

Appendix A

Technical Memorandum #1:

Summary of Public Meetings



Technical Memorandum #1:

SUMMARY OF PUBLIC MEETINGS

May 2006

Submitted to



Submitted by

URS

700 South Third Street
Suite 600
Minneapolis, MN 55415

Table of Contents

| | |
|--|----|
| INTRODUCTION | 1 |
| JANUARY 2005 OPEN HOUSES | 1 |
| DECEMBER 2005 OPEN HOUSES | 2 |
| HOW THE MEETINGS WERE PUBLICIZED | 3 |
| Newspaper | 3 |
| Newsletter | 4 |
| Television..... | 4 |
| Press Releases | 5 |
| OPEN HOUSE MEETING FORMAT..... | 6 |
| JANUARY 2005 SUMMARY OF COMMENTS RECEIVED | 6 |
| January 2005 Davenport Results | 8 |
| January 2005 Bettendorf Results | 12 |
| January 2005 “Other” Results..... | 16 |
| DECEMBER 2005 SUMMARY OF COMMENTS RECEIVED | 20 |
| December 2005 Open House Results | 21 |
| Open House Comment Forms..... | 25 |

Appendix

January 2005 Open House

- Media Coverage
- Presentation Materials
- Attendance Sheets
- Questionnaire and Responses
- Evaluation Form and Responses

Addendum

December 2005 Open House

- Media Coverage
- Presentation Materials
- Attendance Sheets
- Feedback/Evaluation Form and Responses
- Comment Form and Responses

INTRODUCTION

The Iowa Quad Cities Transit Alternative Analysis is a locally managed study process that will help in identifying and analyze alternatives to improve mobility and increase transit ridership throughout the Iowa Quad Cities. Part of making the Study a success is obtaining valuable feedback on transit issues from citizens in the community. This Technical Memorandum documents the steps taken by the project sponsors and consultants to actively share hear and document community thoughts regarding the Iowa Quad Cities Transit Alternative Analysis.

Four public open houses were held during 2005, two in January and two in December, to gather input and promote dialogue with affected communities, residents and business interests. The ultimate outcome of these discussions is identifying a direction brought about by input from area residents that both individual citizens and leaders can use to establish a preferred alternative and consequently result in achieving the study's goals and objectives.

JANUARY 2005 OPEN HOUSES

On the evenings of January 26 and 27, 2005 two separate open house meetings were held in the Cities of Davenport and Bettendorf, Iowa, respectively. The January meetings primarily focused on receiving input from the public by documenting their thoughts on potential improvements to existing transit service, future transit service and technology improvements that they find most desirable.

The three-hour long meetings provided an introduction of the project to the public. URS staff introduced the purpose of conducting the study, including an overview of various alternatives to be considered using the Federal Transit Administration's process. These alternatives included bus rapid transit, light rail transit, commuter rail, trolley/streetcars, and personal rapid transit.



Bettendorf January 2005 Open House

More importantly, it provided the public with an opportunity to ask questions and express their concerns regarding the current transit system in the Bettendorf and Davenport area. Members of the project staff including the Bi-State Regional Commission (BSRC), representatives from the Cities of Davenport and Bettendorf, as well Davenport Citibus, Bettendorf Transit and River Bend Transit and URS, BSRC's consultant, were present to address the public's concerns.

The first meeting, held at the Davenport RiverCenter drew sixteen citizens while ten individuals interested in the transit study attended the second open house at the Bettendorf Library. The meetings were held from 4:00 p.m. to 7:00 p.m.

DECEMBER 2005 OPEN HOUSES

Two open house meetings were held on Wednesday, December 14th and Thursday, December 15th, 2005 from 3:00 p.m. to 6:00 p.m., in the Cities of Davenport and Bettendorf, respectively. The Davenport open house was held in the RiverCenter located at 136 East Third Street. The Bettendorf open house was held in the Bettendorf Library located at 2950 Learning Campus Drive.



Davenport December 2005 Open House

The format and project information being shared at each meeting were the same and included both formal and informal components. Beginning at 3:00 p.m., the display area of the open house opened to allow participants to review the project background, learn about potential transit solutions and have an opportunity to share their thoughts on transit priorities. Participants were given a post-it note and encouraged to “vote” by placing the post-it note on the transit alternative display board that best represents an alternative that meets their transit needs.

During each open house, formal presentations were given at 3:30 p.m. and 5:00 p.m. which included an opportunity for participants to provide feedback through an interactive exercise. Opportunities for dialogue and engagement were provided throughout the open house, as project sponsors and the consultant team were available to answer questions and discuss any ideas that attendees might have. Members of the project staff, including the Bi-State Regional Commission (BSRC), representatives from the Cities of Davenport and Bettendorf, Davenport Citibus, Bettendorf Transit, River Bend Transit, Metrolink and the Federal Transit Administration, were available at the December meetings.

The Davenport meeting drew 25 participants and the Bettendorf meeting drew 11 participants, including project sponsor staff members and project consultants.

HOW THE MEETINGS WERE PUBLICIZED

Newspaper

A paid advertisement announcing the open houses appeared in the area newspaper, the Quad- City Times. Ads ran from Friday, January 21, 2005 through Friday, January 27, 2005 for the January meeting and from Friday, December 9, 2005 through Thursday, December 15, 2005 for the December meetings. A copy of the January 2005 advertisement can be found in Appendix and a copy of the December 2005 advertisement can be found in the Addendum. The announcement was also posted on the Cities of Davenport and Bettendorf's web sites, in addition to Bi-State Regional Commission's web site.

Both the January and December 2005 open houses received media coverage from the Quad- City Times. An article was also published in the Quad-City Times on Thursday, January 27, 2005 that covered the first meeting in Davenport. The article highlighted some of the questions and concerns citizens brought up in the Davenport open house and provided details for the meeting in Bettendorf on January 27, 2005. Copies of each article and editorial from the Quad-City Times are found in Appendix A. A second article was published on Thursday, December 15, 2005 featuring viewpoints and issues raised at the Davenport open house held on Wednesday, December 14, 2005. The article also advertised the second opportunity to review project information and provide feedback at the Bettendorf meeting being held that night. In addition, the Quad-City Times published an editorial on January, 18, 2006, following the December meetings. Copies can be found in the Addendum.

In addition to coverage in the Quad-City Times, the River Cities' Reader advertised each of the December 2005 open house meetings under their calendar listings in the December 14-20, 2005 publication. These meetings were also listed electronically on the River Cities' Reader web site (www.rcreader.com), under "Calendar of Events."

Newsletter

For both the January and December 2005 open house meetings, 1,500 news flyers were printed and distributed to the BSRC, and the cities of Davenport and Bettendorf. The BSRC mailed 233 flyers to individuals throughout the Quad Cities area. Groups who received the mailing included the Regional Transportation Advisory Group, Job Access Reverse Commute, the Study Advisory Committee, Quad Cities Air Quality Task Force, Disabled Transportation Advisory Group, and the Drug and Alcohol Testing Consortium. Project Flyers were made available at the Davenport Transit Center, City



*Transfer point at 16th Street in
Davenport*

Hall and on area buses. Copies were also given to the Fixed Route Advisory Group, the Davenport Mayor, City Council and Department heads. Information was also e-mailed out to members of the Bettendorf Chamber of Commerce. Extra copies of the news flyer were made available at the open houses as well.

Information announcing the meeting was available on the Cities of Davenport and Bettendorf respective web sites. As an additional reference, all information that was created for the open house meetings was made available on BSRC's web site (www.bistateonline.org) under featured links.

Television

Upon the completion of the meetings, the formal presentation given by Rick Nau at the open houses was recorded in the Council Chambers at Bettendorf's City Hall, to be aired on the public access channel for two weeks beginning Wednesday, February 2, 2005 and . The December 2005 presentation was taped on Thursday, December 15th and began airing on December 19th for approximately three weeks. In addition, the December 2005 presentation could be downloaded and viewed from the City of Bettendorf's web site at www.bettendorf.org/channel9.html. A tape of the presentation was mailed to the public information officer in Davenport to have it available for airtime as well.

Press Releases

December 2005 open house meetings press releases were developed and transmitted to the following news media outlets in the Quad Cities:

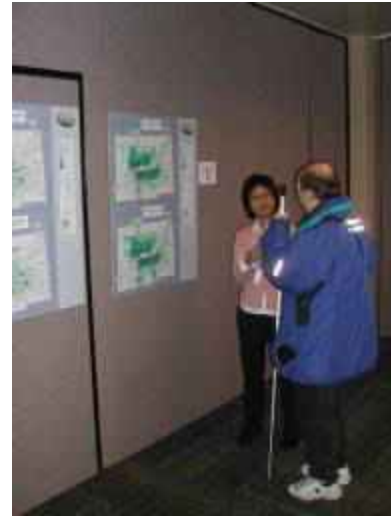
- WHBF, Channel 4
- KWQC, Channel 6
- WQAD, Channel 8
- Dispatch/Argus News
- Quad City Times Reporter
- River Cities' Reader

A copy of the news release for January 2005 open house meetings can be found in Appendix A and a copy of the news release for December 2005 open house meetings can be found in the Addendum.

OPEN HOUSE MEETING FORMAT

At each meeting, the open house format provided citizens with an opportunity to view display boards, which was accompanied by a two – page document detailing the information on the boards, discuss issues with project staff one-on-one, and fill out a questionnaire and evaluation form.

A 20-minute formal slide show presentation was also given that provided similar information to what was available on the display boards including the project overview, purpose of the study, the different alternatives being considered, project schedule, and next steps. January 2005 hard copies of the presentation slides are available in Appendix B and December 2005 hard copies are found in the Addendum.



*Davenport January 2005
Open House*

JANUARY 2005 SUMMARY OF COMMENTS RECEIVED

Of the 26 citizens who attended the January 2005 meetings, 15 individuals completed and returned questionnaires to the project staff. In addition to asking citizens for any general concerns, the questionnaire elicited feedback from citizens pertaining to their thoughts on the main transit problems in the Iowa Quad Cities, the locations of these problems, potential solutions and their thoughts regarding alternatives presented in the open houses. A complete listing of the comments received during is available in Appendix D.

When residents were asked about the most significant transportation problems in the Davenport-Bettendorf area, the most frequent response included:

- The lack of transit service on weekday evenings and no service on Sundays
- The duration of time it takes to get to one's final destination due to the number of transfers
- The frequency of certain routes.

Suggested potential solutions for the transit problems included:

- Altering the times of operation
- Seeing a more collaborative effort between existing transit providers, which would in turn be more accommodating to riders by creating smoother transfer points
- The bus fair being universal
- Possibly revamping major routes to better encompass area businesses, colleges and universities.

Remarks varied when it was asked on how individuals felt about the potential transit alternatives discussed in the open houses. Five alternatives were presented to the public, but the options of Bus Rapid Transit (BRT) and/or a trolley or streetcar system seemed favorable amongst citizens. Individuals felt these options were realistic, economically feasible to the point where half of the respondents supported a potential new or increased tax to fund expansion of the current bus service or other transit modes.

The following section is a compilation of the responses received. Appendix D presents the completed questionnaires submitted by meeting attendees.

Questionnaires were distributed to individuals as they entered the open houses. From those responses the following documents were created to summarize the responses received. Each number under the questions asked represents an individual who responded to the questionnaire. If the respondent did not answer a question, the word “blank” appears after their number. The responses were compiled for each meeting – Davenport, Bettendorf and a category called “Other” that includes any comments not received on the questionnaires, or from outside of the meetings (letters, e-mail, phone etc).

January 2005 Davenport Results

1. What do you think are the most significant transportation problems in the Iowa Quad Cities? Include details such as location and times these problems occur.

- Time Restrictions, tight schedules for both drivers and riders, bad weather – no clean up to assure rider safety on and off the bus.
- They stop too early in the evenings, especially on the weekends. No Sunday service except MetroLink bridge. Too frequent stops (every block) on some routes. 12/53 needs to be two routes.
- The need of most people to have their own vehicle waiting in the lot. Because of this there are parking and traffic congestion issues.
- Lack of senior ridership because of lack of knowledge of bus system. What is needed is someone who can advise seniors as to which bus goes to where they want to go. Something like the Ambassador Program.
- I think Kimberly Road is a tangled mess – service roads would be a big help.
- Time, Locations
- Geographical area obstructions (creeks, railroad tracks, limited north/south roads, cookie cutter development in out lying areas (west and northwest).

2. What do you think are some potential solutions to these problems in the Iowa Quad Cities?

- More centrally located, schedules that are easier to understand
- Later service especially on Friday, Saturday and Sunday. Consolidate some stops
- Start from scratch route system with better coverage and mix of vehicles. Fewer courts / more through streets. Intense marketing, to overcome perceived need for individual automobile. Awareness of routes and services. More hours of operation would be necessary – nights and weekends.
- To establish the Ambassador Program
- Services roads along Kimberly

- Have bus stop at more locations
- Reroute bus system from wheel and spoke design to multi-cell design

3. *If you have ridden a bus in the past two weeks:*

- 1a. Blank, 1b. Blank, 1c. Blank, Blank 1d. Blank
- 2a. 10 (Davenport), 4 (Bettendorf), 2b. Six dpw, 2c.4, Benches are needed, 2d. Blank
- 3a. 3, 3b. Blank, 3c. 4, Blank, 3d. Blank
- 4a. 1, 4, 12/53, 4b. Varies from week to week 4c. 5, everything imaginable qualifies, 4d. Blank
- 5. Have not ridden the bus in the past two weeks
- 6a. 8, 1 6b. Six dpw, 6c. 4, bus stop locations, 6d. Blank
- 7a. 8, 7b. Two dpw, 7c. 3, needs improvement, 7d. Blank

4. *If you have not ridden a bus, which one of the following best describes your situation?*

- Other: I am a bus driver
- Blank
- Blank
- Blank
- It is more convenient to drive my car
- I do not pay for parking
- Blank

5. *Do you think other transit modes (such as bus rapid transit, light rail, commuter rail, personal rapid transit) would be practical and economically feasible in the Iowa Quad Cities?*

- No
- Yes: BRT
- BRT: Not sure what this is – if express bus – perhaps between, LRT/Commuter Rail: Not sure we are big enough for this perhaps between Quad Cities, PRT: Not sure what this is – Taxi?
- I am uncertain at this time
- I think a cable car system up Brady around Vanderveer Park, down Harrison to levee and back to Brady . Not practical but cool and tourist draw.
- Blank
- No: Too expensive – ridership now half compared to the 1980's

6. *Would you use any of the following modes of transportation if implemented?*

- Blank
- BRT and Trolley / Streetcar
- Depends on when they go
- Blank
- Trolley / Streetcar
- Commuter Rail, Trolley / Streetcar, PRT
- None of the above will see the light of day

7. *Would you be willing to support a new or increased tax to fund expansion of the bus service or other transit modes (as listed in #6)?*

- No
- Yes
- Current mass transit is heavily subsidized. Would like to see usage support cost.
- Blank
- Yes
- Yes
- No, we are at 91 cent of 95 cent limit now. Taxes are too high (stormwater fee, garbage fee, fire inspection fee) current tax rate is at it's max now, that's why the fee's next budget in February maybe service cuts (Police, Fire).

Please use the space below to share any other concerns you have regarding transit in the Iowa Quad Cities.

- Blank
- Need to make 53 (Wal-Mart – Northpark) separate from route 12
- Converting individual drivers to mass transit users.
- Suggested a Transit Ambassador Program to help seniors “navigate” the transit system: liked visitor's bureau.
- Blank
- Blank
- Routes need to be changed to improve efficiency. Meeting held 1 a month at City Hall

January 2005 Bettendorf Results

1. *What do you think are the most significant transportation problems in the Iowa Quad Cities? Include details such as location and times these problems occur.*
 - Not marketed, not consistent, no shelter or benches at sites, all three cities run separately (not collaboratively)
 - Kimberly Road, 18th Street, 53rd Street, Spruce Hills Drive, Brady/Harrison/Welcome Way, appears to have had poor planning, too many vehicles not enough lanes, ill timed traffic lights, 8:00 a.m., 3:30 p.m., 5:00 p.m.
 - In order to benefit the public: extend hours, extend radius, door to door transportation for handicap
 - Helping the disabled
 - Taking an hour or more to reach a destination, driving through neighborhood (areas) that you do not pick anyone up in. City of Davenport's lack of improving and letting the bus system grow.
 - Communications with Great River Bend Transit
 - Buses do not run in evenings and on Sundays
 - Lack of pick-up times (i.e.: ½ hour instead of every hour)
1. *What do you think are some potential solutions to these problems in the Iowa Quad Cities?*
 - Collaborative Systems, incentive to ride transit system, better information about times, etc. improve frequencies
 - Stop concentrating the retail business on E. 53rd spread it out a bit.
 - Contract the above service to the private sector. Use vouchers for transportation.
 - 10 East of Duck Creek, better understanding of the problems faced by people with disabilities.

- Do major route changes: involve employees in changes, work with the colleges and University's in order to get students riding. Trolley system in the East Village and Downtown area.
- More buses for handicapped people so it is easier to get groceries
- Change the problems expressed in question #1
- Scheduling.

2. *If you have ridden a bus in the past two weeks:*

- 1a. 9, 1b. Two dpw, 1c. 3, no benches or shelters in bad weather 1d. Just started riding last week on a challenge from work
- 2. Have not ridden the bus in the last two weeks
- 3. Have not ridden the bus in the last two weeks
- 4a. 5 (to work), 4 (to Northpark), 2 (North Scott Community College), 12/53 (Davenport), 4b. Six dpw 4c. Bettendorf = 5, Davenport = 2 (Buses great in Bettendorf, not so great in Davenport) 4d. Blank.
- 5a. 4, 6 5b. Five dpw, 5c. 2, Schedules 5d. Blank
- 6a. 2 (North Scott Community College), 5, 12/53 (Davenport) 6b. Six dpw 6c. 5, the buses and drivers are great in Bettendorf not so good in Davenport) 6d. Blank
- 7a. 13, 53 7b. Five dpw, 7c. 3, schedule: good drivers, but need to run at night and Sundays
- 8a. 2,3,4 8b. Four dpw 8c. 5, Bus drivers 8d. Blank.

3. *If you have not ridden a bus, which one of the following best describes your situation?*

- Bus does not travel at times I need to travel, I do not know how to ride the bus (when I first started)
- It is more convenient to drive my car

- It is more convenient to drive my car
 - Blank
 - Blank
 - Blank
 - Blank
 - Blank
4. *Do you think other transit modes (such as bus rapid transit, light rail, commuter rail, personal rapid transit) would be practical and economically feasible in the Iowa Quad Cities*
- Yes
 - No
 - No, not at this time
 - Yes
 - BRT
 - Yes
 - Not practical at this time
 - Could be....
5. *Would you use any of the following modes of transportation if implemented?*
- BRT, LRT, Commuter Rail, Trolley / Streetcar, PRT
 - Trolley / Streetcar, PRT
 - Trolley / Streetcar
 - BRT, LRT, Commuter Rail, Trolley / Streetcar, PRT

- BRT
- BRT, LRT, Commuter Rail, Trolley / Streetcar, PRT
- BRT, LRT, Commuter Rail, Trolley / Streetcar, PRT
- BRT, Trolley / Streetcar

6. *Would you be willing to support a new or increased tax to fund expansion of the bus service or other transit modes (as listed in #6)?*

- Yes, depending on how much
- Maybe
- Undecided – there are funds available
- Yes
- Yes
- Yes
- Yes
- Yes

Please use the space below to share any other concerns you have regarding transit in the Iowa Quad Cities.

- Awesome, I'm glad something is getting started.
- Buses are too large and use fuel from oil. Roadways do not have enough lanes (especially E. 53rd). What about smaller buses which use E.M. power and maybe more of them, which would allow some express buses.
- To be cost effective and provide transportation to the public, I would suggest using the private sector to enhance the existing system. Extend AM & PM to include 24 hours 365 days. Extend radius. Provide door-to-door transportation to the handicap along with a demand response type of system instead of scheduled appointments. Use vouchers and distribute federal funds to contract carriers. I would like to attend future meetings.

- Blank
- The political powers don't have a clue about its bus service. I think all elected officials that have the power for any final decisions about bus service should be made to ride to and from any work, stores, and council meetings for a solid week. They would then have a slight understanding of the problems if they were not allowed to go anywhere that the bus could not take them.
- Blank
- I think the money spent on these presentations could have been better spend by adding service on Sundays and nights.
- Submitted a typed letter at meeting, please see Appendix for hard copy.

January 2005 “Other” Results

1. What do you think are the most significant transportation problems in the Iowa Quad Cities? Include details such as location and times these problems occur.

- Blank
- Individual submitted hand written letter at Davenport meeting: Please see end of this document for comments
- Individual submitted comments via phone to Gena McCullough. Please see end of this document for comments
- Individual submitted comments via the BSRC website. Please see end of this document for comments
- Gena McCullough E-mail comment. Please see end of this document for comments.
- What do you think are some potential solutions to these problems in the Iowa Quad Cities?
- Blank

3. *If you have ridden a bus in the past two weeks:*
- 1a. N/A, 1b. Zero , 1c. N/A 1d. Have not ridden the bus for two weeks.
4. *If you have not ridden a bus, which one of the following best describes your situation?*
- 1. I do not pay for parking, it is more convenient to drive my car
5. *Do you think other transit modes (such as bus rapid transit, light rail, commuter rail, personal rapid transit) would be practical and economically feasible in the Iowa Quad Cities?*
- 1. I live outside of Davenport. I would be interested in a light rail system to use as my transportation to work.
6. *Would you use any of the following modes of transportation if implemented?*
- LRT, Commuter Rail, PRT
7. *Would you be willing to support a new or increased tax to fund expansion of the bus service or other transit modes (as listed in #6)?*
- Yes

Please use the space below to share any other concerns you have regarding transit in the Iowa Quad Cities.

- I presently do not use the bus system, but have recently been meeting with low-income and homeless people who are dependent upon the bus system to get to work, buy groceries, get children to school and day care, and be able to socialize. They have described the problem they have encountered and their inability to use the current bus system to meet their needs. Some of the problems they described: Takes to pay? To navigate the system to get children to school and for day care and get to work; too many transfers to get from one location to another; weekend bus service starts after they need to be to work; not always reliable enough to count on to get to work. At times the system is not adequate to meet the need of those who rely on it most.
- I would like to make some suggestions on bus routes:

- Route 4 should run every 15 minutes between Northpark and Main Street. If a person comes from the mall going south and if a person goes 2 or 3 blocks east of Brady and 32nd they would have to walk 6 to 8 blocks.
- Route 1 and route 8 should run every half hour, during peak hours. During non-peak hours every hour. Maybe those routes could be extended to the southwest
- Some of the major routes should be extended in the evening, for about an hour and a half or maybe two hours, such as route 2:5A – Route 9, Route 10, Route 8, Route 12, Route 10. Route 4 should be extended two hours.
- When buses come from Northpark after 7:00 going to 16th and Main, there could be two demand remove buses, one going east and one going west. This way the Davenport City Lines could save money.
- Route 4, Brady Street should be extended two or three blocks north of Kimberly Road. This should be extended so a person can get on the bus at the southeast corner of Brady and Kimberly.
- A new bus route should run on River Drive from downtown Davenport to downtown Bettendorf or maybe a mile or so east. I would like to suggest this route run from 6:30a.m. – 8:30 a.m. and from 3:30 p.m. – 5:30 p.m.
- The three systems need to have a uniform fare structure so folks know what it costs and whether they ride one system or another. It was also noted that the city council's in Iowa need to invest more money into the systems.
- I am a citizen of Davenport currently attending the University of Iowa. I wanted to share with you some of my concerns regarding the recent travel study. One of the biggest obstacles that the Iowa Quad Cities faces in its development is its lack of effective public transit alternatives. In Iowa City the success of local public transit relies to a very large extent on the University of Iowa. It is my belief that an attempt at providing St. Ambrose University, and Scott Community College with more frequent, and widespread public transit will not only benefit the aforementioned institutions but the city, and public transit systems as a whole. There seems to be a growing desire for “metropolitanism” in the Iowa Quad Cities. This desire would be, in part, met if the need for a car were diminished. When the state of Iowa feels its time to address the problem of the emigration of youth away from Iowa, it becomes evident that the problem has remained long unaddressed. Studies show (look at the concentration of young people in large cosmopolitan areas as opposed to areas not considered “cosmopolitan”) that young people stay where they

feel they can live, and have many options. Better public transit systems add to the creation of this desired environment. Additionally the aversion to Businesses deemed to be inaccessible due to parking issues will mitigated by augmenting existing systems. Bringing the young people out of rural areas would be facilitated by commuter rail stops easily accessible to lazy parents. Also when you talk about problems like runoff and congestion on I-74 one obvious solution would be to improve public transit. The best way to do this is, I feel, to improve the frequency, availability, and appeal of public transit. Only a strong effort to rid the community of its aversion to public transit will help to solve many of the obstacles, which keep the Iowa Quad Cities from developing as they should. I would be glad to help in anyway I am able. Thanks for your attention.

- I also gave a general transportation presentation at Augustana College on Tuesdaynight and received the following comments on transit for long range planning. Students reiterated what you found that there isn't much information out on how to use the systems. They suggested selling a school pass directly at the colleges and placing a bus stop at the college. They were interested in a periodic express bus to Walmart (Augustana College in Rock Island to Walmart in Moline) – could apply similarly to St. Ambrose in Davenport to Walmart in Davenport. They'd like to see night service to the District in Rock Island where the weekend entertainment is (late night service from the bars basically).

DECEMBER 2005 SUMMARY OF COMMENTS RECEIVED

Of the 36 participants attending the December 2005 open house meetings, 12 Feedback and Evaluation Forms and five Open House Comment Forms were returned. A Feedback and Evaluation Form and an Open House Comment Form were given to each participant as they entered the open house area. As no Feedback and Evaluation Forms were received at the Bettendorf meeting, all the feedback below represents participants' viewpoints from the Davenport meeting only.

The Feedback and Evaluation Form asked participants to indicate their preferences for the No Build, Baseline, or either of the two Build Alternatives being proposed. Of the 12 responses received, the Baseline and Bus Rapid Transit Alternatives received four votes each, with No Build and Steetcar/Trolley receiving one vote, respectively.

With respect to the potential routes being evaluated under the build alternatives, participants indicated their choice for which route they would utilize the most. The Brady/Harrison Route received five votes and the Riverfront Connector, 53rd Street Corridor, Locust/Middle Road Corridor and Kimberly Road Corridor receiving three, two, one and one votes, respectively.

When participants indicated which route they would build first if given the choice, the Brady/ Harrison Corridor received five votes with Riverfront Connector receiving four votes. The Locust/Middle Road Corridor, the Kimberly Road Corridor and the 53rd Street Corridor each received one vote from participants.

Greater understanding by the consultants and project sponsors was gained when participants indicated either transfer opportunities, frequency of service, service area or another contributing factor as the most important factor for choosing their route. Service area received the most votes with six, followed by "other factor" (see question number four below) receiving five votes and with transfer opportunities and frequency of service receiving three votes, each.

When participants were asked if they understood the goals of the open house, of those providing responses, six indicated that they "strongly agree", with "agree" and "undecided" receiving two votes each, and "strongly disagree" receiving one vote.

With respect to the open house presentation as being a valuable tool for helping participants understand the meeting/project objectives, five participants indicated that they "agree" with the statement and four participants "strongly agree" the statement. One participant indicated that they "strongly disagree" with the above statement.

In terms of each participant feeling comfortable to share his or her thoughts and ideas about the project, seven participants "strongly agree" and four participants "agree"

with the evaluation statement. When asked if they had an opportunity to learn more about the ideas and opinions of others, six participants “agree” and five participants “strongly agree” with the statement. In addition, when asked if they felt that everyone had an opportunity to speak and share ideas, six participants “strongly agree” and five participants “agree” with the statement.

December 2005 Open House Results

Of the responses received, the number in parenthesis indicates the number of times that particular item received a positive vote. On some forms, more than one preference was indicated per questions and/or some questions did not generate a response.

1. In your opinion, what is the best transit option for the Iowa Quad Cities?

- Baseline (TSM) (4)
- Build: Bus Rapid Transit (4)
- Build: Streetcar/Trolley (1)
- No Build (1)

2. Of the build alternatives, what route would you use the most?

- Brady Street/Harrison Street (5)
- Riverfront Connector (3)
- 53rd Street (2)
- Locust/Middle Road (1)
- Kimberly Road (1)
- 67th Street (0)
- 18th Street (0)

3. *What route would you build first?*

- Brady Street/Harrison Street (5)
- Riverfront Connector (4)
- Locust/Middle Road (1)
- Kimberly Road (1)
- 53rd Street (1)
- 67th Street (0)
- 18th Street (0)

4. *When choosing this route, what was the most important factor?*

- Service area (6)
- Other (5):
 - Reroute existing service, there will be not extra money for transit from Davenport City Council
 - This route (Brady/Harrison) could be the spine for all other routes – a good shot
 - Hours (Kimberly Road)
 - Improving route speed. The system, however, isn't large enough to gain any great time savings.
 - There should be a bus running from downtown Davenport to Bettendorf, all going into East Davenport shopping center. The bus routes should run into the evening as well as Sunday.
- Transfer opportunities (3)
- Frequency of service (3)

Please rate the following statements using the scale below:

1. I understood the goals of the public information meeting.

- Strongly Agree(6)
- Agree (2)
- Undecided (2)
- Disagree (0)
- Strongly Disagree (1)

2. The presentation was valuable in helping me understand the project objectives.

- Strongly Agree (4)
- Agree (6)
- Undecided (0)
- Disagree (0)
- Strongly Disagree (1)

3. I was comfortable sharing my thoughts and ideas about the project.

- Strongly Agree(7)
- Agree (4)
- Undecided (0)
- Disagree (0)
- Strongly Disagree (0)

4. *I had an opportunity to learn about the ideas and opinions of others.*

- Strongly Agree (5)
- Agree (6)
- Undecided (0)
- Disagree (0)
- Strongly Disagree (0)

5. *Everyone had an opportunity to speak and share ideas.*

- Strongly Agree (6)
- Agree (5)
- Undecided (0)
- Disagree (0)
- Strongly Disagree (0)

Open House Comment Forms

- The changes to current routes is a good idea – but some of the proposals can not work – I know from experience- (RT 10 West for example)
- I believe that having public transportation that would run longer hours such as 5 AM to 12 AM, Mon – Sun would be the biggest step forward for the City of Davenport's public. For the people that are going to work longer hours would make more choices to people on how to get to and from work and shopping, etc. People that come to our great town would be able to travel around and have no worries about where places of businesses are and have easier access to them. In the long run there would be more money being spent in our town which means more tax dollars. Also, for the people to whom have disabilities and can't drive they could get around a lot more and have more options to travel in our city. We really need to go forward and in the future we need to grow just like our city is. People work and live outside of the time frames we now have. It truly needs to change for everyone. Thank you.
- Davenport/Bettendorf super loop\bi-directional\1/2 hour service, RT 4/16th to North Park to 53rd Street, 53rd St/Brady to Walmart/Cinemas, Walmart/Cinemas to Duck Creek Mall (Connect to Bettendorf), Duck Creek Mall to 16th St/Main, (4 buses – 2 clockwise – 2 counter clockwise). All other routes feed super loop. Use existing Rts 4 (1 bus) (53) (12) (10E).
- What is or why can't the 3 cities unite together and make one transit system. Hours! The school kids having their own routes? Day AM and after school – the problem now crowding kids. I do think the No build and modify the existing system.
- I would like to see bus #5 go from 9:00 am – 3 pm to once an hour.