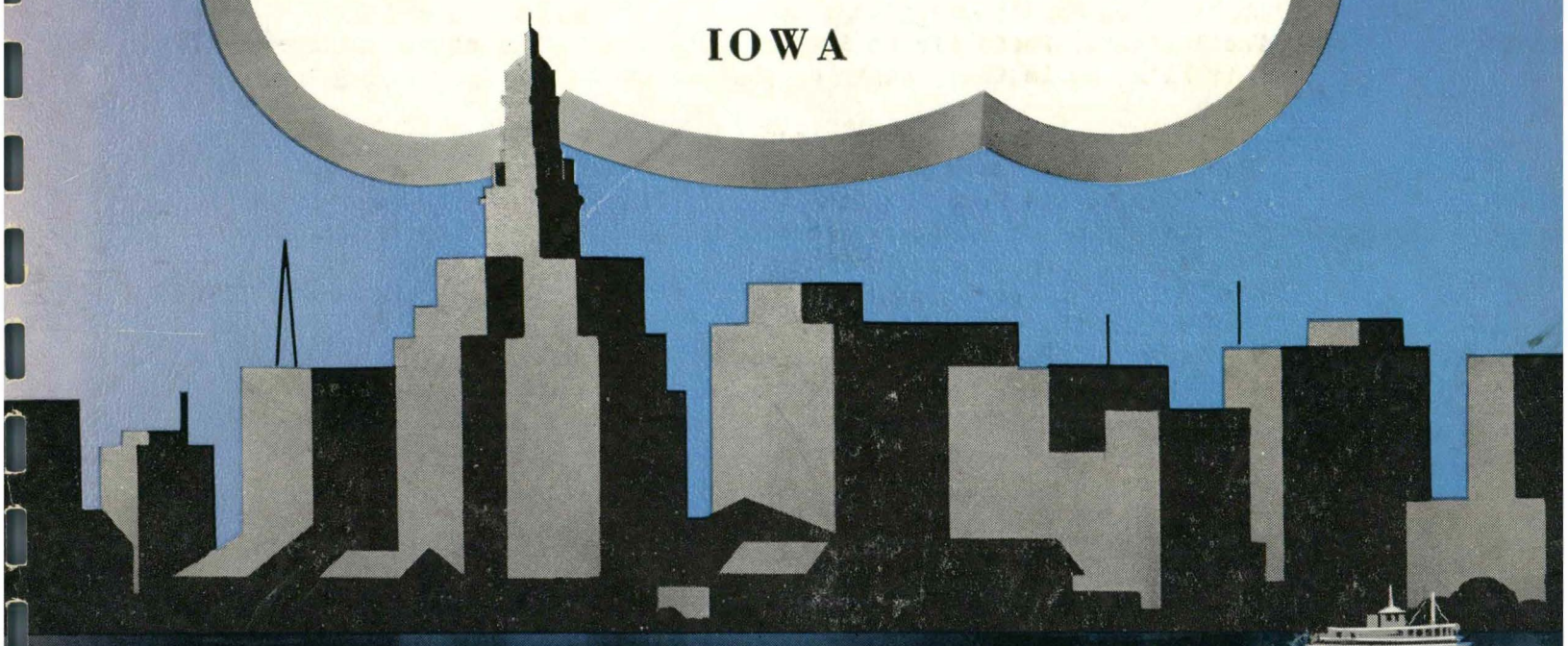
Transportation and Transit Facilities

CITY OF DAVENPORT

IOWA



TRANSPORTATION AND TRANSIT FACILITIES

Davenport, Iowa

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St. Louis, Missouri

June, 1946

A REPORT ON TRANSPORTATION FACILITIES

PART III

INTRODUCTION

Transportation facilities have had a major influence upon the growth and development of Davenport. Without the movement of persons and commodities between the city and other sections of the country the community would today be only a small hamlet instead of one of the larger cities in the state.

Many different forms of transportation have been available in Davenport. First the boats on the Mississippi River, secondly the railroads, thirdly the motor vehicles including cars, trucks and buses, and finally the airplanes.

The United States might be classed as a mobile country with an ever increasing volume of passenger and freight movement. It is imperative that adequate transportation facilities continue to be available for Davenport.

The City Plan has two major interests in the transportation problems. First, the plan is concerned with adequate provisions for the necessary enlargement and extension of the transportation facilities. Secondly, the plan is concerned with the relationship of the transportation facilities to other phases of the city's structure. While adequate facilities are essential, there are many instances when they may conflict with other essential portions of the city, and thus unsatisfactory conditions would result. For example, railroads and other forms of transportation are essential in industrial districts yet detract rather than benefit residential areas. Thus the plan must provide for the logical expansion of necessary facilities, but it should also propose such improvements or re-adjustments as will eliminate any conflict with other portions of the city.

The railroad facilities represent the major physical portion of the transportation facilities and thus are a most important phase of this study. Davenport now has extensive railroad facilities which represent a substantial investment. It is difficult, if not impossible to make wholesale changes in these existing improvements. However, adjustments are entirely possible which will enable the railroad facilities to be properly coordinated with the city.

Truck facilities and waterways are more flexible and can be more easily changed and adjusted. The future of the airplane is still indefinite, but its rapid progress during the past few years clearly indicates that it will become an integral portion of the transportation facilities, and consequently adequate provisions should be made for the necessary terminals.

This report is concerned with an analysis of existing conditions in the various transportation facilities, with probable future needs, and with proposed adjustments and extensions.

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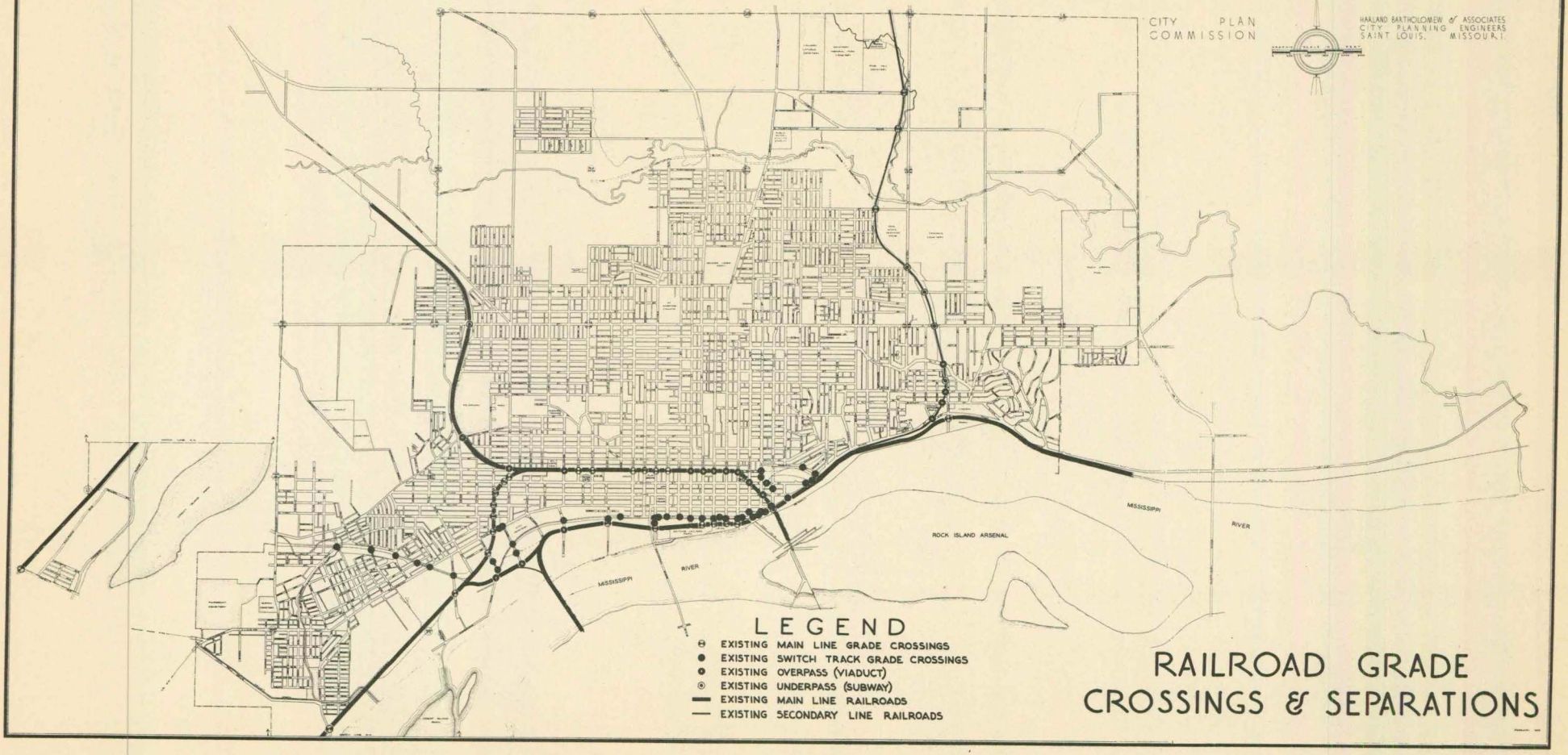

LEGEND

- EXISTING MAIN LINE GRADE CROSSINGS
- EXISTING SWITCH TRACK GRADE CROSSINGS
- EXISTING OVERPASS (VIADUCT)
- EXISTING UNDERPASS (SUBWAY)
- EXISTING MAIN LINE RAILROADS
- EXISTING SECONDARY LINE RAILROADS

RAILROAD GRADE CROSSINGS & SEPARATIONS

PLATE 3

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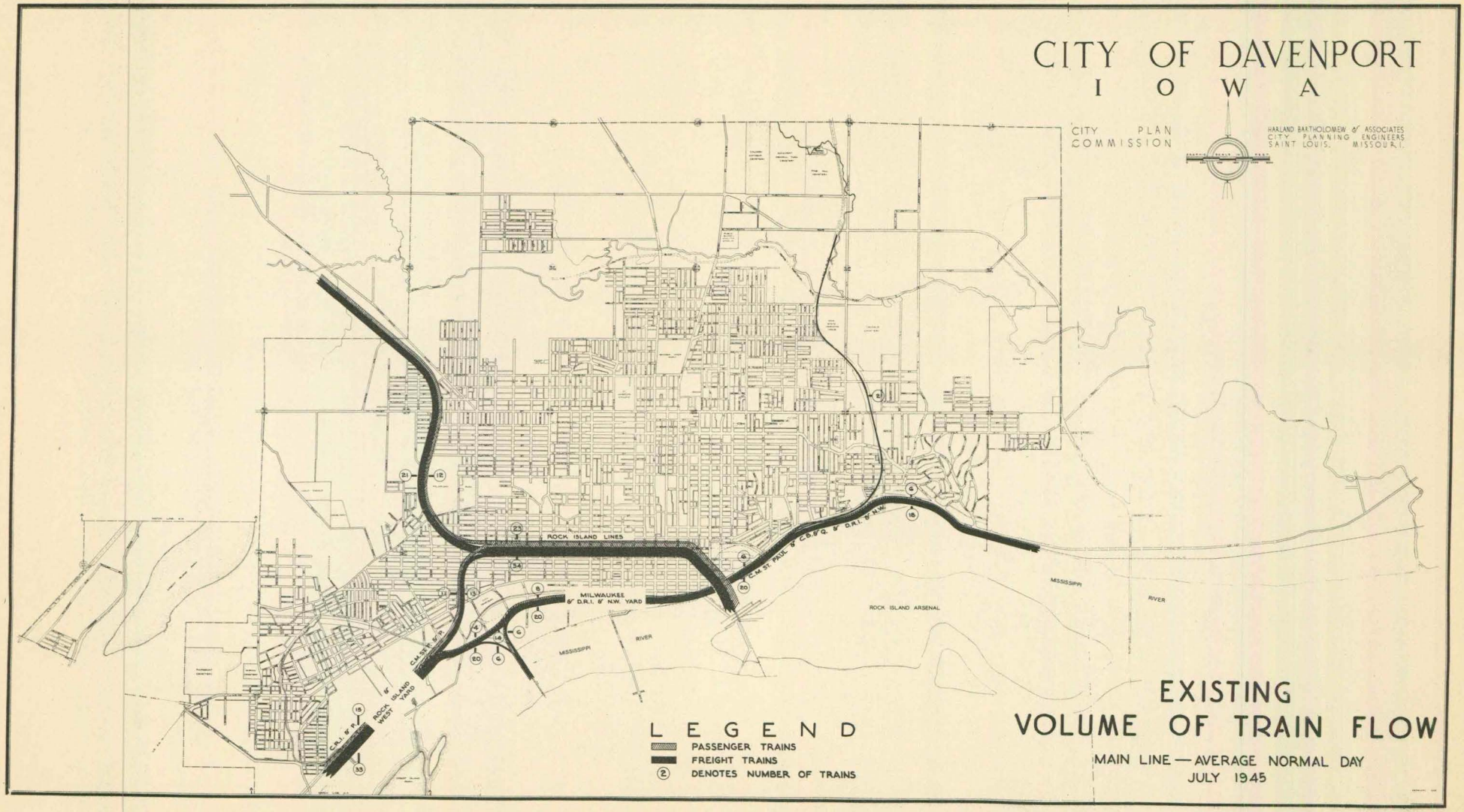

LEGEND

- PASSENGER TRAINS
- FREIGHT TRAINS
- (2) DENOTES NUMBER OF TRAINS

EXISTING VOLUME OF TRAIN FLOW

MAIN LINE — AVERAGE NORMAL DAY
JULY 1945

PLATE 4

LOCATION OF INDUSTRIES

Plate Number 2 shows: (1) the location of industries or manufacturing establishments served by a railroad or a spur, (2) the location of warehouses or wholesale plants served by similar railroad facilities, and (3) the location of industries not served by any railroad line or spur. The majority of the industries that are served by the railroads are located east of Pershing and west of Myrtle Street. Comparatively few of them are in the business district, which further indicates the reasonable possibility of correcting the unsatisfactory condition now prevailing along First Street.

There are no industries north of East River Street along the branch line of the Milwaukee to the north, and neither are there any on the Des Moines line of the Rock Island. The absence of industries in those areas is a further reason why the railroads provide a minimum of conflict with residential development. There is an especially large area in the western part of the city south of Rockingham Road containing industries served by the railroads. Much industrial development can be accommodated in this section and the area is logically located for such use. Every effort must be made to secure this type of development, and consequently additional railroad facilities and improvements should be encouraged in this section of the city. The property of the Levee Improvement Commission lying just west of the Centennial Bridge is also well related to railroads and is a most desirable location for the development of an orderly wholesale and light industrial district.

RAILROAD GRADE CROSSINGS AND SEPARATIONS

Plate Number 3 shows the grade crossings and grade separations on both main lines and switch or spur lines. The elevation of the Rock Island railroad from the Government Bridge to Western Avenue provides many important grade separation structures in the central area of the city where the vehicular traffic is greatest. This railroad is also elevated west of Taylor, and provides additional separations. The Des Moines branch is depressed practically all of its length in the city and thus there is no conflict between vehicular and railroad traffic. However, practically all of the Kansas City line is at grade and consequently there are serious conflicts along this line at such important streets as Fourth, Third, Rockingham Road, and at other crossings in the southwestern portion of the city. The Milwaukee is also at grade in this section and results in conflicts with the streets that cross the railroad to reach the riverfront. The Northern branch of the Milwaukee is separated at the majority of the major street crossings and no serious conflict prevails.

The D.R.I.&N.W. provides little or no serious grade crossing problems in the eastern portion of the city, and the major difficulty along this road is immediately south of the central business district. Here the railroad traffic interferes with the traffic moving between the business districts and the riverfront. A number of long trains are operated on this railroad, and considerable delay results. It is fortunate that the vehicular traffic is not fast moving, through traffic, since this would result in serious hazards to life and safety, but the delay in reaching the riverfront parking areas is a pronounced inconvenience.

There are a large number of grade crossings on the spur lines, especially along First Street. This clearly indicates the need for corrections as proposed in the Major Street Plan if this street will ever satisfactorily serve as an important traffic artery. The many grade crossings on the spur tracks near the intersection of Fourth Street and East River Street is also bad.

In general the city is fortunate in having its present grade separations. However, the lines are logically located and the major railroad problem in Davenport is the separation of many of the existing grade crossings, particularly at the major street intersections. The Major Street Plan is thus an important guide in determining where such separations should be made in the future.

EXISTING VOLUME OF TRAIN FLOW

Plate Number 4 shows the number of passenger and freight trains operated over each of the railroads during an average day in the summer of 1945. The Rock Island is the most heavily traveled railroad in the city. Between the Government Bridge and the junction of the two lines in the western portion of the city there is an average movement of 23 passenger and 34 freight trains during each day. In addition there is a considerable volume of switching operation on this line. This clearly indicates the necessity of grade separations along the entire route, especially at the major street intersections. Another section of the city containing extensive railroad operations is in the southwestern portion where the Milwaukee and Rock Island tracks adjoin. Here there is a daily average of 15 passenger and 33 freight trains. The Des Moines line of the Rock Island west from Taylor is rather heavily traveled, with 21 freight and 12 passenger trains. However, as previously indicated, all important street intersections are separated along this route and thus there is very little conflict between the railroad and vehicular traffic.

Along the central riverfront there is a daily movement of 20 freight trains and 6 eastbound and westbound passenger trains. It is the freight train movement in this area that interferes with access to the parking facilities along the riverfront. On the northern branch of the Milwaukee there are only two daily trains and these are short combination trains having a comparatively small number of cars.

In general the railroads are so heavily traveled in Davenport that early consideration of the separation of major street crossings at the railroads is imperative.

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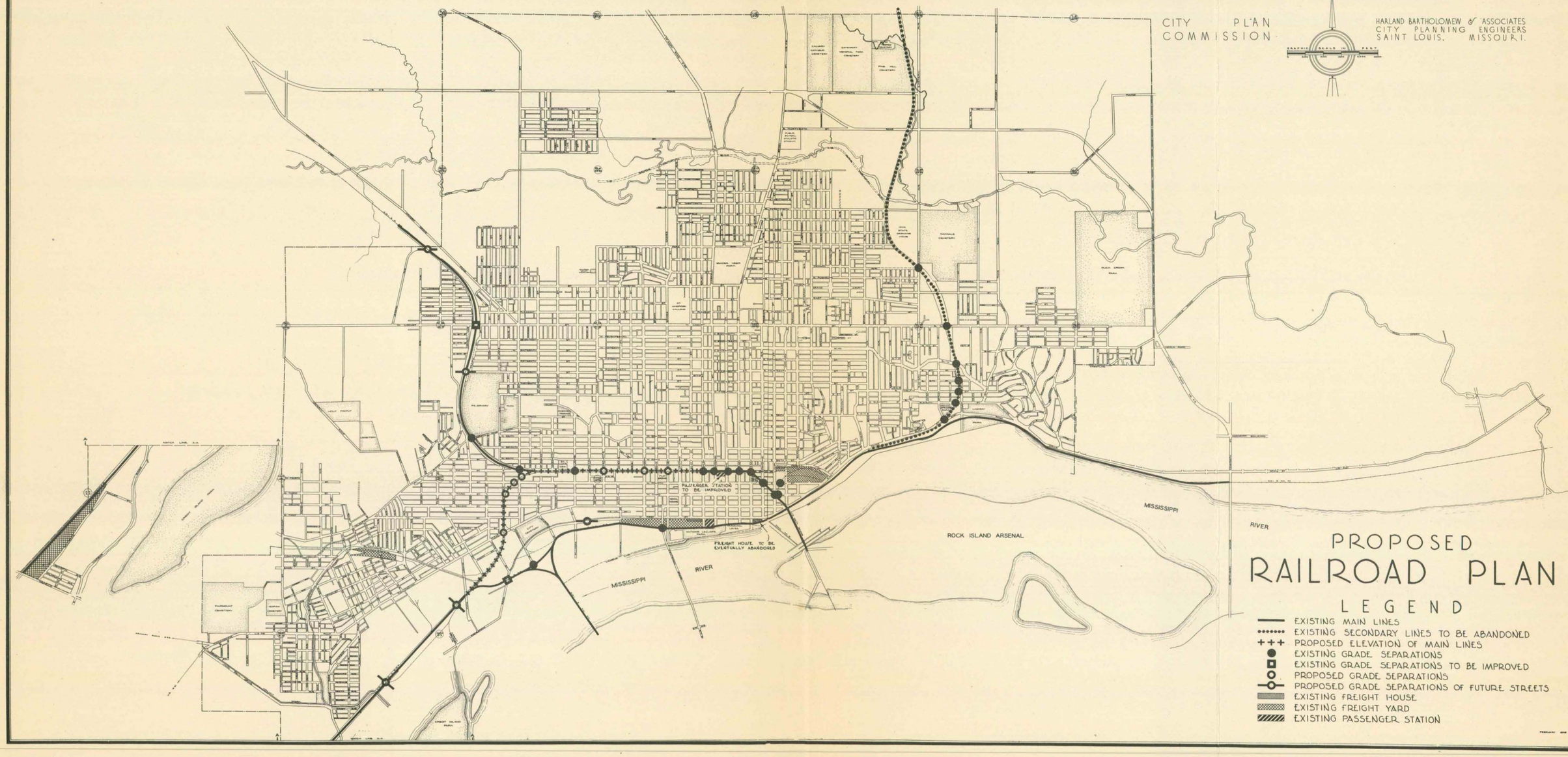

PROPOSED
RAILROAD PLAN

LEGEND

- EXISTING MAIN LINES
- EXISTING SECONDARY LINES TO BE ABANDONED
- PROPOSED ELEVATION OF MAIN LINES
- EXISTING GRADE SEPARATIONS
- EXISTING GRADE SEPARATIONS TO BE IMPROVED
- PROPOSED GRADE SEPARATIONS
- PROPOSED GRADE SEPARATIONS OF FUTURE STREETS
- EXISTING FREIGHT HOUSE
- EXISTING FREIGHT YARD
- EXISTING PASSENGER STATION

PLATE 5

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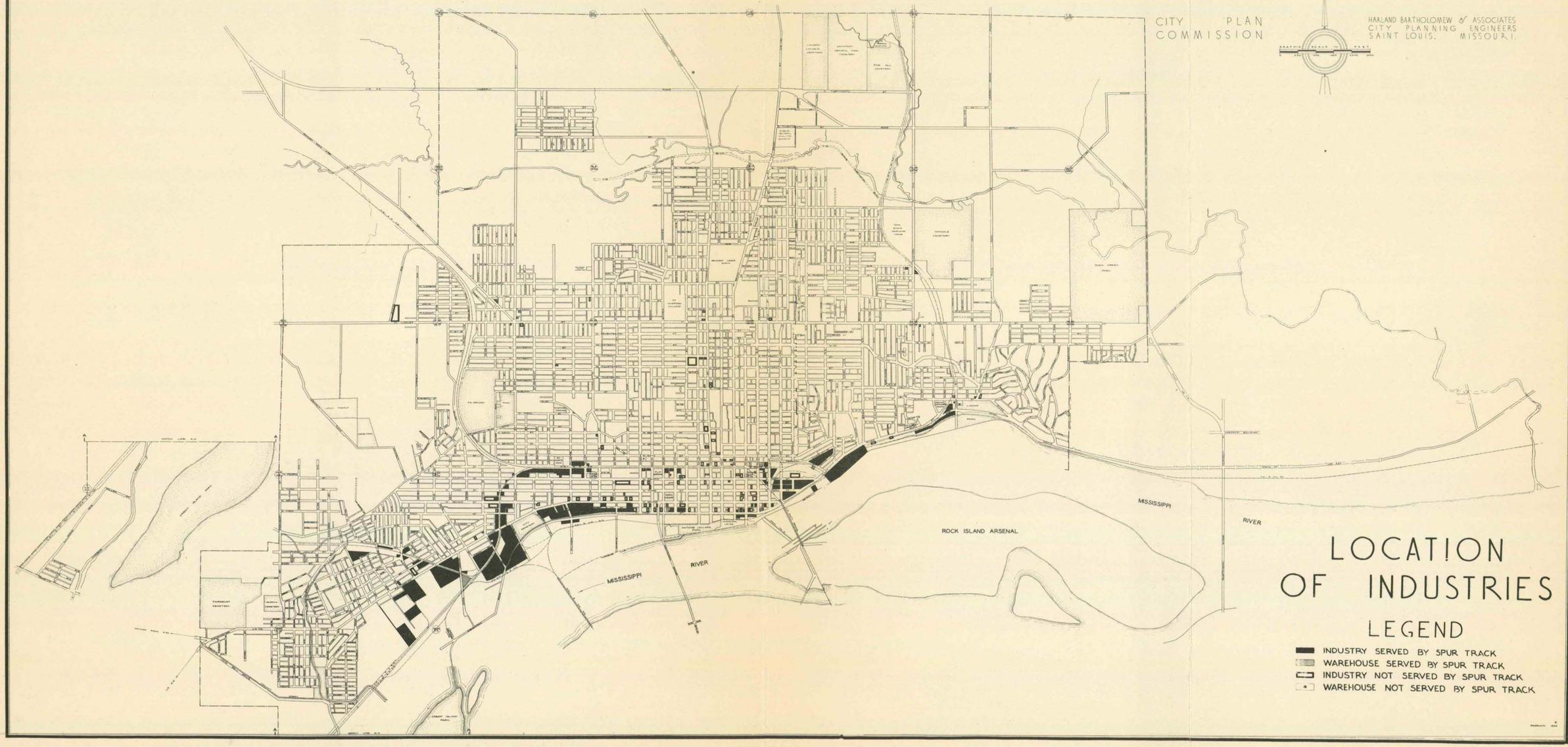

LOCATION OF INDUSTRIES

LEGEND

- INDUSTRY SERVED BY SPUR TRACK
- WAREHOUSE SERVED BY SPUR TRACK
- INDUSTRY NOT SERVED BY SPUR TRACK
- WAREHOUSE NOT SERVED BY SPUR TRACK

PLATE 2

CITY OF DAVENPORT
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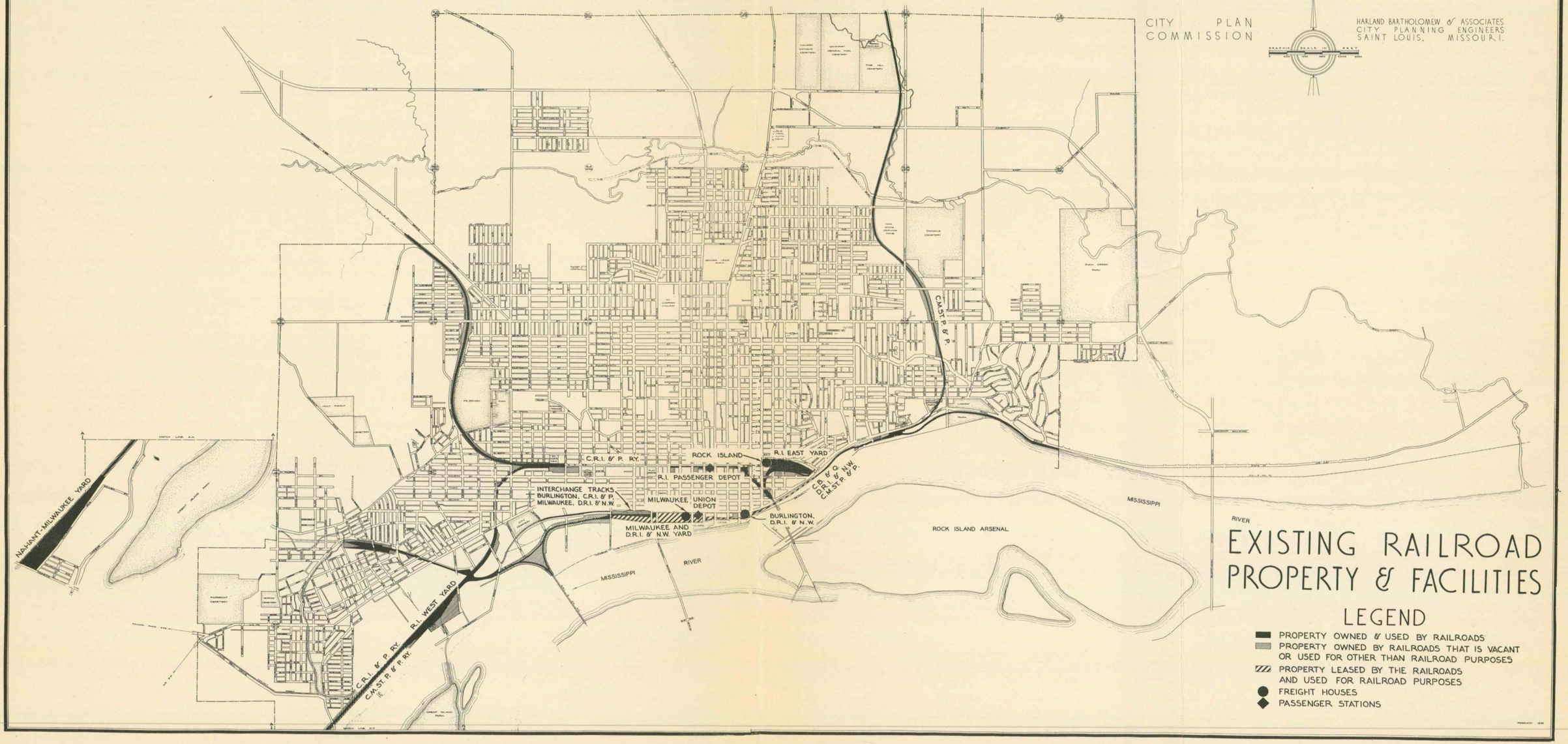
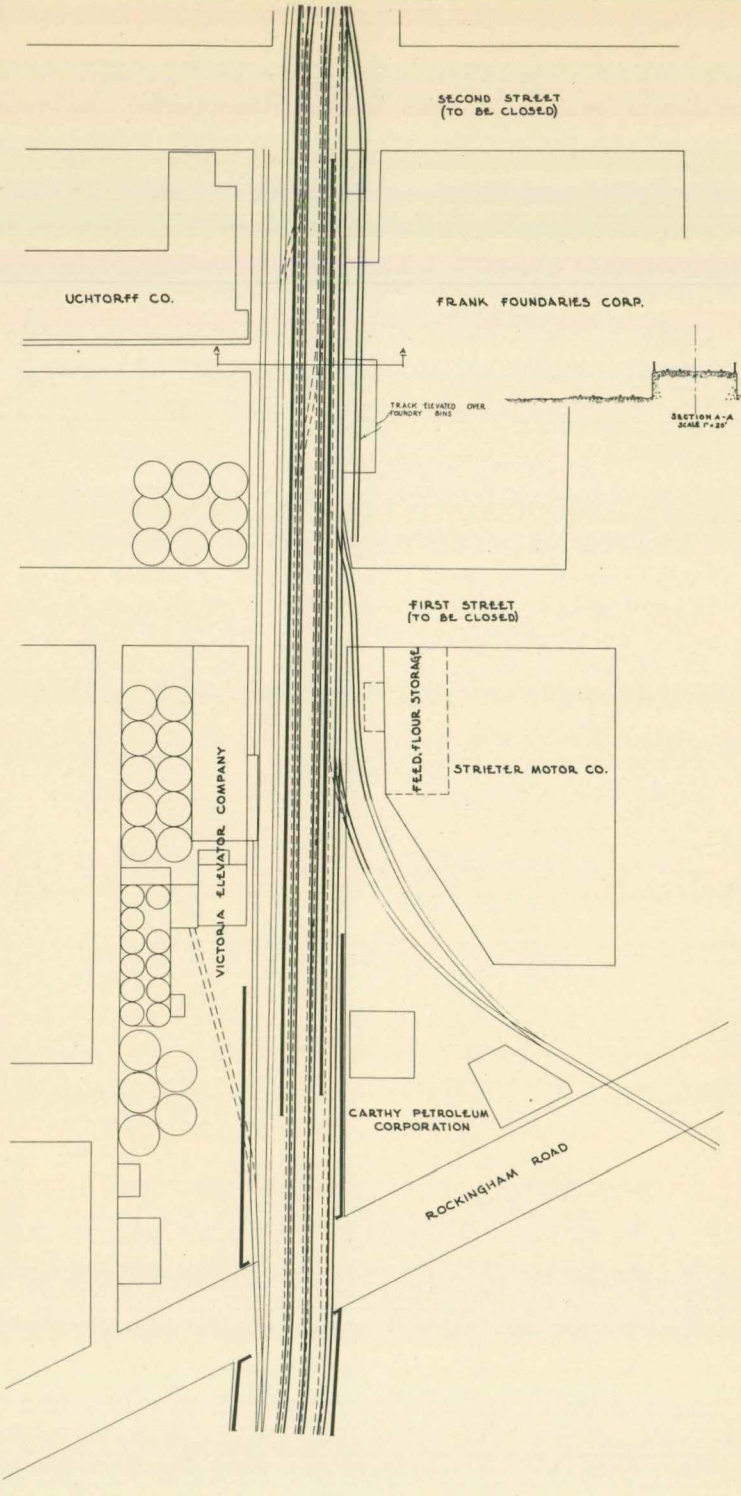


EXISTING RAILROAD PROPERTY & FACILITIES

LEGEND

- PROPERTY OWNED & USED BY RAILROADS
- PROPERTY OWNED BY RAILROADS THAT IS VACANT OR USED FOR OTHER THAN RAILROAD PURPOSES
- PROPERTY LEASED BY THE RAILROADS AND USED FOR RAILROAD PURPOSES
- FREIGHT HOUSES
- PASSENGER STATIONS

PLATE 1



SUGGESTED ARRANGMENT OF ELEVATED C.R.I. & P. RY. TRACKS

CITY PLAN COMMISSION
DAVENPORT, IOWA

SCALE IN FEET
0 20 40 60 80

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LEGEND

- RETAINING WALLS
- PROPOSED TRACKS
- PRESENT TRACKS RETAINED
- PRESENT TRACKS TO BE REMOVED

PLATE 6

elimination of hazards and the closing of at least six streets that now cross the railroad at grade. The city should immediately promote an early detailed study by the several interested agencies, so that a definite plan and method of financing can be agreed upon.

Other Eliminations

Certain other separations will be necessary as shown on the plate. These include the two major new streets (Clark and Elmwood) in the southwestern portion of the city; a structure over the tracks where Fourteenth Street and Central Park Avenue are to cross the railroad in the northwestern part of the city; and the elevation of the important First Street highway over the interchange tracks west of Myrtle Street. Two existing grade separation structures will also have to be widened and improved. One is the Locust Street crossing over the Des Moines branch of the Rock Island and the other is where Fishertown passes under the Milwaukee tracks.

It should also be noted that seven existing grade separation structures can be eliminated when the branch line of the Milwaukee is abandoned.

WATER TRANSPORTATION

Existing Facilities

Although water transportation played a very important part in the early growth of Davenport its influence materially decreased after the advent of the railroads. It is only within more recent years that river transportation has again become one of the more important transportation facilities. The improvement of the channel and the installation of barge service results in a considerable volume of bulk traffic now being carried by water.

In Davenport one industrial plant, namely the Milling Company east of the business district, has dock facilities and ships a considerable volume of freight by water. The oil companies in Bettendorf also have dock facilities and large volumes of their products arrive by water. Some of the industries on the Illinois side of the river also have dock facilities.

The city does not now have any river terminal. The city of Rock Island, Illinois, however, has an excellent terminal for handling freight and this has been quite adequate to serve the needs of the entire Quad City area.

Future Needs

It is difficult to forsee the exact future of water transportation in this section of the country. It affords advantages for the transportation of heavy bulky items, and cities are fortunate if they are so located that they can take advantage of the potentialities of water transportation. However, it must be realized that the speed in moving materials is becoming increasingly important and consequently shipments by rail, truck, and air are formidable competitors to the waterways.

No recommendations are made for the early development of a river freight terminal in Davenport. However, in planning the riverfront, which will be discussed in a later report, provision should be made for a general location in which such facility could be located in the event that it is needed. The location of the bridges and locks make it difficult to find a suitable location for such a terminal. From the standpoint of easy access by barges the terminal should be located east of the business district somewhere in the general vicinity of Lindsay Park. However, this is a very unsatisfactory location from the standpoint of land use, and the logical arrangement of the city. There are very few industries in this area, and it would result in considerable commercial traffic along the East River Drive. From the standpoint of a logical relationship to the city any such terminal should be located in the western part of the city where it can serve the surrounding industrial development and where it would have less adverse influence upon the residential districts. It is, therefore, recommended that no terminal be located east of the dam unless it is located in the Bettendorf industrial section. A location near the island in the southwestern part of the city appears to be the most logical location for the future terminal or harbor facilities.

It is entirely possible that some of the industrial development that may locate in Davenport in the future will desire access to water transportation. These should be located in the industrial district in the southwest part of the city. Here they would also be accessible to the excellent railroad lines and yards. Such harbor facilities, however, should be so designed that they will not conflict with the proposed highway along the riverfront. The loading and unloading facilities would probably have to be above the highway so as not interfere with the vehicular traffic. This road is so important to the entire city that any waterfront facilities must be properly adjusted thereto.

MOTOR TRANSPORTATION

The private auto is an important factor in the transportation field. The several improvements including street and parking facilities necessary to serve this form of transportation were discussed in the Major Street Report. However, there are two additional forms of motor transportation. These are the trucks and the interurban buses. They are briefly discussed as follows.

Trucks

No data is available regarding the amount of freight carried by trucks to and from Davenport. While there has been a rapid increase in this volume it has not supplanted the railroads or other forms of transportation. The city planning program is concerned with two major problems arising from the truck traffic; one is the terminal facilities and the other is the routes that are used by the through truck lines.

Davenport experiences an unusual condition from the standpoint of truck terminals in that only one is located

or operated over long distances and others being short feeder lines.

The major airport should be the largest field, and provision should be made for runways of at least 5,000 feet in length. It must contain an adequate terminal building with facilities for handling passengers, mail and cargo, as well as hangars and service facilities. No other major airport should be within six miles, and while smaller fields may be located within less distance, there should be at least a three mile radius around the airport that will be used entirely for the circling of scheduled planes. Any other field should be sufficiently far removed that the circling radius around the other field would not conflict with the radius around the major airport.

Secondary Airports

This type of field will primarily serve non-scheduled operations such as the planes of business firms, larger private planes, charter and rental service. There is every reason to indicate that many business firms will operate private planes in the future and consequently the city must provide for the convenient landing of those planes in order to encourage and facilitate commercial and industrial growth.

Some of these business planes may be quite large, and runways of from 3,000 to 3,500 feet would be desirable for this type of plane. A location as close as possible to the business and industrial districts is desirable for this type of airport.

Airports for Private Planes

Substantial increases are expected in the number of privately owned planes within the next few years. The improvement of safety factors, potential lower cost, and the large number of trained pilots will influence this growth. However, persons will also desire to own and operate autos, so that it will require a rather substantial income to support both types of facilities. It is generally agreed that an annual income of somewhere between $3,000 to $5,000 will be required to support both types of facilities. Thus, while provision must be made for airports to accomodate private planes in Davenport a large number of such facilities may not be needed for several years.

These ports can be smaller and runways of 2,000 feet or less in length will be adequate. Futhermore, such runways need not be improved with expensive pavement but might be quite satisfactory with grass surfacing. The fields will, however, require extensive hangar space since the owners must store their planes at these locations. An area of 80 to 120 acres will usually be satisfactory for this type of field. While they should not be located in the center of residential districts, they should be conveniently accessible to the persons owning planes.

Miscellaneous Airports

One of the major requirements for airports at the present time is for instruction purposes and for the exhibit and sale of planes. It is expected that the rental of planes for short periods will also be an important activity in the future, particularly with the large number of trained pilots who will not be able to own their own plane but who will desire to fly frequently enough to maintain their pilot license. It is possible that this type of airport can be operated in conjunction with the airport for private planes, at least for many years until there is a great increase in the number of private planes.

Helicopter Field

It is impossible to accurately forecast the full use of the helicopter or the autogiro. Because of its ability to land and take off within a small area it may eventually enjoy widespread use. However, because of the skill required in operation it will undoubtedly be used primarily for scheduled operations for many years. It can, however, have a most important part in short flights and particularly in providing shuttle service from outlying areas to the central district. Consequently, every large city must provide for one or more helicopter landing fields within close proximity to the central business district.

Standards

Constant improvements are being made in airport design and operation and some of the standards are undergoing considerable change. It is impossible to accurately forecast the exact standards of the future but it is most imperative that the standards be sufficiently high to insure adequate safeguards to the public. Otherwise, air transportation will not reach its potential goal.

Metropolitan Airport

The Quad-City metropolitan area can best be served by a single major airport. The cities are so close together that schedule airline operations could land only at one field for each city. Even feeder line service provided by smaller planes could best be served at a single airport as it would facilitate the transferring of passengers destined for other routes.

The location of such an airport can only be satisfactorily determined by a joint study made by representatives of at least the three major cities and preferably of all communities within the district. Consequently, this report will be concerned only with airports for the City of Davenport, and no effort will be made to select a major airport that can best serve the entire metropolitan district.

Existing Airport Facilities

The Quad-City area is now served by one major airport, namely the Moline airport. This is located approximately 6½ airline miles southeast of the Davenport business district. Two regularly scheduled airlines, the United and the Braniff, now operate into and out of the Moline airport.

The city of Davenport has recently acquired approximately 620 acres located almost directly north of the city about 5½ miles from the Davenport business district for the development of a major airport. The site is still unimproved but plans have been prepared for its future development. The plans proposed three runways, drainage facilities and the like. Eventually it is proposed to erect the necessary administration and hangar facilities.

The only other airport now operated in the Quad-City metropolitan district is Cram Field, which is located in

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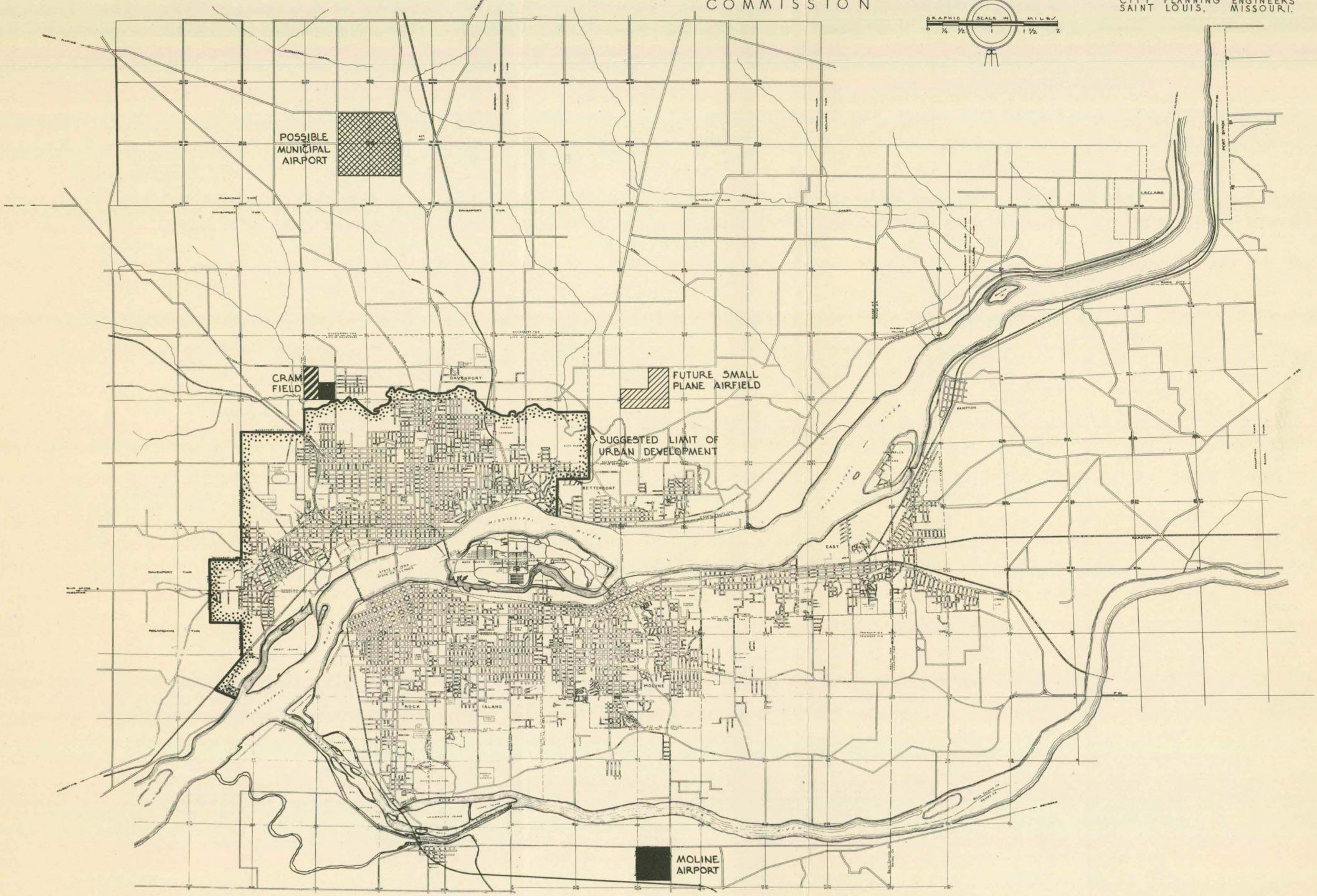
GRAPHIC SCALE IN MILES
0 ¼ ½ 1 1½ 2



LEGEND

- EXISTING PUBLICLY OWNED AIRPORT
- GROUND LEASED FOR EXISTING PUBLIC AIRPORT
- PROPOSED PUBLIC AIRPORT TO BE DEVELOPED IN THE FUTURE
- AREA OWNED BY CITY FOR A POSSIBLE FUTURE AIRPORT

EXISTING & PROPOSED AIRFIELD FACILITIES

FEBRUARY 1949

PLATE 7

A REPORT ON TRANSIT ROUTES

PART IV

INTRODUCTION

The movement of persons within the urban areas is one of the major problems confronting larger cities. There has been such a tremendous increase in the number and movement of autos that the street system, which was not originally developed for such facilities, is inadequate to accommodate them. Congestion, delays, and accidents result. There is a continuous demand for improvements, yet it is both financially and physically impossible to so improve the street systems in the large cities that people can move solely by autos. Some form of mass transportation is essential to facilitate the movement. There are also a number of persons who do not have autos and must use some form of public transit. Thus the local transit facilities are just as essential to Davenport as the paved streets, water mains, sewers, and similar improvements.

The recent rationing of gasoline and tires, clearly demonstrated the effective service that transit facilities could provide. Without such facilities Davenport could not have made such an excellent contribution to the war effort, nor could the economic life of the city have functioned as it did. Importance of the local transit system is evidenced by the fact that during an average day in 1945 it carried 42,775 passengers. The large majority of these passengers entered the business district at sometime during the day. If these same persons had used their own cars excessive traffic congestion would have resulted, particularly during the rush hours. The local transit lines are one of the most effective means of reducing vehicular congestion.

The transit system also exerts an important influence upon the growth and location of the residential districts. Residential development tends to follow transit routes and this influence will be more important as the city increases in size. Thus the location of the routes will have a very important place in bringing about the population pattern that will afford maximum economies and convenience for the future city.

Like other phases of the master plan the transit routes must be closely adjusted to other portions of the city's structure. Its relationship to the population pattern has just been discussed. The routes should also be located on major streets since these can accommodate large volumes of traffic. The routes must especially serve the business district and the industrial areas which are the major objectives of the riding public. They must also be related to schools, particularly junior and senior high schools, and to other destinations in which the public is interested. Thus the entire system must be coordinated with other elements of the comprehensive plan.

The major concern of the city is with the location and extent of the transit routes rather than with the operating details. The types of facility, headways, and fares, are matters which can be adjusted from time to time to meet the local requirements. The operating company should, and usually does, make every effort to provide fast, comfortable, and convenient service at a reasonable fare since this invariably increases the operating revenue. At the same time the riding public and the officials must recognize that they cannot demand an excessive amount of service at too low a fare. To do so would so adversely affect the financial stability of the company that it would be unable to provide the necessary service.

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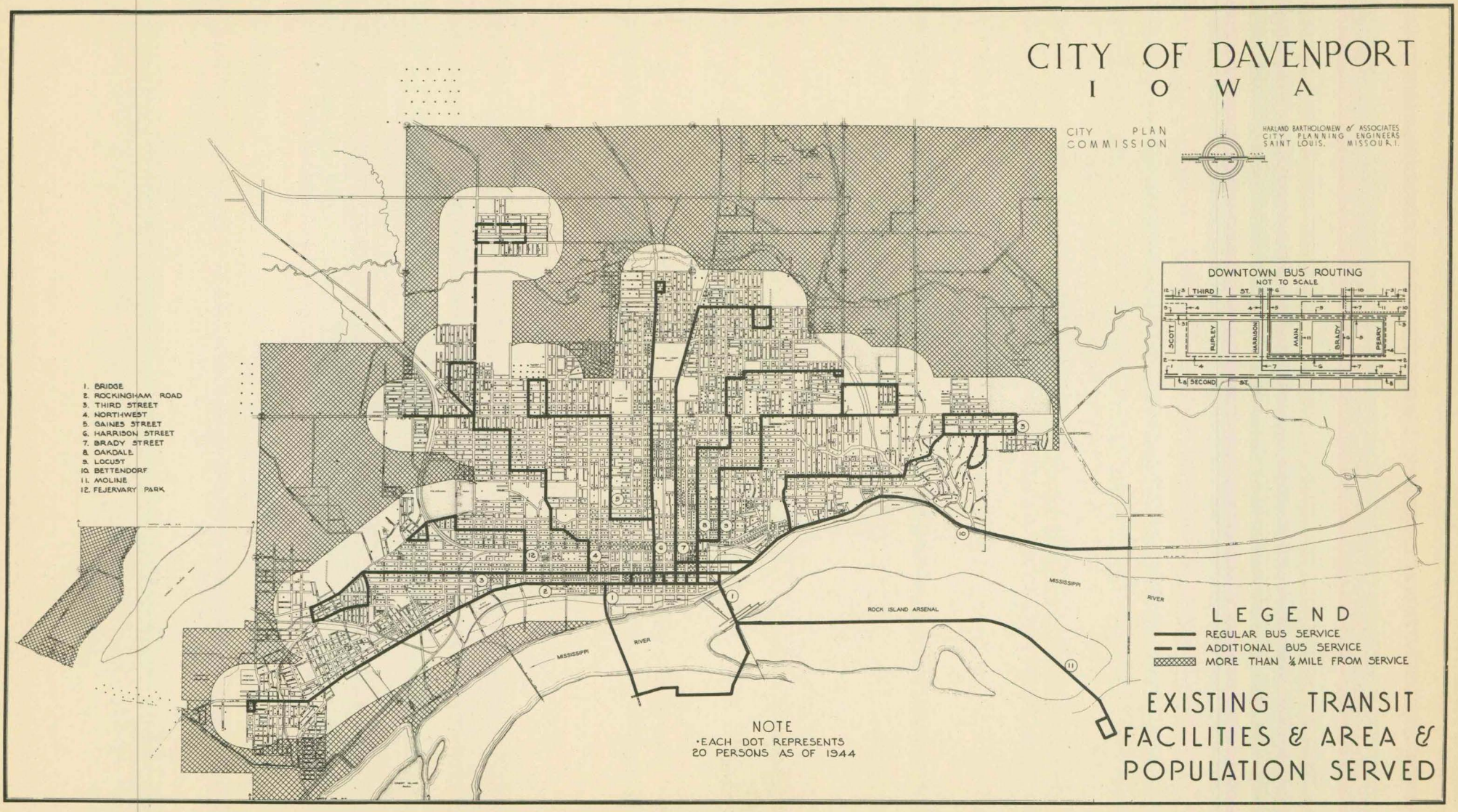
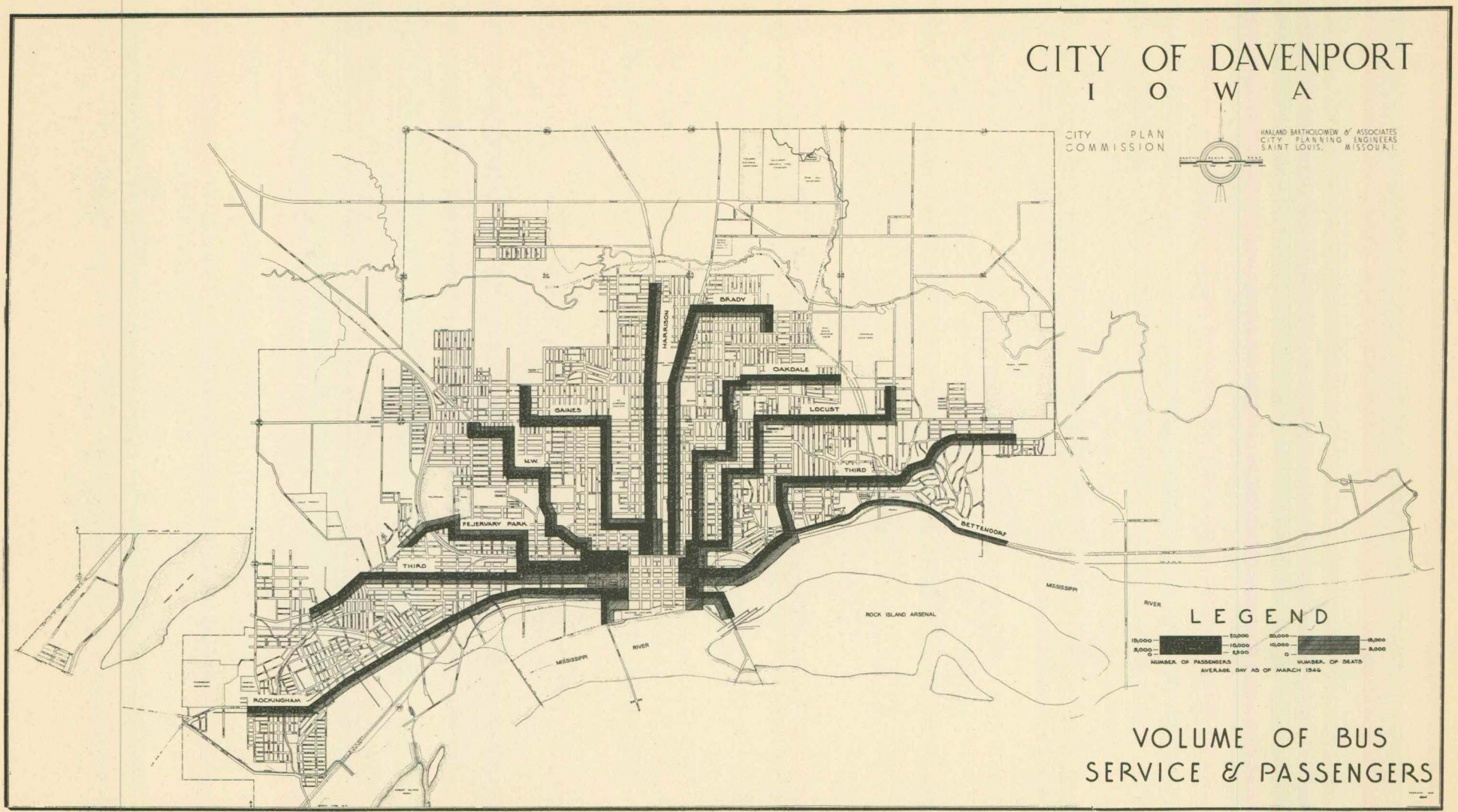


EXISTING TRANSIT FACILITIES & AREA & POPULATION SERVED

PLATE 1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CITY PLANNING ENGINEERS
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BRADY
HARRISON
OAKDALE
GAINES
LOCUST
N.W.
THIRD
FEJERVARY PARK
BETTENDORF
THIRD
MISSISSIPPI
RIVER
ROCK ISLAND ARSENAL
MISSISSIPPI
RIVER
ROCKINGHAM
LEGEND
15,000
10,000
5,000
0
NUMBER OF PASSENGERS
20,000
10,000
0
NUMBER OF SEATS
AVERAGE DAY AS OF MARCH 1946
VOLUME OF BUS
SERVICE & PASSENGERS

PLATE 2

DAVENPORT CENTRAL BUSINESS DISTRICT

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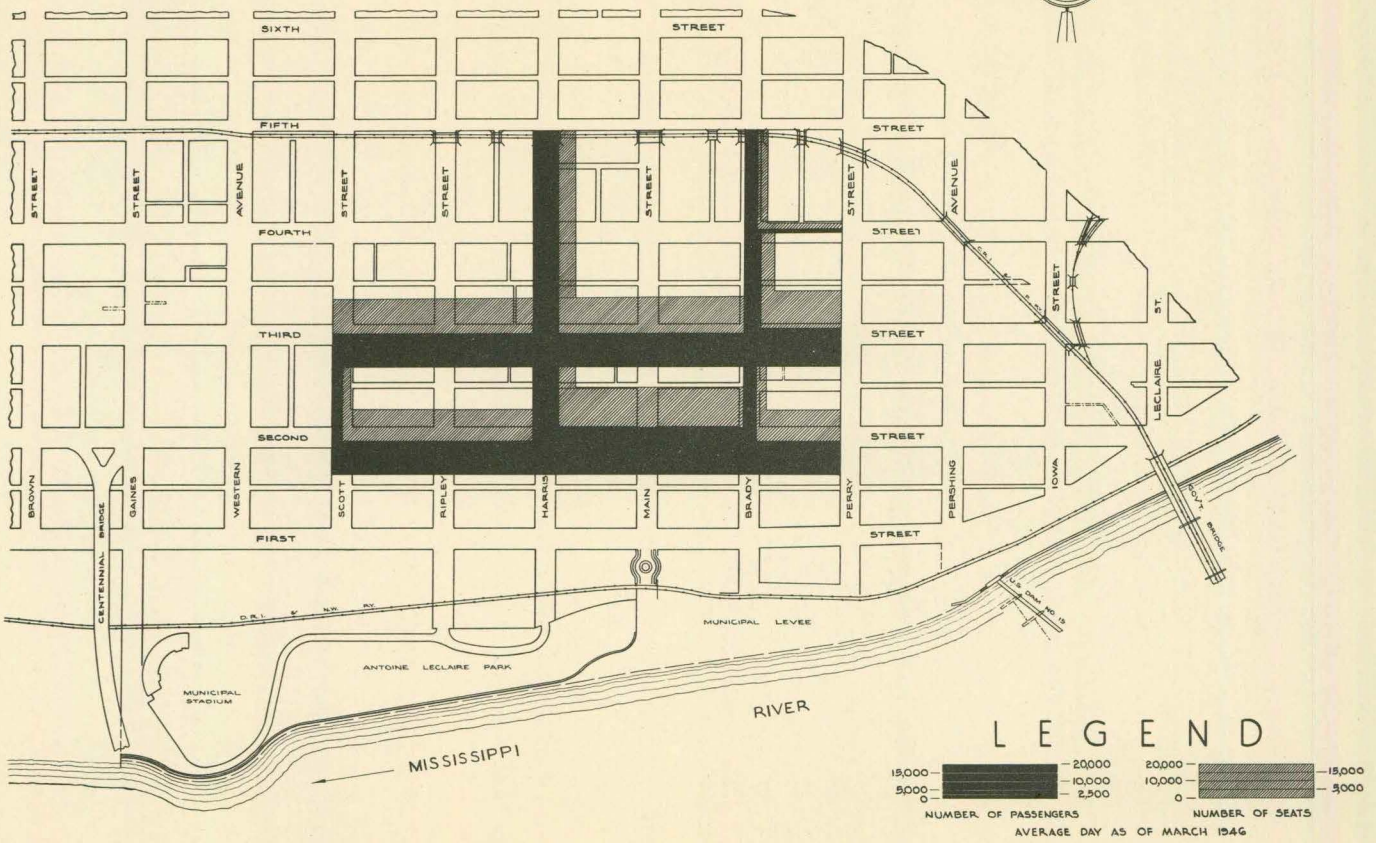
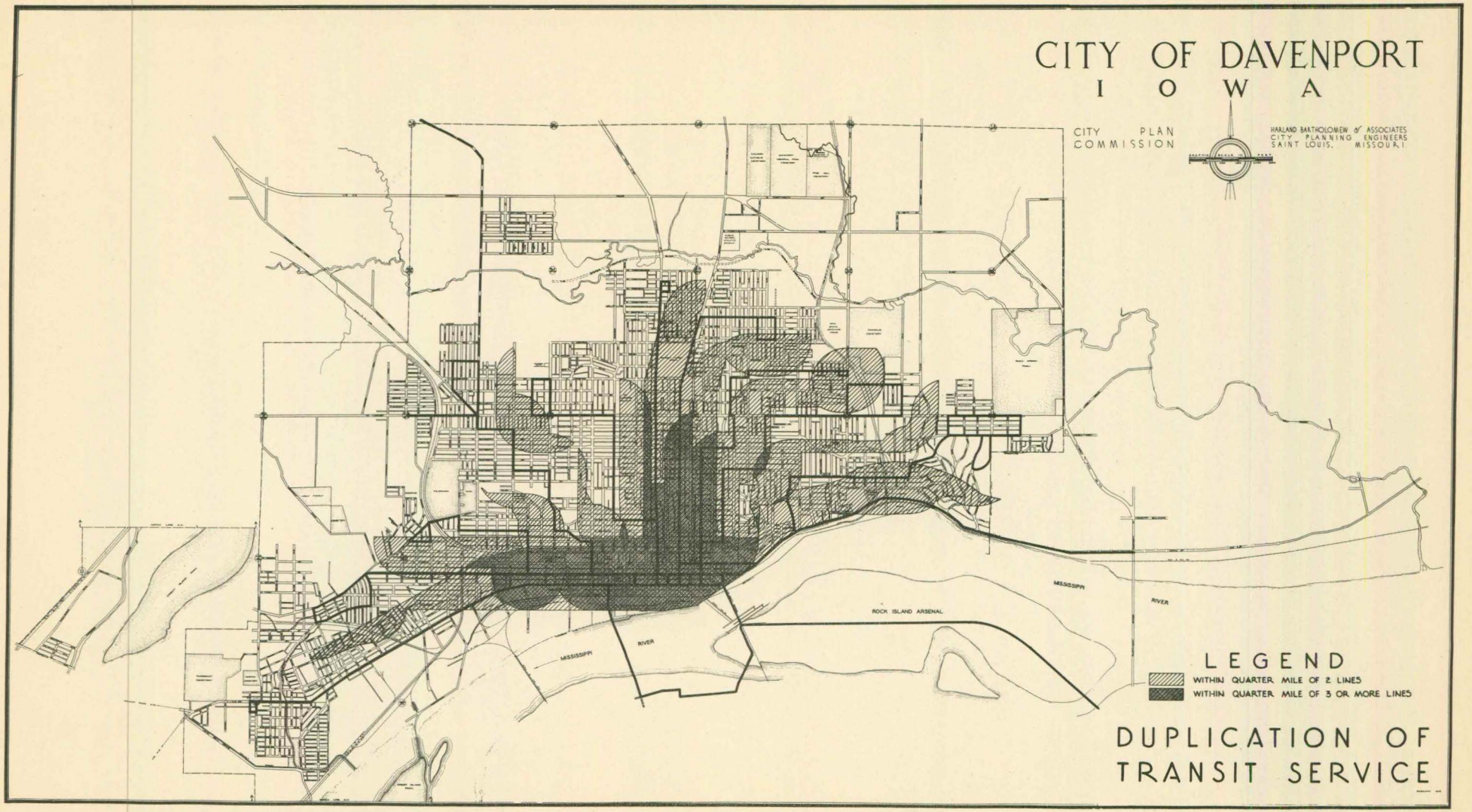


VOLUME OF BUS SERVICE & PASSENGERS

PLATE 3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IOWA
CITY PLAN COMMISSION
HARLAND BARTHOLOMEW & ASSOCIATES
CITY PLANNING ENGINEERS
SAINT LOUIS, MISSOURI
ROCK ISLAND ARSENAL
MISSISSIPPI RIVER
MISSISSIPPI RIVER
LEGEND
WITHIN QUARTER MILE OF 2 LINES
WITHIN QUARTER MILE OF 3 OR MORE LINES
DUPLICATION OF TRANSIT SERVICE

PLATE 4

service, particularly since only one percent of the city's total population is more than one-quarter mile from a bus line in the unserviced area north of Duck Creek.

The general locations of the bus routes are good. They radiate from the outlying residential sections directly to the downtown center. There are, of course, a number of turning movements, several of which could be gradually eliminated through major street improvements. There is also only a nominally amount of loop routing in the outlying section. Some of these routes can gradually be corrected but others are justified, particularly where the population is sparse and where an additional route would not be justified.

Of the eight lines four are routed directly through the business district and four loop in the central area. The lines that loop are the Bettendorf, Moline, Harrison-Brady, and Northwest-Gaines. It would be difficult to connect the Bettendorf line with any other route at this time because of differences in riding habits. The locations of the transit routes within the central business district are generally satisfactory. However, the four loop routes do provide more turning movements than are desirable and it may be possible to make some corrections in the future. All of the lines go near the center of the business district which is desirable. It is also desirable that many of the lines be located in the southern portion of the business district so as to stabilize the values in this older portion.

Additional Bus Service

In addition to the regular bus lines, the Tri-City Lines operate what is known as "Tripper Service" to supplement the regular routes and schedules in order to provide additional service where needed. The most important service of this type is supplied for the Rock Island Arsenal. While this special service to the Arsenal is always furnished, it was greatly augmented during the war. During this period fourteen additional vehicles were required to transport passengers from Davenport to the Arsenal as compared with about six vehicles that are required in normal times. Operation from the central business district makes it convenient for the riders to make connections with the regular bus lines. Extra service is also provided for the high school, junior high schools and for other locations as required.

VOLUME OF PASSENGERS AND SERVICE

Plate Number 2 graphically shows the number of passengers carried on each route during an average day and the number of seats provided. This information was furnished by the Tri-City Lines and no data was available regarding the number of persons carried on the respective portions of each line. Consequently, the same volume of passengers is shown throughout, although there are many more riders near the business district than at the outlying end of the line. Plate Number 3 shows the same information for the lines within the central business district.

The most heavily travelled line is the Harrison-Brady Street line which carries an average daily volume of 8,077 persons. The lowest volume is found on the Bettendorf line which carries only 2,187 persons. The other routes all carry about the same volume of passengers and their ranking is Third Street East and West, Northwest Davenport-Gaines Street, Rockingham-Oakdale, Bridge Street, Locust-Fejervary Park.

The plate indicates that more passengers are carried than seats provided on several of the lines especially on Harrison-Brady. However, the number of seats are shown only for the respective portions of each line while the volume of passengers is for the total number carried on the entire line since no data was available regarding the number carried on each half. Thus, there were actually more seats provided than passengers carried except for the morning and evening rush hours.

The excess volume of seats is particularly noticeable on the Bettendorf Line which indicates the small amount of riding when bus lines traverse sparsely settled developments. On routes such as the Harrison-Brady which are located in the denser populated sections the greatest use is made of the transit facilities and a large amount of service is justified. The plate indicates that additional service beyond the developed area is not now justified. It would be unprofitable from an operating standpoint and would invite further decentralization of the urban development. Any such extensions would not be to the best interest of either the transit company or the city.

DUPLICATION OF SERVICE

Plate Number 4 graphically shows those sections of the city which lie within one-quarter mile of two or more bus lines. Duplication of service is convenient to the patrons of bus lines but is not always justified nor does it provide an economical type of operation. Where two or more lines travel on the same street this is construed as constituting an improved service rather than a duplication.

In approaching and leaving the business district there will necessarily be an overlapping of service, but as previously mentioned this is desirable rather than objectionable. In the outlying residential areas, however, duplication should be avoided.

Plate Number 4 indicates that the greatest amount of overlapping of areas served by the bus lines occurs near the central business district and in the areas to the north and west of this section. This is very desirable in as much as it is here that the most densely populated sections of the city are located. In the eastern half of the city there is an almost continuous band of duplication between the paralleling bus lines. This is not such an excessively duplicated area that it constitutes any serious threat to the transit system and is partly the result of street locations that are adaptable for transit routing. This section of the city should be carefully studied in relation to the proposed major street improvements to determine whether certain corrections and improvements cannot be gradually accomplished.

Name of Transit Line	Route Miles	Number of Seats	Daily Passengers	Vehicle Miles Operated	Passengers Per Mile of Operation	Headway* Minutes	
						Max.	Min.
1. Bridge Line	3.00	7688	6277	444	14.02	20	6
2. Rockingham Road	2.75	5238	6809	1135	6.00	15	7½
8. Oakdale	2.70	4968				15	7½
3. Third Street (east)	3.40	5022	6942	1111	6.25	15	7½
3A. Third Street (west)	2.95	5238				15	7½
4. Northwest Davenport	3.10	5184	6893	1048	6.58	15	7½
5. Gaines Street	2.60	5076				15	7½
6. Harrison Street	2.30	5616	8077	1043	7.74	15	5
7. Brady Street	2.70	5724				15	5
9. Locust Street	2.95	4968	5640	907	6.22	15	7½
12. Fejervary Park	2.35	4482				15	10
10. Bettendorf	4.20	3410	2187	470	4.65	30	12
Total Bus Lines	35.00	36856	42775	6158	6.95		

PLATE 5

*Regular "Tripper Service" not included.

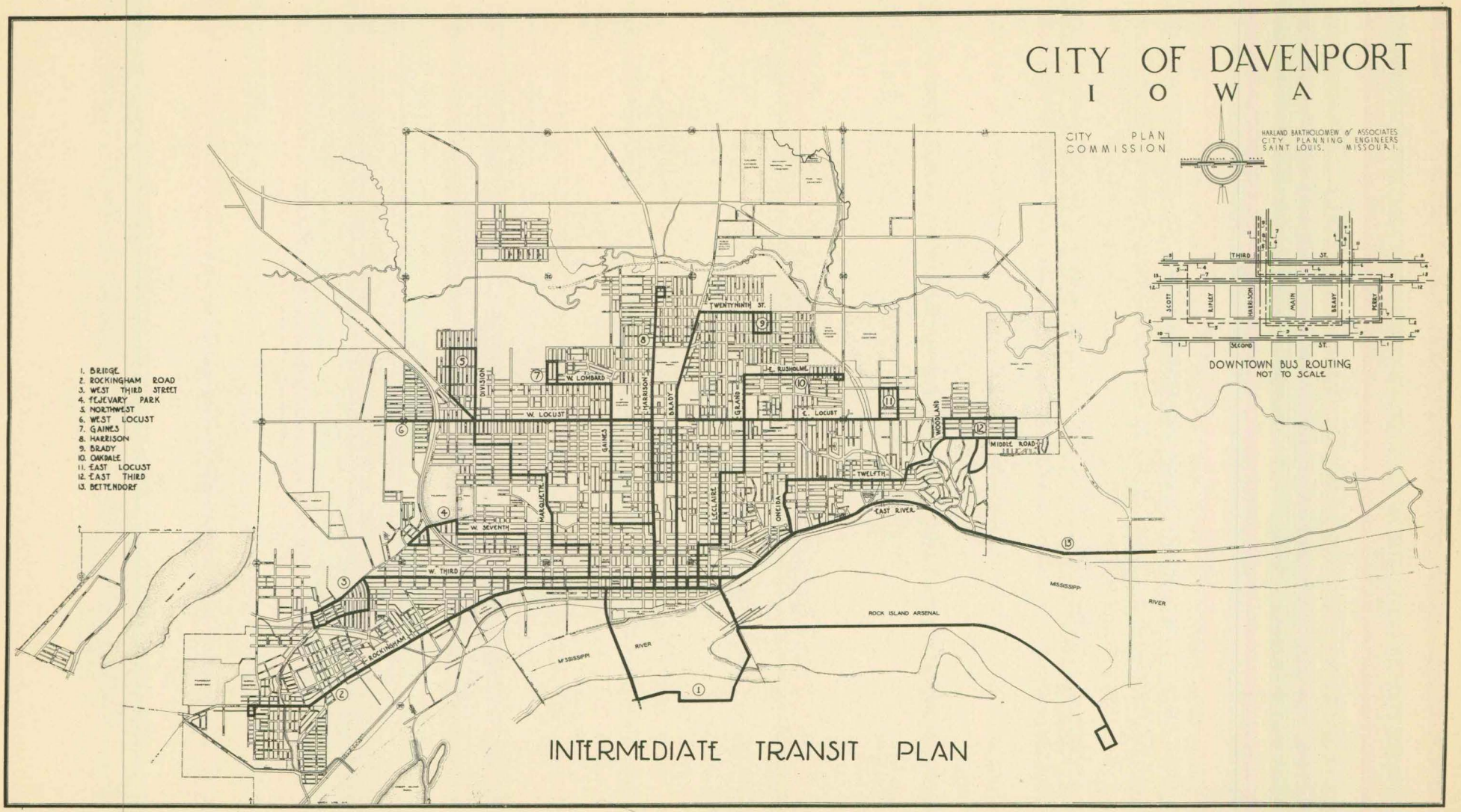
CITY OF DAVENPORT
I O W A
CITY PLAN COMMISSION
HARLAND BARTHOLOMEW & ASSOCIATES
CITY PLANNING ENGINEERS
SAINT LOUIS, MISSOURI
1. BRIDGE
2. ROCKINGHAM ROAD
3. WEST THIRD STREET
4. FEJEVARY PARK
5. NORTHWEST
6. WEST LOCUST
7. GAINES
8. HARRISON
9. BRADY
10. OAKDALE
11. EAST LOCUST
12. EAST THIRD
13. BETTENDORF
TWENTY-NINTH ST.
W. LOMBARD
E. RUSHOLME
W. LOCUST
E. LOCUST
MIDDLE ROAD
TWELFTH
W. SEVENTH
W. THIRD
EAST RIVER
ROCK ISLAND ARSENAL
MISSISSIPPI RIVER
DIVISION
HARRISON
BRADY
GRAND
WOODLAND
GAINES
MARQUETTE
LECLAIRE
ONEIDA
ROCKINGHAM
THIRD ST.
SECOND ST.
SCOTT
RIPLEY
HARRISON
MAIN
BRADY
PERRY
DOWNTOWN BUS ROUTING
NOT TO SCALE
INTERMEDIATE TRANSIT PLAN

PLATE 6

A more detailed description of each proposed line follows:

1. The present Bridge Line should be continued in the future over the same route that it now follows. This is the best revenue producing line in the entire system and will undoubtedly continue as such. It is very important that a high class of service be maintained on this line because of the large number of passengers that it carries between the business districts of Rock Island and Davenport.

2. The Rockingham line should continue to operate over the present route which is very logical and provides a fast, direct connection between the southwest portion of the city and the downtown area. At sometime in the future it will be desirable to extend this line to the west as the future development of this vacant area requires. Consideration should also be given in the future to running a branch of the line south on Minnie Avenue and then along Harbor Road to bring the service closer to the residents in that section.

3. The West Third Street line follows the same route that is now being used. This line is well located to provide efficient service between the central business district and the area to the west.

4. The Fejervary line continues as at present, excepting that instead of being connected with the East Locust Street line it connects with the Bettendorf line.

5. The route of the Northwest line follows the present line as far as Sixteenth and Washington with the exception that it travels along Sixth between Warren and Marquette rather than following along Ash Street and Seventh Street. This rearrangement is proposed to avoid the turning movement at Seventh and Marquette which is very undesirable because of traffic conditions at this intersection. From Sixteenth and Washington the bus route goes west on Sixteenth to Division and then north instead of following the present line along Seventeenth Street. This change was made to better distribute the bus service in the area south of Locust and west of Washington. The establishment of the West Locust Street Line will provide an alternate route for those who now use the Northwest line to and from points on Seventeenth. Instead of branching at Division and Locust into two lines, one serving the area to the west of this intersection and the other serving the area to the northwest as at present, the proposed route would travel northwest on Hickory Grove to Howell, north on Howell to Central Park, east to Division and then south to complete the loop. At the present time bus service is provided as far as Dover Court and the extension to Central Park Avenue should not be made until warranted by additional development in this part of the city.

6. The West Locust Street line is a completely new trunk line. It is routed north on Harrison from the central business district to Locust Street and then west on Locust. While the plan indicates that this line should extend to Lincoln Avenue, it will not be necessary to extend the line for some time beyond the present terminal at Pine Street. As additional development occurs in this northwest section of the city, subsequent extensions of the line can be made. This line is a very important addition to the transit system in that it provides direct east and west service from Harrison Street west, and in addition, by transfer connections with the East Locust line provides a cross-town service that is essential.

7. The proposed Gaines Street line follows the present routing as far as Locust and Gaines. The new route then continues north on Gaines to Lombard and then west to Mercy Hospital. Because the West Locust line will provide ample service along Locust Street the loop at the end of the Gaines Street line will be to the north of Lombard. This line provides direct service between Mercy Hospital and the central business district and the new route will provide a more convenient service in the area north of Lombard and east of Marquette. At the present time the Northwest and Gaines Street lines are connected by a loop in the central business district. Thus, instead of traveling through the business district, and then proceeding on their regular run, these lines must double back through the business district. This is not good routing. Because of the distribution of the lines, however, a practical plan for eliminating this loop can not be devised at present. It is entirely possible that future developments will make a solution possible. Every effort should be made to eliminate this undesirable loop in the central business district.

8. The Harrison Street line will travel over the present route. While the Harrison Street line travels through a densely populated area it should not be necessary to decrease the head-ways in the future. The service on this line can be staggered with the service that will be provided by the West Locust Street line along Harrison, south of Locust. Thus, more service will be provided in this section where it is needed because of the dense population while north of Locust service could be maintained at the near present levels which should be sufficient in this area.

9. The proposed Brady Street route is the same as the one now in use. Here again it will be possible to stagger the service provided by the Brady Street and the Locust Street lines on Brady, south of Locust. In this way more service will be provided south of Locust while north of that street the head-ways could be maintained as at present.

10. There has been considerable change proposed in the Oakdale line. Instead of continuing up Pershing from Sixth, the new line goes on Sixth to LeClaire, north on LeClaire to Thirteenth, east on thirteenth to Grand and then north to Rusholme and along the present route. This line will replace the sections of the Oakdale line and East Locust line that now travel through the same area immediately northeast of the downtown district. With the establishment of the East Locust Street line along Brady and then east along Locust, ample service will be provided for the residents in this general area. The two lines along Brady Street will permit riders to board the bus with the least possible amount of waiting which will be of material benefit to persons residing within three blocks east of Brady. At the same time, the proposed Oakdale line will provide service for those not wishing to walk to Brady Street.

11. The proposed East Locust Street line is a new trunk line. The line travels north on Brady to Locust and then

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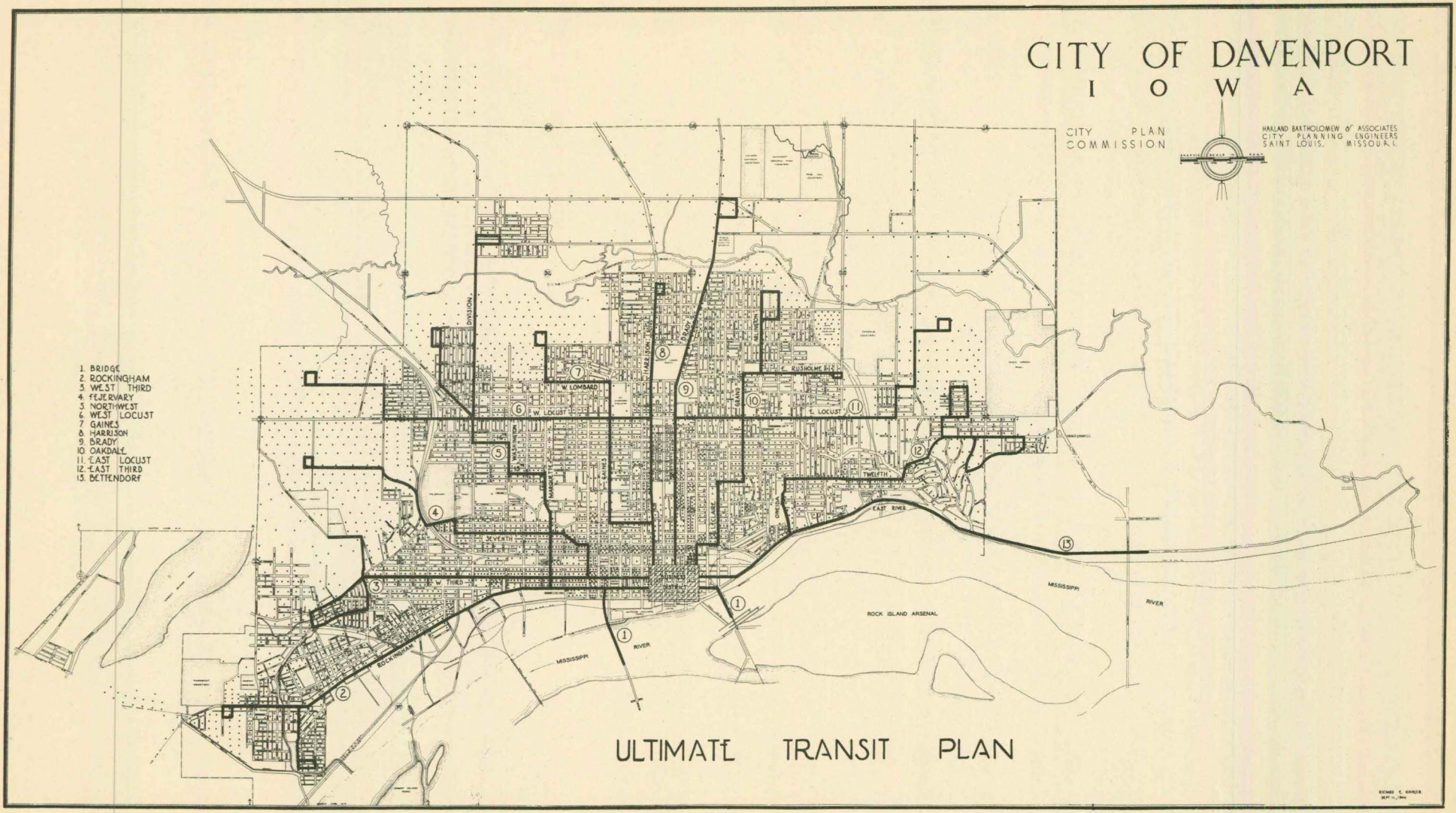

ULTIMATE TRANSIT PLAN

PLATE 7

number of stops prevents the realization of this objective. Many persons prefer to walk slightly longer distances if they can travel quickly upon entering the transit vehicle. Care must therefore, be taken to avoid an excessive number of stops in the residential sections. In short blocks it is quite logical to stop only at alternate intersections.

SUMMARY

This report contains the City Plan Commission's recommendations concerning the future Transit System in Davenport. The preparation of the plans has been preceded by considerable study and discussion. Because transit equipment is not available at present in sufficent quantity, it is not anticipated that immediate reroutings of the buses can be made to bring the proposed plans into effect. Furthermore, it would not be desirable to make large scale route changes until required by additional growth of the city. It is essential, however, that future bus rerouting be in accord with the recommended routes. In that way Davenport will continue to have a transit system that is an integral part of the city's structure and properly related to other municipal facilities such as major streets, schools, parks and the like. Only under these conditions will the future transit system best serve the community.