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**AMERICANS WITH DISABILITIES ACT
PARA TRANSIT PLAN**

City of Cedar Rapids, Iowa

January, 1992

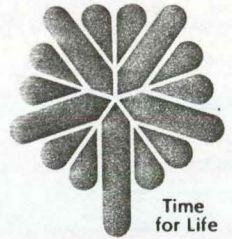
City of Cedar Rapids, Iowa

OFFICE OF THE MAYOR
Third Floor, City Hall
Cedar Rapids, IA 52401

(319) 398-5051
FAX (319) 398-5144

**CEDAR
RAPIDS**

CITY OF FIVE SEASONS



December 3, 1991

Mr. Lee Waddleton
Regional Administrator
Urban Mass Transportation Admin.
Region VII
6301 Rockhill Road
Kansas City, MO 64131

Re: Submittal of Para Transit Plan
required under Americans With
Disabilities Act of 1991

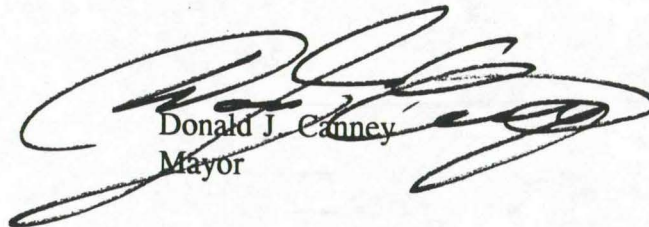
Dear Mr. Waddleton:

Enclosed you will find the City of Cedar Rapids' Para Transit Plan for the Americans With Disabilities Act.

You will note that the City of Cedar Rapids is in full compliance with the exception of its wheel chair lifts. I hope approval by UMTA can be as expeditious as possible.

If you have questions, please contact me.

Sincerely,



Donald J. Canney
Mayor

DJC:pm

Enclosure

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GENERAL INFORMATION

CONTACT PERSON

The person responsible for the plan is William Hoekstra, Transit Director. Mr. Hoekstra may be reached at the following address and telephone number:

Mr. William Hoekstra
Transit Director
Cedar Rapids Bus Department
427 8th Street N.W.
Cedar Rapids, Iowa 52405
Phone number: 319-398-5367

**CITY OF CEDAR RAPIDS, IOWA
STATISTICAL INFORMATION**

Total Population (1990 census)	108,751
Total Population 60 years of age or older (1990 census)	18,967
Percentage of Population 60 years of age or older (1990 census)	17.4%
Households with one or more persons 60 years and over (1990 census):	
One person	5,301
Family households	7,195
Non-family households	248
 *Public Transportation Disability Status: (1980 census) (Population base 110,243)	
Noninstitutional persons 16 to 64 years with public transportation disability	724
Noninstitutional persons 65 years and over with public transportation disability	1,541
Total noninstitutional persons with public transportation disability	2,265
	or 2.05% of population

DESCRIPTION OF FIXED ROUTE SYSTEM

FIXED ROUTE TRANSIT SYSTEM OVERVIEW

Cedar Rapids, Iowa Bus Department

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

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

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

- A public referendum was held in January 1967 to assess public reaction to a proposition that the City of Cedar Rapids establish and acquire a transit system and commit itself to the provision of public bus service designed to meet the transportation needs of the urban area with economy and convenience. This proposition was approved by a 75 percent majority.
- The Regional Transit Authority was established, which contracted with the Regional Transit Company, Inc. (RTC) to provide transit service in the Cedar Rapids urban area.
- A Federal grant was submitted and approved for the purchase of a modern fleet of buses, garage, and other equipment.

Following the expeditious completion of these steps, bus service was resumed under an expanded route and schedule program in April, 1967.

RTC operations during FY 1978 consisted of 12 regular bus routes, four special tripper routes, special service for the Collins Radio Company, limited charter service, and a Senior Citizen Dial-A-Ride service. To provide this service the RTC had a fleet of 20 13-year old 47-passenger Flxible 401 buses, two twin coaches, and two Mercedes buses. The RTC offices and

garage were located at 427 8th Street NW. The size of the existing structure was adequate to meet the City's needs.

The 11 regular RTC bus routes constituted a total of 124 route miles. As evidenced in Figure 1, RTC service focused on downtown Cedar Rapids, where a central stop location was provided with 11 routes branching out from that location to serve most areas in Cedar Rapids. Service was provided from 5:45 a.m. until 5:45 p.m. on Monday through Saturday, with several early morning and late afternoon trips not operated on Saturday. No service was provided on Sunday. Six routes (Routes 1, 2, 4, 9, 10 and 11) operated on a ½ hour frequency throughout the day, with the headway on Route 3 reduced to ½ hour during the a.m. and p.m. peak periods. Routes 5 and 6 both operated with two branches; the frequency of service on each branch was 1 hour 10 minutes for Route 5 and 1 hour for Route 6. Buses on most routes arrived downtown at 15 minute and/or 45 minutes after the hour, creating a "pulsating" form of service that provided convenient transfer opportunities. The fare schedule for RTC service was as follows:

	<u>Fare</u>
Adults	.30
Senior Citizen & Handicapped with card (9:00a.m. to 4:00p.m.)	.15
Children	
Age 12 through college	.25*
Age 5 through 11	.15
Under 5 years	free
Transfers	.05
Marion Zone	.40 (.30 + .10 zone)

* Students may purchase 5 tickets for \$1.00

In 1978 the Municipal Transit Authority was dissolved and replaced by a department of mass transit called the City Bus Department.

The Mayor and City Council established policies for transit operations, including fares, routes, headway, schedules, and wage contracts.

The Mayor and City Council also have a contract with the City of Marion under which that City pays \$15,600.00 per year for transit services.

The Mayor and City Council also have a contract with the Linn County Board of Supervisors through its elderly and handicapped transit services, LIFTS, for the provision of para transit services in the Cedar Rapids, Iowa boundary. The cost is \$132,500.00 per year.

The City Bus Department is responsible for essentially all aspects of operating the transit service within the policies established by the Mayor and City Council, including provision of service, maintenance of fleet and other physical facilities, establishing in cooperation with the Legal Department, contracts with the union, Local 638 of the Amalgamated Transit Union, purchasing necessary insurance, making out payroll, and maintaining appropriate financial and operational records.

In June 1973, the Cedar Rapids City Council tentatively earmarked a portion of federal revenue sharing funds received by the City for establishment of a transportation program to assist elderly and handicapped citizens in meeting their transportation needs. Following this action, a series of workshops and meetings were held to determine the specific transportation needs that should be met and to develop a program that would effectively meet these needs. Through this process it was decided that the service should provide door to door, demand-actuated transportation for trips within Cedar Rapids. Service under this program was initiated on April 15, 1974.

Since April of 1982 the City of Cedar Rapids has purchased its para transit service from Linn County through its LIFTS Department.

Four lift equipped buses are utilized for this service. The vehicles are equipped with two-way radios to provide direct communication with the dispatcher who is housed at 300 I Avenue NW. Four 1983 gasoline powered lift equipped Superior buses are used by LIFTS to perform this service.

Service is from 8:00 a.m. until 5:00 p.m. Monday through Friday. Citizens are requested to reserve rides at least one day in advance to make a reservation for a ride. Ridership demand is very strong with ridership doubling between 1982 and 1988. On most trips there are three to four passengers. This situation, where service capacity is limited by scheduling rather than available bus seats, is quite common among demand-activated transit services.

? Fixed Route Hours 5:30 a.m. - 6:30 p.m.

per p. 16
hours have
changed

There are two other para transit systems operating in the area. One is LIFTS and the other is St. Lukes Hospital.

LIFTS is the designated para transit system in Linn County, Iowa. It has a fleet of 26 vehicles that provide service to elderly and handicapped individuals residing in Linn County. LIFTS also provides service to the City of Cedar Rapids for its para transit service.

St. Lukes Hospital provides transportation for its patients taking treatment and therapy at its facility.

There are two active charter service companies operating in the area. One is Burlington Trailways and the other is Tri-State Tours.

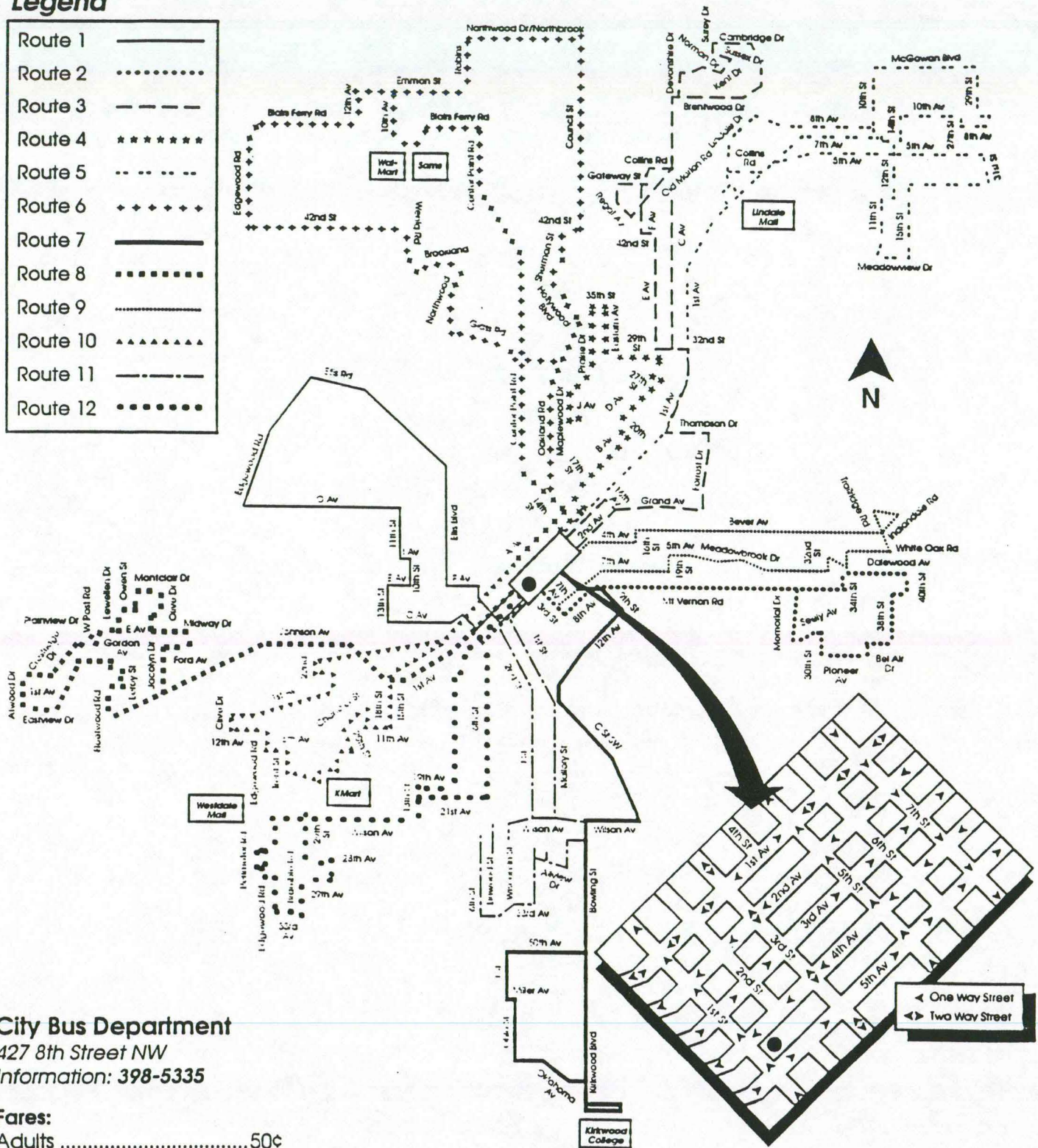
The Cedar Rapids Bus Department operates 12 basic routes with branch routes sprouting off the basic routes Monday through Saturday. Most routes have peak service in the morning and afternoon to increase the frequency of the service. The peak service is carried out Monday through Friday.

Current
Fixed
Route

APPENDIX A

Legend

Route 1	—————
Route 2
Route 3	-----
Route 4	*****
Route 5
Route 6	◆◆◆◆◆
Route 7	—————
Route 8
Route 9
Route 10	▲▲▲▲▲
Route 11	-----
Route 12



City Bus Department
 427 8th Street NW
 Information: 398-5335

Fares:

- Adults50¢
- Age 5-1120¢
- Under 5Free
- Transfers10¢
- Marion Zone Change20¢

Exact Fare: Passengers are required to deposit the exact fare. Operators do not carry change.

Ground Transportation Center

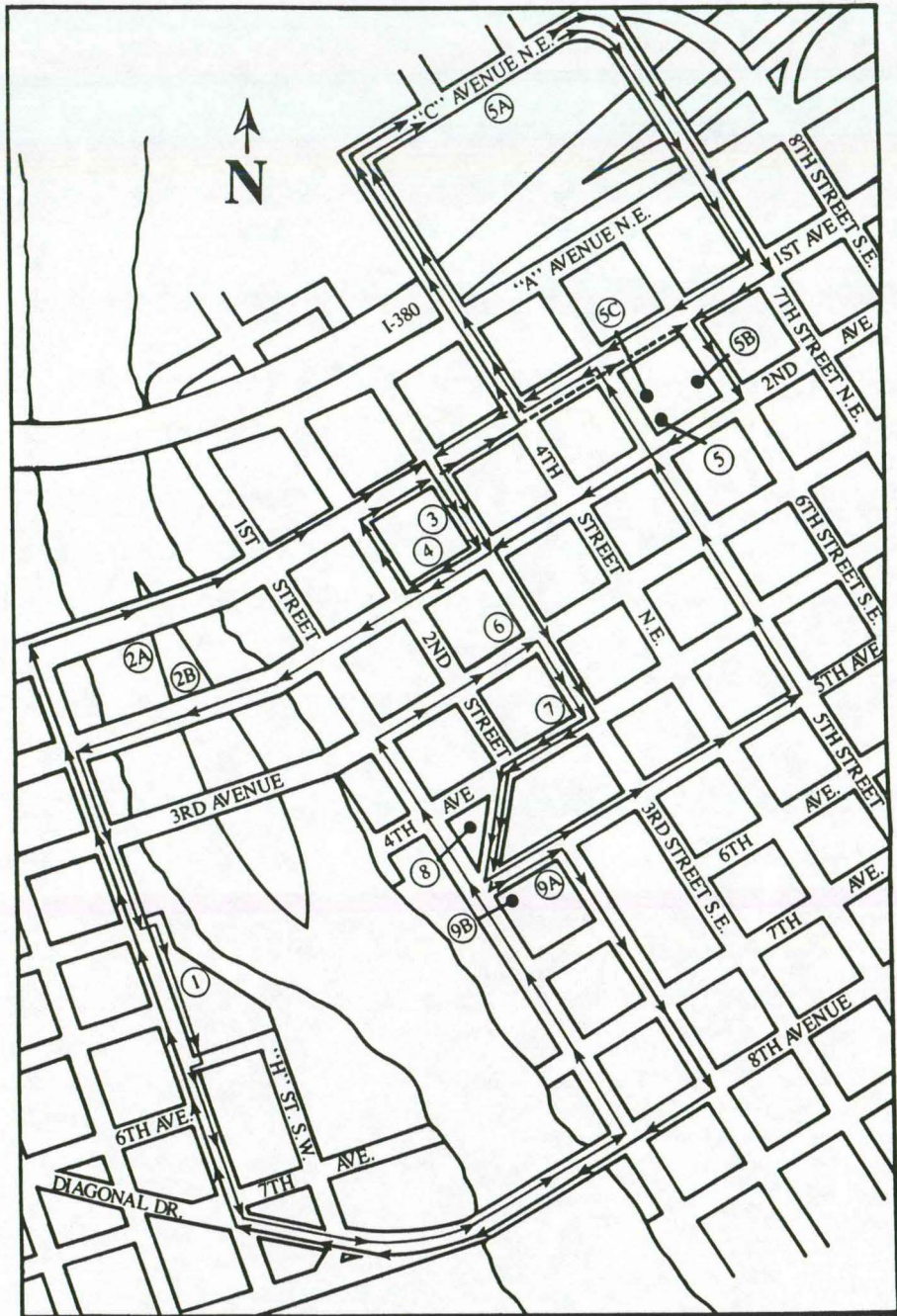
Note: All routes begin & end at the Ground Transportation Center.

DOWNTOWN TROLLEY ROUTE

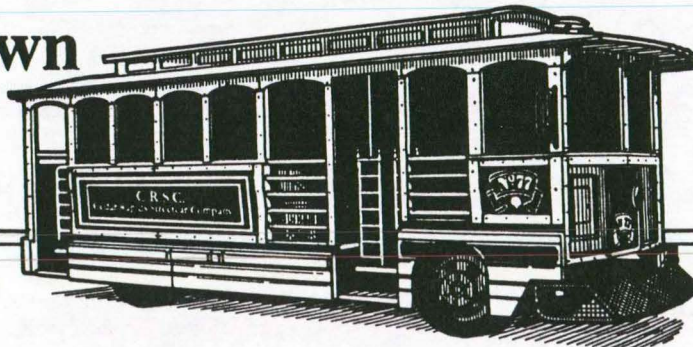
KEY

- ① Trolley Depot (Lot #20)
- ②A City Hall - 1st Avenue
- ②B City Hall - 2nd Avenue
- ③ MNB - Merchants National Bank
- ④ SCI - Security Corporation of Iowa
- ⑤ MCI Corporate
- ⑤A MCI Remote Parking Lot
- ⑤B MCI Corporate AM Employee Stop
- ⑤C MCI Corporate PM Employee Stop
- ⑥ Armstrong's
- ⑦ MCI Direct
- ⑧ GTC - Transit Way
- ⑨A Public Library - 5th Avenue
- ⑨B Public Library - 1st Street
- Saturday Only

The preparation of this document was financed in part through a federal grant by the Federal Highway Administration under the provision of the 1962 Federal-Aid Highway Act, as amended, and/or a federal grant by the Urban Mass Transportation Administration under section 8 of the UMTA Act.



Downtown Trolley Route



EFFECTIVE
DATE 3-2-91

CEDAR RAPIDS STREETCAR COMPANY LEASE PROGRAM

The Cedar Rapids Streetcars are available to be leased for special events by the general public during the times that the streetcars are not being used on the Downtown Trolley Shuttle Route.

The streetcars may be leased through the three (3) private sector operators listed below:

1. Burlington Trailways (319) 365-1609
ask for Edna Hogan
2. C.R. Airport Transportation Inc. (319) 363-8655
ask for Bob Kline
3. Iowa Coaches Tours (800) 397-4652
ask for David Sherman

GUIDELINES:

- 2 Hours minimum charge (includes travel time to and from origination of lease)
- Fifty (50) mile range from Corporate City limits of Cedar Rapids, Iowa
- NO FOOD or ALCOHOL on streetcars

For more information call the City Bus Department - (319) 398-5367

WEEKDAY SCHEDULE

Weekday AM Schedule — Downtown Trolley Route 6:30 AM - 8:18 AM										
TROLLEY DEPOT	CITY HALL 1ST AVE.	MNB	SCI	MCI PARKING LOT	MCI CORP. AM STOP	ARMSTRONGS	MCI DIRECT	GTC TRANSIT WAY	LIBRARY 5TH AVE.	TROLLEY DEPOT
6:30 AM	6:33 AM	6:35 AM	6:36 AM	6:40 AM	6:43 AM	6:46 AM	6:47 AM	6:48 AM	6:49 AM	6:52 AM
6:42 AM	6:45 AM	6:47 AM	6:48 AM	6:52 AM	6:55 AM	6:58 AM	6:59 AM	7:00 AM	7:01 AM	7:04 AM
6:54 AM	6:57 AM	6:59 AM	7:00 AM	7:04 AM	7:07 AM	7:10 AM	7:11 AM	7:12 AM	7:13 AM	7:16 AM
7:06 AM	7:09 AM	7:11 AM	7:12 AM	7:16 AM	7:19 AM	7:22 AM	7:23 AM	7:24 AM	7:25 AM	7:28 AM
7:18 AM*	7:21 AM	7:23 AM	7:24 AM	7:28 AM	7:31 AM	7:34 AM	7:35 AM	7:36 AM	7:37 AM	7:40 AM
7:30 AM*	7:33 AM	7:35 AM	7:36 AM	7:40 AM	7:43 AM	7:46 AM	7:47 AM	7:48 AM	7:49 AM	7:52 AM
7:42 AM*	7:45 AM	7:47 AM	7:48 AM	7:52 AM	7:55 AM	7:58 AM	7:59 AM	8:00 AM	8:01 AM	8:04 AM
7:54 AM*	7:57 AM	7:59 AM	8:00 AM	8:04 AM	8:07 AM	8:10 AM	8:11 AM	8:12 AM	8:13 AM	8:16 AM
8:06 AM*	8:09 AM	8:11 AM	8:12 AM	8:16 AM	8:19 AM	8:22 AM	8:23 AM	8:24 AM	8:25 AM	8:28 AM
8:18 AM	8:21 AM	8:23 AM	8:24 AM	8:28 AM	8:31 AM	8:34 AM	8:35 AM	8:36 AM	8:37 AM	8:40 AM

*Trolley proceeds to city lot #3 on designated trips.

Weekday PM Schedule — Downtown Trolley Route 3:00 PM - 5:24 PM										
TROLLEY DEPOT	LIBRARY 1ST STREET	MCI DIRECT	GTC TRANSIT WAY	MCI CORP. PM STOP	MCI PARKING LOT	MNB	SCI	CITY HALL 2ND AVE.	TROLLEY DEPOT	
3:00 PM	3:03 PM	3:07 PM	3:08 PM	3:10 PM	3:12 PM	3:16 PM	3:17 PM	3:19 PM	3:22 PM	
3:12 PM	3:15 PM	3:19 PM	3:20 PM	3:22 PM	3:24 PM	3:28 PM	3:29 PM	3:31 PM	3:34 PM	
3:24 PM	3:27 PM	3:31 PM	3:32 PM	3:34 PM	3:36 PM	3:40 PM	3:41 PM	3:43 PM	3:46 PM	
3:36 PM	3:39 PM	3:43 PM	3:44 PM	3:46 PM	3:48 PM	3:52 PM	3:53 PM	3:55 PM	3:58 PM	
3:48 PM	3:51 PM	3:55 PM	3:56 PM	3:58 PM	4:00 PM	4:04 PM	4:05 PM	4:07 PM	4:10 PM	
4:00 PM	4:03 PM	4:07 PM	4:08 PM	4:10 PM	4:12 PM	4:16 PM	4:17 PM	4:19 PM	4:22 PM	
4:12 PM	4:15 PM	4:19 PM	4:20 PM	4:22 PM	4:24 PM	4:28 PM	4:29 PM	4:31 PM	4:34 PM	
4:24 PM	4:27 PM	4:31 PM	4:32 PM	4:34 PM	4:36 PM	4:40 PM	4:41 PM	4:43 PM*	4:46 PM	
4:36 PM	4:39 PM	4:43 PM	4:44 PM	4:46 PM	4:48 PM	4:52 PM	4:53 PM	4:55 PM*	4:58 PM	
4:48 PM	4:51 PM	4:55 PM	4:56 PM	4:58 PM	5:00 PM	5:04 PM	5:05 PM	5:07 PM*	5:10 PM	
5:00 PM	5:03 PM	5:07 PM	5:08 PM	5:10 PM	5:12 PM	5:16 PM	5:17 PM	5:19 PM*	5:22 PM	
5:12 PM	5:15 PM	5:19 PM	5:20 PM	5:22 PM	5:24 PM	5:28 PM	5:29 PM	5:31 PM	5:34 PM	
5:24 PM	5:27 PM	5:31 PM	5:32 PM	5:34 PM	5:36 PM	5:40 PM	5:41 PM	5:43 PM	5:46 PM	

*Trolley proceeds to city lot #3 on designated trips.

SATURDAY SCHEDULE

Saturday Schedule — Downtown Trolley Route 12:30 PM - 5:10 PM										
TROLLEY DEPOT	CITY HALL 1ST AVE.	MNB	SCI	MCI CORP.	ARMSTRONGS	MCI DIRECT	GTC TRANSIT WAY	LIBRARY 5TH AVE.	TROLLEY DEPOT	
12:30 PM	12:33 PM	12:35 PM	12:36 PM	12:39 PM	12:41 PM	12:42 PM	12:43 PM	12:44 PM	12:47 PM	
12:50 PM	12:53 PM	12:55 PM	12:56 PM	12:59 PM	1:01 PM	1:02 PM	1:03 PM	1:04 PM	1:07 PM	
1:10 PM	1:13 PM	1:15 PM	1:16 PM	1:19 PM	1:21 PM	1:22 PM	1:23 PM	1:24 PM	1:27 PM	
1:30 PM	1:33 PM	1:35 PM	1:36 PM	1:39 PM	1:41 PM	1:42 PM	1:43 PM	1:44 PM	1:47 PM	
1:50 PM	1:53 PM	1:55 PM	1:56 PM	1:59 PM	2:01 PM	2:02 PM	2:03 PM	2:04 PM	2:07 PM	
2:10 PM	2:13 PM	2:15 PM	2:16 PM	2:19 PM	2:21 PM	2:22 PM	2:23 PM	2:24 PM	2:27 PM	
2:30 PM	2:33 PM	2:35 PM	2:36 PM	2:39 PM	2:41 PM	2:42 PM	2:43 PM	2:44 PM	2:47 PM	
2:50 PM	2:53 PM	2:55 PM	2:56 PM	2:59 PM	3:01 PM	3:02 PM	3:03 PM	3:04 PM	3:07 PM	
3:10 PM	3:13 PM	3:15 PM	3:16 PM	3:19 PM	3:21 PM	3:22 PM	3:23 PM	3:24 PM	3:27 PM	
3:30 PM	3:33 PM	3:35 PM	3:36 PM	3:39 PM	3:41 PM	3:42 PM	3:43 PM	3:44 PM	3:47 PM	
3:50 PM	3:53 PM	3:55 PM	3:56 PM	3:59 PM	4:01 PM	4:02 PM	4:03 PM	4:04 PM	4:07 PM	
4:10 PM	4:13 PM	4:15 PM	4:16 PM	4:19 PM	4:21 PM	4:22 PM	4:23 PM	4:24 PM	4:27 PM	
4:30 PM	4:33 PM	4:35 PM	4:36 PM	4:39 PM	4:41 PM	4:42 PM	4:43 PM	4:44 PM	4:47 PM	
4:50 PM	4:53 PM	4:55 PM	4:56 PM	4:59 PM	5:01 PM	5:02 PM	5:03 PM	5:04 PM	5:07 PM	
5:10 PM	5:13 PM	5:15 PM	5:16 PM	5:19 PM	5:21 PM	5:22 PM	5:23 PM	5:24 PM	5:27 PM	

ROUTE 1 ELLIS PARK WEEKDAY SCHEDULE

Depart	F Ave.	Ellis Blvd.	Ellis Rd.	Edgewood	Q Ave.	North-Wich	Recesser	M.H.B.	Arrive
G.L.C.	Zone	19 St.	Ellis Lane	Edgewood	Q Ave.	11 St.	Monter	School	Zone
5:35	5:39	5:42	5:48	5:48	5:52		5:56	6:03	6:05
6:10	6:14	6:18	6:22	6:28	6:30		6:36	6:43	6:45
6:50	6:54	6:58	7:02	7:08	7:10		7:16	7:23	7:25
7:10	7:14	7:18	7:22	7:28	7:30		7:36	7:43	7:45
7:30	7:34	7:38	7:42	7:48	7:50		7:56	8:03	8:05
7:50	7:54	7:58	8:02	8:08	8:10		8:16	8:23	8:25
8:10	8:14	8:18	8:22	8:28	8:30	8:32	8:36	8:43	8:45
8:30	8:34	8:38	8:42	8:48	8:50		8:56	9:03	9:05
8:50	8:54	8:58	9:02	9:08	9:10		9:16	9:23	9:25
9:30	9:34	9:38	9:42	9:48	9:50	9:52	9:56	10:03	10:05
9:15	9:19	9:23	9:27	9:33	9:35		9:41	9:48	9:50
10:10	10:14	10:18	10:22	10:28	10:30		10:36	10:43	10:45
10:50	10:54	10:58	11:02	11:08	11:10		11:16	11:23	11:25
11:30	11:34	11:38	11:42	11:48	11:50	11:52	11:56	12:03	12:05
12:10	12:14	12:18	12:22	12:28	12:30		12:36	12:43	12:45
12:50	12:54	12:58	1:02	1:08	1:10		1:16	1:23	1:25
1:30	1:34	1:38	1:42	1:48	1:50	1:52	1:56	2:03	2:05
2:10	2:14	2:18	2:22	2:28	2:30		2:36	2:43	2:45
2:50	2:54	2:58	3:02	3:08	3:10		3:16	3:23	3:25
3:30	3:34	3:38	3:42	3:48	3:50		3:56	4:03	4:05
4:10	4:14	4:18	4:22	4:28	4:30	4:32	4:36	4:43	4:45
4:35	4:39	4:43	4:47	4:53	4:55		5:01	5:08	5:10
4:50	4:54	4:58	5:02	5:08	5:10		5:16	5:23	5:25
5:15	5:19	5:23	5:27	5:33	5:35		5:41	5:48	5:50
5:30	5:34	5:38	5:42	5:48	5:50		5:56	6:03	6:05
5:55	5:59	6:03	6:07	6:11	6:15		6:21	6:28	6:30

* By Request Only

ROUTE 1 ELLIS PARK SATURDAY SCHEDULE

Depart	F Ave.	Ellis Blvd.	Ellis Rd.	Edgewood	Q Ave.	North-Wich	Recesser	M.H.B.	Arrive
G.L.C.	Zone	19 St.	Ellis Lane	Edgewood	Q Ave.	11 St.	Monter	School	Zone
7:30	7:34	7:38	7:42	7:48	7:50		7:56	8:03	8:05
8:10	8:14	8:18	8:22	8:28	8:30	8:32	8:36	8:43	8:45
8:50	8:54	8:58	9:02	9:08	9:10		9:16	9:23	9:25
9:30	9:34	9:38	9:42	9:48	9:50	9:52	9:56	10:03	10:05
10:10	10:14	10:18	10:22	10:28	10:30		10:36	10:43	10:45
10:50	10:54	10:58	11:02	11:08	11:10		11:16	11:23	11:25
11:30	11:34	11:38	11:42	11:48	11:50	11:52	11:56	12:03	12:05
12:10	12:14	12:18	12:22	12:28	12:30		12:36	12:43	12:45
12:50	12:54	12:58	1:02	1:08	1:10		1:16	1:23	1:25
1:30	1:34	1:38	1:42	1:48	1:50	1:52	1:56	2:03	2:05
2:10	2:14	2:18	2:22	2:28	2:30		2:36	2:43	2:45
2:50	2:54	2:58	3:02	3:08	3:10		3:16	3:23	3:25
3:30	3:34	3:38	3:42	3:48	3:50		3:56	4:03	4:05
4:10	4:14	4:18	4:22	4:28	4:30	4:32	4:36	4:43	4:45
4:35	4:39	4:43	4:47	4:53	4:55		5:01	5:08	5:10
4:50	4:54	4:58	5:02	5:08	5:10		5:16	5:23	5:25
5:15	5:19	5:23	5:27	5:33	5:35		5:41	5:48	5:50
5:30	5:34	5:38	5:42	5:48	5:50		5:56	6:03	6:05
5:55	5:59	6:03	6:07	6:11	6:15		6:21	6:28	6:30

* By Request Only

ROUTE 2 VERNON HEIGHTS WEEKDAY SCHEDULE

Depart	3 St.	Oak Hill	8 Ave.	10 St.	40 St.	34 St.	11 St.	Monter	Oak Hill	12 Ave.	Arrive
G.L.C.	12 Ave.	Options	Monter	10 St.	Memorial	Dutrow	11 St.	Monter	Oak Hill	12 Ave.	G.L.C.
5:35	5:37		5:40	5:45	5:52	5:54	5:57		6:00	6:05	
6:10	6:12		6:15	6:20	6:30	6:32	6:37		6:40	6:45	
6:50	6:52		6:55	7:00	7:10	7:12	7:17		7:20	7:25	
7:10	7:12		7:15	7:20	7:30	7:32	7:37		7:40	7:45	
7:30	7:32		7:35	7:40	7:50	7:52	7:57		8:00	8:05	
7:50	7:52	7:53	7:55	8:00	8:10	8:12	8:17		8:20	8:25	
8:10	8:12	8:13	8:15	8:20	8:30	8:32	8:37	8:39	8:40	8:45	
8:30	8:32	8:33	8:35	8:40	8:50	8:52	8:57		9:00	9:05	
8:50	8:52	8:53	8:55	9:00	9:10	9:12	9:17		9:20	9:25	
9:30	9:32		9:35	9:40	9:50	9:52	9:57		10:00	10:05	
10:10	10:12		10:15	10:20	10:30	10:32	10:37		10:40	10:45	
10:50	10:52		10:55	11:00	11:10	11:12	11:17		11:20	11:25	
11:30	11:32		11:35	11:40	11:50	11:52	11:57		12:00	12:05	
12:10	12:12		12:15	12:20	12:30	12:32	12:37		12:40	12:45	
12:50	12:52		12:55	1:00	1:10	1:12	1:17		1:20	1:25	
1:30	1:32		1:35	1:40	1:50	1:52	1:57		2:00	2:05	
2:10	2:12		2:15	2:20	2:30	2:32	2:37		2:40	2:45	
2:50	2:52		2:55	3:00	3:10	3:12	3:17		3:20	3:25	
3:30	3:32		3:35	3:40	3:50	3:52	3:57		4:00	4:05	
4:10	4:12		4:14	4:15	4:20	4:22	4:27	4:29	4:30	4:35	
4:45	4:47		4:50	4:55	5:02	5:04	5:07		5:10	5:15	
5:20	5:22		5:25	5:30	5:40	5:42	5:47		5:50	5:55	

* By Request Only

ROUTE 2 VERNON HEIGHTS SATURDAY SCHEDULE

Depart	3 St.	Oak Hill	8 Ave.	10 St.	40 St.	34 St.	11 St.	Monter	Oak Hill	12 Ave.	Arrive
G.L.C.	12 Ave.	Options	Monter	10 St.	Memorial	Dutrow	11 St.	Monter	Oak Hill	12 Ave.	G.L.C.
7:30	7:32		7:35	7:40	7:50	7:52	7:57		8:00	8:05	
8:10	8:12		8:15	8:20	8:30	8:32	8:37	8:39	8:40	8:45	
8:50	8:52		8:55	9:00	9:10	9:12	9:17		9:20	9:25	
9:30	9:32		9:35	9:40	9:50	9:52	9:57		10:00	10:05	
10:10	10:12		10:15	10:20	10:30	10:32	10:37	10:39	10:40	10:45	
10:50	10:52		10:55	11:00	11:10	11:12	11:17		11:20	11:25	
11:30	11:32		11:35	11:40	11:50	11:52	11:57		12:00	12:05	
12:10	12:12		12:15	12:20	12:30	12:32	12:37		12:40	12:45	
12:50	12:52		12:55	1:00	1:10	1:12	1:17		1:20	1:25	
1:30	1:32		1:35	1:40	1:50	1:52	1:57		2:00	2:05	
2:10	2:12		2:15	2:20	2:30	2:32	2:37		2:40	2:45	
2:50	2:52		2:55	3:00	3:10	3:12	3:17		3:20	3:25	
3:30	3:32		3:35	3:40	3:50	3:52	3:57		4:00	4:05	
4:10	4:12		4:14	4:15	4:20	4:22	4:27	4:29	4:30	4:35	
4:45	4:47		4:50	4:55	5:02	5:04	5:07		5:10	5:15	
5:20	5:22		5:25	5:30	5:40	5:42	5:47		5:50	5:55	

* By Request Only

ROUTE 3 KENWOOD - GRANDE AVE. WEEKDAY SCHEDULE

Depart	Washington	Recesser	Regal	Recesser	C. Ave.	Surrey	Regal	32 St.	Washington	M.H.B.	Arrive
G.L.C.	School	Monter	Gateway	FAB	Brownwood	Recesser	Gateway	1 Ave.	School	Zone	G.L.C.
5:30	5:40	5:45	5:55	5:58	6:05	6:15	6:25	6:30	6:43	6:45	
6:10	6:20	6:25	6:32	6:37	6:45	6:55	7:05	7:10	7:23	7:25	
6:30	6:40	6:45	6:55	6:58	7:05	7:15	7:25	7:30	7:43	7:45	
6:50	7:00	7:05	7:15	7:18	7:25	7:35	7:45	7:50	8:03	8:05	
7:10	7:20	7:25	7:35	7:38	7:45	7:55	8:05	8:10	8:23	8:25	
7:50	8:00	8:05	8:12	8:17	8:25	8:35	8:45	8:50	9:03	9:05	
8:10	8:20	8:25	8:35	8:38	8:45	8:55	9:05	9:10	9:23	9:25	
9:30	9:40	9:45	9:55	9:58	10:05	10:15	10:25	10:30	10:43	10:45	

NO MIDDAY SERVICE

2:50 - 3:00 - 3:12 - 3:20 - 3:27 - 3:45 - 3:50 - 4:03 - 4:05
 3:30 - 3:40 - 3:48 - 3:55 - 4:05 - 4:10 - 4:10 - 4:30
 4:10 - 4:20 - 4:28 - 4:35 - 4:40 - 4:50 - 4:55 - 5:08 - 5:10
 4:25 - 4:45 - 4:53 - 5:00 - 5:05 - 5:08 - 5:15 - 5:30 - 5:35 - 5:48 - 5:50
 5:15 - 5:25 - 5:40 - 5:48 - 5:55 - 6:10 - 6:15 - 6:28 - 6:30

* Bus Stops at M.H.B. Zone # 4 37 PM * Bus Stops at Recesser FAB # 3 35 PM

SATURDAY SCHEDULE

Depart	Washington	Recesser	Regal	Recesser	C. Ave.	Surrey	Regal	32 St.	Washington	M.H.B.	Arrive
G.L.C.	School	Monter	Gateway	FAB	Brownwood	Recesser	Gateway	1 Ave.	School	Zone	G.L.C.
9:30	9:40	9:45	9:55	9:58	10:05	10:15	10:25	10:30	10:43	10:45	

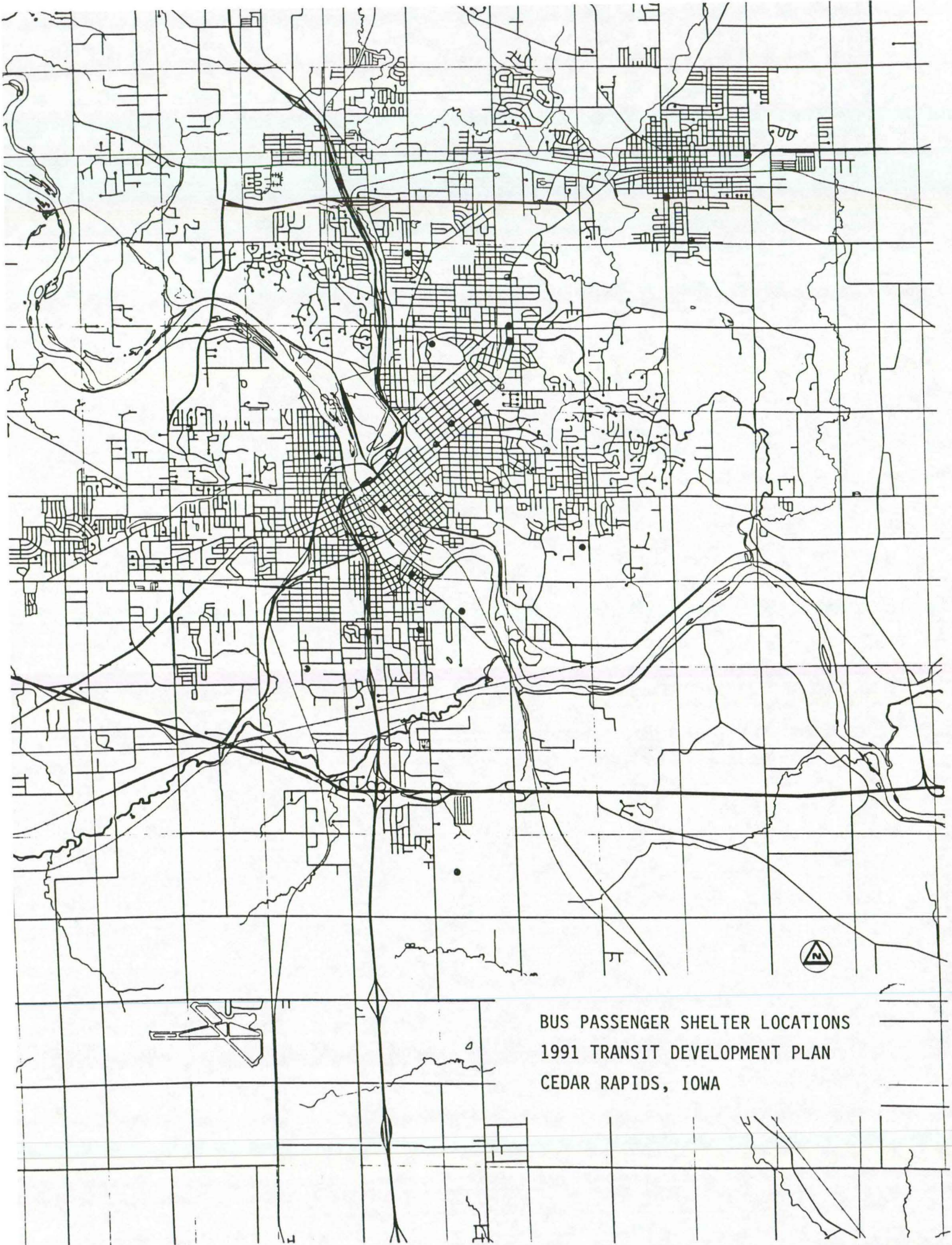
NO MIDDAY SERVICE

5:20 - 5:30 - 5:42 - 5:50 - 5:57 - 6:10 - 6:15 - 6:28 - 6:30



ROUTE 5 MARION SOUTH - LINDALE MALL WEEKDAY SCHEDULE

Depart	Waver	1 Ave.	Lindale	5 Ave.	Shelby	18 St.	Marion	Lindale	1 Ave.	M.H.B.	Arrive
G.L.C.	Zone	18 St.	Shelby	31 St.	Home Court	Broad	Squares	Mall	18 St.	Zone	G.L.C.
6:10	6:12	6:20	6:30	6:40		6:44	6:55	7:05	7:13	7:23	7:25
6:30	6:32	6:40	6:50	7:00		6:54	7:05	7:15	7:23	7:33	7:35
6:50	6:52	7:00	7:10	7:20		7:04	7:15	7:25	7:33	7:43	7:45
7:10	7:12	7:20	7:30	7:40		7:14	7:25	7:35	7:43	7:53	7:55
7:30	7:32	7:40	7:50	8:00		7:24	7:35	7:45	7:53	8:03	8:05
7:50	7:52	8:00	8:10	8:20		7:34	7:45	7:55	8:03	8:13	8:15
8:10	8:12	8:20	8:30	8:40		7:44	7:55	8:05	8:13	8:23	8:25
8:30	8:32	8:40	8:50	9:00		7:54	8:05	8:15	8:23	8:33	8:35
8:50	8:52	9:00	9:10	9:20		8:04	8:15	8:			



BUS PASSENGER SHELTER LOCATIONS
1991 TRANSIT DEVELOPMENT PLAN
CEDAR RAPIDS, IOWA

The Cedar Rapids, Iowa Bus Department has upgraded its original fleet used in 1978 by replacing its entire fleet of ten 1965 401-1 Flxible buses with five 1984 Neoplan buses, three 1985 Gillig buses, and two Chance Alamo City trackless replica street cars.

The Cedar Rapids, Iowa Bus Department has remodeled its 1949 maintenance facility to make it more energy efficient and more functional for a 1990s mass transit system. Recently a computerized energy manager system was installed to control the heating, cooling, and lighting of the building to reduce energy costs.

Finally, in 1983 the City of Cedar Rapids, Iowa built a multi-modal Ground Transportation Center to be used as a depository and transfer point of all ground mass transportation vehicles. In one building, the City Bus Department's information center and transfer point is housed. In the other building, Greyhound and Trailways, two intercity bus carriers are housed. Between the two buildings is a depository for limousine service vehicles and taxis. An energy manager system was installed to control the heating, cooling, and lighting in 1988.

Ridership on Cedar Rapids mass transit vehicles has had peaks and valleys over the years. Ridership has stabilized at 1.7 million a year for the last three years. Expenditures for the Cedar Rapids Bus Department comes from a variety of funding sources. Municipal funding comes from a municipal tax levy. The state of Iowa, the federal government, the city of Marion, and passenger fares make up the rest of the revenues for its operating budget.

In June of 1989 the City Bus Department started a downtown circulator service from a remote parking lot in cooperation with the Traffic Engineering Department. The two trolley replica coaches were put into duty a total of twelve vehicle hours per day Monday through Saturday. Trolley stop signs dot the chosen route and a vintage caboos has been put into service as a bus shelter in the remote parking lot.

In October 1991, para transit service was begun on Saturdays ^{Hours} in response to the needs of the disabled. This brings the department into compliance with the Americans for Disabilities Act with the exception of the wheel chair lift equipped vehicles. These vehicles will be replaced by January 26, 1994, and will have ADA specified wheel chair lifts.

INVENTORY OF FIXED ROUTE VEHICLES

1989	Chance Alamo City Streetcar	1C9CS2DW4KW077465
1989	Chance Alamo City Streetcar	1C9CS2DW6KW077466
1987	Ford Aerostar Van	1FMCA11UXHZAS3342
1977	Flxible Bus	62634
1977	Flxible Bus	62631
1985	Gillig Phantom Bus	15GCB0917F1081268
1985	Gillig Phantom Bus	15GCB0915F1081267
1985	Gillig Phantom Bus	15GCB0913F1081266
1978	GMC RTS II Bus	TW-7603-209
1978	GMC RTS II Bus	TW-7603-225
1978	GMC RTS II Bus	TW-7603-210
1978	GMC RTS II Bus	TW-7603-211
1978	GMC RTS II Bus	TW-7603-212
1978	GMC RTS II Bus	TW-7603-217
1978	GMC RTS II Bus	TW-7603-218
1978	GMC RTS II Bus	TW-7603-208
1978	GMC RTS II Bus	TW-7603-213
1978	GMC RTS II Bus	TW-7603-214
1978	GMC RTS II Bus	TW-7603-215
1978	GMC RTS II Bus	TW-7603-216
1978	GMC RTS II Bus	TW-7603-219
1978	GMC RTS II Bus	TW-7603-220
1978	GMC RTS II Bus	TW-7603-224
1978	GMC RTS II Bus	TW-7603-221
1978	GMC RTS II Bus	TW-7603-223
1978	GMC RTS II Bus	TW-7603-222
1978	GMC RTS II Bus	TW-7603-226
1978	GMC RTS II Bus	TW-7603-227
1980	GMC RTS II Bus	T8H-603-A511
1980	GMC RTS II Bus	T8H-603-A512
1980	GMC RTS II Bus	T8H-603-A513
1980	GMC RTS II Bus	T8H-603-A514
1980	GMC RTS II Bus	T8H-603-A515
1984	Neoplan Bus	1N9TAS2A2EL013561
1984	Neoplan Bus	1N9TAS2A0EL013560
1984	Neoplan Bus	1N9TAS2A4EL013562
1984	Neoplan Bus	1N9TAS2A6EL013563
1984	Neoplan Bus	1N9TAS2A8EL013564

Six of the 1978 RTS II buses are scheduled for remanufacture. While being remanufactured, a rear door wheel chair lift will be installed making six of the thirty seven vehicles in fixed route service accessible. Presently, no fixed route vehicles are accessible to wheel chair bound individuals.

**DESCRIPTION OF
EXISTING PARATRANSIT SERVICES**

CEDAR RAPIDS PARA TRANSIT OVERVIEW

Para transit in Cedar Rapids, Iowa dates back to June of 1973 when the Cedar Rapids City Council earmarked a portion of federal revenue sharing funds received by the City for the establishment of a para transit system to assist disabled and elderly citizens in meeting their transportation needs. Following this action, a series of workshops and meetings were held to determine the specific transportation needs that should be met and to develop a program that would effectively meet these needs. Through this process it was decided that the service should provide door to door, demand activated transportation for trips within Cedar Rapids, Iowa. Service under this program began on April 15, 1974.

Under this program two 1949 3612 GMC buses were pressed into service. The vehicles did not have wheel chair lifts . Service for the first six months was run from Monday through Saturday. After the first six months Saturday service was discontinued.

In 1975 two 30 passenger twin coaches were purchased to run the service. ^{These} Then two vehicles did not have wheel chair lifts either. Two vehicles continued to serve the elderly and disabled with the two 1949 GMC buses as backups.

In 1977 two Mercedes buses with wheel chair lift were purchased. By that time three vehicles were running on the street. The 1949 GMC buses were phased out.

In 1982, in an effort to reduce costs of the entire system, the city bid out this service and L.I.F.T.S. of Linn County, a county department of public transportation, was the successful bidder. Every year since 1982 L.I.F.T.S. has been the successful bidder to run the service.

In 1982 four Superior wheel chair lift equipped vehicles were purchased to replace the Mercedes and Twin Coaches. The Superiors are still in service. Grants to replace two ~~of~~ the Superior vehicles are pending before the Urban Mass Transportation Administration.

In the beginning service ran from 8:00 a.m. until 5:00 p.m. Monday through Friday. In July of 1991 the buses began running the same hours as the fixed route service Monday through Friday. On October 6, 1991, Saturday service was reinstated thanks to a seed grant from the Iowa Department of Transportation and funds from the City. The service operates the same time as does Saturday fixed route service. *What are the hours?*

Fares started at 20 cents per one way trip in 1974. The fare was raised to 30 cents per one way trip in 1980. In 1990 the fare was raised to 50 cents per one way trip. The 50 cent fare remains in effect today.

The service area remains to be the corporate limits of the City of Cedar Rapids, Iowa.

next day service not 24hr

To reserve a ride on the para transit system, a person must telephone 24 hours in advance. Same day service is provided if the time and the area of the trip can be worked into the schedule. There are no trip restrictions on this service. Priority is given to employment trips, medical trips and meal trips.

Each vehicle seats fourteen ambulatory passengers and two passengers in wheel chairs. There is room for five standees. The hours and days of service are the same as the fixed route service.

The City of Cedar Rapids estimates that approximately 30,000 one way trips will be given to ADA eligible individuals. This estimate was derived from information on the para transit service already in place.

Because of the commitment made by the City of Cedar Rapids to para transit, the City believes that it is already in compliance with the ADA para transit service criteria with the exception of the wheel chair lifts. We anticipate being in full compliance by January 26, 1994 when all wheel chair lift equipped vehicles will be replaced and will have ADA specified wheel chair lifts.

Lastly, because there is no fixed route service or para transit service on Sunday in Cedar Rapids, Iowa, and because the ADA regulations state 24 hour advance registration, Sunday will have to be addressed. The City of Cedar Rapids will purchase a telephone answering machine to take reservations on Sunday and then have someone come in on Sunday for one hour to schedule the rides. The Grantwood Chapter of the Red Cross has a TTY machine and they take calls for hearing impaired individuals in Cedar Rapids. They then refer these calls to the appropriate agency.

next day

when?

INVENTORY OF PARA TRANSIT VEHICLES AND SUPPORT EQUIPMENT

I City of Cedar Rapids Vehicles

	Make	Vin	Miles (Date of Agreement)
A.	Superior Coach Model C P31042, 1983 w Collins Lift	1GBJP32JAD3313928	101,339
B.	Superior Coach Model CP31042, 1983 w/Collins Lift	1GB5P32J2D3313888	122,779
C.	Superior Coach Model CP31042, 1983 w/Collins Lift	1GBJP32J5D3313920	112,855
D.	Superior Coach Model CP31042, 1983 w/Collins Lift	1GBJP32J403313892	116,296

II City of Cedar Rapids Equipment and Facilities

A Base Station - Located Ellis Park
Model # L 44B C B 3000
Serial # P A 237L

B Mobil Units
Model # D 24 CC A 3000 (all 4)
Serial Nos. Q 1B 52R
P O B 5 0 1
N B O 61 E
P O B 5 1 L

C Senior Citizen Room - Base Unit
Model # T 1608 A M
Serial # P VO 98 L

F C C Type N O

Motorola, Inc.

PRIPWR 117 V A C
120 V A C/120 D C

D Call Sequencer 6 Line (D A C O N)
Model # ACS46
Serial # None

E Printer (Okidata)
Model # Micro Line 182
Serial # None

**DESCRIPTION OF
PROPOSED COMPLEMENTARY
PARATRANSIT SERVICE**

**FINAL REMARKS ON THE DEVELOPMENT OF
THE CITY OF CEDAR RAPIDS, IOWA
PARA TRANSIT PLAN**

The City of Cedar Rapids, Iowa has been a leader in the area of para transit service for the elderly and disabled. Since June 15, 1974 the City has had a para transit program for its elderly and disabled citizens. In that time the City has replaced its original fleet of vehicles three times and has in place a plan to replace the present fleet in the next two years.

All of the vehicles in the para transit fleet are radio dispatched, have working wheel chair lifts, and fire extinguishers in case of a fire. All the drivers are certified in CPR, first aid training, and have received extensive training in passenger relations and sensitivity training so as to deal with the elderly and disabled. The drivers are to help people to and from their homes, are required to carry all packages into the client's homes, and are responsible for helping people in wheel chairs get on the lift, secure them on the lift, and finally securing the passengers in the bus with wheel chair tie downs. Finally, all vehicles have air conditioning. ?

The City of Cedar Rapids has a liberal eligibility policy to ride para transit. A person may ride who is 62 years of age or a person with a disability only need a letter from his or her physician stating the disability and then a card is given to the person so that they may ride para transit. A referring agency may also make the request. The City of Cedar Rapids, through its Bus Department and L.I.F.T.S. of Linn County, decide if the person is eligible. If the person is found to be ineligible he or she may appeal to the L.I.F.T.S. Advisory Committee. If the committee finds the person ineligible he or she may appeal to the Cedar Rapids City Council.

The City of Cedar Rapids has a liberal geographic area criteria in which a person may ride. The City has an area of approximately 54 square miles. Anyone within this geographic boundary may ride as long as he or she is eligible. There are no corridor requirements.

As far as response time is concerned, the City follows the next day scheduling provisions and always has. Because the para transit system doesn't run on Sunday, a telephone answering system has been installed so that persons can get a ride the next day. A TTY machine has been installed for the hearing impaired.

As far as fares are concerned, the fare on a para transit vehicle is the same as the fixed route base fare which is 50 cents per one way trip. An attendant of a person riding para transit rides for free and always has. Visitors from other communities with an ID card from another system may ride on para transit for as long as she or he is in the area. It has always been the policy of the City of Cedar Rapids to keep the fares moderately priced so that its citizens can afford to take para transit to their respective destinations.

The City of Cedar Rapids, since July 1, 1991, has had its para transit service operate the same hours as the fixed route service Monday through Friday. Since October 5, 1991, para transit has run on Saturday the same hours as the fixed route system has.

The City of Cedar Rapids hasn't experienced capacity restraints since the early 1980s. In 1982 the City signed a contract with Linn County, Iowa to have the County's L.I.F.T.S. service operate the City's para transit service. It was envisioned that by coordinating with L.I.F.T.S. batching of rides could be obtained and, therefore, capacity restraints would diminish. That has been the case. UMTA has been impressed with the level of coordination and cooperation between the City and the County concerning para transit service. More people have been served and the costs to provide the service have been very cost effective.

Because employment trips for the disabled groups has always been a concern, and because medical trips have been a must to the elderly, these subscription trips -- medical trips and employment trips -- are the only subscription service of the para transit system. Because employment is early in the morning and late in the afternoon, and medical trips are very flexible in the community, there have been no problems with scheduling around these subscription trips. These trips are less than ten percent of the system capacity. There are no restrictions because the time involved is less than the time allowed in ADA final regulations concerning para transit service.

In summary, the City of Cedar Rapids believes that it is in full compliance with the ADA in regards to its para transit plan for the following reasons:

1. Para transit runs the same hours as the fixed route service.
2. Next day scheduling is in place. A telephone answering machine is used for people calling on Sunday when the system isn't in operation. The Grantwood Chapter of the Red Cross has a TTY machine and takes calls for hearing impaired individuals in Cedar Rapids and then refers these calls to the appropriate agency.
3. The fares aren't more than twice the fare of the fixed route system. The fares are currently the same.
4. Anyone eligible to ride para transit that lives anywhere in the corporate limits of the City of Cedar Rapids may ride.
5. Only two trip priorities exist in the system. These priorities take up less than ten percent of the capacity.
6. The City has completed a survey.
7. The City has done outreach work.
8. All para transit vehicles are lift equipped.

Because of these reasons, the City believes that its para transit system is fully in compliance with the exception of the wheel chair lift equipped vehicles. These vehicles will be replaced by January 26, 1994 and will have ADA specified wheel chair lifts. Its plan should be approved by Region VII of the Urban Mass Transportation Administration.

SETTING SERVICE PARAMETERS FOR PARA TRANSIT IN CEDAR RAPIDS

Service Information

Existing Para Transit Service:

- Contracted to L.I.F.T.S. of Linn County
- Service provided in entire corporate limits
- Hours of operation same as fixed route service
- Days of operation same as fixed route service
- Priorities are medical and employment trips
- Twenty-four hour registration requested; same day service when available
- Fare, the same as full fare of fixed route service
- Coordination existing with L.I.F.T.S. service

Existing Fixed Route Service:

- Days of operation are Monday through Saturday *Hours*
- Existing fleet has no accessible vehicles
- Programmed to have six (6) vehicles accessible by December, 1992

Future Service Parameters for Transit in Cedar Rapids:

- Maintain service to elderly but give priority to scheduling of ADA para transit eligible rides
- Keep para transit fare low
- Continue to service the entire area of Cedar Rapids
- Replace all para transit lift equipped vehicles with ADA certified vehicles by 1994
- Continue to work with human service agencies
- Institute a Call-a-Lift Bus program when lifts are installed on six fixed route buses

When is eligibility process implemented

MILESTONES

*Accessible
Format for
route info*

December, 1991	Develop FY 1993 Budget
January 15, 1992	Printing of Plan in enlarged print and braille
January 26, 1992	Implement ADA plan with Milestones
April, 1992	Take bids for two (2) new wheel chair lift equipped vehicles that are ADA approved for para transit usage, take bids for para transit contract and award contract
May, 1992	Take bids for remanufacture of six (6) vehicles (fixed route) and have lifts installed also.
September, 1992	File grant application for one (1) additional lift equipped vehicle for para transit usage (replacement)
September, 1992	File grant application for five (5) vehicles (fixed route) to be remanufactured with lifts
October, 1992	Call-a-Lift Bus program <i>How many accessible buses?</i>
December, 1992	Develop FY 1994 Budget
January 26, 1993	Implement ADA plan update
April, 1993	Take bids for one (1) new wheel chair lift equipped vehicle for para transit usage. Take bids for para transit contract and award contract
May, 1993	Take bids for remanufacture of five (5) vehicles (fixed route) to be remanufactured with lifts
September, 1993	File grant application for one (1) additional vehicle for para transit usage (replacement) and remanufacture five (5) fixed route vehicles with lifts to be installed
December, 1993	Develop FY 1995 Budget
January, 1994	Implement ADA plan update
April, 1994	Take bids for para transit contract Take bids for one (1) wheel chair lift equipped vehicle for para transit usage

September, 1994	File grant application for five (5) remanufactured vehicles with lifts installed on them
December, 1994	Develop FY 1996 Budget
January, 1995	Full compliance with ADA in area of para transit; submit plan update
April, 1995	Take bids on para transit contract and award contract
May, 1995	Take bids on five (5) remanufactured buses and install lifts on them
September, 1995	File grant application for five (5) remanufactured buses that have wheel chair lifts installed on them
December, 1995	Prepare FY 1997 Budget
January 26, 1996	File update on ADA plan

**CITY OF CEDAR RAPIDS PARA TRANSIT BUDGET
FY 1992**

*Expense Budget

Salaries and Benefits	\$121,726.49
Supplies, Maintenance, Fuel	<u>44,167.26</u>
Total Expenses	\$165,893.75

Revenue Budget

Iowa Department of Transportation	\$ 5,835.38
Passenger Fares	\$ 25,000.00
City of Cedar Rapids, Iowa	\$135,058.37

- * Allowable growth for para transit operations each year has been 4%.
A 4% growth per year will continue to be the norm for the City of Cedar Rapids, Iowa.

**Capital Budget (Vehicle Only)

1992	(1) Lift Equipped Vehicle	
	Total Cost	\$65,000.00
	75% UMTA Share	\$48,750.00
	25% Local Share	\$16,250.00
1993	(1) Lift Equipped Vehicle	
	Total Cost	\$65,000.00
	75% UMTA Share	\$48,750.00
	25% Local Share	\$16,250.00
1994	(1) Lift Equipped Vehicle	
	Total cost	\$65,000.00
	75% UMTA Share	\$48,750.00
	25% Local Share	\$16,250.00
1995	(1) Lift Equipped Vehicle	
	Total Cost	\$65,000.00
	75% UMTA Share	\$48,750.00
	25% Local Share	\$16,250.00

** Only vehicles will be replaced in the next five years.

**DESCRIPTION OF
PROPOSED ELIGIBILITY
DETERMINATION PROCESS**

PROCESS USED TO CERTIFY INDIVIDUALS WITH DISABILITIES AS ADA PARA TRANSIT ELIGIBLE

When Cedar Rapids began para transit service in June of 1974 the eligibility criteria used was the following:

1. Any persons 62 years of age or older.
2. Any disabled individual with a letter from his or her physician or a referral from a social service agency describing the disability. A disability could be permanent or temporary.
3. Visitors with proper identification and a card from another transit system may ride.
4. Volunteers accompanying disabled people may ride free.

The City of Cedar Rapids Bus Department and its para transit contractor, Linn County L.I.F.T.S., still follow this eligibility criteria.

L.I.F.T.S. reviews each request for para transit using the criteria. If L.I.F.T.S. doesn't feel that an individual is eligible, it confers with the Cedar Rapids Bus Department. If an individual is turned down, he or she may appeal to the L.I.F.T.S. Advisory Committee which is made up of disabled and elderly citizens, a member of the Linn County Board of Supervisors, a member of the Cedar Rapids Bus Department, members of agencies representing the elderly and disabled, and a council person from one of the small towns in Linn County. The procedure is as follows:

1. The individual that has been turned down or his or her designee makes a request for service to the committee.
2. The reasons for why the individual should be eligible are stated.
3. Following the presentation of the individual requesting service, the L.I.F.T.S. Advisory Committee meets to determine whether or not the individual is eligible and make a recommendation to L.I.F.T.S. and the Cedar Rapids Bus Department.
4. Then L.I.F.T.S. and the Cedar Rapids Bus Department meet to discuss the recommendation of the Committee. If the person is found to be ineligible, he or she is contacted within thirty calendar days.
5. If the individual or his or her representative is dissatisfied with the outcome, an appeal to the Cedar Rapids City Council would be the next step. Final decision would be made by the City Council.

It should be noted that the policy and eligibility criteria is very liberal. To date nobody has been turned down because of the disability criteria used.

When a person is eligible to ride, a card like the one in Attachment I is dispersed to the individual requesting service.

From time to time L.I.F.T.S. and the Cedar Rapids Bus Department meet with agencies representing the elderly and the disabled to determine if some of the riders on para transit can ride on the fixed route system. This is called a client staffing. Those individuals that are identified and agreed upon are then trained by employees of the Cedar Rapids Bus Department to ride fixed route buses. It is technically a mainstreaming. It usually takes two to three weeks of training. Approximately 55 individuals have been mainstreamed.

CITY BUS DEPARTMENT

Cedar Rapids

Senior Citizen & Handicapped

*telephoned
Paratransit
coordinator*

**CARD MUST BE PRESENTED
UPON BOARDING BUS**

18003

Name of individual

*Personal
care
attendant*

Nº

Card Holder's Signature



**DESCRIPTION OF THE
PUBLIC PARTICIPATION PROCESS
USED TO DEVELOP THE PLAN**

OUTREACH ACTIVITIES

The City of Cedar Rapids, through its City Bus Department, has performed many outreach activities to educate the citizens of Cedar Rapids about the American with Disabilities Act to find out first hand what the needs are for senior and disabled passengers.

First of all, the Transit Director sits on the L.I.F.T.S. Advisory Committee. This committee is made up of elected officials, disabled and elderly citizens, and agency heads that represent the concerns of elderly and disabled populations. Through this committee the Transit Director is able to find out the issues regarding transportation needs of the elderly and disabled populations. With the information learned by the Transit Director, he is able to recommend what para transit policies should be adopted by the Cedar Rapids City Council.

The Transit Director also sits on the Special Populations Subcommittee on Transportation which is sponsored by the United Way of East Central Iowa located in Cedar Rapids. Through this committee the Transit Director has learned first hand from agencies representing the disabled what their respective transit needs are. From this committee he has learned of the need for a wheel chair lift taxi to transport disabled citizens in wheel chairs to employment when both fixed route and para transit systems aren't in operation. Because of this, a grant is pending before UMTA to purchase a wheel chair lift equipped vehicle for this program.

The Transit Director is also a member of the Regional 10 Transit Advisory Committee, an arm of East Central Transit. This committee is made up of para transit providers in the Iowa counties of Benton, Jones, Johnson, Iowa, Washington and Linn. From these meeting the Transit Director has learned how these systems serve their respective disabled clientele, how they have responded to the mandated legislation of the Americans for Disabilities Act of 1990 so they can be in conformance. The Transit Director has learned what wheel chair lifts are the best, has received specifications for purchasing vehicles, and how dispatching rides are handled by the providers in the six county area. The Transit Director has also learned what are the best training modules for driver sensitivity training in dealing with passengers with disabilities.

The Transit Director also sits on a staffing committee that deals with behavior of disabled clients. The committee is made up of representation of the city Bus Department, Options of Linn County, Association of Retarded Citizens, Goodwill Industries of Southeast Iowa, Discovery Living, Inc., L.I.F.T.S., Linnhaven, Inc., Vocational Rehabilitation, Kirkwood Skills Center, and Linn County Department of Resource Management. When problems arise concerning transportation, the committee is very good in helping to formulate a selection.

The Transit Director is a member of the Citizen's Committee for People with Disabilities. Through this committee the Transit Director receives recommendations on how to better serve the people with disabilities. On October 8, 1991, for example, the Transit Director explained the para transit plan that was being put together by the City in response to the mandate of the legislation of the Americans with Disabilities Act of 1990. The presentation was informational and the membership was invited to a public hearing on the plan slated for November 13, 1991.

At this meeting no comments were voiced and the Cedar Rapids City Council and the Cedar Rapids Bus Department were praised for their commitment in the area of elderly and disabled transportation.

The Transit Director places public service announcements in the local media describing what is available as far as mass transit is concerned in the community. Announcements that have been made through this mechanism are that para transit now operates the same times and days as fixed route service. Para transit now operates on Saturdays for the first time since the summer of 1974.

In July of 1991 the Department received a 50%-50% matching grant from the Iowa Department of Transportation for marketing the ADA. A total of \$20,000 worth of radio advertising was secured to let disabled citizens know what is available to them now and what will be available to them in the future as far as para transit and fixed route transportation is concerned. The contents of the radio advertisement appears later in this section. The City has received very good response from disabled riders and from agencies representing the disabled.

The Transit Director receives many trade magazines to keep abreast of what is going on in the field of para transit. Through these magazines he had found out ways to improve services to the disabled.

When the disabled community wanted training dollars to help in the area of para transit, the Transit Director applied for a Project Action Grant through the National Easter Seal Society. Through this grant application the City would have identified disabled persons needing transportation and what their respective needs were. The Department would have educated the public and referral agencies as to what was available in the area of public transportation, fixed route and para transit, training disabled clients how to use the various forms of public transportation in the community, and training for drivers and support staff. Unfortunately, the grant was not funded. The Department has, however, started the process on a smaller scale because there is no monetary support to do so. It has made progress in these areas despite the lack of monetary support.

Finally, the City of Cedar Rapids, through its Bus Department, has a membership in the Iowa Public Transportation Association. This is an association of thirty-five urban and rural mass transportation systems. There are four meetings per year. At these meetings there is good dialogue. The Transit Director has learned many things through this association that has had a positive impact in the delivery of fixed route and para transit operations in the community.

In summary, the present Transit Director for the City of Cedar Rapids has fifteen years experience in mass transit in Iowa. Seven and one half years were spent managing para transit systems in the Iowa counties of Linn and Johnson. Para transit has remained a high priority even during his tenure as Transit Director for the Cedar Rapids' fixed route service. He has worked to keep fares reasonable so that the elderly and disabled can afford to ride para transit vehicles. He has worked to see that a coordination between agencies has come about so that more people are able to use para transit in the community. Finally, he has listened to the passengers, referral agencies, and elected officials which has made para transit a huge success

in the community. This is evidenced by a recent conference sponsored by the Citizens Committee for People with Disabilities and the University Hospital School, a part of University Hospitals in Iowa City, Iowa. Transportation was not listed as a need not being met in the community. Finally, the Citizens Committee for People with Disabilities for the last two years has won an award for advocacy and innovations. One of the reasons is the excellent para transit in the community and for assisting in the start up of C.A.B.S. (Cabs to Augment the Bus System) which provides taxi service after hours for people needing rides to employment. Many people who wouldn't have found work because of lack of night bus service have found employment because of C.A.B.S. The City of Cedar Rapids participates with local funds to support this program.

Client The Bus - Cedar Rapids Transit
Description Radio Campaign
Job No. CRT - 01 - 691 - R
Date July 16, 1991

REVISED

CRT - 01 - 691 - 60R "Practice what we teach"

H

Harbert...Creative
11 Forest Dr #210
Ames, Iowa 50312
(515) 244-6671

6 year old girl:

KNOW WHAT I DON'T GET? OKAY FIRST, MOM SAYS SOME KIDS DON'T GET SUPPER, SO I SHOULDN'T WASTE MINE. AND SHE SAYS, BESIDES, MONEY DOESN'T GROW ON TREES SO DON'T LET THE FAUCET RUN, AND SHUT THAT FRIGERATOR, THEY'RE NOT SHOWING A MOVIE YOU KNOW! I GET ALL THAT...KIDS WASTE STUFF. YEAH, BUT SO DOES MY MOM AND DAD AND BIG BROTHER CUZ THEY ALWAYS DRIVE THEIR CARS TO WORK. IN SCHOOL WE HAD THIS MOVIE ON "COLOGY" OR SOMETHING YOU KNOW. AND IF PEOPLE RODE THE BUS ONCE IN AWHILE WE'D SAVE LIKE THOUSANDS OF DOLLARS ON GAS AND OIL. SO I TOLD MY PARENTS TO RIDE THE BUS SOMETIMES 'CUZ THEY CAN HELP SAVE, TOO. THEY JUST LOOKED AT EACH OTHER AND DAD SAID, WE'LL SEE. I KNOW WHAT THAT MEANS. SO I DON'T GET IT. WHY DO KIDS ALWAYS HAVE TO SAVE EVERYTHING?

Anncr: TAKE THE BUS ONCE IN AWHILE FOR GOODNESS SAKE, AND TO HELP PRACTICE WHAT WE TEACH. CEDAR RAPIDS TRANSIT, WORKING TO IMPROVE OUR LIFESTYLES. AND SOON, ALL BUSES WILL BE EQUIPPED WITH WHEELCHAIR LIFTS TO BETTER SERVE DISABLED RIDERS.

Client The Bus - Cedar Rapids Transit
Description Radio Campaign
Job No. CRT - 01 - 691 - R
Date July 16, 1991

REVISED

CRT - 02 - 691R "Fight logic with logic"

H

Harbert...Creative

404 Forest Dr. #210

Ioines, Iowa 50312

(515) 244-6671

17 year old girl:

I. HATE WHEN MY PARENTS USE LOGIC, BECAUSE THEY'RE USUALLY RIGHT. I CAN'T BELIEVE I JUST SAID THAT. ANYWAY, I'M WORKING NOW AND "LEARNING THE VALUE OF MONEY," AS DAD SAYS. YES, I'M LEARNING MY CAR EATS MY PAYCHECK. SO MOM SAYS, "SAVE MONEY, RIDE THE SCHOOL BUS ONCE OR TWICE A WEEK. SOUND LOGICAL?" I SAID, "YOU KNOW, IT DOES. THE BUS STOP IS NEARBY, IT'S ALWAYS ON TIME, IT FITS MY SCHEDULE. AND I DON'T NEED MY CAR AT SCHOOL. BESIDES, I'M SURE PEOPLE LIKE YOU AND DAD TAKE THE CITY BUS ONCE IN AWHILE TO WORK OR RUN ERRANDS. AFTERALL, THE BUS STOP IS NEARBY, ALWAYS ON TIME, FITS YOUR SCHEDULE AND GOES RIGHT BY YOUR OFFICE. I MEAN, YOU DO RIDE THE CITY BUS ONCE IN A WHILE FOR ECOLOGY, CUT DOWN EXPENSES. DON'T YOU?" LONG PAUSE. THEN SHE SAYS, "I HATE IT WHEN YOU USE LOGIC. FINE, WE'LL ALL TAKE OUR BUSES TODAY THEN."

Anncr: TAKE THE BUS ONCE IN AWHILE FOR GOODNESS SAKE, AND TO
HELP PRACTICE WHAT WE TEACH. CEDAR RAPIDS TRANSIT,
WORKING TO IMPROVE OUR LIFESTYLES. OUR FOUR PARA-
TRANSIT BUSES RUN THE SAME HOURS AS THE REGULAR
ROUTES TO BETTER SERVE DISABLED RIDERS.

Client The Bus - Cedar Rapids Transit
Description Radio Campaign
Job No. CRT - 01 - 691 - R
Date July 16, 1991

REVISED

CRT - 03 - 691R "Common Sense"

H

Harbert... Creative

101 Forest Dr #210

Moines, Iowa 50312

(515) 244-6671

Boy: MOM, WHERE YA GOIN?

Mom: DOWNTOWN TO RUN SOME ERRANDS, AND THEN TO THE MALL.

Boy: CAN I COME?

Mom: I DON'T KNOW, BRADLY...

Boy: YOU PROMISED THE NEXT TIME YOU WENT GOOFIN' AROUND YOU'D TAKE ME.

Mom: YOU'RE RIGHT, LET'S GO.

Boy: YES! WE GOIN' ON THE BUSI?

Mom: THE CITY BUS?

Boy: YOU PROMISED, BECAUSE I HAVEN'T BEEN ON ONE OF THOSE BUSES. IT'D BE COOL!

Mom: WELL...

Boy: AND YOU WOULDN'T HAVE TO DRIVE AND GET ALL UPSET.

Mom: THAT'S TRUE.

Boy: AND THEY DROP YOU OFF RIGHT WHERE YOU WANNA BE.

Mom: YEAH, NO PARKING HASSLES.

Boy: BESIDES, WE HAD THIS MOVIE IN SCHOOL ABOUT "COLOGY" OR SOMETHING...

Mom: ECOLOGY. YES, I KNOW, BRADLY, TAKING THE BUS SAVES ON GAS AND HELPS THE ENVIRONMENT.

Client Cedar Rapids Bus Department
Description Public Service Announcements
Job No. CRT-01-891-PA
Date August 22, 1991

:15 Second - Station Live Read

H

Harbert... Creative
64 Forest Dr. #210
Iowa, Iowa 50312
(515) 244-6671

(Note: Please rotate at will.)

Anncr: "KHAK CONGRATULATES THE CEDAR RAPIDS BUS DEPARTMENT FOR WINNING THE IOWA ENERGY LEADERSHIP AWARD. THIS AWARD WAS PRESENTED FOR THE CITY BUS DEPARTMENT'S EFFORTS IN RECYCLING ANTI-FREEZE, FREON, OIL AND STEEL. THE BUS, WORKING TO IMPROVE OUR LIFESTYLES."

Anncr: "KHAK RECOGNIZES THE CEDAR RAPIDS BUS DEPARTMENT FOR PROVIDING WHEELCHAIR LIFTS TO BETTER SERVE DISABLED RIDERS AND SENIOR CITIZENS. AND SOON, ALL BUSES WILL BE EQUIPPED WITH WHEELCHAIR LIFTS. THE CEDAR RAPIDS BUS DEPARTMENT, WORKING TO IMPROVE OUR LIFESTYLES."

Anncr: "KHAK REMINDS ALL SCHOOL AGE CHILDREN THAT IF YOU'RE EVER IN NEED OF A SAFE PLACE WHILE WALKING TO OR FROM SCHOOL, THE CITY BUS IS ALWAYS HERE TO HELP YOU. JUST WAIT AT A BUS STOP OR FLAG DOWN ANY BUS IF YOU NEED HELP. THE BUS, WORKING TO IMPROVE OUR LIFESTYLES."

H

Boy: DID YOU SEE THAT MOVIE, TOO?

Mom: NO, IT'S JUST COMMON SENSE.

Boy: WHAT IS COMMON SENSE ANYWAY? IS THAT SOMETHING JUST ADULTS HAVE? 'CUZ YOU ALWAYS TELL ME I DON'T HAVE ANY.
(Fades out) AND HOW OLD DO YOU HAVE TO BE TO GET IT...?

Anncr: TAKE THE BUS ONCE IN AWHILE FOR GOODNESS SAKE, AND TO
HELP PRACTICE WHAT WE TEACH. CEDAR RAPIDS TRANSIT,
WORKING TO IMPROVE OUR LIFESTYLES. OUR FOUR PARA-
TRANSIT BUSES WILL OFFER SATURDAY SERVICE BEGINNING
OCTOBER 5th TO BETTER SERVE DISABLED RIDERS.

Anncr: "KHAK CONGRATULATES THE CEDAR RAPIDS BUS DEPARTMENT FOR THEIR IOWA ENERGY LEADERSHIP AWARD, PRESENTED FOR THE DEPARTMENT'S COMPUTERIZED TIMING OF LIGHTS, HEATING AND COOLING. THIS EFFORT HAS SAVED TAXPAYERS TENS OF THOUSANDS! THE BUS, WORKING TO IMPROVE OUR LIFESTYLES."

Anncr: "KHAK RECOGNIZES THE CEDAR RAPIDS BUS DEPARTMENT FOR PROVIDING WHEELCHAIR LIFTS FOR THE DISABLED AND SENIOR CITIZENS. REMEMBER, THE SPECIAL "LIFTS" BUSES RUN THE SAME HOURS AS THE REGULAR ROUTES, AND WILL SOON RUN ON SATURDAYS. THE BUS, WORKING TO IMPROVE OUR LIFESTYLES."

(Note: The word 'routes' rhymes with outs.)

Anncr: "KHAK CONGRATULATES THE CEDAR RAPIDS BUS DEPARTMENT FOR THEIR AMERICAN LUNG ASSOCIATION AWARD, PRESENTED FOR PROMOTING CLEANER AIR. MANY CITY BUSES NOW USE ETHANOL FUEL WHICH REDUCES EXHAUST EMISSIONS BY 90%! THE BUS, WORKING TO IMPROVE OUR LIFESTYLES."

Anncr: "KHAK CONGRATULATES THE CEDAR RAPIDS BUS DEPARTMENT FOR THEIR AMERICAN LUNG ASSOCIATION AWARD, PRESENTED FOR PROMOTING CLEANER AIR. MANY CITY BUSES NOW USE ETHANOL, LP AND COMPRESSED GAS FOR CLEANER EXHAUST EMISSIONS. THE BUS, WORKING TO IMPROVE OUR LIFESTYLES."

SURVEY OF PARA TRANSIT PROVIDERS AND AGENCIES PURCHASING TRANSPORTATION FROM PARA TRANSIT PROVIDERS

As part of the U.S. Department of Transportation Urban Mass Transportation Administration's final rule on implementation of the Americans with Disabilities Act of 1990 regarding development of a para transit plan, a survey of para transit providers and agencies purchasing para transit services must be done.

The City of Cedar Rapids, through its City Bus Department, hasn't prepared a survey of this magnitude in recent history. The City believes that this type of survey is a good idea because it will help it in its efforts to plan for the future, especially the next five years.

A copy of the letter sent to the agencies can be found later on in this section. A listing of the agencies the survey was sent to can also be found later on in this section. The completed surveys themselves can be found later on in this section and a summary of the results of the survey can also be found.

The City of Cedar Rapids, when sending out the letter and the survey, included a self-addressed, stamped envelope thinking that agencies would be more willing to complete the survey. Support staff of the Cedar Rapids Bus Department made follow up contact with the agencies to insure as close to a 100% return as could be expected. A total of 81% returned the survey.

The City contemplated sending the surveys to the local community school districts but decided against it. The reason for this decision is because:

1. There is a fine line according to the Urban Mass Transportation Administration regarding coordination between mass transit services and public school bus transportation.
2. Efforts to begin dialogue between mass transportation providers and school bus transportation providers has proven unsuccessful.
3. Budgetary pressure locally hasn't been severe enough so as to explore the benefits of coordination.
4. Legislation enacted by the Iowa Legislature and signed by the Governor mandating the creation of School Economy Task Forces in every Iowa community to find ways to reduce spending showed that coordination of school bus transportation and urban and rural transportation could save money. Yet, only in Ottumwa and Sioux City was it successful.

5. L.I.F.T.S. of Linn County, the para transit provider and contractor for the City, tried to coordinate its services with the following community school districts: North Linn, Center Point-Urbana, Alburnett, and Central City. In the end it didn't work out and the efforts towards coordination ceased.



City Bus Department 427-8th Street NW Cedar Rapids, IA 52405 (319) 398-5367

September 25, 1991

To Whom It May Concern:

The Cedar Rapids Bus Department is conducting a survey of mass transportation providers and agencies purchasing mass transportation services in the Cedar Rapids metropolitan area. The reason for the survey is to determine the need for para transit in the next five years.

The data that the department receives will enable us to prepare a five year para transit plan that has been required by the Urban Mass Transportation Administration, a division of the United States Department of Transportation. The requirement became necessary due to the recently passed Americans with Disabilities Act of 1990.

A self-addressed stamped envelope has been enclosed for your convenience. The department would like to have the survey returned within two weeks upon receipt of this letter.

Thank you for your time and effort in completing the attached survey. If you have any questions or comments, please let me know. I look forward to hearing from you.

Sincerely,

William Hoekstra
Transit Director

cb

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

Describe

2. Does your agency purchase transportation services from another provider?

Who is the provider?

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

4. What percentage of your clients are disabled?

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle?

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

8. What vicinity or what portion of the metro area do your clients live in?

9. Do your clients need special attention or assistance for their transportation needs?

Are their needs being met?

SURVEYS WERE SENT TO THE FOLLOWING AGENCIES

Mr. Craig Bradke
Associate Director
Abbe Center for Community Mental Health
520 11th Street NW
Cedar Rapids, IA 52405

Area Substance Abuse Council
Attn: John Gerringer
3601 16th Avenue SW
Cedar Rapids, IA 52404

A. James Tinker, Administrator
Mercy Medical Center
701 10th Street SE
Cedar Rapids, IA 52403

Sam Wallace, Administrator
St. Lukes Hospital
1026 A Avenue NE
Cedar Rapids, IA 52402

Dan Strellner
Executive Director
Aging Service, Inc.
101 2nd Street SE, Suite 400
Cedar Rapids, IA 52401

Russell D. Proffitt
Executive Director
Heritage Agency on Aging
Kirkwood Community College
6301 Kirkwood Blvd. SW
Cedar Rapids, IA 52404

Options of Linn County
Attn: Reggie Ancelet
1019 7th Street SE
Cedar Rapids, IA 52403

Human Resource Management of Linn County
Attn: John Brandt, Executive Director
305 2nd Avenue SE
Cedar Rapids, IA 52401

Commission of Veteran Affairs of Linn County
Attn: Mildred Dawson, Director
305 2nd Avenue SE
Cedar Rapids, IA 52401

Linn County Shelter Care
Attn: Jack Selk, Director
220 10th Street NW
Cedar Rapids, IA 52405

Linn County Day Care
520 11th Street NW
Cedar Rapids, IA 52405

Linn County Peer Group
Attn: Ann Hayes
520 11th Street NW
Cedar Rapids, IA 52405

Eldorcare Estates, Inc.
1330 1st Avenue NW
Cedar Rapids, IA 52405

Crestview Acres
1485 Grand Avenue
Marion, IA 52302

Linn Manor Care Center
1140 Elim Drive
Marion, IA 52302

Manor Care Nursing and
Rehabilitation Center
1940 1st Avenue NE
Cedar Rapids, IA 52402

Hallmar
c/o Mercy Medical Center
701 10th Street SE
Cedar Rapids, IA 52403

Noelridge Manor
1010 Regent Street NE
Cedar Rapids, IA 52402

Northbrook Manor Care Center
6420 Council Street NE
Cedar Rapids, IA 52402

Winslow House Care Center
3456 Indian Creek Road
Marion, IA 52302

Pineview Care Center
3410 12th Avenue SW
Cedar Rapids, IA 52404

Westside Estate Residential Care Center
2204 Johnson Avenue NW
Cedar Rapids, IA 52405

Willow Gardens
455 31st Street
Marion, IA 52302

Willowbrook Residential Care Center
136 36th Avenue SW
Cedar Rapids, IA 52404

Heritage Retirement Community
2115 1st Avenue SE
Cedar Rapids, IA 52403

Heritage Acres
200 Clive Drive SW
Cedar Rapids, IA 52404

Methwick Manor
1224 13th Street NW
Cedar Rapids, IA 52405

Deaf Services Commission of Iowa
1201 6th Street SW
Cedar Rapids, IA 52404

Commission for the Blind
221 4th Avenue SE
Cedar Rapids, IA 52401

Vocational Rehabilitation of Iowa
Attn: Sandra Ashley, Counselor
221 4th Avenue SE
Cedar Rapids, IA 52401

Human Services Department of District 5
Attn: Dixie Clark, Administrator
221 4th Avenue SE
Cedar Rapids, IA 52401

L.I.F.T.S.
Attn: Al Baker
625 31st Avenue SW
Cedar Rapids, IA 52404

Foster Care Review Board
221 4th Avenue SE
Cedar Rapids, IA 52401

St. Lukes Living Center East
1220 5th Avenue SE
Cedar Rapids, IA 52403

St. Lukes Living Center West
1050 4th Avenue SE
Cedar Rapids, IA 52403

United Way of East Central Iowa
Attn: Rick David, Executive Director
1030 5th Avenue SE
Cedar Rapids, IA 52403

Family Services Agency
1330 1st Avenue NE
Cedar Rapids, IA 52402

Goodwill Industries of Southeast Iowa
1441 Blairsferry Road NE
Cedar Rapids, IA 52402

Foundation II Shelter
3015 12th Avenue SW
Cedar Rapids, IA 52404

John Morris, Executive Director
Discovery Living, Inc.
1500 2nd Avenue SE
Cedar Rapids, IA 52403

Dick Beavers, Executive Director
Linnhaven, Inc.
5270 North Park Place NE
Cedar Rapids, IA 52402

Association for Retarded Citizens
of Linn County
Attn: Delaine Peterson, Executive Director
136 36th Street Drive SE
Suite A-5
Cedar Rapids, IA 52403

Mental Health Advocates of Linn County
Attn: Gene Chism, Executive Director
221 4th Avenue SE
Cedar Rapids, IA 52401

Citizens Committee for People
with Disabilities
PO Box 8511
Cedar Rapids, IA 52408-8511

March of Dimes
1117 First Avenue SE
Cedar Rapids, IA 52403

Lutheran Social Service
4217 First Avenue SE
Cedar Rapids, IA 52402

Muscular Dystrophy Association
1241 Park Place NE
Cedar Rapids, IA 52402

YMCA
Metropolitan Office
1st Avenue and 5th Street SE
Cedar Rapids, IA 52403

YWCA
Attn: Gloria Johnson, Executive Director
318 5th Street SE
Cedar Rapids, IA 52401

Hawkeye Area Community Action Program
Attn: Don Mannicia, Executive Director
320 11th Avenue SE
Cedar Rapids, IA 52403

Cedar Rapids Community School District
Transportation Department
Attn: Margaret Hammad, Director
2218 Edgewood Road NW
Cedar Rapids, IA 52405

College Community School District
Attn: Transportation Coordinator
401 76th Avenue SW
Cedar Rapids, IA 52227

Linn-Mar Community Schools
Education Service Center
Attn: Transportation Coordinator
1140 Elim Drive
Marion, IA 52302

Marion Independent School District
Attn: Transportation Coordinator
305 2nd Avenue
Marion, IA 52302

Financial Assistance of Linn County
Attn: Mildred Dawson, Director
305 2nd Avenue SE
Cedar Rapids, IA 52401

Services for People With Disabilities
Attn: Craig Wood, Executive Director
305 2nd Avenue SE
Cedar Rapids, IA 52401

Mr. Chuck Hinz, Executive Director
Kirkwood Skills Center
Kirkwood Community College
6301 Kirkwood Blvd. SW
Cedar Rapids, IA 52404

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

no

2. Does your agency purchase transportation services from another provider?

no

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

None

4. What percentage of your clients are disabled?

35% are either physically or mentally disabled.

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle.

This information is not available

6. What is your agency's total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage or special projects.

FY '90-'91 \$0.00

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

Possible increase

8. What vicinity or what portion of the metro area do your clients live in?

Majority of clients live in Linn County

9. Do your clients need special attention or assistance for their transportation needs?

Yes

Are their needs being met?

10. If you provide direct transportation services, do your drivers receive special training? What training do they receive? Do they need a commercial drivers license or a chauffeurs license?

N/A

11. If you provide direct transportation services, what are your equipment needs for the next five years?

N/A

12. If your agency provides direct transportation services, do you coordinate your services with other transportation providers?

N/A

13. What affect will the recently passed Americans with Disabilities Act have on your agency?

Will probably not change our practices much.

14. Do you have any comments on this survey? Do you have any other comments that you would like to express.

Craig S. Bradke, Vice President
Abbe Center for Community Mental Health
520 11th Street NW
Cedar Rapids, Iowa 52405
398-3617

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?
yes

2. Does your agency purchase transportation services from another provider?
yes

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

No mass transit vehicles, no vehicles with wheel chair lift. Total vehicles: 2- 15-passenger vans, 3 minivans, 2 cars.

4. What percentage of your clients are disabled?

100% are either physically or mentally disabled.

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle.

3.5%

6. What is your agency's total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage or special projects.

FY '90-'91 \$21347.00

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

Possibly an increase the number of physically disabled.

8. What vicinity or what portion of the metro area do your clients live in?

All clients live at 1860 County Home Road, Marion.

9. Do your clients need special attention or assistance for their transportation needs?

Yes

10. If you provide direct transportation services, do your drivers receive special training? What training do they receive? Do they need a commercial drivers license or a chauffeurs license?

Driver received training in CPR and medical emergencies. No special license is required.

11. If you provide direct transportation services, what are your equipment needs for the next five years?

Replace vehicles as needed.

12. If your agency provides direct transportation services, do you coordinate your services with other transportation providers?

yes

13. What affect will the recently passed Americans with Disabilities Act have on your agency?

Will probably not change our practices much.

14. Do you have any comments on this survey? Do you have any other comments that you would like to express.

Craig S. Bradke, Vice President
Abbe Center for Community Care
1860 County Home Road
Marion, Iowa 52302
398-3617

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

NO

2. Does your agency purchase transportation services from another provider?

NO

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

NO

4. What percentage of your clients are disabled?

During the past year the Kirkwood Skill Center served 360 students. Approximately 75% are to be considered disabled.

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle?

Approximately 5% of our population during the past year were confined to a wheelchair.

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.

The Kirkwood Skill Center does not provide any transportation allowance; however, the Referring Agency may provide a reimbursement for transportation depending on the circumstances of a particular client.

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

The Skill Center is currently expanding its services and I expect that the number of people being served will grow significantly over the next few years.

8. What vicinity or what portion of the metro area do your clients live in?

The Skill Center provides its service to a 7 county area and the clients that live in Cedar Rapids come from all parts of the city.

- 9. Do your clients need special attention or assistance for their transportation needs?

Some clients require special attention or assistance to their transportation needs. The majority of clients need this assistance are currently being served by the LIFTS.

- 10. If you provide direct transportation services, do your drivers receive special training? What training do they receive? Do they need a commercial drivers license or a chauffeurs license?

N/A

- 11. If you provide direct transportation services, what are your equipment needs for the next five years?

N/A

- 12. If your agency provides direct transportation services, do you coordinate your services with other transportation providers?

N/A

- 13. What affect will the recently passed Americans with Disabilities Act have on your agency?

This will have no major bearing on our program since our main emphasis is to promote equal opportunity for the disabled in every facet of life.

- 14. Do you have any comments on this survey? Do you have any other comments that you would like to express?

Agency Skill Center Contact Person Chuck Hinz
 6301 Kirkwood Blvd.SW
 Address Cedar Rapids, IA Telephone Number 398-5455

TF:sr

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

Yes

2. Does your agency purchase transportation services from another provider?

No

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

1 vehicle No Lift

4. What percentage of your clients are disabled?

2-3 %

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle?

None

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.

\$ 3000

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

Same

8. What vicinity or what portion of the metro area do your clients live in?

SW side
ASAC Residential facility

9. Do your clients need special attention or assistance for their transportation needs?

No

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

Yes, on a limited basis.

2. Does your agency purchase transportation services from another provider?

No.

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

Yes - 2 vehicles, one is wheelchair-lift equipped.

4. What percentage of your clients are disabled?

Estimate 50% at any given time. Some are temporarily disabled early in their stay.

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle?

Estimate 25%.

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.

Expenses would include gas & maintenance which is not available for the 2 vehicles described above.

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

Gradual increase due to the aging of the population.

8. What vicinity or what portion of the metro area do your clients live in?

The majority of Mercy's patients are from Winn, Jones, Cedar, Iowa, Benton, Buchanan, & Delaware counties.

9. Do your clients need special attention or assistance for their transportation needs?

Varies widely.

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?
Only infrequently to community outings.
2. Does your agency purchase transportation services from another provider?
Yes - Lyft
3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?
NONE - NONE
4. What percentage of your clients are disabled? *50-95%*
5. What percentage of your clients are confined to a wheel chair or a motorized vehicle? *20%*
6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects. *\$6,000*
7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?
Increased need for wheelchair lifts
8. What vicinity or what portion of the metro area do your clients live in?
Low County
9. Do your clients need special attention or assistance for their transportation needs? *Yes*

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

NO

2. Does your agency purchase transportation services from another provider?

Yes

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

NO

4. What percentage of your clients are disabled?

2541 Functionally impaired (7 counties)
23.9%

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle?

UNKNOWN

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.

\$119,000 - 7 Counties

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

increased

8. What vicinity or what portion of the metro area do your clients live in?

all

9. Do your clients need special attention or assistance for their transportation needs?

Yes

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

Yes

2. Does your agency purchase transportation services from another provider?

No

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

2 vans 1 - 8 ambulatory passengers with a wheelchair lift.
1 - 6 passengers - no lift.

4. What percentage of your clients are disabled?

100%

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle?

10%

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.

\$123,303.00

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

The same

8. What vicinity or what portion of the metro area do your clients live in?

All areas of the city, out into Linn County, a few from surrounding counties.

9. Do your clients need special attention or assistance for their transportation needs?


Many of them do, whether they are ambulatory or use wheelchairs. With training most with mental disabilities can use the city bus, although they may need help if schedule changes or they miss a bus.

?
County
Funded
but not
coordinated
with
LPTS

MEMO

LINN COUNTY DEPARTMENT
OF HUMAN RESOURCES MANAGEMENT
305 SECOND AVENUE S.E.
CEDAR RAPIDS, IOWA 52401-1215

October 11, 1991

TO: Bill Hoekstra
FROM: John Brandt 
RE: Survey of Transportation Services

Thanks for sending me a copy of the Survey of Transportation Services. Linn County Day Care Center and Options of Linn County are the units within the Department of Human Resources Management that use mass transportation. Those programs have responded to the survey. I am not submitting a response for the Department of Human Resources Management as you will have those responses.

As you know, I am interested in transportation as an integral part of the service delivery system and am willing to assist with data collection or other activities to enhance transit accessibility.



SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

On a very limited basis for personal needs of youth we do provide transportation for our activities outside house.

2. Does your agency purchase transportation services from another provider?

Only bus tickets for use of city bus system.

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

Own two vans No wheel chair lifts

4. What percentage of your clients are disabled?

Two in the past Twelve (12) yrs. Physically

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle?

See #4

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.

\$ 700.00

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

No

8. What vicinity or what portion of the metro area do your clients live in?

N.W.

9. Do your clients need special attention or assistance for their transportation needs?

No

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?
Only for small group field trips or individual children.

2. Does your agency purchase transportation services from another provider?
Yes. From Lifts

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?
We own one 15 passenger van. UIt does not have a wheel chair lift.

4. What percentage of your clients are disabled?
None physically

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle?
None

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.
Subcontracted by Department of Human Resources Management

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?
Possibly . Handicapped and Disabilities Act may dictate more service.

8. What vicinity or what portion of the metro area do your clients live in?
All over Cedar Rapids and Marion and Hiawatha.

9. Do your clients need special attention or assistance for their transportation needs?
Yes. Young children, ages 2-6, requires an escort.

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

Yes

2. Does your agency purchase transportation services from another provider?

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

Yes, no wheelchair lifts

4. What percentage of your clients are disabled?

All

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle?

1%

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.

\$ 1,000

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

Same

8. What vicinity or what portion of the metro area do your clients live in?

N.W.

9. Do your clients need special attention or assistance for their transportation needs?

Yes

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

yes

2. Does your agency purchase transportation services from another provider?

no

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have? |

1 van (wheelchair) none

4. What percentage of your clients are disabled?

90%

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle?

50-75%

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.

unknown

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

increase

8. What vicinity or what portion of the metro area do your clients live in?

East Central Iowa

9. Do your clients need special attention or assistance for their transportation needs? yes

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

yes = School bus with wheel chair lift
Van with wheel chair lift

2. Does your agency purchase transportation services from another provider?

yes = Lifts Bus service

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

See #1

4. What percentage of your clients are disabled?

30%

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle?

20%

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.

?

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

Same

8. What vicinity or what portion of the metro area do your clients live in?

South Marion

9. Do your clients need special attention or assistance for their transportation needs?

yes

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

To friends, family, queen etc.

2. Does your agency purchase transportation services from another provider?

No

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

1 Van - which can handle 2-4 wheelchairs

4. What percentage of your clients are disabled?

60%

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle?

50%

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.

N/A

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

Remain the same.

8. What vicinity or what portion of the metro area do your clients live in?

N/A

9. Do your clients need special attention or assistance for their transportation needs?

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

Yes / at a charge

2. Does your agency purchase transportation services from another provider?

when all else fails.

yes / lifts
Cabs.

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

no. none.

4. What percentage of your clients are disabled?

All are ambulatory, but are elderly + need assistance

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle?

none.

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.

0

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

Same

8. What vicinity or what portion of the metro area do your clients live in?

Norridge
major → NE side

9. Do your clients need special attention or assistance for their transportation needs?

yes, both.

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

no

We use lifts

2. Does your agency purchase transportation services from another provider?

no

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

none

none

4. What percentage of your clients are disabled? 100%

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle? 50%

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects. none

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

same

8. What vicinity or what portion of the metro area do your clients live in?

NE

9. Do your clients need special attention or assistance for their transportation needs?

some we provide most of that.

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

No

2. Does your agency purchase transportation services from another provider?

yes - Lifts + Ambulance

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

no mass transit vehicles

4. What percentage of your clients are disabled?

All of them

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle? 75%

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects. \$60.00

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

It will remain the same

8. What vicinity or what portion of the metro area do your clients live in?

Nursing Home, Marion

9. Do your clients need special attention or assistance for their transportation needs?

yes

10. If you provide direct transportation services, do your drivers receive special training? What training do they receive? Do they need a commercial drivers license or a chauffeurs license?

no direct transportation services

11. If you provide direct transportation services, what are your equipment needs for the next five years?

12. If your agency provides direct transportation services, do you coordinate your services with other transportation providers?

13. What affect will the recently passed Americans with Disabilities Act have on your agency?

Uncertain of the effect of the Act

14. Do you have any comments on this survey? Do you have any other comments that you would like to express?

Agency Winslow House Care Center Contact Person Maria Kapler, Act. Director
~~1650~~ 3456 Indian Creek Rd
Address Marion, IA 52302 Telephone Number 377-8296

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

Yes for a fee \$6.00/hour

2. Does your agency purchase transportation services from another provider?

No

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

2 vehicles ; 0 wheelchair/lift equipped
(1) 12 passenger
(1) 15 passenger

4. What percentage of your clients are disabled?

75 geriatric clients in licensed facility
20 apartment residents (all over 70 years)

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle?

15%

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.

Van payment, insurance, gas \$750.00/mo.

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

Same

8. What vicinity or what portion of the metro area do your clients live in?

S.W.

9. Do your clients need special attention or assistance for their transportation needs?

yes.

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

yes

2. Does your agency purchase transportation services from another provider?

rents van for transportation

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

no

4. What percentage of your clients are disabled?

75%

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle?

1%

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.

\$ 2,400.00

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

about the same

8. What vicinity or what portion of the metro area do your clients live in?

N. W.

9. Do your clients need special attention or assistance for their transportation needs?

no

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

no

2. Does your agency purchase transportation services from another provider?

no

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

none

4. What percentage of your clients are disabled?

over half

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle?

over half

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.

not available

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

we don't provide transportation

8. What vicinity or what portion of the metro area do your clients live in?

*Willow Gardens
Marion*

9. Do your clients need special attention or assistance for their transportation needs?

Sometimes

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

NO

2. Does your agency purchase transportation services from another provider?

NO

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

NO

4. What percentage of your clients are disabled?

90%

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle?

50%

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.

N/A

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

yes

8. What vicinity or what portion of the metro area do your clients live in?

200 Clinic Dr S.W.

9. Do your clients need special attention or assistance for their transportation needs?

yes

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

yes

2. Does your agency purchase transportation services from another provider?

yes

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

1-14 passenger van with W/C lift.

4. What percentage of your clients are disabled?

15%

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle?

10%

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.

\$5,000 (?)

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

Same

8. What vicinity or what portion of the metro area do your clients live in?

Northwest

9. Do your clients need special attention or assistance for their transportation needs?

yes

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

-no

2. Does your agency purchase transportation services from another provider?

yes

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

N/A

4. What percentage of your clients are disabled?

100%

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle? 20% (approx)

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.

N/A

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

increasing!!!

8. What vicinity or what portion of the metro area do your clients live in?

Lin Co - plus C.R. metro

9. Do your clients need special attention or assistance for their transportation needs? in some situations, yes!

Reaching the out lining areas of C.R. or after 6 / before 6 transportation is a problem.

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients? Social Workers may transport a child to a placement or court hearing, etc. or purchase a service from a private agency that includes transportation. However, we do not provide transportation as a separate and district service.

2. Does your agency purchase transportation services from another provider?
See question #1.

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

No

4. What percentage of your clients are disabled?

Unknown

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle?

Unknown

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.

0

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

Probably same

8. What vicinity or what portion of the metro area do your clients live in?

Total county

9. Do your clients need special attention or assistance for their transportation needs?

Some do

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

YES - WE ARE A TRANSIT AGENCY.

2. Does your agency purchase transportation services from another provider?

NO, EXCEPT FOR C.A.B.S. program, which we administer on behalf of the Citizens Committee For the Handicapped.

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

Total = 22 vehicles
Lift Equipped = 15 buses
68.18% lift equipped

4. What percentage of your clients are disabled?

66.285% of Rural ridership is disabled

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle?

16.50% of total ridership is w/c

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.

\$721,631⁶⁹ including City contract

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

Foresee increasing # of disabled Trips per disabled person and increase in # of disabled persons making trips.

8. What vicinity or what portion of the metro area do your clients live in?

Linn County (including metro and non-metro)

9. Do your clients need special attention or assistance for their transportation needs?

That is our primary target group.

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

yes - for recreational outings.

2. Does your agency purchase transportation services from another provider?

School System - not purchased but provided
Linn Co. Lifts for 15 clients to options

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

We own a wheelchair lift van and a
Station wagon

4. What percentage of your clients are disabled?

100%

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle?

100% - we serve 26 clients

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.

Approximately \$8,000.

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

It should remain the same.

8. What vicinity or what portion of the metro area do your clients live in?

Southeast Side of Cedar Rapids

9. Do your clients need special attention or assistance for their transportation needs?

All are accompanied by staff when going
out in the community OR to their
work | school site.

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

No

2. Does your agency purchase transportation services from another provider?

No

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

No

4. What percentage of your clients are disabled?

None

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle?

~~10~~ Not Drivably

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.

No

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

Increasing

8. What vicinity or what portion of the metro area do your clients live in?

—

9. Do your clients need special attention or assistance for their transportation needs?

—

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

NO

2. Does your agency purchase transportation services from another provider?

NO

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

NO

4. What percentage of your clients are disabled?

< 2%

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle?

< 1%

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.

\$0

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

increase

8. What vicinity or what portion of the metro area do your clients live in?

widely scattered

9. Do your clients need special attention or assistance for their transportation needs?

unknown

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

No

2. Does your agency purchase transportation services from another provider?

No

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

No

4. What percentage of your clients are disabled?

100%

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle?

less than 1%

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.

\$ 0.00

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

We serve only disabled persons.

8. What vicinity or what portion of the metro area do your clients live in?

All over the CR. area as well as Marion, Hiawatha, Linn County and the adjoining Counties -

9. Do your clients need special attention or assistance for their transportation needs?

Yes

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

No - we provide incidental transportation services

2. Does your agency purchase transportation services from another provider?

yes

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

No

4. What percentage of your clients are disabled?

100%

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle?

1 out of 61 residents

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.

\$ 8580

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

Remain the same

8. What vicinity or what portion of the metro area do your clients live in?

NE } Cedar Rapids' and North Marion
SW }
NW }

9. Do your clients need special attention or assistance for their transportation needs?

None are capable of driving their own vehicle.
Many would need supervision in order to reach their destination. Several would need physical assistance to board and get off the bus.

(over)

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

yes - incidental for recreation, social, etc.
shopping, vacation

2. Does your agency purchase transportation services from another provider?

yes - for transportation to day programs

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

9 vehicles (Used and station wagons - each group home has a vehicle)

4. What percentage of your clients are disabled?

100%

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle?

1 client = total 2%

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.

\$25,000

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

Open one new home for 5 people next year

8. What vicinity or what portion of the metro area do your clients live in?

6 homes in Manassas
2 homes in C.R.

1 Home in Heavathra

9. Do your clients need special attention or assistance for their transportation needs?

yes - must do

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

No.

2. Does your agency purchase transportation services from another provider?

Yes. Cedar Rapids Bus Department
LIFTS
Benton County paratransit system.

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

None.

4. What percentage of your clients are disabled?

100% mentally disabled with approximately 5% physically disabled.

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle?

5% approximately

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

If there were more transportation options I would suspect we would serve greater numbers of clients in our day program.

8. What vicinity or what portion of the metro area do your clients live in?

Throughout the metro area (including Marion) with spillover into the county.

9. Do your clients need special attention or assistance for their transportation needs?

Our riders are primary children and we provide an assistant on each CR bus route to assure that riders needs are met.

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

NO

2. Does your agency purchase transportation services from another provider?

NO

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

NONE

4. What percentage of your clients are disabled?

THEY ALL HAVE SOME FORM OF MENTAL DISABILITY AND ABOUT 25% HAVE ~~SE~~ PHYSICAL DISABILITIES AS WELL.

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle? *0*

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.

*THAT WHICH WE PAID TO THE CITY BUS DEPT.
(aprox. \$1,500.)*

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

IT IS CONSTANTLY INCREASING.

8. What vicinity or what portion of the metro area do your clients live in?

MARION / CEDAR RAPIDS

9. Do your clients need special attention or assistance for their transportation needs?

NO

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

No

2. Does your agency purchase transportation services from another provider?

No

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

No

4. What percentage of your clients are disabled?

Few

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle?

None

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.

n/a

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

Same

8. What vicinity or what portion of the metro area do your clients live in?

9. Do your clients need special attention or assistance for their transportation needs?

No

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

yes

2. Does your agency purchase transportation services from another provider?

no

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

no

4. What percentage of your clients are disabled?

3%

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle?

0.5%

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.

0

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

no

8. What vicinity or what portion of the metro area do your clients live in?

all over

AMERICAN SOCIETY OF
322 FIRST AVENUE SE
SEASIDE, ALABAMA 36580

Aug

9. Do your clients need special attention or assistance for their transportation needs?

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

No, but we do assist with payment such as reimbursement for GAS when traveling to clinic.

2. Does your agency purchase transportation services from another provider?

No.

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

Not Applicable.

4. What percentage of your clients are disabled?

100%

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle?

20%

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.

Not Applicable.

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

Increasing.

8. What vicinity or what portion of the metro area do your clients live in?

10% within CR Metro Area.

9. Do your clients need special attention or assistance for their transportation needs?

Yes.

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

yes

2. Does your agency purchase transportation services from another provider?

We lease vans

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

no

4. What percentage of your clients are disabled?

DK

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle?

DK

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.

\$25,000

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

SAME

8. What vicinity or what portion of the metro area do your clients live in?

MARION, CENTRE RAPIDS

9. Do your clients need special attention or assistance for their transportation needs?

DK

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

We provide transportation for all of our students

2. Does your agency purchase transportation services from another provider?

No

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

43 buses

4. What percentage of your clients are disabled?

only 4 students are disabled out of 2500

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle?

4 students

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.

90-91 \$237,000

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

about the same

8. What vicinity or what portion of the metro area do your clients live in?

*Country, Fairfax, Ely, Swisher, Walford
Cedar Rapids area.*

9. Do your clients need special attention or assistance for their transportation needs?

*Regular students no
Special Ed yes*

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

Yes

2. Does your agency purchase transportation services from another provider?

No

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

*13 school busses
2 lift equipped
15.4%*

4. What percentage of your clients are disabled?

Approximately 1%.

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle?

Approximately 1%

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.

\$ 150,000 — \$ 200,000

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

remain the same or be reduced in next 5 years.

8. What vicinity or what portion of the metro area do your clients live in?

Marion area

9. Do your clients need special attention or assistance for their transportation needs?

Only 3 of our students need help for physical handicaps.

SURVEY OF TRANSPORTATION SERVICES

1. Does your agency provide direct transportation services to your clients?

Yes. Non-routine appointments (e.g. medical)

2. Does your agency purchase transportation services from another provider?

Yes. In the past have leased LIFTS vans.

3. Does your agency own any mass transit vehicles and what percentage are wheel chair lift equipped? How many total vehicles do you have?

No. We use County Car Pool vehicles. None have lift.

4. What percentage of your clients are disabled?

100%

5. What percentage of your clients are confined to a wheel chair or a motorized vehicle?

5%

6. What is your agencies total transportation budget for the last calendar year or the last fiscal year? This would not include travel by staff, mileage, or special projects.

Our transportation as in #1 is included in staff mileage line item. Cannot separate out.

7. Do you foresee an increasing number of people with disabilities being served by your agency or will it remain the same or be reduced?

Increasing

8. What vicinity or what portion of the metro area do your clients live in?

Even spread in C.R., some rural clients

9. Do your clients need special attention or assistance for their transportation needs?

Many do (cannot independantly use City Bus.) due to mental retardation or physical disability.

SERVICES NEEDED BUT NOT AVAILABLE (from IHP's) 9/18/91
MRDD

taken prior to Sat. paratransit service

- Vocational:
- 15 - Competitive job
 - 6 - More supervision at supported work site
 - 7 - More competitive work hours
 - 45 - Supported work site
 - 1 - Additional contract work at Options
 - 3 - Structured, organized and productive activities during down time at Options
 - 7 - Additional hours in supported employment
 - 3 - Programming for time not at Options
 - 6 - Increased Options Staff
 - 1 - More strictly sit-down jobs
 - 1 - Appropriate work site with no direct contact w/peers
 - 1 - Train co-workers to sign to increase social interaction
 - 1 - Adaptive equipment for vocational tasks
 - 1 - Competitive job with same income as supported job
 - 2 - Competitive job 40 hours a week with benefits
 - 1 - Supported work site that can handle vision problems

- Residential:
- 1 - Temporary extra staff at Linnhaven
 - 2 - Day time residential supervision in case of evening job site
 - 3 - SAL
 - 9 - Residential placement
 - 2 - In-Home Services
 - 4 - Leased Housing
 - 1 - Single bed apartments in Level 3

- Recreational:
- 30 - Affordable and expanded recreation
 - 1 - Socialization
 - 1 - Morning recreational programming
 - 1 - Leisure and recreational interaction with non-handicapped peers
 - 1 - Recreational support group for head injured

Out of 200 case management cases.

- Transportation:
- 103 - Expanded and affordable evening and weekend transportation
 - 1 - Improved City Bus transportation
 - 1 - Shorter bus routes with air conditioning
 - 2 - Special transportation for work
 - 1 - Community City Bus training
 - 1 - Public transportation for bowling

Some of these are Options clients, but does not include needs of all Options clients.

- Other:
- 22 - Advocate
 - 1 - Physical therapy
 - 1 - Exercise program
 - 5 - Social Skills class
 - 14 - Guardian
 - 2 - Medical coverage
 - 4 - Sex education
 - 1 - Increased level of SSA funding
 - 2 - Dental insurance
 - 1 - Reading program
 - 1 - Adult Basic Education classes
 - 1 - St. Luke's Auditory and Speech and Language evaluation (unobtainable because client cannot afford it)
 - 1 - Current service providers need access to Braille
 - 1 - Additional funding source for medical/dental not covered by Title 10

SUMMARY OF SURVEY

The Cedar Rapids Bus Department received very good results to the survey sent out to private sector agencies, school districts, and social service agencies.

The school districts, as expected, provide a huge amount of transportation to people with disabilities. The reason for this is that school districts are mandated under both federal and state statutes to do so.

According to the survey all but a handful social services and public sector agencies contract with L.I.F.T.S. of Linn County, the designated para transit system in Linn County, just as the Cedar Rapids Bus Department does. The handful that do not, do coordinate their services with L.I.F.T.S. to some extent, but primarily use their vehicles for their own client's transportation, especially when L.I.F.T.S. and the Cedar Rapids Bus Department are not in service. Surprisingly, many of the private sector agencies such as nursing homes contract with L.I.F.T.S.

Finally, by doing this survey we can determine what agencies that should be contacted to coordinate services with. We can identify the number of clients coming out of the school districts so that we can plan for future para transit needs. We can determine where to place fixed route vehicles in the future as they become accessible.

EFFORTS

INVENTORY OF OTHER PARA TRANSIT PROVIDERS

L.I.F.T.S. of Linn County

L.I.F.T.S. of Linn County is a county department of transportation. L.I.F.T.S. is also part of East Central Transit which is the State of Iowa's recognized regional transit provider in Region X. Region X is made up of the Iowa counties of Linn, Johnson, Jones, Washington, Benton, and Iowa. L.I.F.T.S. is the recognized para transit provider for Linn County except for inside the corporate limits of Cedar Rapids. L.I.F.T.S. also provides para transit service for the city of Cedar Rapids. L.I.F.T.S. has a total of twenty two vehicles of which fifteen have wheel chair lifts. L.I.F.T.S. provides a daily shuttle with a wheel chair lift equipped vehicle to Iowa City for the trips to the Kirkwood Skills Center, VA Hospital and University Hospitals. Finally, because of the relationship with the City, batching of clients is regularly done.

Methwick Manor Retirement Community

Methwick is a retirement community for the elderly population. Methwick has one lift equipped vehicle for exclusive use by its inhabitants only.

St. Lukes Hospital

St. Lukes Hospital provides transportation for its rehabilitation clients and for its two living care centers. A total of three lift equipped vehicles are used exclusively for its clients.

Mercy Medical Center

Mercy Medical center is the other hospital in Cedar Rapids. It has one lift equipped vehicle ~~for~~ used exclusively by its clients.

Young Womens Christian Association (YWCA)

The YWCA has one vehicle for exclusive use by its clients. The vehicle doesn't have a wheel chair lift.

Aging Services, Inc.

Aging Services, Inc. is the local advocate for elderly concerns. It provides a volunteer transportation network where volunteers take clients to appointments in their own automobiles. This service is exclusively for Aging Services Inc.'s clients.

SANSI

SANSI is a small community action agency located in Springville, Iowa which is located east of Cedar Rapids. SANSI provides volunteer transportation services similar to Aging Services, Inc.

Mt. Vernon Good Time Express

This transportation is provided by the Cornell College Student Association for exclusive use by students. The vehicle has no wheel chair lift.

Peer Group of Linn County

This agency has one vehicle. The vehicle doesn't have a wheel chair lift. The vehicle is for the exclusive use by Peer Group's clients who learn social skills. Their clients come from broken homes.

Linn County Day Care

This agency provides child day care for low income families. The agency has one van without a wheel chair lift for exclusive use by its clients.

Youth Facilities of Linn County

This agency provides housing for troubled youth. The agency has one van without a wheel chair lift for exclusive use by its clients.

Foundation II Shelter

This agency provides temporary shelter for troubled youth. It has a van for exclusive use by its clients. The vehicle doesn't have a wheel chair lift.

Area Substance Abuse Council (ASAC)

This agency provides assistance for those individuals with problems in the area of substance abuse. This agency provides temporary housing also. It has a van for exclusive use by its clients. The vehicle doesn't have a wheel chair lift.

Linn Manor Care Center

This agency is a nursing home. it has a van for exclusive use by its inhabitants. The vehicle doesn't have a wheel chair lift.

Northbrook Manor Care Center

This agency is a nursing home. It has a van for exclusive use by its inhabitants. The van doesn't have a wheel chair lift.

Willowbrook Residential Care Facility

This agency is a nursing home. It has a van for exclusive use by its inhabitants. The van doesn't have a wheel chair lift.

Heritage Acres

This agency is a nursing home. It has a van for exclusive use by its inhabitants. The van doesn't have a wheel chair lift.

Options of Linn County

This agency runs a sheltered workshop and a program where it finds jobs for disabled citizens in the community. The agency has a raised roof van with a wheel chair lift for exclusive use by its clients.

Cedar Rapids, Iowa Bus Department

Though it contracts with L.I.F.T.S. of Linn County for para transit, the Department provides directly for five group homes managed by Discovery Living, Inc. and Linnhaven, Inc. for exclusive transportation for ambulatory disabled people to a sheltered workshop. Payment is generated by the fares paid by the clients. A trip in the morning and a trip in the afternoon is made Monday through Friday.

Also, the Cedar Rapids Bus Department provides congregate meal transportation for ambulatory elderly citizens to three congregate meal sites in Cedar Rapids. Funding for this program is made possible by Title 3B of the Older Americans Act administered by the Heritage Agency on Aging and funds by the City of Cedar Rapids, Iowa. The three sites are the Witwer Senior Center, Jane Boyd Community House, and Lincoln Learning Center.

Finally, the Department provides transit services for the Association of Retarded Citizens for summer school.

Marion Independent School District Transportation

This school system operates fourteen vehicles, two of which have wheel chair lifts. Efforts for coordination have been unsuccessful to date.

Lin-Mar Community School District Transportation

This school district operates thirty eight vehicles, two of which are lift equipped. Efforts for coordination have been unsuccessful to date.

College Community School District Transportation

This school district operates forty five vehicles of which two are wheel chair lift equipped. Efforts for coordination have proven unsuccessful to date.

Cedar Rapids Community School District Transportation

This school district operates 123 vehicles, fourteen of which are wheel chair lift equipped. Efforts for coordination have proven unsuccessful.

Grant Wood Area Education Agency

This agency acts as a consultant to school districts in Region X, which encompasses the Iowa counties of Linn, Iowa, Jones, Johnson, Washington, and Benton. It has twelve lift equipped vehicles that it makes available to school districts in Region X. Efforts for coordination have been unsuccessful to date.

Association of Retarded Citizens

This agency operates a summer school and purchases transportation from the Cedar Rapids Bus Department.

Cabs to Augment the Bus Service (C.A.B.S.)

C.A.B.S. was started a little over one year ago in response to disabled citizens needing transportation when the para transit and fixed route transit systems aren't running. The need was to get ambulatory disabled citizens to work trips. Options of Linn County, L.I.F.T.S., the Citizens Committee for Persons with Disabilities, Goodwill Industries of Southeast Iowa, the United Way of East Central Iowa, and the Cedar Rapids Bus Department contribute towards one-half of the fare of a taxi cab ride and the disabled citizen contributes towards one-half the fare.

An Urban Mass Transportation Grant under Section 9 capital is pending to purchase a wheel chair lift equipped vehicle so that disabled citizens in wheel chairs may find jobs that have hours when fixed route and para transit systems aren't running.

CERTIFICATIONS

RESOLUTION NO. 2126-12-91

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CEDAR RAPIDS, IOWA, that the Mayor is hereby authorized and directed to execute a Certification of Equivalent Service for the Americans With Disabilities Act Para Transit Plan for the Cedar Rapids Bus Department.

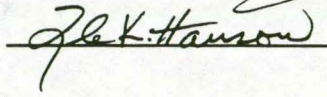
Passed this 18th day of December, 1991.

Voting: Councilman Schaefer moved the adoption of the resolution; seconded by Councilman Kramer. Adopted, Yeas, Councilmen Kramer, Schaefer and Smith.



Mayor

Attest:



City Clerk

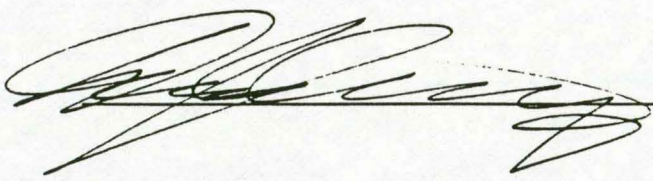
RESOLUTION NO. 1652-9-91

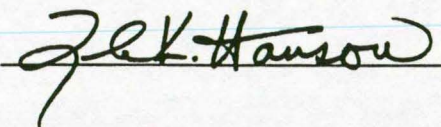
BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CEDAR RAPIDS, IOWA, that a public hearing is set for 9:00 a.m. on Wednesday, November 13, 1991, in the City Council Chambers, 4th floor, City Hall, for a public hearing on the Paratransit Service Plan with regard to the Americans for Disabilities Act; and

BE IT FURTHER RESOLVED that the City Clerk is hereby authorized and directed to give notice of said public hearing as required by law. First notice of said hearing shall be given at least 30 days prior to the fixed day as required by Federal regulations.

Passed this 18th day of September 13, 1991.

Voting: Councilman Schaefer moved the adoption of the resolution; seconded by Councilman Kramer. Adopted, Yeas, Councilmen Kramer, Murdock, Schaefer and Smith.

 Mayor

Attest:  City Clerk

Council met in regular session. Present, Mayor Canney, Councilmen Kramer, Murdock, Schaefer and Smith.

The invocation was given by The Reverend Neal B. Gail, First Church of the Open Bible.

The minutes of November 6th and 8th, 1991 were read and approved.

A public hearing was held on the matter of the proposed issuance of \$12,910,000 General Obligation Bonds. No objections were heard or filed. The matter was referred to the Council.

A public hearing was held on the Paratransit Plan to be submitted to the Urban Mass Transportation Administration with regard to the Americans for Disabilities Act. Mr. William Hoekstra, Transit Director of the Bus Department, discussed the Americans with Disabilities Act in regards to transportation. He advised that this public hearing was to receive input for the filing of the City's paratransit plan with the Urban Mass Transportation Administration. The contents of the plan are as follows:

Section 37.139 of the regulations provides a detailed listing of items that must be included in each paratransit plan. Eight general categories of information must be provided. These are:

- (1) General information about the entity or entities submitting the plan;
- (2) A description of the fixed route system as of January 26, 1992;
- (3) A description of existing paratransit services;
- (4) A description of the proposed complementary paratransit service;
- (5) Information about the proposed eligibility determination process;
- (6) A description of the public participation process used to develop the plan;
- (7) A discussion of efforts to coordinate the provision of service with other public entities in overlapping or contiguous areas; and,
- (8) the certifications and resolutions contained in Appendix C of this handbook.

The above information must be provided whether or not you request an undue financial burden waiver. If a waiver is requested, documentation showing that an undue financial burden does or will exist must be included in the plan. A description of the paratransit service that will be provided if the request is denied also must be included.

Ms. Reggie Ancelet, President of the Citizen's Committee for People with Disabilities and Employment Coordinator with Options of Linn County, thanked Mr. Hoekstra and the Council for a fine mass transit system and also support for C.A.B.S.

No objections were heard or filed. The matter was referred to the Council.

A public hearing was held to consider repealing Chapter 33 of the Municipal Code and adopting the 1991 Uniform Building Code as the new Building Code for the City. Mayor Canney inquired if this new Building Code takes into consideration the Americans

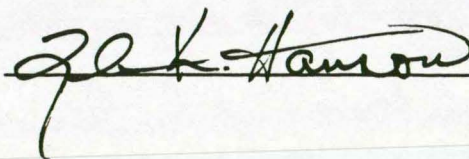
STATE OF IOWA)
)
COUNTY OF LINN)

I, Lyle K. Hanson, City Clerk of the City of Cedar Rapids, Iowa, County and State aforesaid, do hereby certify that the foregoing is a true copy of:

an excerpt from the minutes of the regular City Council meeting held on November 13, 1991

as full and complete as the same is of record and on file in my office.

WITNESS my hand and the Seal of said City this
19th day of November, 1991.

 , City Clerk



LINN COUNTY REGIONAL PLANNING COMMISSION

6th Floor, City Hall, Cedar Rapids, IA 52401 (319) 398-5041

MEETING MINUTES

The Executive Committee of the Linn County Regional Planning Commission met on Thursday, January 23, 1992 at 3:00 P.M. in the 4th floor Conference Room, City Hall, Cedar Rapids.

PRESENT: Willis Schnell, Ken Perry, Wayne Murdock, Joe Malmer

ABSENT: Jean Oxley, Jay Kacena, Eloise Hughey, George Bowler

STAFF PRESENT: Don Salyer, Bob Madson, Dave Stone, Sam Granato

OTHERS PRESENT: Bill Hoekstra, Cedar Rapids Bus Department
Esther Burgess, Clifton & Gunderson
Jill Jones, League of Women Voters

AGENDA

Chairperson Willis Schnell called the meeting to order at 3:00 P.M.

Joe Malmer moved to declare a quorum, which was seconded by Ken Perry and carried unanimously.

Joe Malmer moved that the minutes of the last meeting be approved. This motion was seconded by Wayne Murdock and carried unanimously.

1. Para-Transit Plan - Cedar Rapids Bus Department

Bus Department Director Bill Hoekstra discussed the purpose of the Para-Transit Plan, which is required of all public transit systems due to the recently-adopted Americans with Disabilities Act. An extensive survey was done of social service agencies in the metropolitan area to determine what they felt the para-transit (door-to-door) needs were in the community. The City's Bus Department now operates para-transit service at the same times as the fixed-route bus service. The Bus Department is now in compliance with most of the requirements of the Act, with the major exception being the design of the wheelchair lifts on some of the existing paratransit vehicles. These vehicles will be replaced, and the replacement vehicles will meet the specifications. A Transportation Technical Advisory Committee (TTAC) report recommending approval of this plan was acknowledged (see attached).

Questions were raised about the City's liability, and will fixed-route buses also need wheelchair lifts? The City will not have any liability problems due to the replacement para-transit buses being in the short-range capital replacement plan, and fixed-route buses will need to have lifts added as they are replaced or rebuilt at the end of their useful life. Discussion ensued as to what is involved in the rebuilding of a bus rather than replacement. The City plans to rebuild most or all buses in the existing fixed-route bus fleet (which will likely take until 2004), because it is cheaper than buying new buses and the rebuilds are considered to be "as good as new."

A motion was made by Wayne Murdock to approve submission of the plan to the Federal Transit Administration (FTA) and authorize the RPC chairperson to sign the application certification. This motion was seconded by Ken Perry and carried unanimously.

2. Transportation Improvement Program (TIP) Amendment

Mr. Hoekstra explained that the purpose of the amendment was to allow the Bus Department to apply for Federal funding for some physical modifications to the Ground Transportation Center (GTC) so that much of the area inside the building can be "Commercialized" i.e. build a retail court and lease spaces to private businesses (see attached fact sheet). This was part of an overall building plan prepared several years ago, but funding did not become available until a recent Congressional authorization to proceed with Federal funding, which would provide 75% of the funds to complete the work. When the spaces are leased, this would provide operating revenue to the Cedar Rapids Bus Department so that the GTC building could become self-sufficient in operation. A TTAC report recommending approval of the TIP amendment was acknowledged (see attached).

Questions were asked about inquiries for leased spaces in the building, and if this project constituted a subsidy for private businesses? Mr. Hoekstra mentioned that 40 individuals thus far have expressed interest in leasing spaces, and that the project does not "subsidize" private business--they will pay market rates for their leases plus their operating costs such as heating and lighting.

A motion was made by Ken Perry to approve the proposed amendment to the TIP. This motion was seconded by Joe Malmer and carried unanimously.

3. Audit Report

Ms. Esther Burgess from Clifton & Gunderson passed out copies of the audit reports concerning RPC finances to the Committee members. She mentioned that the report contains specific proposals to change minor matters regarding segregation of duties, and time sheets. All records and accounts and finances were found to be in order--and all in accord with federal requirements.

A motion to approve the audit report and authorize payment to the company was made by Joe Malmer, seconded by Ken Perry, and carried unanimously.

4. Bever/Cottage Grove Alignment Study

Don Salyer reported to the Committee that two staff reports should be available by February 21st --one a detailed technical report, and the other an executive summary of work done. After that, a TTAC meeting will be held to review the findings, and the full RPC board will meet sometime in March. Bob Madson went through a list of technical items that will be covered in detail in the reports, such as traffic service, environmental concerns, and street-building costs.

5. Contract with University of Iowa Data Systems group

Bob Madson explained that the work by the University-related consultant is virtually complete and that the new traffic zone system with 1990 Population and Housing data has been prepared, and the equivalency tables needed to produce a complete Census data report for transportation planning have been finished and turned in to the Census Bureau.

6. Report from the Transportation Committee of the Chamber of Commerce

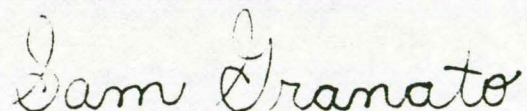
A report from the Chamber's Roads committee was discussed by the Committee members, along with IDOT's five-year Capital Improvement Program. The Chamber committee had expressed a desire to discuss major street projects with the RPC on an ongoing basis. No action was needed.

7. Monthly financial status report

Copies of the monthly report of RPC expenditures were handed out with a request for comments. None were made, and no action was needed.

There being no further business, the meeting was adjourned at 3:55 P.M.

Respectfully submitted,



Sam Granato
Recording Secretary

COMMERCIALIZATION OF CEDAR RAPIDS
GROUND TRANSPORTATION CENTER
DETAILED BUDGET

Construction Costs

Area Number (1) City Terminal	\$120,000
Area Number (2) Inter City Terminal	
Food Court	575,000
Fringe Area	230,000
Plaza Area	<u>100,000</u>
Subtotal Construction Costs	\$1,025,000

Additional Costs

Soft Costs	\$65,000
Marketing	
Brochures	
Grant Assistance	
Coordination of Leasing Agent	
Public Relations Activities	
Coordination with Surrounding	
Businesses	
Professional Fees	92,500
Printing	2,500
Contingency	<u>65,000</u>
Subtotal Additional Costs	\$225,000

Total Project Cost	\$1,250,000
UMTA Share - 75%	937,500
Cedar Rapids Share - 25%	312,500



LINN COUNTY REGIONAL PLANNING COMMISSION

6th Floor, City Hall, Cedar Rapids, IA 52401 (319) 398-5041

January 22, 1992

TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)
REPORT TO THE RPC EXECUTIVE COMMITTEE

SUBJECT: TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT

This is to certify that the TTAC has reviewed a request by the Cedar Rapids Bus Department to amend the TIP so that federal funds can be acquired to commercialize the Cedar Rapids Ground Transportation Center. After discussion and careful consideration, the TTAC recommends approval of the amendment as presented.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Don B. Salyer', is written over the typed name.

Don B. Salyer, Chairman
Transportation Technical Advisory Committee

Moved by: Mr. Mussman
Second by: Mr. Benfield
Motion carried.



LINN COUNTY REGIONAL PLANNING COMMISSION
6th Floor, City Hall, Cedar Rapids, IA 52401 (319) 398-5041

January 22, 1992

TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)
REPORT TO THE RPC EXECUTIVE COMMITTEE

SUBJECT: PARA-TRANSIT PLAN - CEDAR RAPIDS BUS DEPARTMENT

This is to certify that the TTAC has reviewed the Bus Department's Para-Transit Plan, which is required according to the recently adopted Americans with Disabilities Act. After discussion and careful consideration of this plan, the TTAC recommends approval of the plan as presented.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Don B. Salyer', is written over a horizontal line.

Don B. Salyer, Chairman
Transportation Technical Advisory Committee

Moved by: Mr. Simpson
Second by: Mr. Nelson



LINN COUNTY REGIONAL PLANNING COMMISSION

6th Floor, City Hall, Cedar Rapids, IA 52401 (319) 398-5041

Pat Meyers

MINUTES OF MEETING

The Transportation Technical Advisory Committee met on Thursday, January 16, 1992 at 1:30 P.M. in the 4th floor conference room, City Hall, Cedar Rapids.

Present: Chairman Don Salyer, Erv Mussman, Gary Petersen (for Mel Meyer), Dick Ransom, Jerry Nelson, Lee Benfield, Bill Hoekstra, Riley Simpson, Angelo Stefani, and Ed Finn.

Absent: Glen Meisner, Mel Meyer, and Verne Haaland.

Staff Present: Bob Madson and Sam Granato

1. Para-Transit Plan - Cedar Rapids Bus Department

Bus Department Director, Bill Hoekstra, described the contents of and the work that went into preparing this plan, which is a new requirement under the Americans with Disabilities Act. Para-transit service has been provided for many years in this area, and the Bus Department is already in compliance with most of the provisions of the ADA, with one exception being the design specifications of the vehicles' wheel chair lift equipment.

Riley Simpson moved to recommend that the RPC board adopt the Para-Transit Plan. This was seconded by Jerry Nelson and carried unanimously.

2. Transportation Improvement Plan (TIP) Amendment.

Bill Hoekstra reported that a project to commercialize the Ground Transportation Center (GTC), after a long history of planning involving city and state officials, has now received Congressional authorization to receive federal funds. \$937,500 would come from Federal transit funds, and \$312,500 from the City of Cedar Rapids. The city should be able to recoup their investment in the form of income from leases. Construction will not begin until at least 45% of the available spaced are leased.

Erv Mussman moved to recommend to the RPC that they adopt the amendment to the TIP to fund the GTC commercialization project. This was seconded by Lee Benfield and carried unanimously.

3. Bever/Cottage Grove Alignment Study.

Bob Madson presented status report on this study. A staff report is being written, and Bob covered several of the topics that will be reviewed in the report, such as the analysis of alignment alternatives and comments of the nearby residents. The full RPC board had a second public meeting on this subject last December.

4. Contract With University of Iowa Data Systems Group: Status Report by Staff:

Bob Madson reported on the work that had been completed by Geographic Decision Systems, Inc. This involved preparing 1990 population and housing data for a new set of transportation analysis zones.

5. Provisions and Impacts of the New Federal Surface Transportation Act.

Ed Finn of the Federal Highway Administration discussed the Act, recently adopted by the Federal Government, and its impact in terms of funding and program categories. (A summary of the Act was distributed). Several funding categories are being reorganized and the Interstate highways plus some of the "Commercial and Industrial network" will form a National Highway System, which will have a separate budget category. Overall, transportation funding will increase, and FHWA planning assistance will be close to double that of previous levels.

There being no additional business, the meeting adjourned at 3:00 P.M.

Respectfully Submitted,

Sam Granato, Recording Secretary

APPENDIX C TO PART 37-CERTIFICATIONS

*Not
Required*

Certification of Equivalent Service

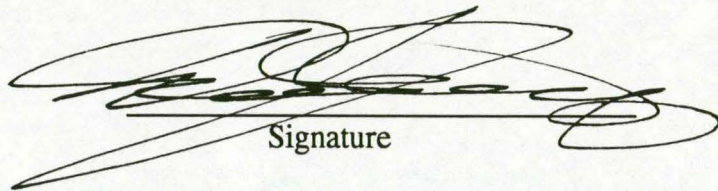
The City of Cedar Rapids certifies that its Bus Department's demand responsive service offered to individuals with disabilities, including individuals who use wheelchairs, is equivalent to the level and quality of service offered to individuals without disabilities. Such service, when viewed in its entirety, is provided in the most integrated setting feasible and is equivalent with respect to:

- (1) Response time
- (2) Fares
- (3) Geographic service area
- (4) Hours and days of service
- (5) Restrictions on trip purpose
- (6) Availability of information and reservation capability
- (7) Constraints on capacity or service availability

In accordance with 49 CFR 37.27, public entities operating demand responsive systems for the general public which receive financial assistance under sections 16(b)(2) or 18 of the Urban Mass Transportation Act must file this certification with the appropriate state program office before procuring any inaccessible vehicle. Such public entities not receiving UMTA funds shall also file the certification with the appropriate state program office. Such public entities receiving UMTA funds under any other section of the UMTA Act must file the certification with the appropriate UMTA regional office. This certification is valid for no longer than one year from its date of filing.

Donald J. Canney

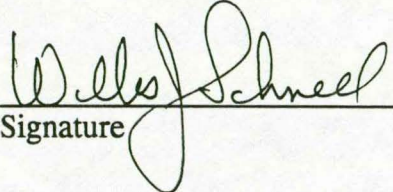
Mayor



Signature

MPO Certification of Paratransit Plan

The Linn County Regional Planning Commission hereby certifies that it has reviewed the ADA paratransit plan prepared by the Cedar Rapids Bus Department as required under 49 CFR 37.139(h) and finds it to be in conformance with the transportation plan developed under 49 CFR part 613 and 23 CFR part 450 (the UMTA/FHWA joint planning regulation). This certification is valid for one year.


Signature

Willis Schnell
Name of authorized official

LCRPC Chairperson

1-23-92
Date

Existing Paratransit Service Survey

This is to certify that the Cedar Rapids Bus Department has conducted a survey of existing paratransit services as required by 49 CFR 37.137(a).

William Hoekstra
Signature

William Hoekstra
Name of authorized official

Transit Director
Title

1-10-92
Date

C.4 - INCLUDED SERVICE CERTIFICATION

This is to certify that service provided by other entities but included in the ADA para transit plan submitted by the City of Cedar Rapids meets the requirements of 49 CFR part 37 subpart F providing that ADA eligible individuals have access to the service; the service is provided in the manner represented; and, that efforts will be made to coordinate the provision of para transit service offered by other providers.

William Hoekstra
Signature

William R. Hoekstra
Name of Authorized Official

Transit Director
Title

1-10-92
Date

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