Pros: • Provision of transportation to transportation disadvantaged at a reasonable cost.

Cons: • Does not insure cooperation of public and private transit operators.

• Does not insure that funds will be available to the public providers for more than a short term period.

• Does not provide for the continuation of services currently offered by private operators which may be discontinued due to financial losses.

Alternative 2:

Pros: • Would eliminate competition between subsidized and non-subsidized providers.

• Would eliminate the local funds needed to match federal and state funding.

Cons: • Would not insure that transportation services are available to either the transportation disadvantaged or the general public at a reasonable cost.

• Would not insure coordination of transit services.

- Would be difficult to monitor and evaluate the services provided.
- Would abolish existing continuity of service provided by public and private non-profit agencies.
- Would divert federal and state funds to other regions for providing transportation services.

Alternative 3:

- Pros: • Would provide an ultimate opportunity for establishing an integrated transit system.
- Cons: • Would totally destroy the private transit providers in the regions.
- Would increase public administration and operating costs in providing public transportation as a result of added costs formerly borne by private transit providers.

Alternative 4:

- Pros: • Would insure the coordination of all public and private non-profit transit providers in the region.
- Would insure the availability of transportation to most parts of the region at a reasonable cost.
  - Would eliminate the competition for state and federal funds between those agencies eligible for assistance.
- Cons: • Would not insure coordination between private and public transit providers.
- Would not insure provision of private services to the public if operating expenses became excessive.

Alternative 5:

- Pros: • Would provide a greater likelihood that the public and private services would be coordinated.
- Would diminish the possibility of losing services provided by private operators.



- Would increase the level of transportation service to the public.

Cons: • Would increase the total amount of public investment in transit or divert funds away from existing subsidized operators.

- Would reduce the private operator's financial and managerial independence.

Presented in the next page are alternative concepts to be considered for Region 8, listed by county. It is not intended that each alternative be considered a separate package but rather interchangeable parts that may be combined to form an acceptable alternative plan.

It must be remembered that because of the geographic make-up of Region VIII it would be very difficult and almost impossible to develop one regional transit system. The demand centers for the majority of the population in Dubuque, Jackson and Delaware Counties is the City of Dubuque. The demand center (s) for Cedar and Clinton counties are Davenport and Iowa City.

Until such time that transit planning for the counties of Cedar and Clinton is placed under the jurisdiction of Region X and Region IX respectively, there is little chance for one transit system with one administrative unit and one maintenance unit.

In defining alternative service concepts, Clinton County requires special attention. The services provided by Clinton County Senior Citizen Service (CCSCS) is under the auspices of Senior Lift which provides coordinated transportation service to the transportation disadvantaged in Muscatine, Scott, and Clinton Counties.

Because of this, the service area of Senior Lift will not be altered to correspond with the planning area designated by the Iowa Department of Transportation. The services provided by CCSCS will be programmed in Region IX, by Bi-State Metropolitan Planning Commission.

#### SERVICE CONCEPT ALTERNATIVES

##### Alternative A

This alternative is the continuation of existing services in the region. However greater effort would be sought in increasing communication between agencies both public and private non-profit and private profit making services.

##### Alternative B

This alternative represents minor service expansion relative to begin first steps in consolidation and coordination of the many transit providers in the region.

##### Dubuque County

Operation: New View provides transportation primarily to the elderly and low income residents of the county. The service would be on fixed routes from 8:00 a.m. to 5:00 p.m. Monday through Saturday. A suggested fare would be 75 cents a trip.

Tri-State Independent Blind would provide transportation primarily to handicapped individuals on a 24 hour advance call basis, two days a week, to the County of Dubuque. The remaining 3 days will be spent providing transportation in the City of Dubuque and other areas outside of the region.

Project Concern would provide transportation to the transportation disadvantaged, primarily the elderly and handicapped in the City of Dubuque on a reserve basis. A suggested fare should be 50 cents a trip.

Within the Dubuque urbanized area A-OK Yellow Cab Co. would be available 24 hours a day to provide transportation to all residents in the area.

### Delaware County

Operation: New View provides transportation to all transportation disadvantaged on a fixed route basis throughout the county 8:00 a.m. to 5:00 p.m. Monday through Saturday. A suggested fare would be 75 cents a trip.

### Jackson County

Operation: New View provides transportation to primarily the elderly and low income residents of the county on a fixed route basis throughout the county 8:00 a.m. to 5:00 p.m. Monday through Saturday. A suggested fare would be 75 cents a trip.

Jackson County Develop. Act. Center would provide transportation to the handicapped residents of the county through a 24 hour advance reservation. This would be for five days a week and could possibly be done in conjunction with picking up clients of their center. A suggested fare would be 75 cents a trip. Consolidation with Operation: New View service is recommended.

Maquoketa Cab Co. does provide demand-response service approximately 16 hours a day seven days a week. This is available to handle the needs of the transportation disadvantaged in the City of Maquoketa.

### Cedar County

Cedar County Elderly Transportation would expand to make present service available to handicapped individuals of the county. This is a scheduled service to certain parts of the county based on demand. A suggested fare for all users would be 75 cents a trip.

### Clinton County

SkyLine Center would not only provide transportation for their clients of this center but would also service the needs of the elderly and other disadvantaged on their routes. A suggested fare would be 75 cents a trip. Their vehicles could be used to provide large groups of people on special trips within a short distance of the City of Clinton. Consolidation with Senior Lift is strongly recommended at this time.

The Municipal Transit Authority of Clinton, MTA, would continue its present fixed route service. It would continue its present fare structure.

The Clinton Cab Co. would be made available for special service for the transportation disadvantaged if the service is needed.

In Dubuque Delaware, and Jackson counties the operation of Head Start and Operation: New View would be asked to consolidate, with total responsibility of the consolidated service borne by the elderly and handicapped service of Operation: New View.

### Alternative C

This alternative involves increased responsibility of the public to respond to the needs of the transportation disadvantaged in the region.

### Dubuque County

Operation: New View would expand and provide demand response service on a reserve basis through a 48 hour advance call from 5:00 p.m. to 10:00 p.m. Monday thru Friday. Similar service would be provided on Sundays from 7:00 a.m. to 4:00 p.m. During these hours they would service all transportation disadvantaged. A suggested fare for this demand responsive service would be 90 cents a trip.

Project Concern would expand its service hours in order to provide more transportation to the needy. The service hours would be expanded in the evening from 5:00 p.m. to 10:00 p.m. Monday thru Friday and transportation available on Saturdays 8:00 a.m. to 4:00 p.m.

Tri-State independent blind would make available through an agreement their wheelchair equipped van to be used by Operation: New View in their expanded hours.

The Dubuque Transit System would continue providing their fixed route transit system and also build in flexible routing on their day routes if possible. The fare would continue as is presently.

A-OK Yellow Cab would continue to operate as outlined in Alternative B.

### Delaware County

Operation: New View would provide demand-responsive service on a reserve basis through a 48 hour advance call from 5:00 p.m. to 10:00 p.m. Monday thru Friday. Similar service would be provided on Sundays from 7:00 a.m. to 4:00 p.m. They would continue serving all transportation disadvantaged in the county. A suggested fare for the demand-responsive service would be 90 cents a trip.

### Jackson County

Operation: New View would provide demand responsive service on a reserve basis through a 48 hour advance call from 5:00 p.m. to 10:00 p.m. Monday thru Friday. Similar service would be provided on Sundays from 7:00 a.m. to 4:00 p.m. They would serve all transportation disadvantaged in the county. A suggested fare would be 90 cents a trip.

Jackson County Developmental Act. Center would make their mini-bus available for Operation: New View to use in their expanded service.

Maquoketa Cab would continue to operate as mentioned in Alternative B.

#### Cedar County

Cedar County Elderly Transportation, Inc. would be responsible to provide extended transportation if demand warrants it. The expansion would be possible weekend hours and limited evening service. Fares for this special service should be 90 cents a trip.

#### Clinton County

SkyLine Center would be responsible to have their vehicles available to be used by Clinton County Senior Citizens, Inc. for expansion of service. The vehicle would be administered and maintained by Senior Lift, but owned by SkyLine.

The Municipal Transit Authority would be responsible to maintain their level of service as presented in Alternative B.

The Clinton Cab Company would be expected to maintain their level of service as present in Alternative B.

In Dubuque, Delaware and Jackson counties the operation of Head Start and Operation: New View would be asked to consolidate, with total responsibility of the consolidated service will be borne by the elderly and handicapped service of Operation: New View.

## Alternative D

This service concept alternative is to implement a 48 hour advance reservation demand responsive system for all counties. Routes would be established by demand throughout each county.

### Dubuque County

Operation New View would be responsible for the operation of this alternative with an agreement with Tri-State Independent Blind to use their vehicle and be responsible for the maintenance of that vehicle.

A yearly membership card could be sold as an option to cash fares for each trip. For a set fee, of \$25, the transportation disadvantaged can have unlimited rides on the vehicles in the county. A nominal fee could be charged for out of county trips. The service would be available Monday through Friday 8:00 a.m. to 5:00 p.m.

### Delaware County

Operation: New View would be responsible for the operation of their service in Delaware County. A yearly membership card could be sold as an option to cash fares for each trip. For a set fee, of \$25, the transportation disadvantaged can have unlimited rides on the vehicle in the county. A nominal fee could be charged for out of county trips. The service would be available Monday through Friday 8:00 a.m. to 5:00 p.m.

### Jackson County

Operation: New View would be responsible for the operation of this service. Utilization of the mini-bus of the Jackson County Developmental Act. Center would be handled through an agreement with both agencies. A yearly membership card could be sold as an option to cash fares for each trip. For set fee of \$25, the transportation disadvantaged can have unlimited rides on the vehicles in the county. A nominal fee could be charged for out of county trips. The service would be available Monday through Friday 8:00 a.m. to 5:00 p.m.

### Cedar County

The Cedar County Elderly Transportation, Inc. is currently operating a system similiar to this. This agency would be asked to make available transportation to the handicapped. A yearly membership card is already available for \$25. A nominal charge for out of county trips would be established.

## Clinton County

SkyLine Center would continue to operate as they are but they would ask to cooperate and if possible make their vehicles available to Clinton County Senior Citizens Center which is coordinated by Senior Lift.

Also in this alternative, consolidation of Head Start's operation and Operation: New View's elderly and handicapped service is recommended. Total responsibility of the consolidated service will be borne by Operation: New View elderly and handicapped service.

The projections displayed in each alternative for passengers and miles was based on the existing service and the proposed expanded service expansion. Service standards were not recommended so that a fair evaluation of alternatives could be undertaken.

It can be seen from this table that Alternative C provides the most total rides but is also the most expensive. Alternative D though it is not the most expensive, it does require the second highest amount of subsidy per ride of \$.92.

Whenever possible elderly and handicapped groups would be encouraged to use the intercity carriers (Greyhound, River Trails and Iowa Coaches) for special excursions. Users of this service would be asked to contribute as much as possible towards the trip and the system would make up the difference.

Table 12

## COMPARISON OF ALTERNATIVES

	<u>Projected Results</u>			
	<u>Alt. A</u>	<u>Alt. B</u>	<u>Alt. C</u>	<u>Alt. D</u>
<u>Total Rides</u>	182,637	212,601	267,282	207,342
<u>Rides by Type:</u>				
Elderly	110,313	128,411	161,438	125,234
Non-Elderly	72,234			
Handicapped		84,190	105,764	82,107
Other				
<u>% of Rider Demand Satisfied</u>				
Elderly	14	16	20	16
Non-Elderly				
Handicapped	11	13	16	13
<u>Revenue:</u>				
Suggested Fare*	.50	.75	\$25	\$25
			membership	membership
Farebox Revenue	20,095	52,614	48,225	32,150
Total Revenue	20,095	52,614	48,225	32,150
<u>Operations:</u>				
Vehicle Miles	150,200	173,675	216,675	169,700
Running Costs	101,527	137,809	163,892	139,157
Administrative <sup>+</sup>	60,114	54,698	83,994	60,259
<u>Total Operating Costs</u>	161,641	201,507	257,886	208,416
		192,507	247,886	199,416
<u>Annualized Capital Costs:</u>				
Vehicles	23,828	32,995	55,620	23,828
Total	23,828	32,995	55,620	23,828
<u>TOTAL OPER. &amp; ANN. CAP. COSTS</u>	185,469	225,502	303,506	223,244
<u>DEFICIT</u>				
Deficit per Ride	(.91)	(.81)	(.96)	(.92)

\* Excluding Municipal Transit Authority, Clinton.

<sup>+</sup> Administrative includes, maintenance, bookkeeping, supplies etc.

Source: ECIA



## EVALUATION OF ALTERNATIVES

As the alternatives have been presented it can be noted that the approach to the regional transit plan is conservative. Only one alternative suggests a drastic change in the type of service provided.

There are many questions which must be asked when selecting the alternative to be judged as the best to work towards at this time. One of the most important questions to be answered is whether any of the alternatives are fundable.

When evaluating the alternatives, alternative C could not possibly be funded under current or proposed sources of revenue. The other alternatives, A, B, and D, appear to be in the grasps of proposed funding sources.

Another important question to be answered is whether the service concept promotes coordination and works towards the goal of this document. Alternative A which is a continuation of existing conditions and policies is rejected. However Alternative B and D work towards regionalization of transit systems which in the next few years will benefit all involved in transportation in the region.

The next question which can be asked is whether the service concept in itself is realistic and can be implemented without much of a disruption in peoples life. Alternative D would be complete revision in the service offered, from fixed route to demand responsive service which is very expensive to operate. Not only is the service type to much of a change but for such a large area (county) the basic concept of demand responsive service would not be justifiable.

This leaves Alternative B to be the best alternative at this time to work towards. This alternative progressively reaches the goal of consolidation and coordination in developing a regional transit system.

This alternative is the first step in developing a regional transit system. Further consolidation efforts will take place in the region as the update of this plan takes place in the coming months.

The recommended alternative would provide the same type of service as is currently provided in the different counties. Basically the service is centered around the nutrition centers in the counties of Delaware Dubuque and Jackson counties. Different communities are serviced on a particular day approximately 2 to 4 times a week. Designated days out of a month, transportation is provided to the City of Dubuque from each county. The service area in each county will not be expanded but with consolidation of Head Start service and Operation: New View service, better utilization of vehicles will be obtained. There will be an overall decrease in miles traveled once the consolidation is obtained also.

The same service will be provided in Cedar County as is presently provided. Communities and areas of the county are designated as areas of service on a particular day or days of the month.

Persons must call in advance, usually two days in order to get a seat on the vehicle. The service in this county will be available also to handicapped individuals. Mileage should not increase

too much with this expanded service.

Also once an origin - destination survey is taken this fall, changes will occur as this information is utilized. Better routes will develop, accurate scheduling and better utilization of vehicles will occur when the survey is completed of all regional transit services.

The first phase of the regional transit plan alternatives was to evaluate organizational alternatives. Five alternatives were presented and evaluated, and at this time Alternative 4 would be recommended as the direction to proceed.

An objective mentioned earlier in this plan (pp 2&3) is that a review committee or possibly an authority be investigated as a means to monitor regional transit. The existing Regional Transit Advisory Committee would be the base in the establishment of this authority.

The purpose of the authority would be to evaluate existing and proposed services on an ongoing basis. The authority would review any and all applications for transit operating assistance and capital equipment that is to be submitted by an agency in the region. This authority could eventually be the designated recipient of state and federal monies for transit assistance. It is planned however that the authority would not actually provide the transit service but would subcontract to a transit provider.

At the direction of the ECIA council on July 20, 1977, it is a priority that a Regional Transit Authority be established. Until that time the Area VIII Agency on Aging will be responsible for the administration of state transit assistance funds.

At this time it must be brought out that the state law requires that you begin now to eliminate redundant, repetitive, and overlapping administrative activities. The first step in this phase would be that each county, through the county board of supervisors shall designate a recipient for State of Iowa transit assistance funds from the Iowa Department of Transportation, Public Transit Division.

The following recommendations for each county will not only eliminate competition for transit assistance but also work in favor of developing a coordinated transit system.

#### Cedar County

The county Board of Supervisors would be asked to designate the Cedar County Elderly Transportation, Inc. as the recipient of state and federal monies to provide transportation to elderly and handicapped persons in Cedar County. This agency would administer the funds as well as provide the service.

#### Clinton County

The county Board of Supervisors would be asked to designate the Great River Bend Advisory Council for Senior Citizens, Inc. (Senior Lift) as the recipient of state and federal monies to provide transportation to elderly and handicapped persons in rural Clinton County. SkyLine Center would be encourage to actively seek consolidation of their transportation service with Sernor Lift. Serior Lift would administer the funds as well as provide the service.

### Jackson County

The county Board of Supervisors would be asked to designate the Area VIII Agency on Aging (AAA) as the recipient of state and federal monies for transportation of elderly and handicapped persons in Jackson County. Jackson County Developmental Activities Center would be encouraged to sign a cooperative agreement with AAA in providing transportation to their clients in the county. The AAA would administer the funds only, they would not be the provider of service. Operation: New View would continue to be the transit provider.

### Delaware County

The county Board of Supervisors would be asked to designate the Area VIII Agency on Aging, AAA, as the recipient of state and federal monies for transportation of elderly and handicapped persons in Delaware County. The AAA would administer the funds only, they would not be the provider of service. Operation: New View would continue to be the transit provider.

### Dubuque County

The county Board of Supervisors would be asked to designate the Area VIII Agency on Aging as the recipient of state and federal monies for transportation of elderly and handicapped persons in rural Dubuque County. Tri-State Independent Blind Society would sign an agreement with AAA in providing transportation. The AAA would not be the service provider only the administer of funds. Operation: New View would continue to be the principal transit providers.

For the recommended alternative a three year budget program has been developed. Tables 13 and 14 represent this budget program. Anticipated capital and operating expenditures are displayed for the next three years. Also, expected revenue and a projection of outside funding to cover the cost of the system is presented. A breakdown of local, state and federal money is displayed for each year.

As a requirement for federal funding Table 15 presents a description of each project for the recommended system in the next three years.

Table 13

Municipal Transit Authority  
Clinton, Iowa  
3 YEAR BUDGET PROGRAM

	Year 1	Year 2	Year 3	Remarks
<u>CAPITAL EXPENDITURES</u>				Based on conversations with transit manager.
Vehicles	\$292,000	\$140,000		
Buildings				
Office Equipment				
Shop Equipment	7,389			
Radio	18,200			
Shelters	16,000			
Signs	4,000			
Subtotal	337,589	140,000	-0-	
<u>OPERATING EXPENDITURES</u>				
Running Costs	203,600	215,816	228,764	
Administrative	58,250	61,745	65,450	
Subtotal	261,850	277,561	294,214	
<u>TOTAL EXPENDITURES</u>	599,439	417,561	294,214	
<u>REVENUE</u>				
Farebox	90,000	91,150	92,335	
Agency Contracts				
Other (Specify)				
<u>TOTAL REVENUE</u>	90,000	91,150	92,335	
<u>DEFICIT</u>	509,439	326,411	201,879	
<u>PROJECTION OF OUTSIDE FUNDING TO COVER DEFICIT:</u>				
Local	209,368	184,411	171,879	
Federal	270,071	112,000	- 0 -	
State	30,000	30,000	30,000	
Total	509,439	236,411	201,879	

Table 14

REGIONAL SYSTEM  
3 YEAR BUDGET PROGRAM

	Year 1	Year 2	Year 3	Remarks
	FY 78	FY 79	FY 80	
<u>CAPITAL EXPENDITURES</u>				
Vehicles	\$49,338	\$53,285	\$36,669	
Buildings				
Office Equipment				
Shop Equipment				
Radio	10,000		4,500	
Shelters				
Signs				
Subtotal	59,338	53,285	41,169	
<u>OPERATING EXPENDITURES</u>				
Running Costs	137,809	142,663	147,639	
Administrative	54,698	51,500	53,000	
Subtotal	192,507	194,163	200,639	
<u>TOTAL EXPENDITURES</u>	251,845	247,448	241,808	
<u>REVENUE</u>				
Farebox	52,614	54,316	56,040	
Agency Contracts				
Other (Specify)				
<u>TOTAL REVENUE</u>	52,614	54,316	56,040	
<u>DEFICIT</u>	199,231	193,132	185,768	
<u>PROJECTION OF OUTSIDE FUNDING TO COVER DEFICIT:</u>				
Local	16,361	34,300	37,500	
Federal	66,970	42,628	29,335	
State	115,900	130,309	126,468	
Total	199,231	193,132	185,768	

Source: ECIA 1977

Table 15

## PROJECT DESCRIPTION

Project Title	Project Number	Length (mi) or Equip.	Type of Work	Funding Source	Dollar Cost			Recipient	
					78	79	80		
Capital Equip.	78-1*	4 buses , radios , 4 shelters , Bus stop , signs , base station , service vehicle & tools	Equipment Purchase	Local UMTA (Sec.3)	67,518 <u>270,071</u> 337,589			City of Clinton	
	78-2*	1-Vehicle	Equipment Purchase	Local UMTA 16(b)2	3,580 <u>14,320</u> 17,900			Cedar County	
	78-3	1-Vehicle	Equipment Purchase	Local UMTA 16(b)2	6,288 <u>25,150</u> 31,438			Area VIII Agency on Aging (AAA)	
	78-4	5-radios & base station	Equipment Purchase	Local Iowa	7,000 <u>3,000</u> 10,000			AAA	
	79-1	2-vehicles	Equipment Purchase	Local UMTA 16(b)2		10,657 <u>42,628</u> 53,285		AAA	
	79-2	2-buses	Equipment Purchase	Local UMTA (Sec.3)		28,000 <u>112,000</u> 140,000		City of Clinton	
	80-1	1-vehicle	Equipment Purchase	Local UMTA 16(b)2			7,334 <u>29,335</u> 36,669	AAA	
	80-2	3-radios	Equipment Purchase	Local Iowa			<u>2,250</u> 2,250 <u>4,500</u>	AAA	
						391,927	193,285	41,169	

\* Application has been submitted in 1977.

Source: ECIA 1977



As a requirement for this plan shown below is the proposed sources of funds to cover the deficit of the proposed regional transit alternatives for each of the next three years.

TABLE 16

	FY78	FY79	FY80
Federal			
UMTA Sec. 3	\$270,071	\$112,000	-0-
UMTA 1662	39,470	42,628	29,335
HEW	27,500	18,500	14,000
Sub-total	337,041	173,128	43,335
State			
IDOT Clinton City	30,000	30,000	30,000
IDOT Regional	22,000	30,000	33,000
Cong. Meal	2,500	2,700	2,700
Title XX	23,000	19,911	25,000
Title III	66,000	60,369	60,000
CETA	2,400	2,500	2,700
Sub-total	145,900	145,480	153,400
Local			
City of Clinton	209,368	184,411	171,879
County Contributions	13,761	13,224	15,533
Contributions	2,600	3,300	3,500
Sub-total	225,729	200,935	190,912
Total	\$ 708,670	519,545	387,647

Source:ECIA 1977

## Marketing Program

As some of the alternatives studied showed an expensive method of reaching the needs of the transportation disadvantaged, a marketing program does not have to be that expensive.

With the limited funds available to provide transportation in the rural areas, a comprehensive and relatively inexpensive marketing program must be developed.

The private sector of each county should be searched to find a sponsor for printing of schedules and membership cards. If applicable, a bank or major store or a public service group would be the best choices for this type of funding.

The distribution of schedules should be at every possible location where members of the elderly and other transportation disadvantaged have access to, such as banks, stores, community centers, libraries, doctors offices, social security and other government offices are just a few of many places. The schedule should be simple and to the point with large type. A number to call for further information should be in an obvious location on the schedule. The telephone number should be simple to remember also. The route schedules should also be printed in county newspapers again a sponsor or sponsors should be sought for this project.

A semi-annual or yearly membership card should be actively considered as a means of supporting the regional transit system. Membership cards could be purchased by relatives, friends or businesses and given to the transportation disadvantaged in the region. A sponsor should also be sought to print these cards.

Membership cards should be sold wherever it is convenient for the buyers such as a bank, store, social security office, or a community center.

The use of the radio as a method of reaching the residents of the region is very good but also very expensive. So the radio media should have limited use, mostly public service announcements if possible unless of course a private business would pay for an announcement then surely use the radio media.

Agencies providing services, such as health care, nutrition programs, and social services should be made aware of the transportation service the system is trying to offer to their clients.

Members of the agency providing transportation should be able to go out and speak to senior citizen organizations and other special groups and tell them about the transportation services. A suggestion box could be placed at community centers so that riders of the service could make suggestions concerning the level of service or routing or anything about the system.

A final recommendation would be to have a simple but catchy name for the service in each county or system. A logo could also be designed for the transit service. A contest could be established in order to attract interest and awareness of the transit service. Prizes could be given away to the winner or winners.

In summary, with limited resources, the programs briefly outlined here are efficient and attractive methods of providing information to current and potential users of the system and also a method of making the public as a whole aware of the program and our effort in satisfying a need which many people are not aware of or take for granted.

A major part of maintaining a transit system is the surveillance activities which must be implemented in order to evaluate a system. The following pages present transit surveillance activities which are recommended to be implemented by each agency providing transportation which is being supported by local, state or federal funds. This information should be made available on an annual basis to the planning agency.

An evaluation of the system should be done on an annual basis along with the transit surveillance activities. This is necessary to compare existing conditions with our projected forecasts made previously for this period and to recommend revisions in the three year program or specific changes in the transit system.

REGIONAL TRANSIT SURVEILLANCE

	FY78	FY79	FY80
A. Capital facilities and equipment.			
1. Rolling stock consisting of transit and maintenance vehicles including number of units, age, capacity, etc.	X	X	X
2. Real estate consisting of administrative headquarters, storage, maintenance and repair facilities including description of efficiency to adequately perform intended functions.	X	X	X
B. Trip usage and characteristics.			
1. Percentages of transit riders by trip purposes (new on board survey every three to five years).	X		
2. Annual and average weekday system ridership.	X	X	X
3. Percent of current riders that are transit dependent, i.e., have no alternative means of transportation available.	X		
4. Rider loading counts at least at the assumed maximum loading points and more ideally at selected points along the route.	X	X	X
5. On and off counts especially at major stops or terminals.	X	X	X
6. Total person trips by route, peak-hour and total day.	X	X	X
7. Existing trip desires (origin and destination of the elderly and handicapped and how they are being served).	X		
C. Service Characteristics.			
1. Schedule adherence - percent of vehicles on time by line and time of day.	X	X	X
2. Operating speeds and running times. Compare these speeds with automobile speeds by route and route segment and time of day.	X	X	X
3. Vehicle mile/vehicle year and total vehicle miles annually.	X	X	X
4. Number of routes, route distances, and line miles.	X	X	
5. Bus route miles including miles of local service and express service (compare on a historical basis).	X	X	X
6. Capacity - compare passenger volume data by the time of day with vehicles in service, vehicle miles of service and seat miles of service.	X	X	X
7. Hours of service by route.	X	X	X
8. Location of stops, transfer points terminal and parking facilities.	X	X	

	FY78	FY79	FY80
9. Evaluation of the present service by the current riders on the system.	X		
D. Operating and Cost Data.			
1. Operating efficiency of each route.	X	X	X
2. Cost of operation in terms of cost per unit of product (cost per bus miles).	X	X	X
3. Method of financing including amount and sources of subsidies used to support the system.	X	X	X
4. Total expenses including operations, maintenance, insurance, pensions, employee welfare, general and administrative taxes, etc.	X	X	X
5. Total revenue including passenger revenue, charter revenue, advertising rents, etc.	X	X	X
6. Net operating revenue.	X	X	X
7. Fare structure including parking cost information for parking facilities served by transit lines.	X	X	X
8. Regulations under which each company or agency operates including franchise limitations.	X	X	X
9. Revenue vehicle miles of service for the system by time of day for each line.	X	X	X
10. Structure of each agency.	X	X	
11. Capital expenditures for fixed facilities and rolling stock.	X	X	X

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