

# Iowa Park and Ride System Plan

Iowa DOT Office of Systems Planning



**Park and Ride Facility**

Park and ride lots are used by individuals in both urban and rural locations as areas to park their vehicles where:

- Carpooling
- Vanpooling
- Taking public transit



**Plan Action Steps**

- Confirm/update existing inventory
- Apply analysis
- Solicit District Planner input
- Solicit MPO/RPA input
- Solicit transit agency input
- Develop public input process
- Solicit public input
- Review public input
- Finalize plan

**What will our role be?**

- Plan, analyze, and evaluate
- Recommend and management of transportation system
- Coordinate
- Manage
- Monitor and evaluate
- Implement
- Operate

**How do we get there?**

- Coordinate implementation with districts, MPOs, and RPA
- Build partnerships with cities, counties, and businesses
- Provide opportunities for "grants" development of park-and-ride lots
- Research and determine what value does and where we are going



**What options are available?**

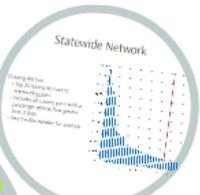
Development options (in order of preference):

1. Seek available public property (state, county, city)
2. No-cost lease (private or public)
3. Cost-lease
4. Acquire property

**Statewide Park and Ride Network**

**Input Summary**

- Incremental assessment of locations like:
  - Ease of access
  - Availability of transit service
  - Proximity to commuter base
- Address of locations based on local knowledge of commuting habits
- Overall, interchanges present to be stored



**Plan Outline**

- Introduction
- Goals
- Vision
- Objectives
- Data Collection
- Analysis
- Recommendations
- Implementation

**Process Overview**

**How did we identify our sites?**

- Identify parking by corridor, town, county or rural/urban location
- Conduct location identification (sub-basement level)
- Look for alignment
- Provide information to those possible aligned

**How did we refine them?**

- Evaluate and rank sites
- MPO/OTM input
- Public input/governance
- Public review

**Why do we need a plan?**

**Planning and public support**

- Long Range Transportation Plan
- Local Passenger Transportation Plans
- Ridership Needs Survey
- Public Inquiry

**Commuting has changed**

- Longer commute distances
- Longer commute times
- More people on the road



## Park and Ride Facility



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## Why do we need a plan?

### **Planning and public support**

- Long Range Transportation Plan
- Local Passenger Transportation Plans
- Rideshare Needs Survey
- Public inquiry

### **Commuting has changed**

- Longer commute distances
- Longer commute times
- More people on the road

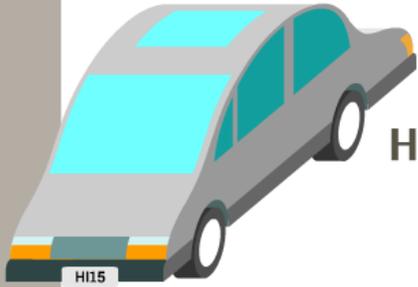
# Plan Outline

1. Introduction
2. Trends
3. Process overview
4. Statewide network
5. Gap analysis & prioritization
6. Financial analysis
7. Future activity

IOWA PARK AND RIDE SYSTEM PLAN



# Process Overview

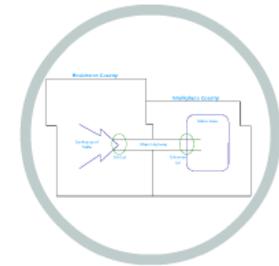


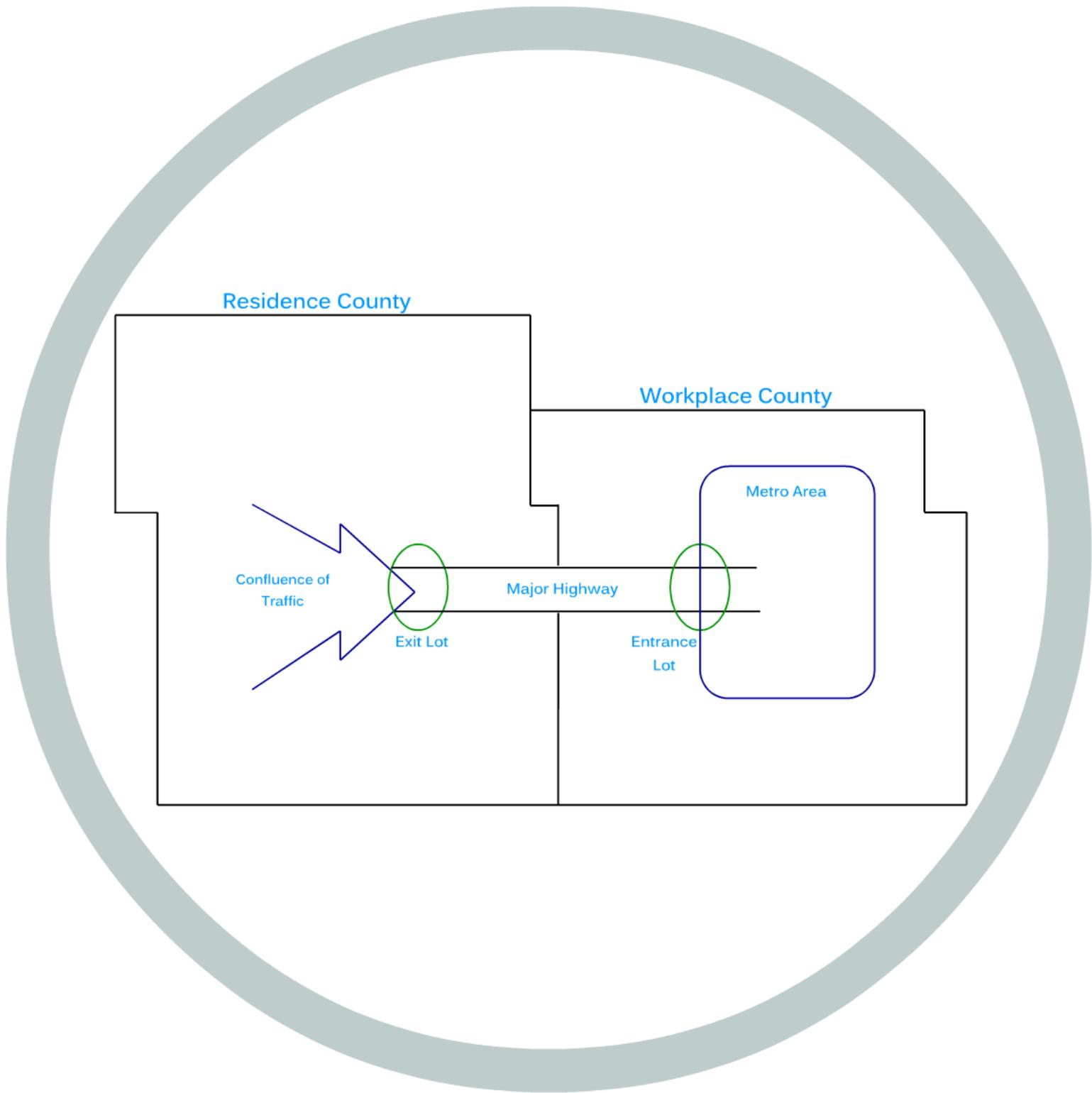
## How did we identify our sites?

- Top county pairs by commuter flows
- Commuter route identification
- Candidate location identification (exit/entrance lots)
- Location refinement
- Prioritization (commuter flows, possibly distance)

## How did we refine them?

- Internal and district review
- MPO/RPA review
- Public transit provider review
- Public review

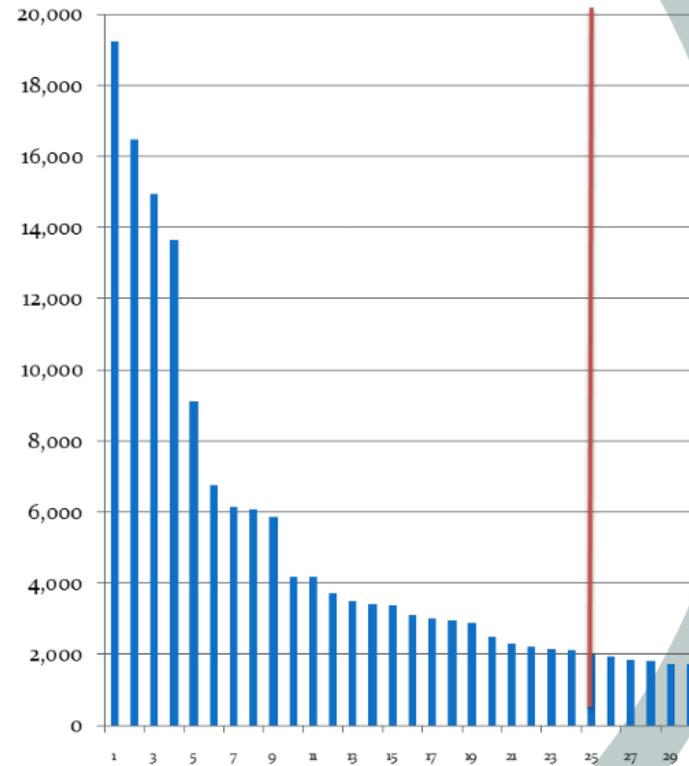




# Statewide Network

Drawing the line

- Top 25 county-to-county commuting pairs
- Includes all county pairs with a passenger vehicle flow greater than 2,000
- Reasonable number for analysis



# Gap Analysis & Prioritization

## Ideal locations vs. existing locations

- Where do we have gaps?

## Prioritization

- Based on commuter-vehicle volume currently
- Possibly commuter mileage reduction in the future

County Pair:  
Boone (Residence)/Story (Work)

Locations identified through analysis  
• US 30/ Outside of Boone

Gap analysis  
• US 30/S Story St- Existing location

## **County Pair:**

**Boone (Residence)/Story (Work)**

## **Locations identified through analysis**

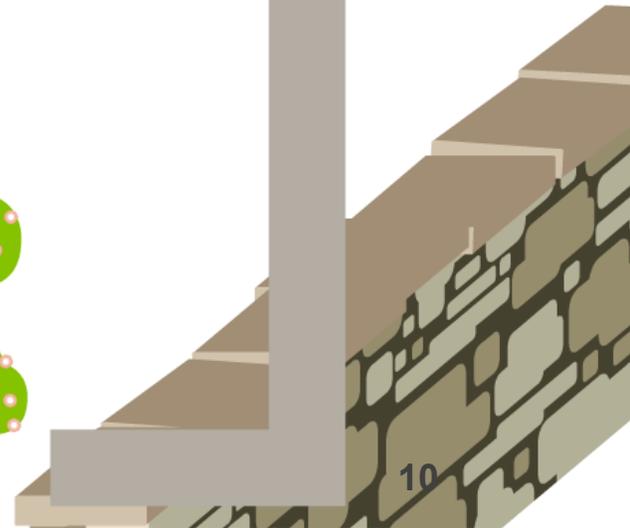
- US 30/ Outside of Boone

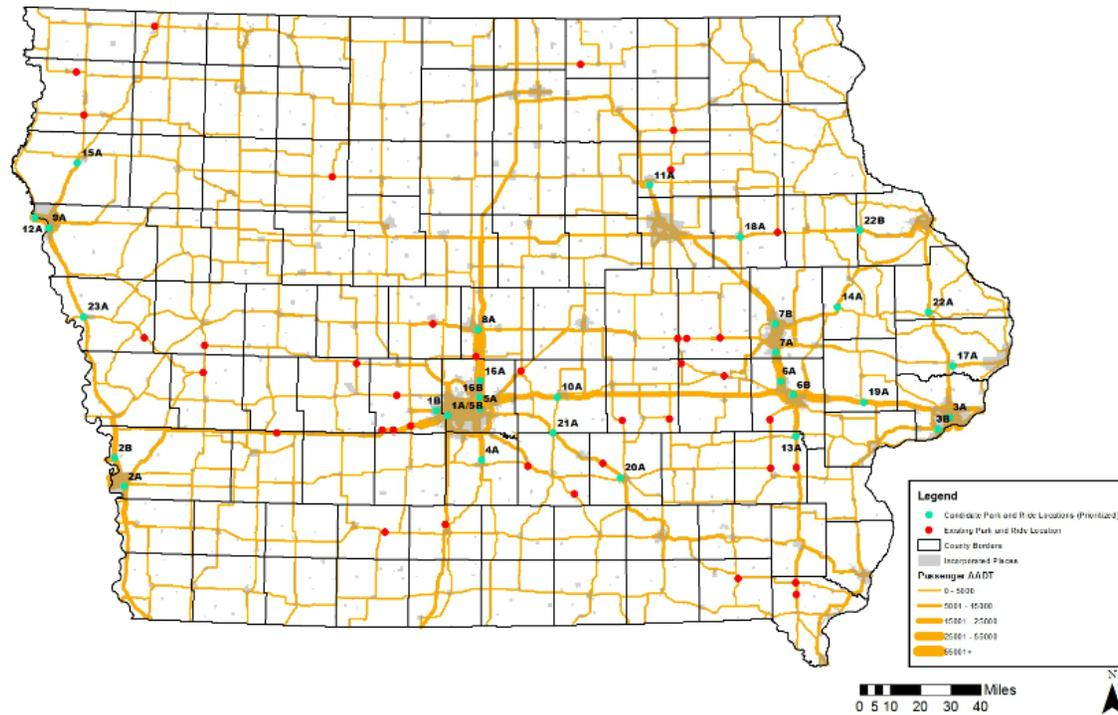
## **Gap analysis**

- US 30/S Story St- Existing location

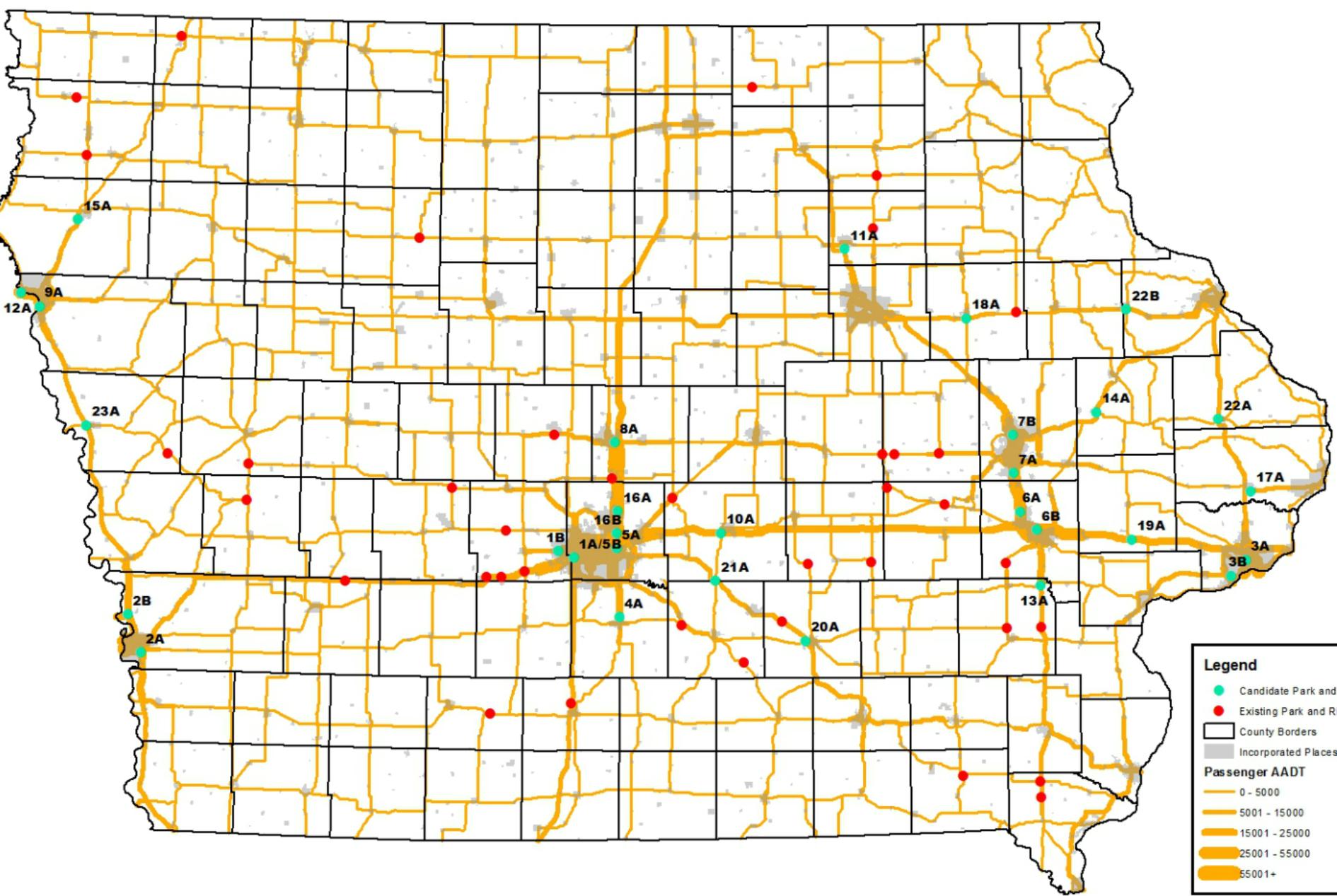
# Input Summary

- Incremental movement of locations due to:
  - Ease of access
  - Availability of transit service
  - Proximity to commuter base
- Addition of locations based on local knowledge of commuting habits
- Overall, methodology proved to be sound





## Statewide Park and Ride Network

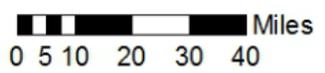


**Legend**

- Candidate Park and Ride Locations (Prioritized)
- Existing Park and Ride Location
- County Borders
- Incorporated Places

**Passenger AADT**

- 0 - 5000
- 5001 - 15000
- 15001 - 25000
- 25001 - 55000
- 55001+



# What options are available?

Development options (In order of preference):

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2. No-cost lease (private or public)
3. Cost-lease
4. Acquire property

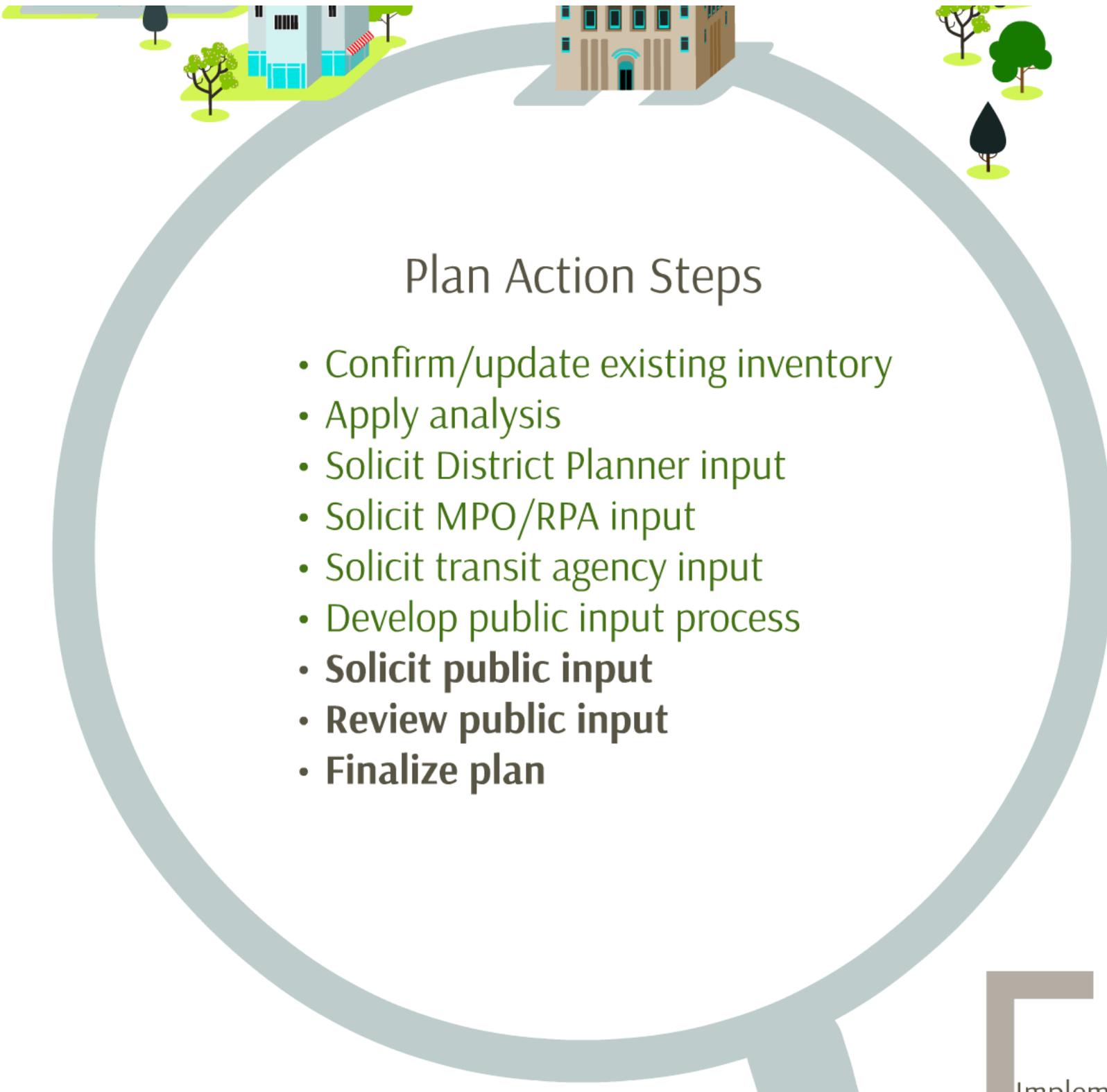
# How do we get there?

## Implementation

- Coordinate implementation with Districts, MPOs, and RPAs
- Form partnerships with cities, counties, and businesses
- Provide opportunities for "grassroots" development of park and ride lots
- Periodically evaluate what we've done and where we're going

## What will our role be?

- Planning, analysis, and evaluation
- Implementation and management of state-owned system
  - Site selection
  - Signage
  - Maintenance
- Marketing and promotion
  - Website
  - Online Map



## Plan Action Steps

- Confirm/update existing inventory
- Apply analysis
- Solicit District Planner input
- Solicit MPO/RPA input
- Solicit transit agency input
- Develop public input process
- **Solicit public input**
- **Review public input**
- **Finalize plan**



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**What will our role be?**

- Plan, analyze, and evaluate
- Recommend and management of transportation system
- Coordinate
- Staff resources
- Monitor and evaluate
- Report
- Communicate

**How do we get there?**

- Coordinate implementation with districts, MPOs, and RTAs
- Build partnerships with cities, counties, and businesses
- Provide opportunities for "graciously" development of park-and-ride lots
- Periodically re-evaluate what works and where we're going



**What options are available?**

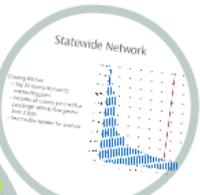
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**Plan Outline**

- Introduction
- Goals
- Vision
- Objectives
- Data sources
- Methodology

**Process Overview**

**How did we identify our sites?**

- Identify park-and-ride locations
- Conduct location identification (sub-area-based)
- Conduct site assessment
- Prioritize sites based on feasibility and other factors

**How did we refine them?**

- Conduct site assessment
- Conduct site assessment
- Public input

**Why do we need a plan?**

**Planning and public support**

- Long Range Transportation Plan
- Local Passenger Transportation Plans
- Ridership Needs Survey
- Public Inquiry

**Commuting has changed**

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Image by Dan Study for Proxi