

# Rest Assured

## REST AREA MANAGEMENT FOR THE FUTURE



### IMPLEMENTATION PLAN - PART 2

April 2020



Rest area facilities throughout the state play an important role in our transportation system. Of the current 38 full service rest areas, 18 will reach 50 years old in the next five years. As these facilities get closer to this age, there is an imperative need for either considerable investment for rehabilitation or closure of insufficient facilities.

In 2018, we released the [Draft Rest Area Management Implementation Plan – Part 1](#) and asked for public input on the Department’s review of future investments/closures throughout the system. Over the course of nearly eight months, we collected public input and conducted an extensive freight truck parking study throughout the state. We learned drivers appreciate the convenience of rest area locations (on the interstate) and free services available at full service locations, reduces the public’s perception of an obligation to purchase retail during rest stops.

Additionally, the management of truck parking is a major component of the rest area network and a Dynamic Truck Parking Availability System is being implemented to help better manage freight truck parking needs. Public and stakeholder input, coupled with recommendations from the Truck Parking Study analysis offer the best possible recommendations for implementation of this plan.

## PROPOSED REST AREA CLOSURES

The Department is proposing closure of only **eight full service sites** and **10 parking only sites**. The new implementation plan also identifies a funding scenario for an additional **247 truck parking spots** throughout the system. With this plan, all 10 parking only rest area site closures and seven of the eight full service closures will occur before 2028. Southbound Story City has been included in the list of proposed closures, but due to its recent construction, will remain open through 2049 or later and will be re-evaluated for closure at a later time.



### STUDY DETAILS

**2012 REST AREA MANAGEMENT STUDY:** Summarized data across Iowa’s interstate system and other locations along the interstate that provide rest area services.

**OUTCOME:** Focused funding allocations to improve rest areas on the system that are in most need of repair; while continuing to weigh the benefits of improvements to rest areas across the system as a whole.


**2016 REST AREA MANAGEMENT COMPARISON STUDY:** Data from 2012 continues to be consistent with 2016 data.

**OUTCOME:** Provide results and make final recommendations regarding future planning and programming decisions related to the rest area system.


**IMPLEMENTATION PLAN UPDATE:** In 2019 an extensive public engagement effort to collect input on the Draft Rest Area Management Plan was conducted. Additionally, a Freight Truck Parking Study was conducted.

**OUTCOME:** New recommendations based on additional public input and evaluation.

### DATA CONSIDERED

 **Survey Collection**  
759 surveys collected, in-person and electronic

**24-Hour Daily Traffic Counts**  
Interstate rest areas have highest hourly volumes; Rest area peak traffic generally 9:00 a.m.–3:00 p.m.

  
**24/7 Parking Utilization Assessment**  
Sufficient car parking at each rest area; Peak truck usage overnight—peak parking time 2:00 a.m.–6:00 a.m.

**Public Input**  
Over 700 comments, 3,000 hits on the online meeting site, over 7,000 visitors to the plan website and a total reach of over 33,000 on social media.

## IOWA’S FUTURE REST AREA SYSTEM

 **30** Full Service Rest Areas Remain Open

 **6** Parking Only Facilities with Upgrades

 **247** Additional Truck Parking Spaces

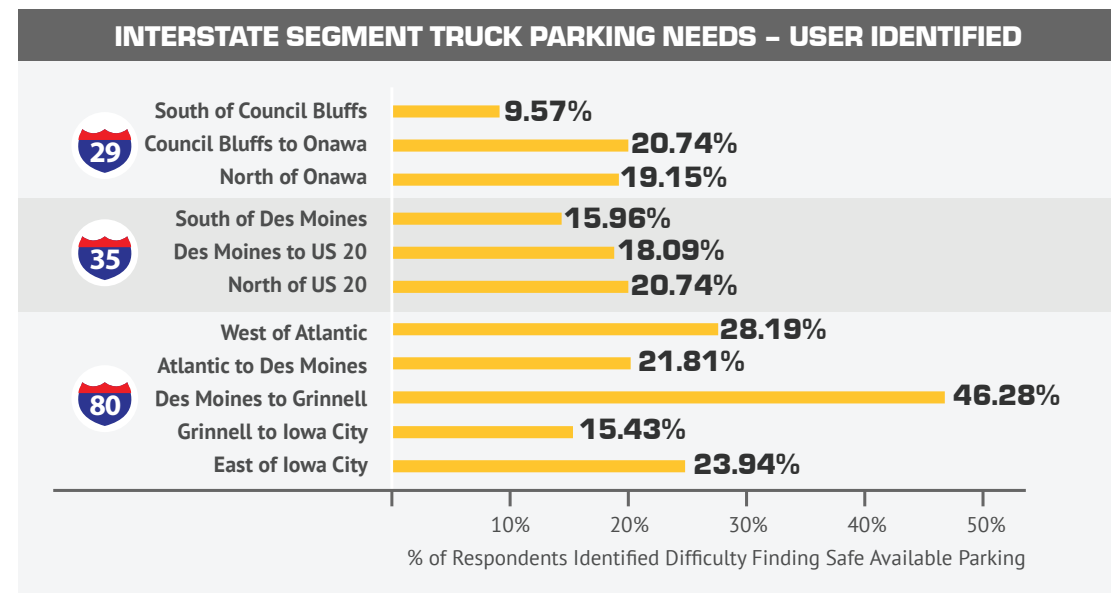
# FUTURE IOWA REST AREA SYSTEM



\*Story City SB due to its recent construction will be re-evaluated for potential closure at a later date.

# FREIGHT TRUCK PARKING STUDY

A **Freight Truck Parking Study** was conducted to assess the current system's parking needs for truck parking. Iowa's central geographic location and abundance of transportation options result in significant movement of freight throughout the state. Recent studies conducted by the Department document truck parking availability as one of the top freight mobility issues in the state, particularly along cross-state interstate routes (I-29, I-35 and I-80). The interstate system was divided into **11 segments** that were then ranked based on user need input.



**Freight/commercial truck drivers reported a significant need for freight truck parking throughout the interstate system. Recommendations from the Truck Parking Study include:**

**P** Expand Truck Parking Information Management System (TPIMS) solutions with additional sites, educational outreach to drivers and carriers, and integration with other parking apps and Electronic Logging Devices.

Invest in vehicle-to-infrastructure technology to provide real-time parking information.

Add a truck parking reservation system, particularly for oversize trucks.

Predictive analytics to predict parking availability.

Expand truck parking at select sites to offset parking loss from rest area closures and expand total truck parking by a net of 383 spaces on the State system.

Explore partnerships with public agencies and private companies to supplement truck parking, optimize the locations of truck parking capacity, and maximize DOT investment.

# TYPICAL COST TO CLOSE REST AREA FACILITIES

Rest area facilities throughout the state play an important role in our transportation system. Users have come to appreciate the convenience and services at existing rest areas. Investment will need to be prioritized based on benefits provided at each location.



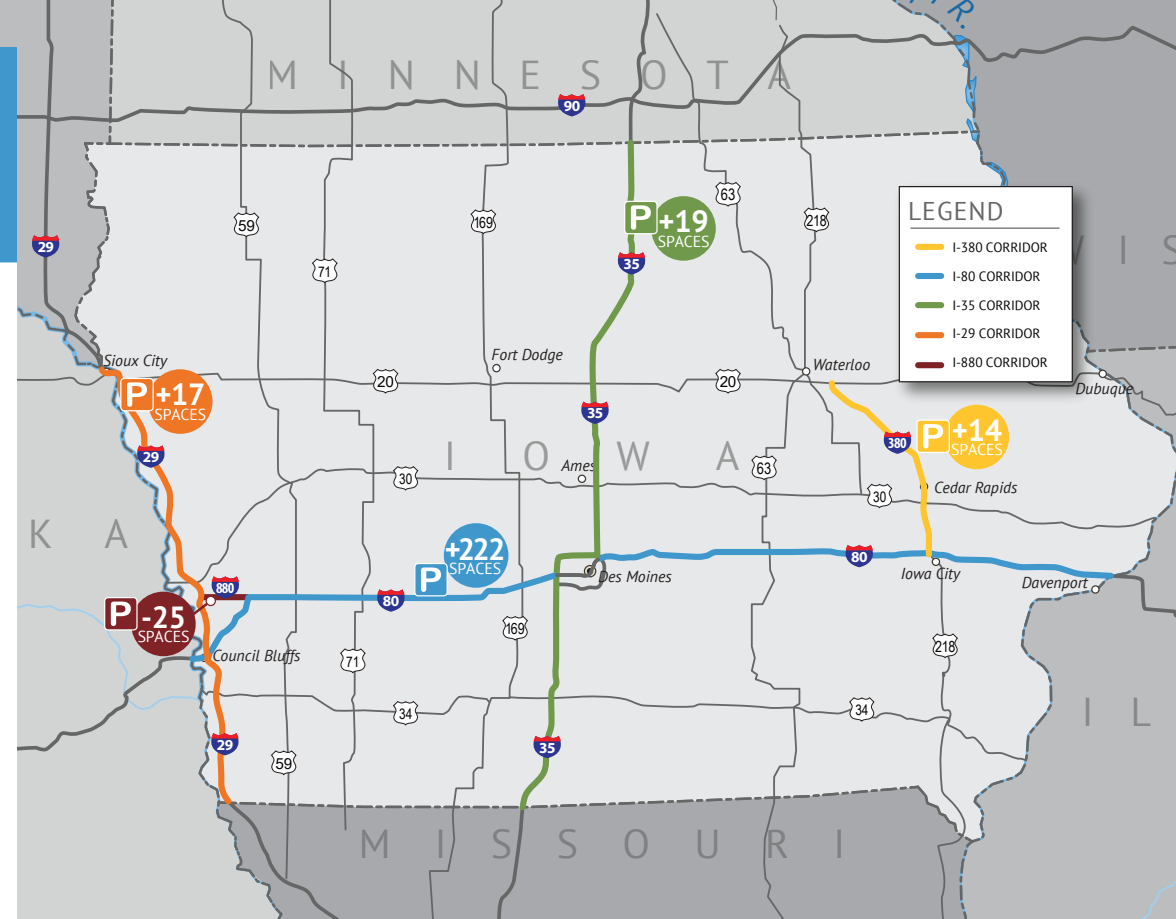
The Department is committed to serving as good stewards for the state by continuing to invest tax payer dollars to develop and maintain the statewide transportation system that best meets user needs. The Department's decision to close an existing rest area facility is carefully considered and is informed by the Code of Federal Regulation (23 CFR 752). The typical cost to close a full service rest area is \$800,000, typical replacement of an aging facility is \$4-5 million, and approximately \$400,000 to close a parking only site. Over the next 30 years, the Department will need to invest just over \$100 million to upgrade the remaining aging rest areas within the lifecycle

of this Plan. Additionally, this amount includes the cost for future trucking parking facility removal and upgrades.

## COST TO CLOSE OR REPLACE

- Typical cost to close a full service rest area—**\$800,000**
- Typical cost to close a parking only site—**\$400,000**
- Typical cost to replace an aging rest area —**\$4,000,000 - \$5,000,000**
- Typical cost to replace the truck parking area at an aging site —**\$1,500,000 - \$2,500,000**

# PROPOSED ADDITIONAL TRUCK PARKING



# PUBLIC COMMENT

## ENGAGEMENT TOOLS & ANALYTICS



**ArcGIS Storymap**

3,424 hits



**Comments**

742



**Website Poll**

691 Votes



**Web Traffic**

7,078 page views  
6,073 unique visitors



12 posts  
80 shares, 83 comments



**Social Media**

Total Reach: 33,798  
avg. 2,817 per post



Total Engagement: 2,393  
avg. 200 per post



**Video**

723 views on YouTube

During the public involvement and comment collection period in 2019 a significant amount of input was received. The Department collected public input through a dedicated rest area management website, an online ArcGIS Storymap public forum, social media, and public polling. A communications campaign to solicit public input on the Draft Implementation Plan was conducted. The Department developed communication for the public and interested parties to more easily learn about the rest area management planning to date. An executive summary overview and a summary video of the Draft Implementation Plan were promoted for over eight months to encourage public input.

