

Rest Assured

REST AREA MANAGEMENT FOR THE FUTURE



THE HISTORY OF IOWA'S REST AREA SYSTEM

During the 1960's, Iowa Department (the Department) of Transportation began constructing rest areas along the interstate. At that time they were modest facilities with separate buildings housing restrooms and vending machines. These stopping points provided an opportunity for rest and relief for travelers in their journey across the state. Today, there are 37 rest areas and 16 parking only facilities in Iowa. All are open year round except for the Loveland overlook that operates on a seasonal basis. Rest areas provide a convenience that travelers across Iowa often appreciate.

The original policy established by the American Association of State Highway Officials provided half-hour guidance for the location of rest areas. However, the Federal Highway Administration has since changed this policy to a standard one-hour between rest area facilities or Alternative Service Locations (ASLs). **In 2012, the Department began to study the rest area system in Iowa to determine the usefulness of each facility.**

Uniqueness

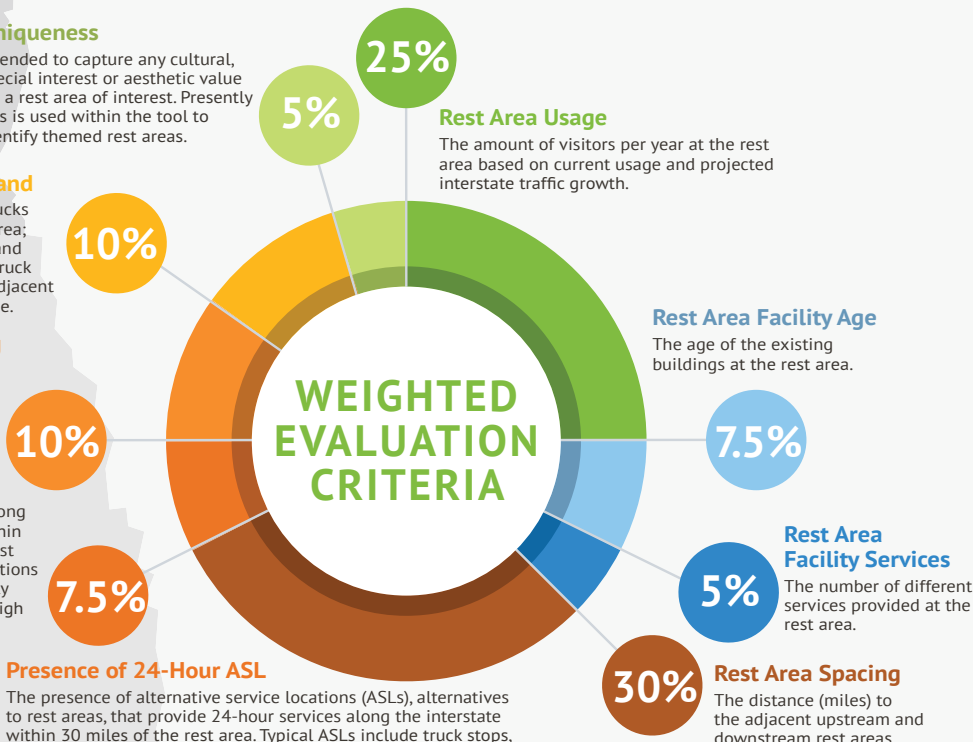
Intended to capture any cultural, special interest or aesthetic value for a rest area of interest. Presently this is used within the tool to identify themed rest areas.

Truck Parking Demand

The number of trucks parked at a rest area; and the existing and projected future truck volumes on the adjacent interstate mainline.

Truck Parking Availability

The amount of truck parking provided at the rest area and the lack of available truck parking spaces along the interstate within 30 miles of the rest area at other locations (ASLs, parking only rest areas and weigh stations).



Presence of 24-Hour ASL

The presence of alternative service locations (ASLs), alternatives to rest areas, that provide 24-hour services along the interstate within 30 miles of the rest area. Typical ASLs include truck stops, gas stations or parks. Locations identified as ASLs were those in close proximity to the interstate, defined as being within three miles of interchanges in rural areas and within 1/2 mile of interchanges in urban areas.

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.

METHODOLOGY



Survey Collection

759 surveys collected, in-person and electronic

24-Hour Daily Traffic Counts

Interstate rest areas have highest hourly volumes; 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.

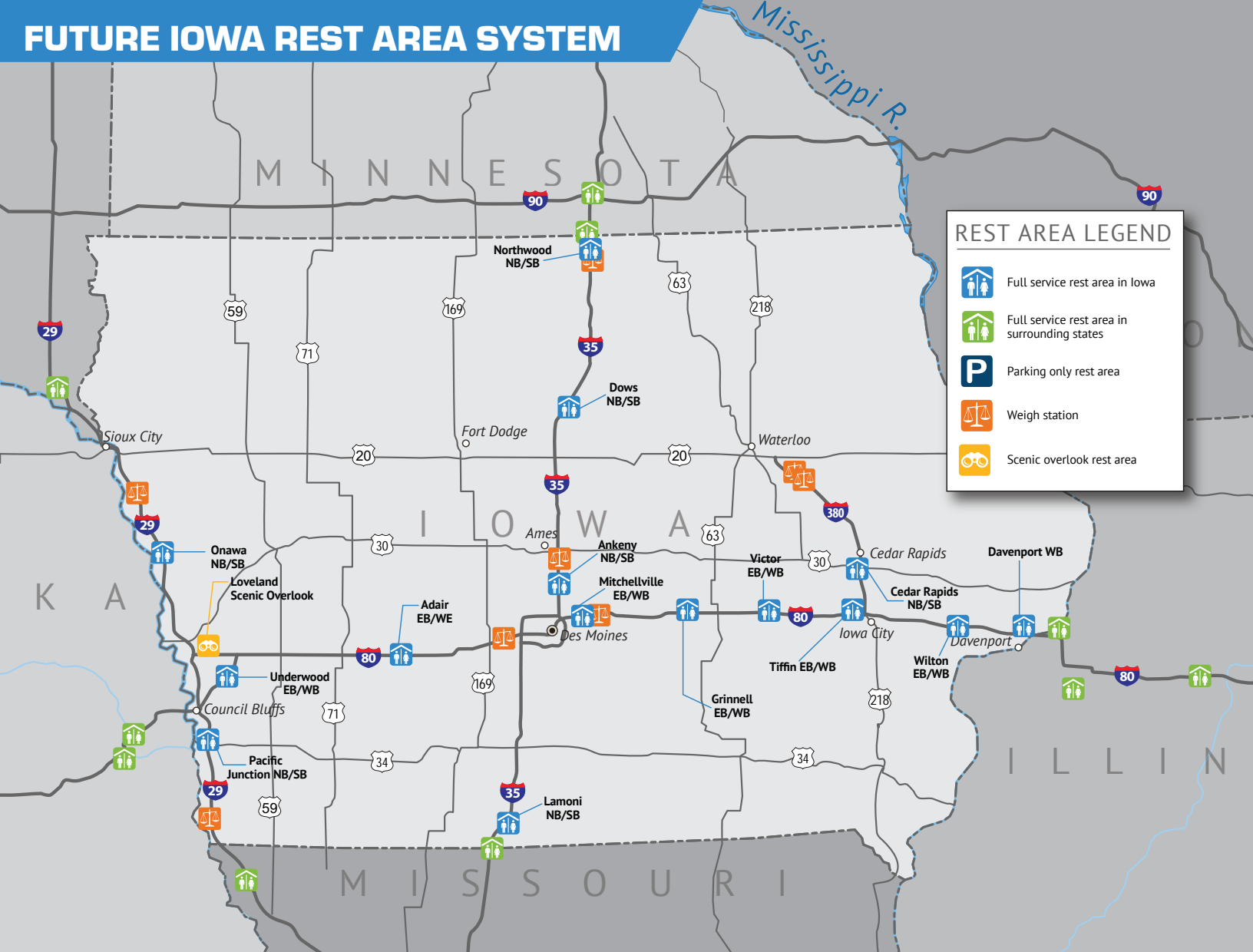
IOWA'S REST AREA SYSTEM

37 Rest Areas
Open Year-Round

P 16 Parking Only
Facilities

1 Overlook
Open Seasonally

FUTURE IOWA REST AREA SYSTEM



TOP 10 REST AREAS FOR FUTURE INVESTMENT

Based on composite scoring, this evaluation identified the following rest areas as the 10 highest ranking and most deserving of future investment.

WEIGHTED EVALUATION CRITERIA

- Rest Area Usage
- Rest Area Facility Age
- Rest Area Facility Services
- Rest Area Spacing
- Presence of 24-hour Alternative Service Locations
- Truck Parking Availability
- Truck Parking Demand
- Uniqueness



Northwood Northbound/ Northwood Southbound

(I-35 Worth County MP-214)

Ranks in the top 10 for **6 of 8** criteria
#2 for Truck Parking Demand
#2 for Truck Parking Availability
#3 for Rest Area Usage



Cedar Rapids Northbound

(I-380 Linn County MP-13)

Ranks in the top 10 for **6 of the 8** criteria
#1 for Rest Area Spacing – tied ranking
#7 Truck Parking Demand



Dows Northbound/ Dows Southbound

(I-35 Franklin County MP-159)

Ranks in the top 10 for **5 of 8** criteria
#1 for Truck Parking Availability



Tiffin Eastbound

(I-80 Johnson County MP-237)

Ranks in the top 10 for **5 of 8** criteria
#1 for Rest Area Usage
#3 for Truck Parking Availability
#5 for Truck Parking Demand



Adair Eastbound/ Adair Westbound

(I-80 Adair County MP-81)

Ranks in the top 10 for **5 of 8** criteria



Davenport Westbound

(I-80 Scott County MP-300)

Ranks in the top 10 for **4 of the 8** criteria
#1 for Truck Parking Demand
#7 for Rest Area Usage


















Pacific Junction Northbound

(I-29 Mills County MP-38)










Ranks in the top 10 for **2 of 8** criteria
#5 for Rest Area Spacing

REST AREAS RECOMMENDED FOR CLOSURE

NEAR TERM (1-5 YEAR) CLOSURE RECOMMENDATIONS

-  **Davenport Eastbound** (I-80 Scott County MP-214)
-  **Story County Northbound** (I-35 Story County - MP-105)
-  **Salix Northbound** (I-29 Woodbury County - MP-132)
-  **Avoca Eastbound** (I-80 Pottawattamie County - MP-44)
-  **Wilton Eastbound** (I-80 Cedar County - MP-268)
-  **Wilton Westbound** (I-80 Cedar County - MP-268)
-  **Osceola Southbound** (I-35 Clark County - MP-30)
-  **St Charles Northbound** (I-35 Warren County - MP-51)
-  **St Charles Southbound** (I-35 Warren County - MP-53)
-  **Northwood Northbound** (I-35 Worth County - MP-211)
-  **Story County Overlook Southbound** (I-35 Story County - MP-120)
-  **Mondamin Northbound** (I-29 Harrison County - MP-92)
-  **Mondamin Southbound** (I-29 Harrison County - MP-92)
-  **Minden Eastbound** (I-29 Pottawattamie County - MP-32)
-  **Minden Westbound** (I-29 Pottawattamie County - MP-32)

MID-TERM (5-15 YEAR) CLOSURE RECOMMENDATIONS

-  **Loveland Eastbound** (I-680 Pottawattamie County - MP-16)
-  **Loveland Westbound** (I-680 Pottawattamie County - MP-18)
-  **Missouri Valley Northbound** (I-29 Harrison County - MP-79)
-  **Missouri Valley Southbound** (I-29 Harrison County - MP-79)
-  **Sergeant Bluff Northbound** (I-29 Woodbury County - MP-139)
-  **Sergeant Bluff Southbound** (I-29 Woodbury County - MP-139)
-  **Osceola Northbound** (I-35 Clarke County - MP-33)
-  **Osceola Southbound** (I-35 Clarke County - MP-33)
-  **Story City Northbound** (I-35 Story County - MP-120)
-  **Clear Lake Northbound** (I-35 Cerro Gordo County - MP-196)
-  **Clear Lake Southbound** (I-35 Cerro Gordo County - MP-196)

LONG-TERM (15-30 YEAR) CLOSURE RECOMMENDATIONS

-  **Story City Southbound** (I-35 Story County - MP-119)

CLOSURE CONSIDERATIONS

SIZE



Remaining rest areas need to be adequate in size and spacing in order to meet FHWA guidance and the needs of the traveling public

DISTANCE

Distances between the remaining rest areas should be reasonable; approximately one hour's drive time or less in spacing without extenuating circumstances



COORDINATION WITH ADJACENT STATES

Any abandonment should be coordinated as appropriate with adjacent States

TRUCK PARKING

The largest impact to the traveling public will be impacts associated with the loss of truck parking



ROW FUNDING CREDITS

Federal funding credit is required with the sale of any rest area right-of-way (ROW)

FEDERAL FUNDING

Federal funding cannot be used for abandonment or disposal of rest areas



COST TO CLOSE

- Typical cost to close a full service rest area—**\$700,000**
- Typical cost to replace an aging rest area—**\$3,000,000**
- Typical cost to close a parking only site—**\$385,000**

✓ Recommendations have attempted to time closing of aging and less utilized facilities near the time when investment would likely be required due to aging infrastructure.

✓ The Department expects to expend a lower (one-time) cost to close—representing a program **savings of \$2,300,000 per site.**

✓ With recommended closures, the Department could recognize as much as **\$25,000,000 in program savings over 15 years** and greater than **\$30,000,000 in 20 years.**



FUTURE FUNDING RECOMMENDATIONS

Future funding for rest areas should consider strategies that include:

- Improvements to accommodate needs of the Iowa State Patrol and Motor Vehicle Enforcement
- Potential for Public/Private Partnerships (P3)
- Parking expansion opportunities
- Traveler information dissemination

- ✓ Remaining 26 full service facilities will be **more utilized, serve a greater benefit, and can be maintained with available resources.**
- ✓ Investment in additional truck parking and augmented services at weigh stations, and remaining rest areas will be **implemented strategically** as funding is available.
- ✓ Invest in better and more convenient ways to help drivers proactively plan their routes and make parking decisions.

TRUCK PARKING ACCOMMODATIONS

- ✓ With the closures of 11 full service rest areas and 16 parking only rest areas, approximately 279 authorized truck parking spaces (approximately 35%) throughout the system would be removed.
- ✓ Ten of the 16 parking only sites are less than 75% utilized and four of the 12 full service sites are less than 94% utilized.



Truck parking accommodations the Department is pursuing include:

- Parking cameras and real time parking availability updates
- Augmenting truck parking at adjacent rest areas and weigh stations
- Interstate Oasis Program
- Public/Private Partnerships (P3)
- Automated vehicle technology

