



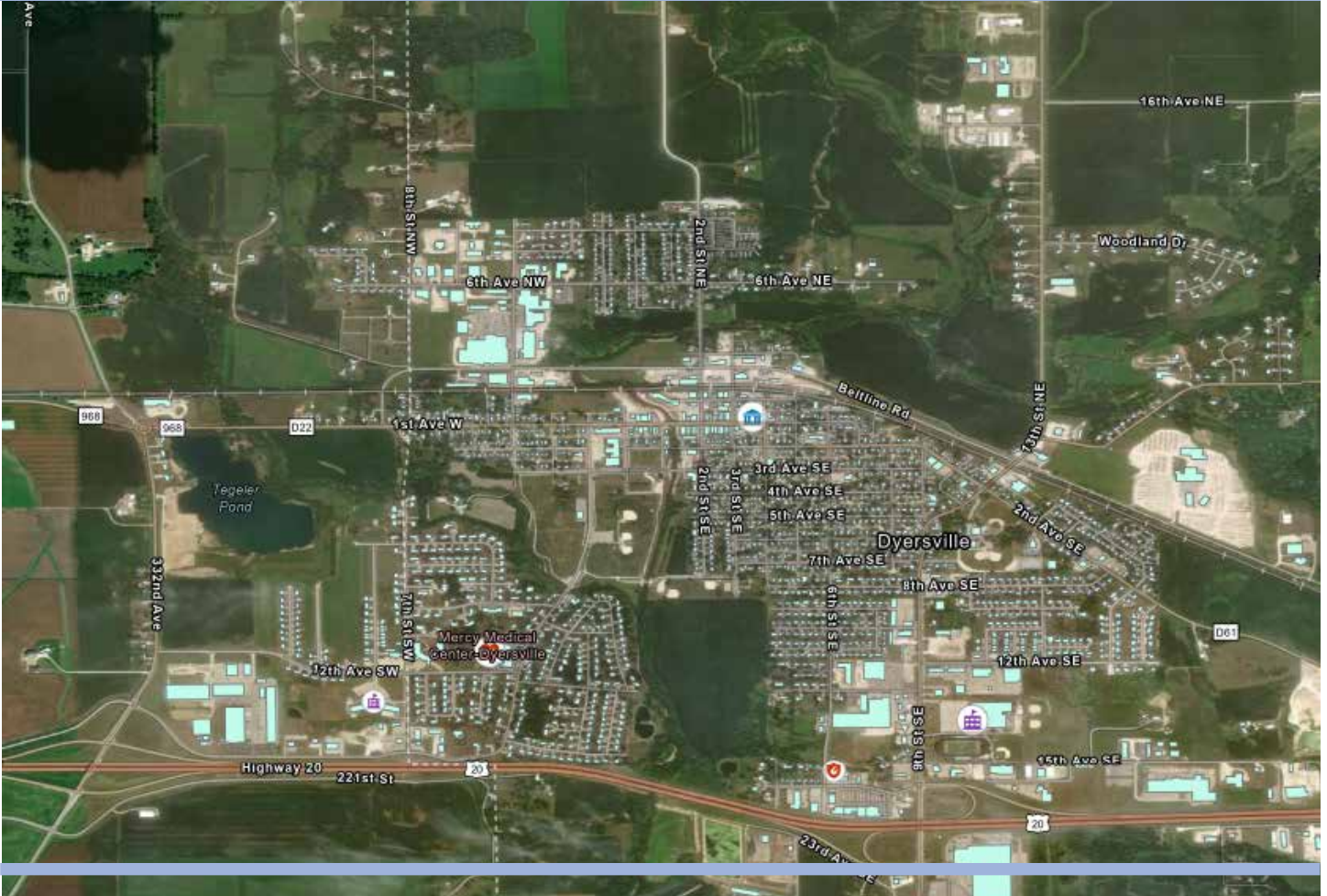
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**Appendix C**  
**Demographic Profile and**  
**Transportation**  
**Access Impacts Report**

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# Demographic Profile + Transportation Access Impacts

## Identifying Underserved and Vulnerable Populations



# Demographic Profile + Transportation Access Impacts

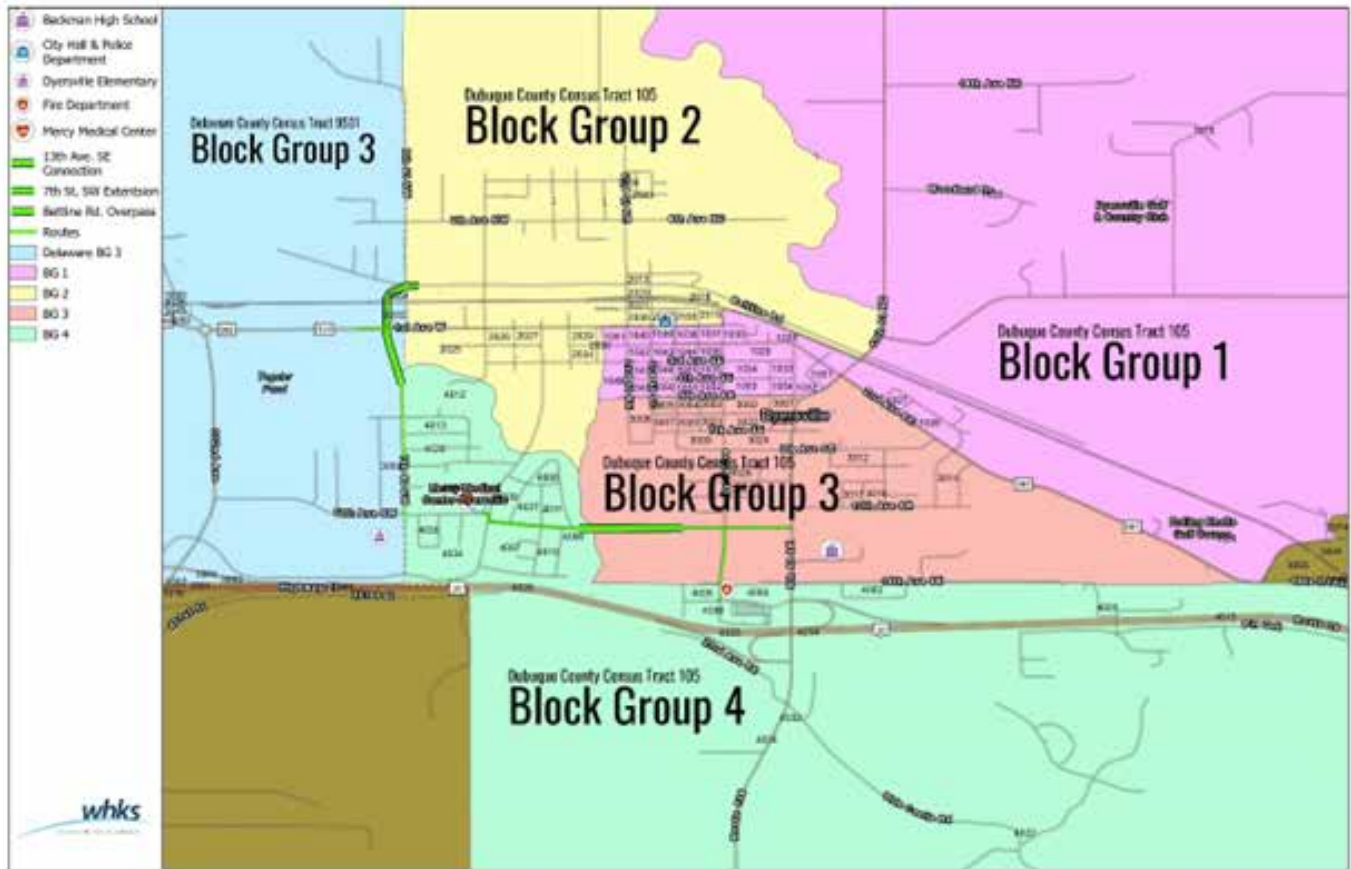
Identifying Underserved and Vulnerable Populations

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# Dyersville Block Group Map

Figure 1.1 shows the geographic locations of the block groups in and around Dyersville.



## Dyersville Population Trends

The population of the city of Dyersville is approximately 4,477 with populations of the block groups listed below totaling 5,674 (US Census Bureau, 2020).

<b>Figure 1.2 Population Growth and Geographic Distribution</b>			
Geography	Total Population	Percent of Total Population	Percent Change from 2010
Dubuque County 105: Block Group 1	1,295	23%	4.35%
Dubuque County 105: Block Group 2	999	18%	-3.01%
Dubuque County 105: Block Group 3	1,110	20%	8.29%
Dubuque County 105: Block Group 4	1,337	24%	22.77%
Delaware County 9501: Block Group 3	933	16%	5.66%

Source: U.S. Census Bureau, 2020 Census Redistricting Data (Public Law 94-171), Total Population

Between 2000 and 2020, the state of Iowa grew at a rate of 4.7%, from 3,046,355 to 3,190,369 (US Census Bureau, 2020). The city of Dyersville saw an increase in population of 10.3% during the same time period with a change from 4,058 to 4,477. The majority of this growth occurred in Block Group 4 with a 22.7% increase from 2010 to 2020.

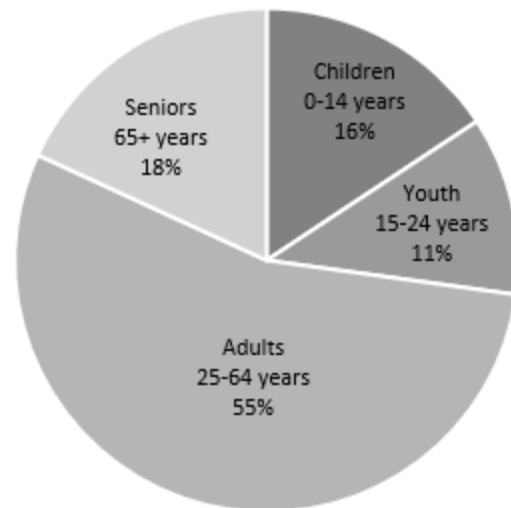
The majority of new housing development during the period occurred in this area. Investment in roadway safety improvements were also made in this area.

# Age Distribution

Dyersville has a relatively young population with many working age residents and young families; children 0-14 constitute 16% of the population which is slightly lower than the state of Iowa (19.3%). Dyersville also has a growing retired population making up approximately 18% of the population which is on par with the rest of the State of Iowa (18%).

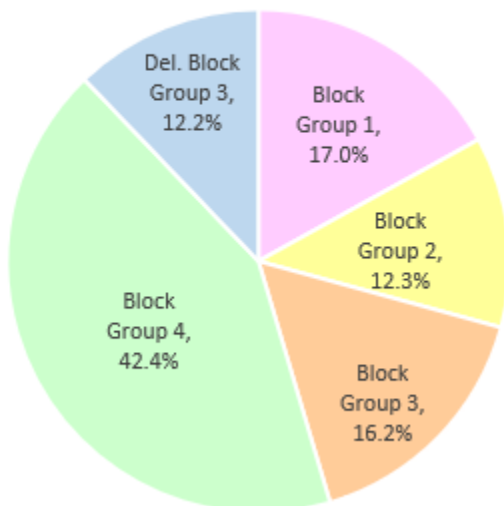
Families and residents over 65 are not evenly geographically distributed which warrants a closer look at the areas that have a higher proportion of senior residents and young children and how improvements to the critical infrastructure gaps would improve their connections and ability to access community amenities independently.

**Figure 1.3 Dyersville Population by Age**



Source: U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates, Total Population, Sex by Age

**Figure 1.4 Dyersville Geographic Population Distribution of Residents 65 years and older**



Source: U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates, Total Population, Sex by Age

## Senior Resident Concentration: 65+ Years

Senior residents are disproportionately located in Block Group 4, on the southwest side of Dyersville with 31% of its residents over 65 years old. Block Group 4 makes up just 24% of the Dyersville population but is home to 42% of Dyersville’s residents over 65 years old.

## Senior Resident Engagement

The community’s largest senior and assisted living housing is located in this area. Residents of the Ellen Kennedy Living Center and the building manager shared their concerns about transportation access for residents at a small workshop following one of their social activities.



Seniors and staff share their ideas for pedestrian safety at Ellen Kennedy Independent Living Center

With the exception of the site manager, the attendees were in their 80's and 90's. Two of the attendees can no longer drive, but continue to walk at least two miles daily for personal wellness. While they generally walk for exercise, those who are able to drive would like to be able to walk to more of their daily destinations, but gaps in pedestrian infrastructure pose challenges for both groups. The majority of their concerns were related to the following:

- lack of sidewalk connectivity
- long crossing distances
- lack of signalized intersections
- sidewalks that switch from one side of the street to the other
- sidewalks that are too narrow for multiple people to use at the same time (3rd St)
- limited driver awareness of crosswalks
- crossing distance and traffic speed at 3rd & 9th Streets and 12th & 3rd Streets
- uneven sidewalks, particularly at 6th St and 12th St

**“I walk 5 miles a day, but I have to plan my path very carefully to make sure I have sidewalks and safe places to cross. I'd walk more places, but things aren't connected.**

**-Resident of Ellen Kennedy Senior Living Center**

The James Kennedy Library provides a variety of activities for active senior residents, including a bi-weekly weight training class where 11 seniors shared their transportation experiences before the start of class.

On the day of the discussion, it had been raining which caused all of the attendees to drive to class. On mild days, some participants would walk to class. The approximate age of the attendees was 60's to 70's. 63% of attendees noted that while they walk for exercise, they also walk for transportation; however, it is generally in their immediate neighborhood for social visits.

Attendees noted that sidewalk connectivity is an issue for some, but they felt that they were able to comfortably walk in the street in their residential neighborhoods. Their biggest concerns were related to sidewalk lighting and path/trail lighting around the parks and specifically Westside Park.

### **Senior Resident Summary**

Medical services are located in Block Group 4, which is beneficial as this age cohort generally has a higher need for these services. However, the Fire Department, where emergency medical services are dispatched, is separated from the higher concentrations of senior residents by one of the critical transportation gaps. The proposed 13th Ave Connection would provide the critical link between Emergency Services, a high concentration of senior residents in Block Group 4, and the hospital.

From Block Group 4, access to Downtown Dyersville is limited to those able, comfortable, and willing to drive on the highway to reach many community amenities. With an aging population concentrated in this geographic area, residents need another way to access these community amenities.

Completing the sidewalk network; increasing pedestrian paths; and ensuring ADA compliance would improve quality of life for senior residents in Dyersville.

### Children 0-14 Years Concentration

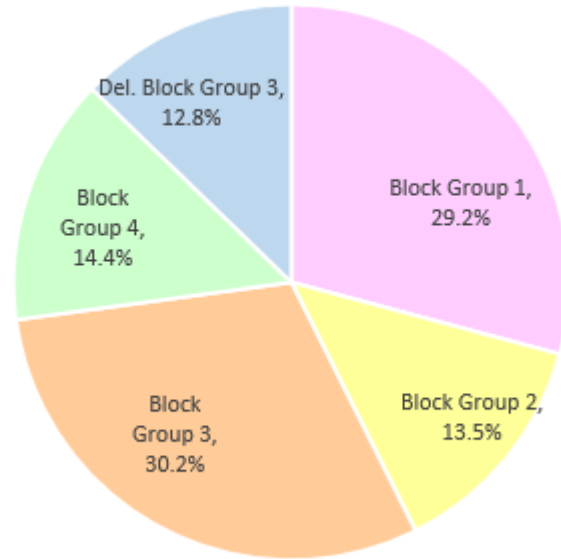
Children are an important part of Dyersville’s population that uniquely benefit from increased connected, safe cycling and pedestrian infrastructure. As with the senior population, children ages 0-14 are also geographically concentrated. Children are disproportionately located in Dyersville’s eastern neighborhoods which constitute 46% of the Dyersville population but are home to 59% of its children.

**Figure 1.5 Residents 0-14 Years Geographic Distribution**

### Youth Transportation Outreach

The public elementary school and a small park are located within walking distance of Block Groups 1 and 3, which is beneficial as these areas are most often accessed by young children who are more likely to walk or bike to their destinations.

Administrative staff and paraprofessionals who manage school dismissal at Dyersville Elementary provided information related to pedestrian and bicycle transportation and challenges faced by students accessing the school.



Source: U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates, Total Population, Sex by Age

Dyersville Elementary School served 327 students in 2023-2024 school year. Students are dismissed for the day based on how they traveled to school, which allows the dismissal staff to provide detailed information on mode choice given specific variables. During mild weather, 15-20 students ride their bikes to school and approximately 10 students walk to school regardless of the weather. One of the dismissal staff has been working at the school for over 10 years and has watched the changes in travel patterns. She noted that the number of students biking and walking to school doubled following the opening of the pedestrian bridge near Candy Cane Park in 2020.

Staff also noted that the traffic back-up at dismissal creates unsafe intersections for students who do choose to walk. This back-up is caused by all vehicle traffic having to enter and leave the campus from the west. This would be addressed by the proposed 13th Ave Connection and provide the critical link between the elementary school and residential neighborhoods on the east side of the community, providing vehicle traffic and pedestrians with an alternative route.

An additional challenge related to school transportation is the availability and cost of in-town busing. Without pedestrian or bike access, parents without vehicle access have the option of paying for their child to ride the school bus, a \$250/year fee. This expense is often too high for low-income families and the bus is often full with no additional spots available. The Western



Dyersville Elementary School



Students walking and biking at dismissal from Dyersville Elementary

Dubuque School District Assistant Director of Transportation, Buildings & Grounds estimates approximately 30 children request busing but are turned away each year due to lack of space. She also estimates that 40 of the 60 children currently being bussed would not require busing if the proposed 13th Ave Connection is completed. The completion of the 13th Ave Connection would also result in reduced vehicle miles traveled by school buses by 1,800 miles per year.

The Dyersville Elementary School building also serves as a sports practice site for middle school students in the evenings and as a FEMA Community Shelter during emergency weather events. Additional connectivity to this site from the east side of town for residents and emergency personnel will be essential during serious weather events.

The James Kennedy Library, located in downtown on the north side of the community hosts many students after school on weekdays for activities and study space until parents get off of work. These children are walking from school to the library. The proposed sidewalk improvements will help to close the gaps in the existing sidewalk network, providing these students with safe pedestrian access between the school and library.

### **Youth Resident Summary**

In many cases, children can access neighborhood activities independently utilizing the existing network; however, the critical gaps noted previously are barriers to access between neighborhoods. By connecting the existing trail and sidewalk network and providing multi-use bridge infrastructure at the previously identified critical gaps, children will benefit from safer paths to their activities.

“The number of students biking and walking to school doubled after the Candy Cane Park bridge opened.”

-Dyersville Elementary School Dismissal Staff



The pedestrian bridge connecting Westside Park and Candy Cane Park

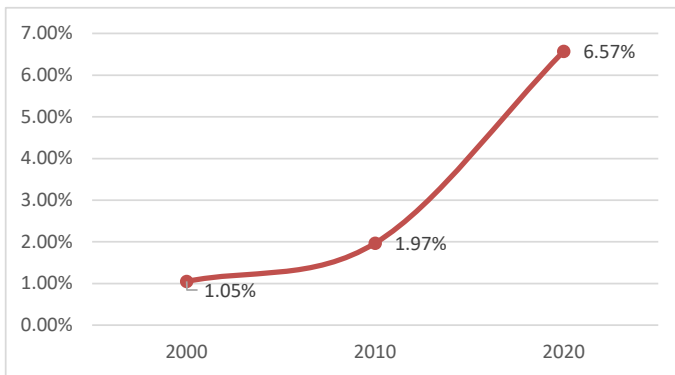
# Racial Distribution

Dyersville has an increasingly diverse population with an increase in the minority population from 1.05% in 2000 to 6.57% in 2020. Dyersville is less diverse than the State of Iowa (11%).

However, from 2010-2020, the minority population in Iowa increased by 22% while over the same period the minority population in Dyersville increased by 258%.

The majority of this growth came from an increase in residents of two or more races, specifically those who stated their race as either White and Black or African American or White and American Indian or Alaska Native (US Census Bureau, 2020).

**Figure 1.6 Dyersville Minority Population Percentage 2000-2020**



Source: U.S. Census Bureau, 2020 Census Redistricting Data (Public Law 94-171), Hispanic or Latino or Not Hispanic or Latino by Race

From 2010 to 2020 the minority population in Dyersville increased by 258%

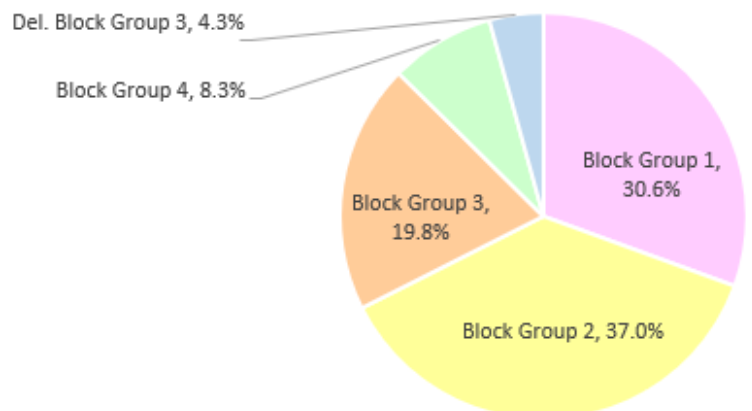
## Minority Concentration

The minority population in Dyersville is geographically concentrated which warrants a closer look at the areas that have a higher proportion of non-white residents and how improvements to the critical infrastructure gaps would improve their connections and ability to access community amenities.

The majority of the minority population in Dyersville resides in Block Groups 1 and 2. These areas make up 41% of the Dyersville population but are home to 67% of its minority residents.

Residents in Block Group 1 have access to the elementary school, a small park, and downtown and east side commercial areas. They are disconnected from the major employment centers on the north and south side of the community by an at-grade rail crossing and major US highway, respectively.

**Figure 1.7 Minority Population Geographic Distribution**



Source: U.S. Census Bureau, 2020 Census Redistricting Data (Public Law 94-171), Hispanic or Latino or Not Hispanic or Latino by Race

Block Group 2 makes up 18% of the Dyersville population but is home to the greatest percentage and diversity of minorities in Dyersville including Black or African American, American Indian, Hawaiian/Pacific Islander and other or mixed-race populations.

Block Group 2 is bisected by the railroad, creating limited access to the elementary school, a small park, and downtown and east side commercial areas. The railroad also disconnects many residents from the major employment centers on the north and south side of the community by an at-grade rail crossing and major US highway, respectively. Westside Park, the main community gathering place for youth sports activities, is not easily accessible from this area on foot due to a lack of sidewalk or trail connectivity from the mobile home park located in this block group.

The neighborhood with the highest number of minority residents is cut off from community amenities by the railroad and high traffic on Beltline Road.



Crimson Leaf Estates Mobile Home Park

### **Minority Resident Engagement**

The owners of the Crimson Leaf Estates mobile home park, the main residential area in Block Group 2, declined the opportunity to hold a workshop and were not receptive to allowing communication with residents.

### **Minority Resident Summary**

The proposed 7th St SW Extension would provide a critical link connecting the residential and industrial area north of the railroad to the residential, educational, and medical area south of the railroad. Children, in particular will have improved access to community resources and the ability to get to school, parks and the library with the completion of the proposed improvements.

## Low-Income Residents

While Dyersville is not an area of persistent poverty, there are pockets of the community where poverty is present. The northwest corner of the community has had consistently around 11% of households living below the poverty level in the past 12 months. To understand some of the challenges facing these residents in accessing community services, the Dyersville Rural Food Pantry shared data for summer and fall of 2023 related to transportation barriers.

The Dyersville Rural Food Pantry serves the city of Dyersville and the rural areas around the city with appointment-based “shopping” for clients and a bi-monthly produce pick-up. Both of these services are referral-based from other service providers and the clients must have transportation to and from the pantry location; they do not deliver food.

“We’ve had families walk up and use a stroller to carry their food. Mom is pushing the stroller, each kid carries a bag, and dad has a backpack to fill and bags in each hand to take home.

-Dyersville Rural Food Pantry Treasurer

In review of the summer and fall client list and schedules, over 30% of the clients served either had to find a ride to the pantry or have someone else pick food up for them. The Dyersville Rural Food Pantry recently moved to a new larger location that is located in an industrial area, across the train tracks from most residential areas.

Prior to the move, there had been clients who walked to pick up their food. The current location of the pantry highlights the lack of transportation access and the barrier to new community residents who need access to services. If they do not know anyone or have a language barrier, finding a ride to access community services is especially difficult. The proposed 7th St SW Extension would provide a critical link connecting the residential areas south of the train tracks to the new food pantry location.

30% of food pantry clients do not have access to a vehicle.

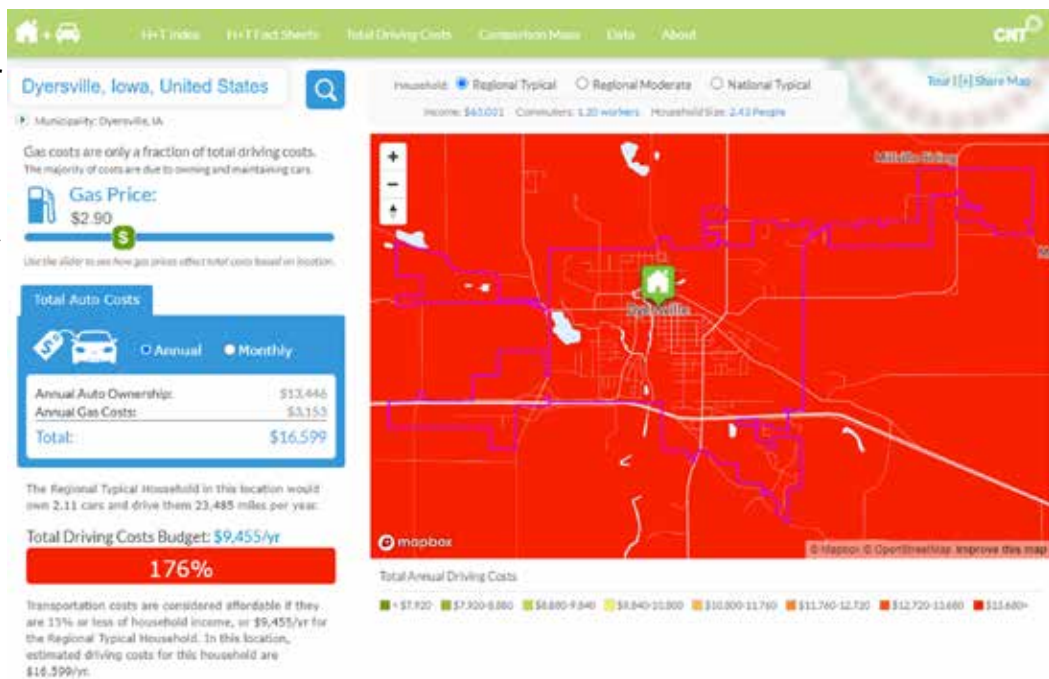


Dyersville Rural Food Pantry: Vehicles wait in line for bi-monthly produce pick-up

The lack of pedestrian and bike infrastructure connectivity and heavy reliance on single occupant vehicle transportation in Dyersville disproportionately impacts low and moderate income households.

According to the Center for Neighborhood Technology (CNT), creators of the Housing + Transportation Index, the Regional Typical Household in Dyersville would own 2.11 cars and drive them 23,485 miles per year.

Transportation costs are considered affordable if they are 15% or less of household income, or \$9,455/yr for the Regional Typical Household.



In Dyersville, estimated driving costs for a household are \$16,599/yr or 176% above what is considered affordable. Low- and moderate-income residents are acutely impacted by these high transportation costs and have a greater financial incentive to utilize non-car modes when they are present.

# Geographies and Methodology

This document provides a demographic profile of Dyersville, including supporting graphics to communicate age and racial population distribution and unique benefits to these populations from proposed transportation connectivity infrastructure projects.

To create a meaningful demographic profile of the City of Dyersville, it is essential to understand which datasets are available at the municipal level and which are available at the block group level. For this profile of Dyersville, we will first look at the community level data and then drill down into each block group to develop an understanding of any population concentrations as well as how those populations may be uniquely impacted by the critical gaps in the transportation network.

For the block group analysis, Dyersville’s political boundaries do not perfectly align with the Census Block Group boundaries. This will cause a slight difference in total population reviewed at the community level and block group level. The closest approximation will be used and include the following block groups:

Dyersville Incorporated Place ID: 23115  
Census Tracts: DBQ Co 105, Del Co 9501  
Block Groups: DBQ Co 105: 1,2,3,4 and Del Co 9501: 3

Decennial Census data was used whenever available; however, some 2020 files have not yet been released and in those circumstances, American Community Survey 5-year estimates were used.

## What are Municipal -Level Data and Block Group Level Data?

**Municipal-Level Data:** The data that is available at the municipal level follows Dyersville’s political boundaries and provides a snapshot of the community within the city limits. This does not include residents who live outside of the boundary, but utilize city services, parks, roads, etc. for their daily needs.

**Block Group-Level Data:** Block Groups are created by the US Census Bureau. These block groups do not follow a political boundary and in the case of smaller communities, they may include people who live outside of the city limits. Block Groups break up a community into smaller sections to provide more detail about people living in different areas of a city. This allows us to look for population characteristics that may otherwise be less noticeable when viewed at the community level.

