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ECONOMIC REPORT ER79-5

A SURVEY OF  
RURAL PEOPLE TRANSPORTATION  
IN SOUTHWEST MINNESOTA

BY

L. UPTON HATCH, K. WILLIAM EASTER, HARALD R. JENSEN

DEPARTMENT OF  
AGRICULTURAL AND APPLIED ECONOMICS

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A Survey of  
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## SUMMARY

This report surveys rural people transportation in Southwest Minnesota. The main purpose of the survey was to provide information on transportation availability for low income people, the handicapped and the elderly -- the groups most often disadvantaged in transportation services.

Information was obtained on commercial bus and train schedules which provide six east-west linkages among major towns in the area but only one main north-south linkage. Additional information was obtained on publicly supported transit programs and taxi services from questionnaires sent to administrators of these programs and services. These administrators were identified with the help of the county commissioners in each of the 18 counties and by mayors of all towns in the area with populations of 1000 or more. The Minnesota Department of Transportation also was an important source of information on publicly supported transportation services.

Information collected included nature of transportation program, identification of area served, frequency of service, type of vehicles, numbers of riders per month, rider uses, type of service and method of financing.

The survey identified possible gaps in transit services. Gaps appear to exist within broad corridors along Highways 59 and 71. Some publicly supported programs supplement commercial transportation along these routes, but large rural areas exist between Routes 59 and 75 and between 59 and 71 where north-south transportation is not readily available. Further indication of a lack of north-south transportation services is the fact that of the 38 towns in Southwest Minnesota with populations of 1000 or more, only six are served by inter-town north-south commercial bus service; east-west

transportation, on the other hand, is available to 28 of these towns. Twenty of the towns have public supported transit programs which are very helpful in providing services to the target group in the towns and immediate vicinities. But in most instances inter-town transportation is still lacking. Moreover, even though transportation may be available between some towns, service may be inadequate because of location of stops, frequency of service, fare levels, time in desired location, timing of stops and passenger time in transit.



A SURVEY OF RURAL PEOPLE  
TRANSPORTATION IN SOUTHWEST MINNESOTA<sup>1/</sup>

by  
Upton Hatch, K. William Easter, and Harald Jensen\*

Introduction

People transportation for rural areas has become an increasingly important issue as a result of rapid urbanization and a decreasing population employed in agriculture [1,5]. The Federal Aid Highway Act and federal mass transit funds for smaller towns are evidence of the increased concern.

The private car is the most popular form of transportation, but some persons either do not own a car, cannot drive, or find it more desirable to use other forms of transportation. In addition to private ownership of vehicles by households, private firms sometimes provide transportation or sponsor car pooling programs for employees. Common carriers--bus, taxi, airplane, and train--are the other important sources of transportation.

People in many rural areas of the United States depend exclusively on the private car for transportation. Widely dispersed populations, some of which are low income, do not provide profitable routes for common carriers. Furthermore, increasingly services of medical, dental, retail, trade and education are centered in the larger towns and cities. Given this situation, low income people, the handicapped and the elderly in rural

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areas are particularly disadvantaged by the lack of transportation.

Southwestern Minnesota is an area which faces many of the transportation problems of rural America. One notable deficiency is in north-south public transportation. For example, a person dependent on public transportation who desires to travel from Sanborn to Redwood Falls--a distance of approximately 20 miles--has to go to Minneapolis-St. Paul and then transfer. The distance traveled is over 200 miles!

Public agencies and service organizations have made an effort to alleviate the transportation deficiencies in southwestern Minnesota [2,3]. Where private vehicle transportation and common carrier service are not available, programs have been fostered through governments, volunteer groups and churches. Types of systems include: fixed route, "dial-a-ride", advanced reservation, and route deviation [6]. Fixed route refers to service along a predetermined route, such as commercial bus service. "Demand responsive" is used in relation to service that operates in reaction to rider requests; this type of service contrasts with fixed route which travels the same route regardless of rider requests. "Dial-a-ride" is a demand responsive type of service that will pick up the passenger at a desired location upon request by telephone. Advanced reservation pertains to demand responsive service that requires the passenger to give some prior notification of this desired trip. Finally, route deviation refers to a fixed route service which allows some short distance services off the established route.

#### Study Approach

To determine the effectiveness of transportation services, the target group deserving or requiring these services must first be identified. The

target group identified in this study is low-income families, handicapped, and the elderly in southwest Minnesota. As previously mentioned, these are the people most often without a private vehicle and are the most frequent demanders of commercial or public-supported transportation services.

The available services should be viewed in the light of their ability to meet the needs of this target group. The mere existence of transportation services, either commercial or public-supported does not guarantee that these travel needs are met. Although transportation may be available between two locations, it may be inadequate because of: time in transit, location of stops, frequency, fares, the time spent at the desired location and timing of stops. These characteristics represent possible criteria by which the effectiveness of transportation might be judged.

The next section presents information about the supply of transportation services in southwestern Minnesota. This information includes an inventory of commercial bus service combined with a survey of public transportation projects serving the area. The final section identifies possible deficiencies in transportation services for persons without access to a private automobile, principally low-income, elderly or handicapped persons. A comparison of desired versus available trips would be useful in judging the effectiveness of the available transportation services, but survey responses often differ from actual responses. A demonstration project would provide a better means of obtaining reliable estimates of transportation demands. However, due to data and time limitations this report emphasizes the supply of available services and only provides some qualitative judgments about their effectiveness in providing transportation services.

### Transportation Services in Southwest Minnesota

The supply of existing transportation service for southwest Minnesota, including Development Regions 6E, 6W, and 8 was ascertained through several methods (Figure 1). To determine what services were in operation, a short questionnaire was sent to mayors and county commissioners. Eighteen county commissioners and 38 mayors were contacted by mail--one commissioner in each of the 18 counties in the area and the mayor of every town with a population of 1,000 or more. This survey was followed by a more detailed questionnaire which inventoried the transportation services and their characteristics. The questionnaire, sent to administrators of programs identified by the mayors and commissioners, covered the following: program identification, area serviced, frequency, type of vehicle, riders per month, rider needs, type of service, and method of financing. The results of this questionnaire are displayed in Tables 1-3. Similar data were collected from the Minnesota Department of Transportation, commercial bus firms and the Minnesota Administration on Aging. This information was used to develop a comprehensive inventory of all transportation services available in southwestern Minnesota in 1978.

#### Development Region 6E

Four commercial bus routes provide east-west transportation opportunities for residents of Region 6E (Figure 2). All buses make round trips on the same day. The most northern route uses Highway 55--passing through Eden Valley in Meeker County and the northeastern corner of Kandiyohi County. This route provides round trip service once daily. Highway 12 is used for a second route with two buses daily and an addi-

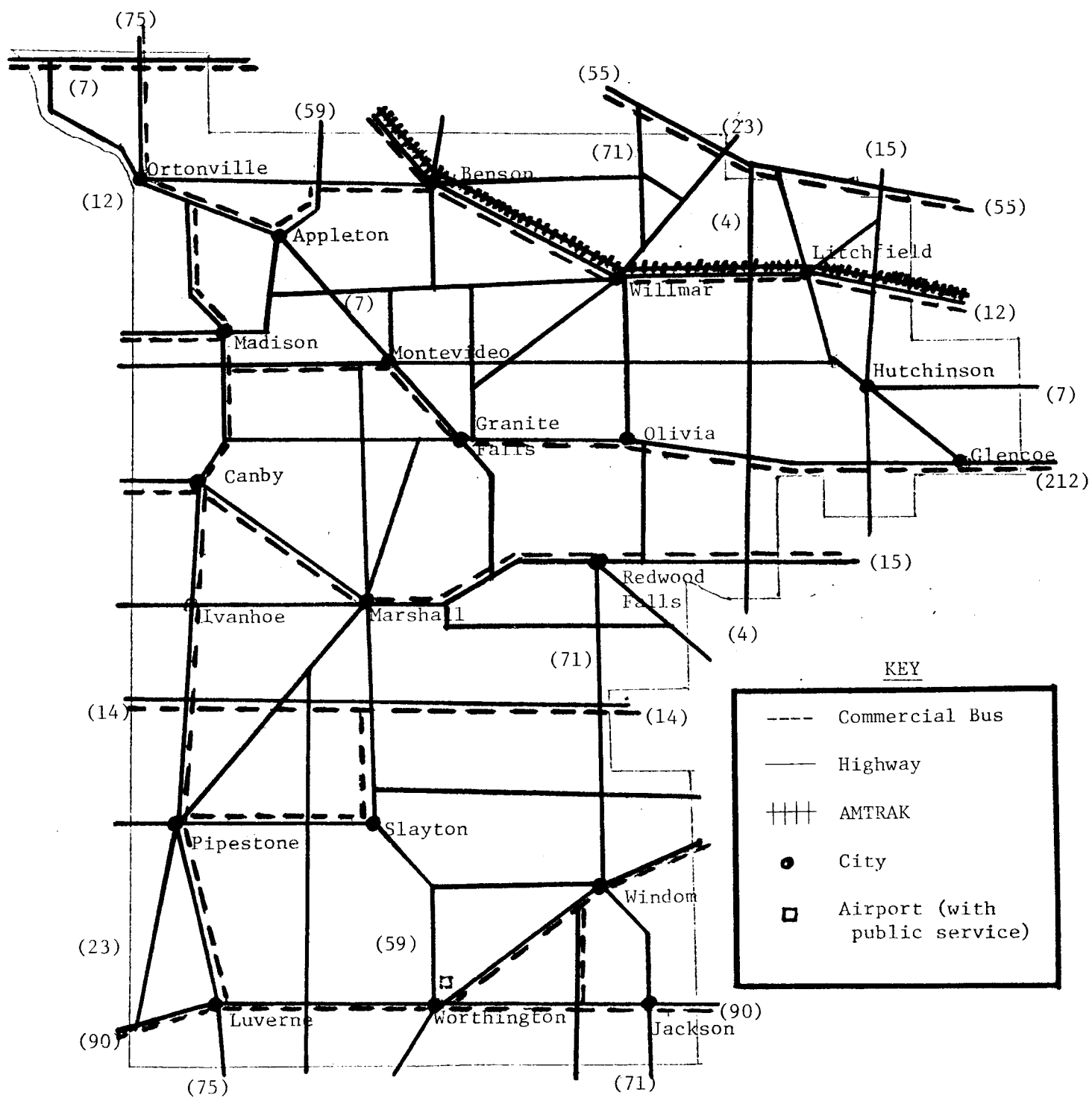
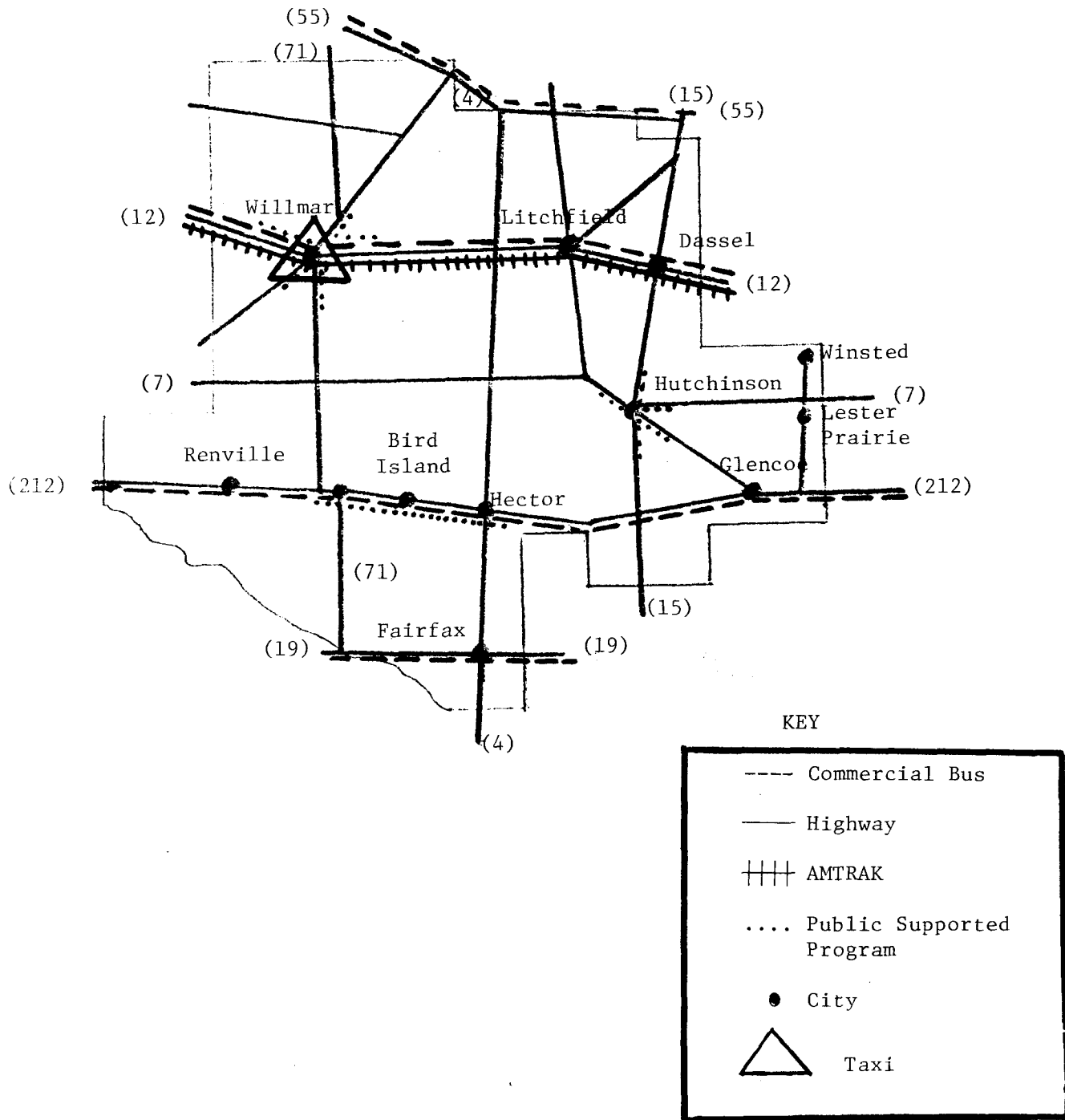


FIGURE 2. Transportation Services in Development Region 6E in 1977-78



tional bus on Friday. Principal stops include Litchfield in Meeker County and Willmar in Kandiyohi County. A third route provides service twice a day along Highway 212--traveling through McLeod and Renville Counties. The most southern route crosses only the southeastern portion of Renville County on Highway 19 once daily.

Scott Bus Service provides the vehicles for public supported programs in Bird Island, Hector and Olivia (see Table 1). This enterprise, headquartered in Bird Island, has one small bus, 14 school buses, and five charter buses. The small bus is rotated among Olivia, Hector and Bird Island, and each town is assured of its service at least one day per week. The bus is used mostly for shopping activity on a demand-responsive basis. The school buses are used primarily for school transportation; the charter buses are used for private group activities.

The city of Hutchinson provides both fixed route (with some deviation) and demand responsive services. Paid drivers are used with two buses. One bus has a capacity of 14 persons including one in a wheelchair while the other is capable of serving 18 persons. Ridership is estimated at 92 percent senior citizens of which 60 percent are "low-income". The average monthly ridership is approximately 1,700 rides. Almost half of rider demand is in response to nutrition programs for the elderly. The charge for route deviation and advance reservation dial-a-ride is \$.25 per ride while the charge for same-day dial-a-ride requests is \$.50 per ride.

The Senior Citizen's Bus Service of Willmar operates three days a week. A school bus with a capacity of 60 persons is run on a fixed route. A fare is charged. The average ridership in 1978 was estimated to be 1,676 per month.

TABLE 1. Public-supported Transportation Service in Development Region 6E in 1977-78

Program Identification	Area Served	Frequency	Type of Vehicle			Riders Per Month	Rider Uses (%)					
			No.	Kind	Capacity		Medical	Shopping	Social	Work	Nutrition	Other
Scott Bus Service Box 340 Bird Island, MN	Bird Island/ Hector/Olivia	7 days per week	1	small bus with paid driver	22	NA	NA	NA	NA	NA	NA	NA
			14	school bus	75		NA	NA	NA	NA	NA	NA
			5	charter bus	42		NA	NA	NA	NA	NA	NA
City of Hutchinson 37 Washington Ave. W. Hutchinson, MN 55350	Hutchinson	5 days per week	1	Bus with wheelchair	13+	1700	13	8	13	13	45	
			1	paid driver	18		13	8	13	13	45	
Senior Citizens Bus Service 300 NW 7th St. Willmar, MN 56201	Willmar	3 days per week	1	school bus	60	1676	NA	NA	NA	NA	NA	NA
NA = Not Available												

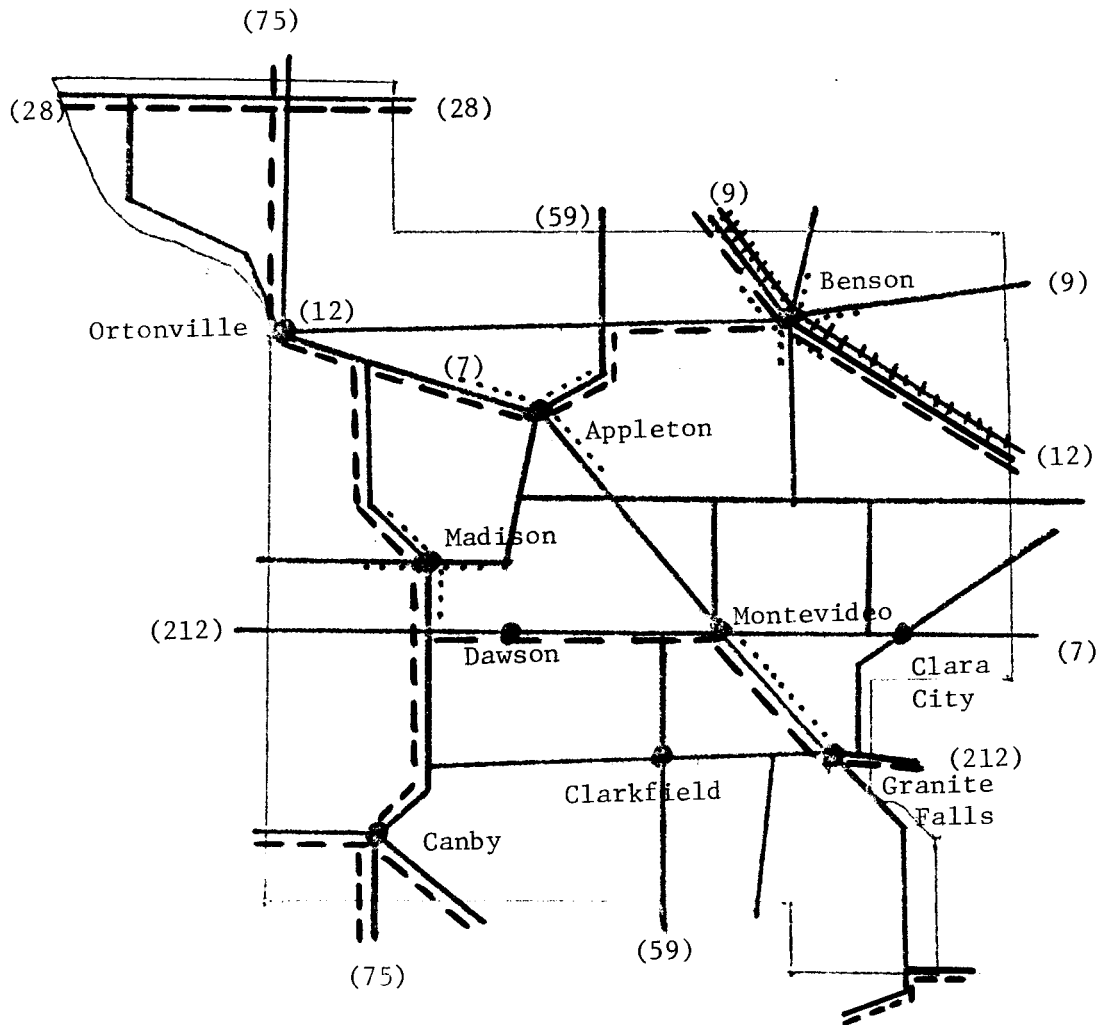


Only one taxi company in Region 6E responded to the questionnaire. The K & B Cab Company operates in Willmar with four taxis providing approximately 6,000 rides per month.

#### Development Region 6W

Region 6W is served by three east-west commercial bus routes and one north-south route (Figure 3). The three east-west routes are continuations of service provided through Region 6E. The northern route using Highway 55 changes to Highway 28 at Glenwood; this route crosses the northern part of Big Stone County and operates once daily (round trip). The route that follows Highway 12 through Litchfield and Willmar continues to Benson. Service is provided twice daily with an extra bus added on Friday. One of the daily buses turns north onto Highway 9 at Benson, traveling to Morris, Elbow Lake, and terminating at Fergus Falls. The other daily bus continues on Highway 12 out of Benson and uses Highways 7 and 59 to serve Appleton and Ortonville. This route terminates in Aberdeen, South Dakota. The Friday bus turns north at Benson and terminates at Morris. The third east-west route is a continuation of the twice daily service through McLeod and Renville Counties linking Olivia, Granite Falls, Montevideo, and Madison. North-south commercial bus transportation through Region 6W and Region 8 is provided by a twice daily route originating in Sioux Falls, South Dakota and terminating in Moorhead, Minnesota. This service uses principally Highway 75 to link Canby, Madison, Ortonville, and Granville. It continues north through Wheaton, Breckenridge, and Moorhead. To the south it provides Region 6W residents access to Ivanhoe, Pipestone, Luverne, and Sioux Falls.

FIGURE 3. Transportation Services in Development Region 6W in 1977-78



## KEY

----	Commercial Bus
—	Highway
+++	AMTRAK
....	Public Supported Program
●	City

Four public-supported transportation programs operate in Region 6W (see Table 2). The towns served include: Montevideo, Granite Falls, Benson, Madison, and Appleton. In Montivideo the Chippewa Bus Lines provides service on three fixed routes (with limited deviation) and one demand-responsive route. Five 20-person buses with paid drivers are used on the fixed routes while a 13-person van with a paid driver provides service on the demand responsive route. The systems operate principally between Montevideo and Granite Falls. The fixed route systems include:

- a) transportation to and from a nutrition program for the elderly,
- b) commuter transportation, and
- c) senior citizen and handicapped transportation service.

The programs provide service from 5:30 a.m. to 10:00 p.m., Monday through Friday; from 9:30 a.m. to 10:00 p.m. Saturday; and from 1:00 p.m. to 10:00 p.m. Sunday. Senior citizens can purchase a 3-month pass for \$5.00; otherwise, the cost is \$.25 per ride. The four programs are estimated to have served 4,333 rides per month in 1977, 6,250 per month in 1978, and a projected 8,333 per month in 1979. Half of the rides are attributed to job commuters while other needs provided by the services include nutrition, shopping, social and medical-dental.

Bill Radio provides a demand-responsive service for the transportation needs of persons in Benson. The program functions 40 hours per week, Monday through Friday. One 15-person van with a paid driver is used. Donations are accepted at a suggested \$.25 per mile. This service provided rides for an estimated 667 persons per month in 1977. Shopping and social activities account for 70 percent of the rides.

TABLE 2. Public-supported Transportation Service in Development Region 6W in 1977-78

Program Identification	Area Served	Frequency	Type of Vehicle		Riders Per Month	Rider Uses (%)					
			No.	Kind		Medical	Shopping	Social	Work	Nutrition	Other
Chippewa Bus Line City of Montevideo Montevideo, MN	Montevideo/ Granite Falls	7 days per week	1	Van with paid driver	13	4,333	5	10	50	20	5
			5	Small bus with paid driver	20						
Bill Radio Benson, MN 56215	City of Benson	5 days per week	1	Van with paid driver	15	667	10	50	5	15	
R, Paul Madison, MN	City of Madison	5 days per week	1	School bus	48	206		25	75		
City of Appleton Appleton, MN 56208	Appleton, Milan/ Holloway/Correll	8 - 5 Mon.-Fri.	1	Van with paid driver	12	250	10	50	20	10	

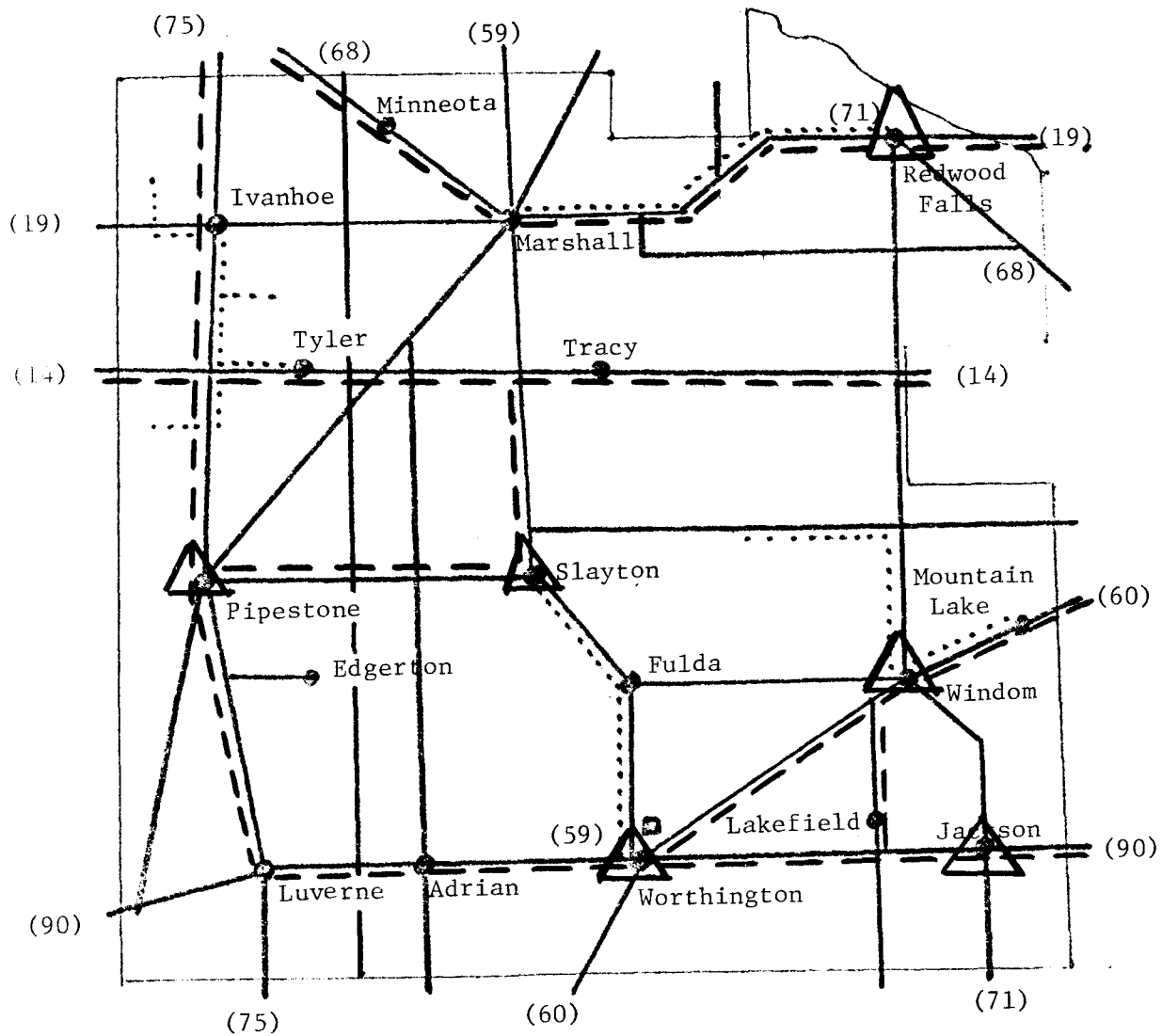
R. Paul operates a school bus to provide transportation services along a predetermined route in Madison. The program picks up riders at 1:00 p.m. and returns them at 4:30, Monday through Friday. The bus has a capacity of 48 persons. For the first eight months of 1978 the program provided over 200 rides per month. Rider uses were 75 percent for social activities and 25 percent for shopping.

The City of Appleton started a new transportation program in July, 1978. The service is demand-responsive but its operations are concentrated on routes emanating from Appleton toward Milan, Holloway and Correll. The system functions from 8:00 a.m. to 5:00 p.m., Monday through Friday. One 12-person van with a paid driver is used. Donations are accepted at a suggested rate of \$.25 one-way; senior citizens may donate \$.25 for a round trip. The bus is dispatched by phone. By November 1978 ridership was up to 550 people per month as compared to the average of 250 per month in 1977-78. The riders are estimated to be 70 percent elderly and 10 percent handicapped. The distribution of rider use is: shopping 50 percent; social 20 percent; medical-dental, work and nutrition 10 percent each.

#### Development Region 8

Commercial bus transportation in Region 8 is provided through three east-west routes starting in Minneapolis-St. Paul, Mankato and Albert Lea; in addition, a north-south route provides service from Sioux Falls to Moorhead (Figure 4). The route originating in Minneapolis uses Highways 19 and 68 to link Redwood Falls, Marshall and Canby; service is limited to once daily (round trip). Two routes begin in Mankato; one terminates in Brookings, South Dakota and the other in Sioux Falls. The Sioux Falls service operates

FIGURE 4. Transportation Services in Development Region 8 in 1977-78



## KEY

---	Commercial Bus
—	Highway
....	Public Supported Program
●	City
□	Airport (with public service)
△	Taxi

twice daily and follows Highway 60 through Mountain Lake and Windom to Worthington; at Worthington the route heads west to Luverne and Sioux Falls. The other route originating in Mankato uses Highway 14 and provides service twice daily. One of the daily buses turns south on Highway 59 to Slayton and terminates in Pipestone. The other bus continues on Highway 14 to Brookings, passing through Lake Benton. The Albert Lea route links Fairmont, Jackson, Worthington, Luverne and Sioux Falls; it operates only once a day (round trip). The north-south route from Sioux Falls to Moorhead runs twice daily and uses Highway 75 to provide transportation between Luverne, Pipestone, Ivanhoe and Canby.

Region 8 has ten public-supported programs or taxi services. Table 3 summarizes public-supported transportation while Table 4 lists taxi services. In some cases, the latter received subsidies to assist the city in providing public transportation while maintaining their regular private service.

The Crippled School Children, Inc. operates throughout Nobles and Murray counties; its headquarters is in Worthington. Two small buses with paid drivers are used; the buses hold nine persons, including two in wheelchairs or 12 persons without wheelchairs. The service is predominantly fixed route and charges \$.15 per mile. From September 1977 through August 1978 the program provided an estimated monthly average of nearly 700 rides. Senior citizens accounted for 15 percent and handicapped riders 76 percent. Rider uses were: work or school 75 percent, social 20 percent, and shopping 5 percent.

Lincoln County Transportation is based on Ivanhoe with service reaching Arco, Tyler, Lake Benton, Verdi and Hendricks. The program provides transportation seven days a week using one van with a paid





driver and 14 private cars with volunteer drivers. The van has a capacity of 11 persons. It is a demand-responsive system that has no established fare but accepts donations. In 1978 an average of nearly 200 rides per month were provided. Rider uses are: shopping and nutrition 72 percent, medical-dental 18 percent, social 6 percent, and work 4 percent.

Cottonwood County Mini Bus Service serves Windom, Bingham Lake, Mountain Lake, Delft, Jeffers, Storden and Westbrook. A fixed route starting from Windom is operated with one 14-person van. Senior citizens can purchase a yearly pass for \$5. On Tuesday the van goes to Bingham Lake, Delft and Windom twice a day; on Wednesday it travels to Jeffers, Storden, Westbrook and Windom twice daily; on Thursday it provides transportation for recreational activities (usually bowling or swimming) as part of a special education program in Delft; on Friday use of the van is rotated between seven senior citizen groups. From June 1977 through May 1978 the program provided approximately 150 rides per month. Senior citizens represent 36 percent and handicapped 16 percent of the ridership. The distribution of rider uses is: shopping 35 percent, medical-dental 25 percent, nutrition 25 percent, social 10 percent, work 1 percent, and other 4 percent.

Lyon-Redwood Counties Senior Citizens Transportation Program is operated out of Marshall. There are two 12-person vans and 40 private cars available. The service is demand responsive and donations are accepted. Towns are assigned days of the month to use the vans and volunteer drivers with private cars are available during normal working hours. From July 1977 through June 1978 over 460 rides per month were provided.

TABLE 4. Taxi Service in Development Region 8 in 1977-78.

Program Identification	Area Served	Type of Vehicle			Riders Per Month	SUBSIDY
		No.	Kind	Capacity		
Redwood Taxi Serv. 511 S. Minnesota Redwood Falls, MN 56283	Redwood and Renville counties	2  1	Taxi  Van	6  6	350	No
Lundell Bux & Taxi 2716 Norwood Ave. Slayton, MN 56172	Slayton	1  2	Taxi  Charter buses	5  39	235	No
Alois Wenzel 610 Morrison Ave. Jackson, MN	City of Jackson	1	Taxi	5	NA	Yes
Ray H. Mains 867 4th Ave. SW Pipestone, MN 56164	City of Pipestone	1	Taxi	4	728	Yes
Windom Taxi Serv. 701 Prospect Windom, MN 56101	Cottonwood County	1	Taxi	4	NA	No
Yellow Cab Co. 920 Diagonal Rd. Worthington, MN 56187	City of Worthington	3	Taxi	7	1405	No

An estimated 63 percent of the rides served nutrition needs, 13 percent medical-dental, 11 percent other, 10 percent shopping and 3 percent social.

Nobles and Murray counties are each served by a taxi company, one operating in Worthington and the other in Slayton. The Yellow Cab Company in Worthington has three taxis each with a capacity of about seven persons. Recent ridership has averaged over 1,400 rides per month. Lundell Bus and Taxi in Slayton operates one taxi and two charter buses. The taxi has a capacity of five and the buses have a capacity of 39. Service is provided for an estimated 235 riders per month. Neither the Worthington nor Slayton taxis are subsidized.

Redwood Taxi Service operates out of Redwood Falls and serves Redwood and Renville Counties. Two taxis and one van are used. In 1978, 97 percent of riders were senior citizens.

In the city of Jackson a private taxi company operates a single taxi. In addition to its normal commercial activities Wenzel Taxi received a subsidy from the city of Jackson. It provides rides for 6-10 persons per day, five days a week. Most of the riders are senior citizens with the Western Community Action programs.

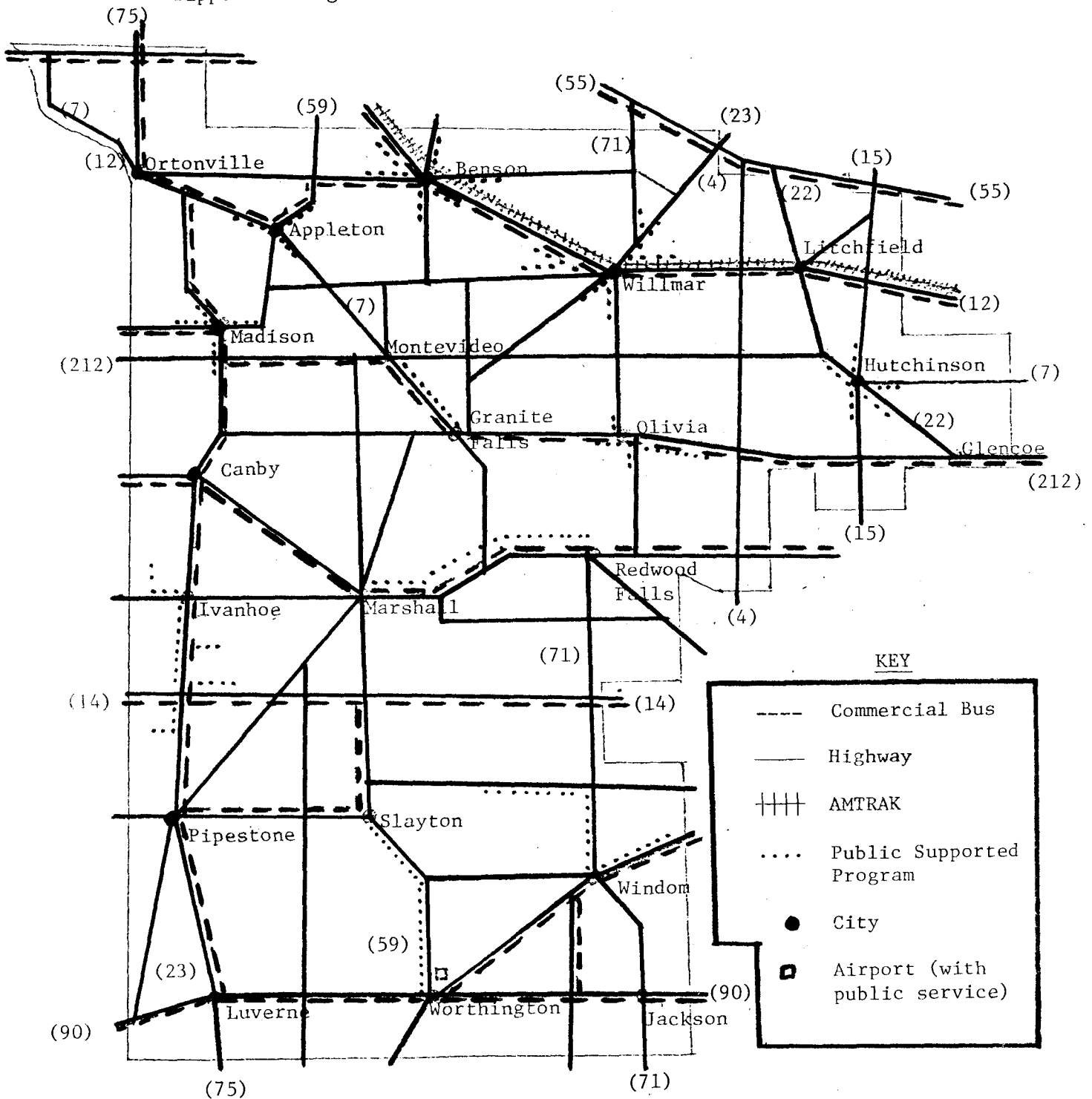
The city of Pipestone has a similar arrangement. A private taxi operates with additional assistance from the city. From September 1977 to August 1978 the taxi averaged over 700 rides per month, 89 percent of the rides were for senior citizens.

The Windom Taxi service had just started at the time of the survey in 1978.

#### Gaps or Overlaps

Areas where potential transportation gaps exist are suggested by Figure 5. Principal north-south transit corridors lacking transportation services are found along highways 59 and 71. Highway 59 links Worthington,

Figure 5. Transportation Network Including Commercial Bus and Public Supported Program Routes in Southwest Minnesota in 1977-78



Slayton, Marshall, Montevideo, Appleton, and Morris. Several portions of this corridor are served by public-supported programs: Slayton to Worthington by the Crippled School Children program, Montevideo to Granite Falls by Chippewa Bus Line,<sup>2/</sup> and the Appleton vicinity by the city of Appleton program. Highway 71 passes through Jackson, Windom, Redwood Falls, Olivia and Willmar. Portions of this route are served by Cottonwood County Mini Bus Service, Lyon-Redwood Counties Senior Citizens Transportation Program, the Olivia program and Willmar Senior Citizens Bus Service. However, each of these programs provides transportation only in a limited area; none of these services link any of the important towns along this route (except Montevideo and Granite Falls). Consequently, these two principal north-south arteries have primarily local transportation services with little inter-city transportation possible.

Other areas show a lack of transportation services, such as the area bounded by Pipestone, Slayton, Worthington and Luverne. Transportation exists along the roads between these towns but nothing within the large rectangle bounded by these roads. The same is true of the area bounded by Marshall, Canby, Montevideo, Granite Falls, Olivia, and Redwood Falls. Another area with no people transportation is bounded by Benson, Willmar, Hutchinson, Olivia, Montevideo and Appleton.

Table 5 further demonstrates the lack of north-south transportation. Of the 38 towns in southwest Minnesota with a population of 1,000 or more, only six are served by inter-town north-south commercial bus service while

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<sup>2/</sup> This route does not follow highway 59 but closely parallels this north-south corridor.

TABLE 5. Transportation Services for People in Towns of 1,000 or More  
Population in Southwest Minnesota in 1977-78 \*

<u>Towns</u>	<u>Population</u>	<u>Inter-town North-South Commercial Bus Service</u>	<u>Inter-town East-West Commercial Bus Service</u>	<u>Public- Supported Transit Programs</u>
Adrian	1350		X	
Appleton	1789		X	X
Benson	3484		X	X
Bird Island	1309		X	X
Canby	2081	X	X	
Clara City	1491			
Clarkfield	1084			
Dassel	1058		X	
Dawson	1699			
Edgerton	1119			
Farifax	1432		X	
Fulda	1226			X
Glencoe	4217		X	
Granite Falls	3225		X	X
Hector	1178		X	X
Hutchinson	8031			X
Jackson	3550		X	
Lakefield	1820		X	X
Lester Prairie	1162			
Litchfield	5262		X	
Laverne	4703	X	X	
Madison	2242	X	X	X
Marshall	9886		X	X
Minneota	1320	X	X	
Montivideo	5661		X	X
Mountain Lake	1986			X
Olivia	2553		X	X
Ortonville	2665	X	X	
Pipestone	5328	X	X	X
Redwood Falls	4774		X	X
Renville	1252		X	
Slayton	2351		X	X
Tracy	2516		X	
Tyler	1069			X
Willmar	12869		X	X
Windom	3952		X	X
Winsted	1256			
Worthington	9825		X	X

\*Only towns with a population of 1000 or more are included. An X represents the existence of service of the specified description.

east-west transportation serves 28 towns. The effectiveness of public supported programs in closing the gap in north-south transportation is not clear; the last column of Table 5 lists towns with some type of public-supported transit program. In many cases these services are not inter-town and serve only the town and its immediate environs.

Infrequent service and the need to establish fixed schedules also can cause available transportation to be ineffective for some potential users. An example is the commercial bus service through Redwood Falls, Marshall and Canby. This route is covered once daily. The bus travels east in the morning and returns to the west in the evening. This schedule favors travelers needing eastward transportation: a trip east along the route could be completed on the same day. However, a person desiring to travel from east to west will not be able to complete the trip the same day and will have to stay overnight at the westward destination. Similarly, the public supported fixed route systems generally provide service to an area only once a week and frequently the service is on the same day of the week. A person who needs to make a trip more often than once a week or on a different day is inadequately served. Finally, the time in transit or the time spent waiting for the return trip will likely present problems for a number of persons particularly those in poor health.

As a consequence, it is difficult to judge the adequacy of transportation services in southwest Minnesota. Obvious gaps appear in the north-south corridors along highways 59 and 71. In addition, the large areas without services are a further indication of transportation deficiencies. Some areas which do have services may be deficient for the target group.

Further research is necessary to determine the effectiveness of available services in terms of frequency, time in transit, location of stops, fares, time in desired location, and timing of stops. Assistance in judging the effectiveness of transportation services and assistance in financing local transportation programs can be obtained from the Minnesota Department of Transportation.<sup>3/</sup>

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<sup>3/</sup>Information for assistance can be obtained by calling the Minnesota Department of Transportation, Transit Programs Division, telephone (612) 296-2036.



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