



Freight Advisory Council (FAC)

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Rest Assured

REST AREA MANAGEMENT FOR THE FUTURE



Iowa Rest Area Management Plan (IRAMP)

- | | |
|-----------|------------------------------------|
| 2012-2013 | - Phase I (Data Collection) |
| 2016 | - Phase II (Data Collection) |
| 2018 | - Phase III (Draft Implementation) |



History & Schedule

-  • Industry feedback – FAC (12/2017)
-  • Commission Input – Informational Presentation (5/8/2018)
-  • Public input – Online public meeting (6/21/2018)
-  • Public Involvement – (Sept 2019)
-  • MVE Parking only repurposing study – (Spring 2019)
-  • Truck parking Study and Mitigation – (Sept 2019)



IOWA'S REST AREA SYSTEM



37 Rest Areas
Open Year-Round

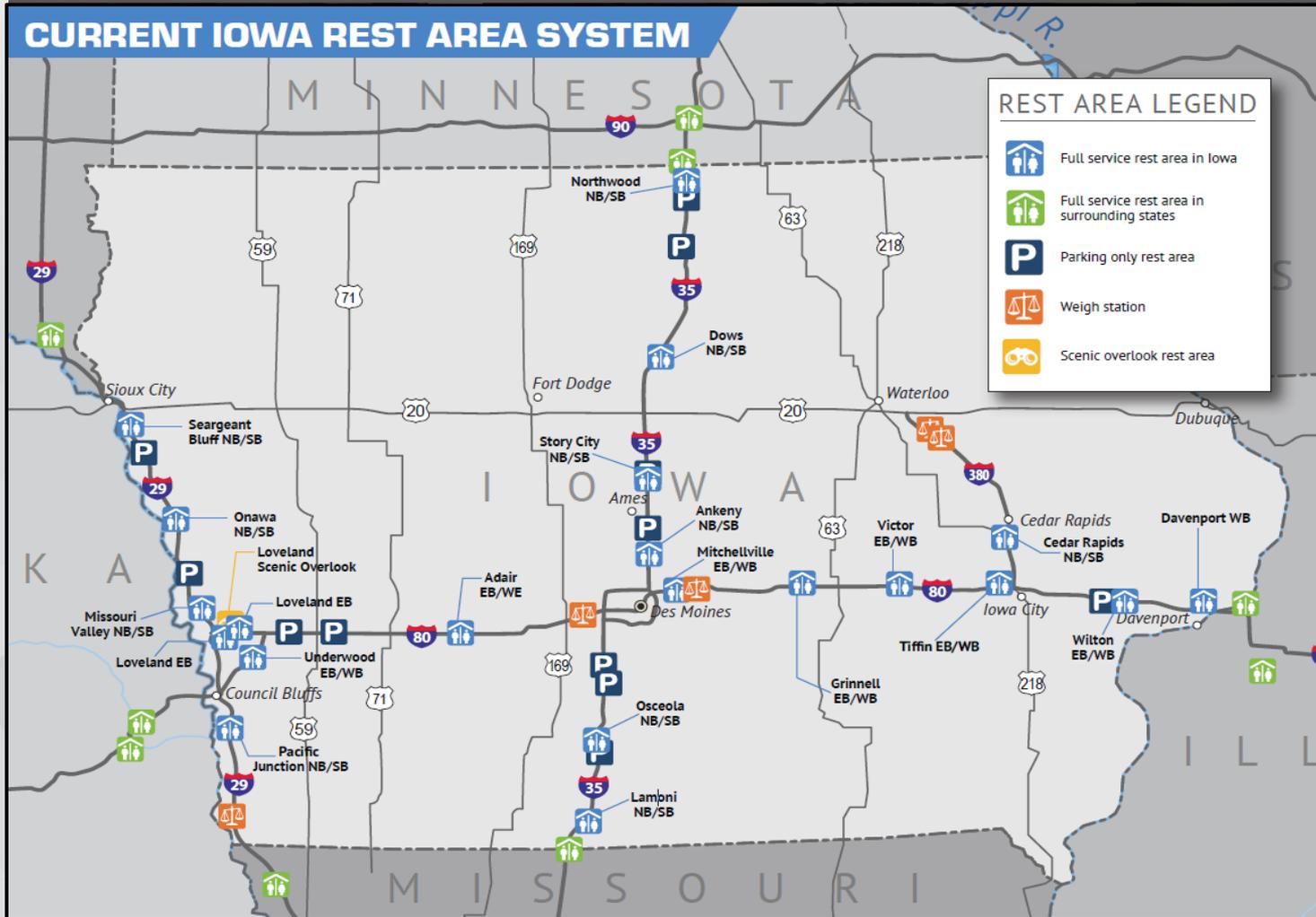


16 Parking Only
Facilities



1 Overlook
Open Seasonally

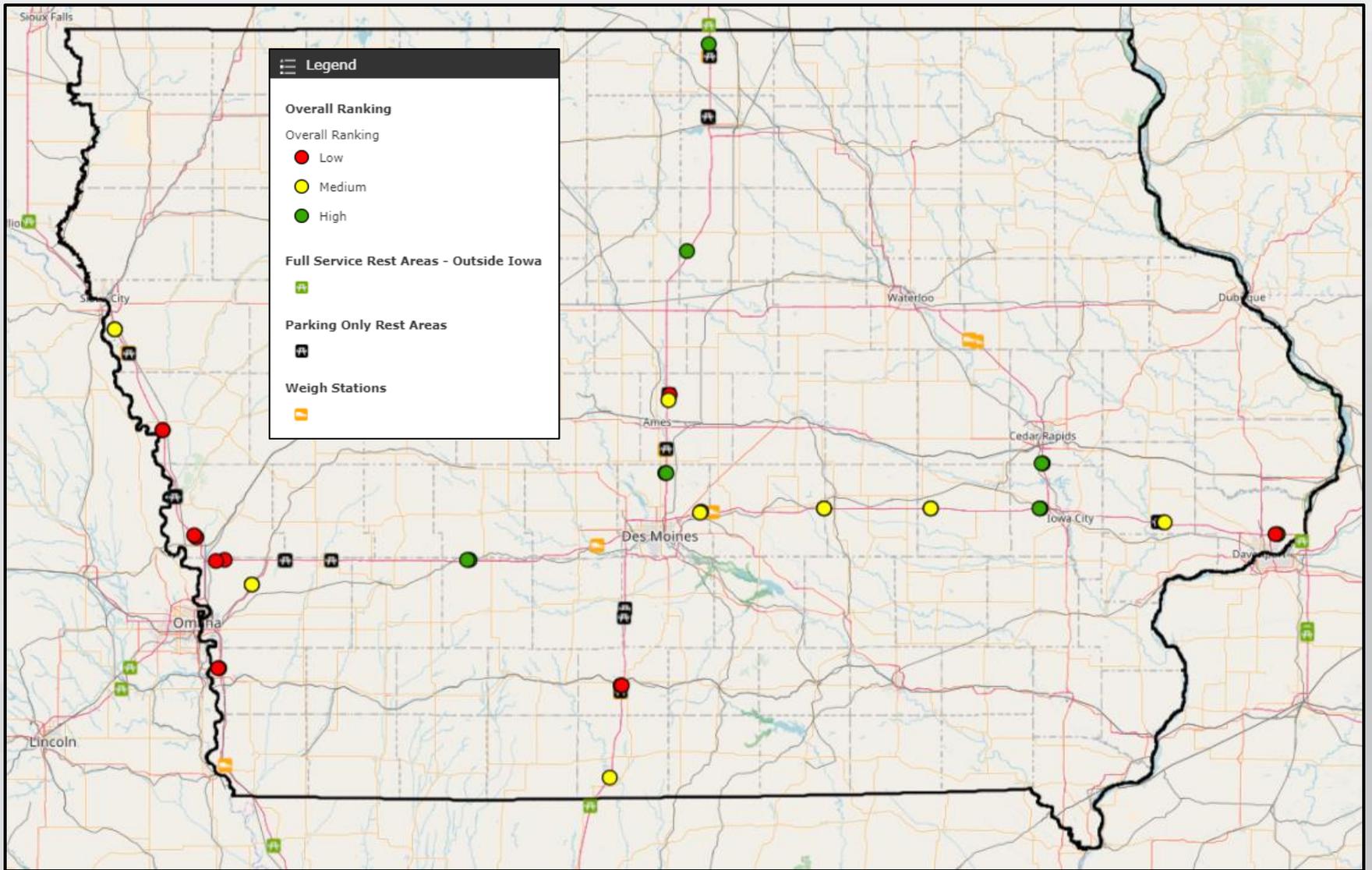
CURRENT IOWA REST AREA SYSTEM



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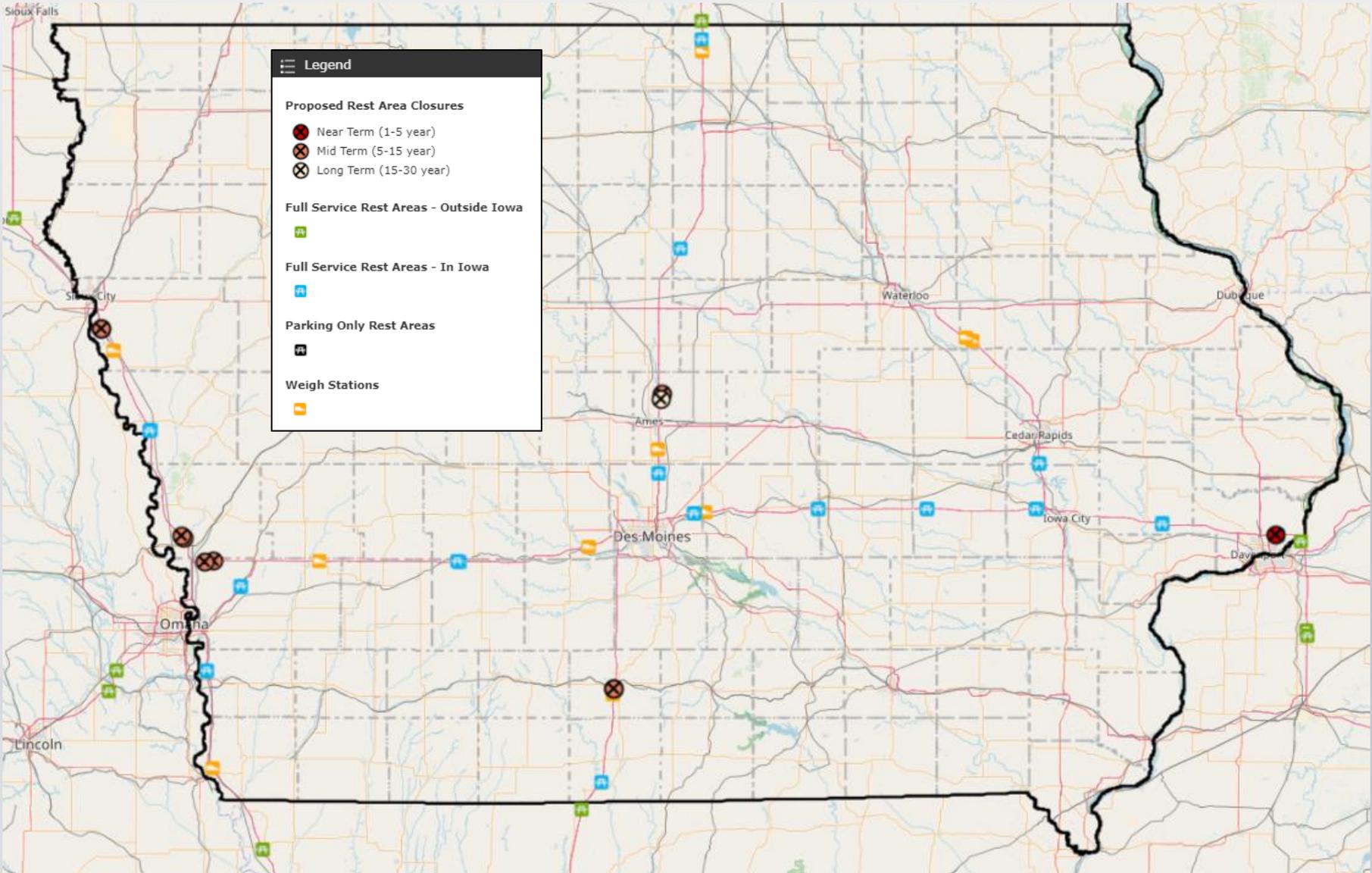
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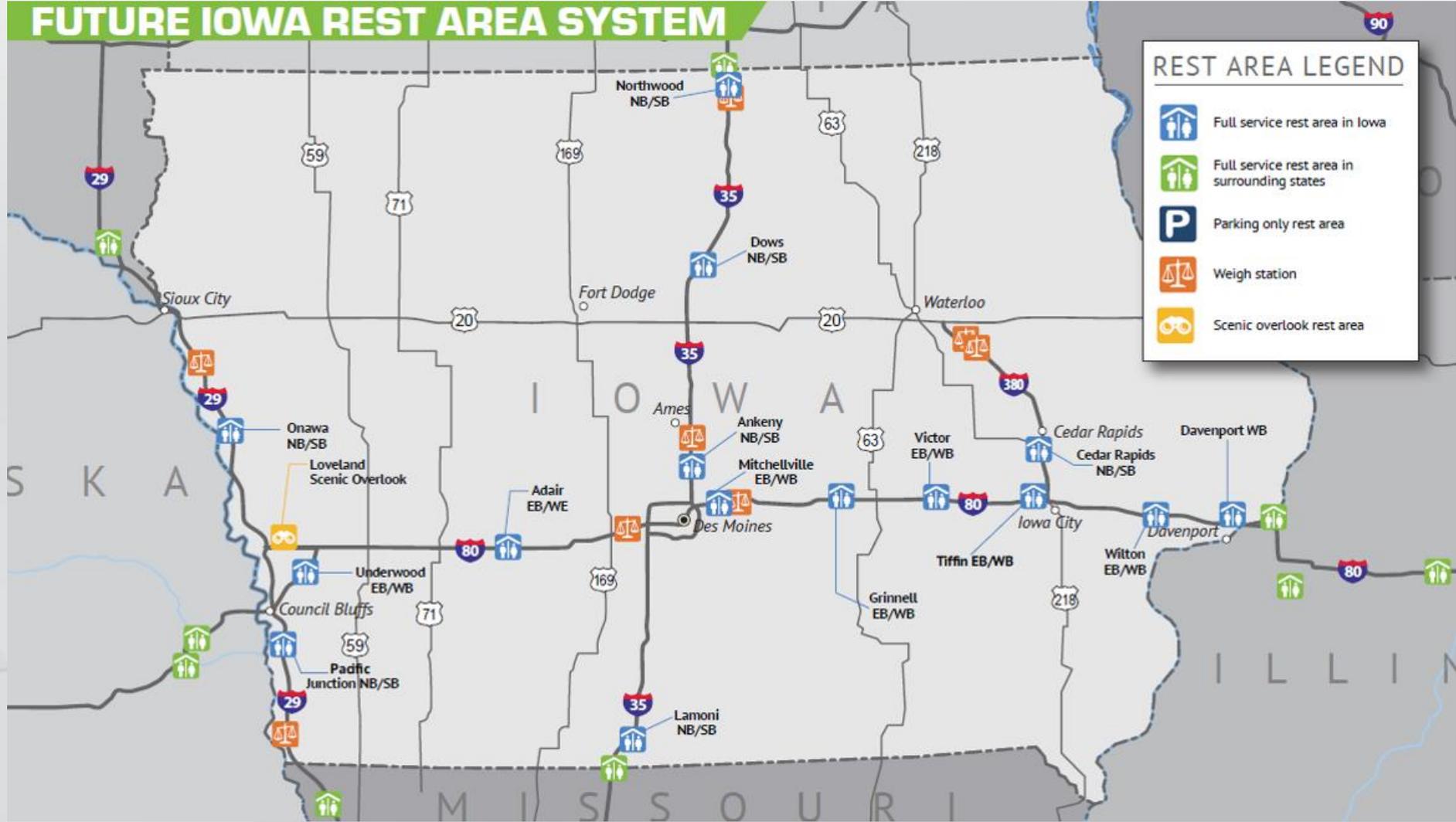
Implementation Recommendations

- Implement Truck Parking Mitigation throughout the system
- Evaluate use of the TPIMS 6-12 months
- Close 1 full service Rest Area and 14 parking only sites in years 1-5
- Close 9 full service Rest Areas and 2 Parking only sites in years 5-15
- Close 1 full service Rest Area in years 15-30





FUTURE IOWA REST AREA SYSTEM



REST AREA LEGEND

- Full service rest area in Iowa
- Full service rest area in surrounding states
- Parking only rest area
- Weigh station
- Scenic overlook rest area



Spacing/Distance

- **I-29 Northbound from 1st Northbound Missouri Rest Area (Dearborn, MO) to Pacific Junction – 135 miles (existing)**
 - This portion of interstate **already exceeds** the recommended spacing, but has been in place since before this study began.
- **I-35 Northbound Lamoni to Ankeny – 92 miles**
 - Even though this length exceeds the recommended spacing, the Des Moines metropolitan area provides additional ASLs between the two rest areas to compensate for the removal of the intermediate rest areas.
- **I-35 Southbound Ankeny to Lamoni – 92 miles**
 - Even though this length exceeds the recommended spacing, the Des Moines metropolitan area provides additional ASLs between the two rest areas to compensate for the removal of the intermediate rest areas.



Truck Parking - Mitigation

TRUCK PARKING ACCOMMODATIONS

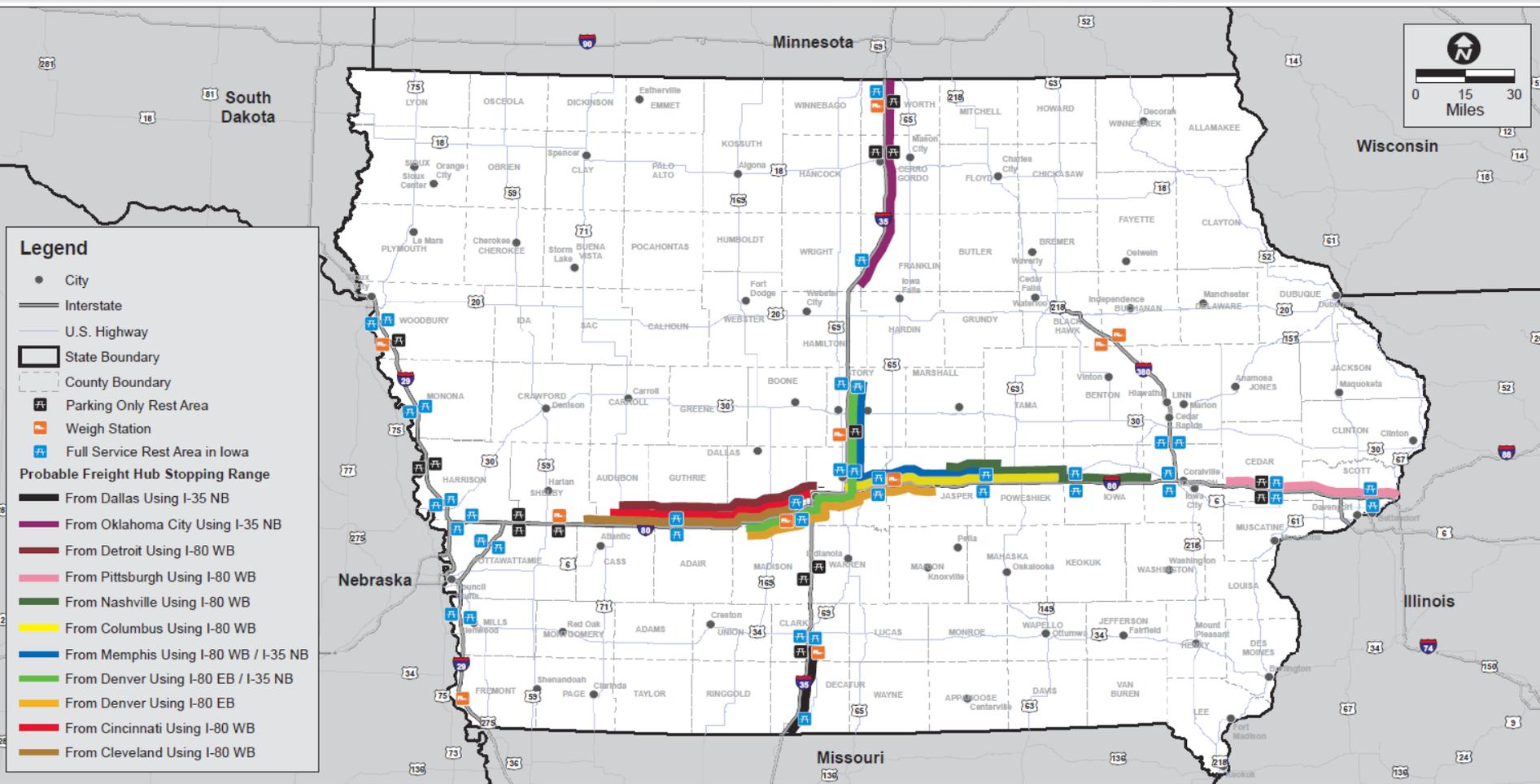
- ✓ With the closures of 11 full service rest areas and 16 parking only rest areas, approximately 279 authorized truck parking spaces (approximately 35%) throughout the system would be removed.
- ✓ Ten of the 16 parking only sites are less than 75% utilized and four of the 12 full service sites are less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

Freight Stopping Ranges



REST AREA PLAN

THE PLAN

Our mission is to provide a transportation system that gets people there safely, conveniently, and efficiently. To assure we remain able to meet that mission over time, we continually evaluate assets within the system to see if they still meet that need or if we need to make changes to better meet that need. We also want to make sure that the funds we are allocating for the transportation system are put to their best use and are not spent on assets that are underused or no longer necessary.

This process is being completed in three phases. We have already conducted Phase 1 and 2. Phase 3 includes a draft Implementation Plan which makes suggestions on our approach to rest areas in the future. It includes a public comment period that will gather feedback on the draft Implementation Plan. Please take a moment to look over the site and provide input below.

PHASE 1

The first phase involved documenting customer needs and satisfaction with the existing rest areas. We highlighted any issues and identified existing information regarding rest areas within the system and documented it in the Statewide Rest Area Management Plan. This initial report was completed in 2013.

[Statewide Rest Area Management Plan- Initial Report](#)

PHASE 2

Phase two involved collection of additional existing information. A criteria was developed to rank the existing rest areas based on how critical they are to the system.

PHASE 3

The third phase utilized both the initial report produced in Phase 1 and the rankings to develop an implementation strategy for the rest area system. A draft of this Implementation Plan is available for review and comment below.

- [Implementation Overview](#)
- [Rest Assured - Rest Area Management for the Future](#)
- [Draft Implementation Plan](#)

WE NEED YOUR INPUT

We'd appreciate it if you would take a moment to review the plan and [provide your comments and level of support](#).

REVIEW THE PROPOSED PLAN

Review the implementation plan and other materials.



[Draft Implementation Plan](#)



[Implementation Overview](#)



[Rest assured infographic](#)



SHARE YOUR FEEDBACK

Let us know your thoughts by sharing a comment or taking our poll.

TAKE OUR POLL

Only one submission please. If you see the results, we have received your feedback.

How do you feel about the recommendations within the draft rest area implementation plan?

- Strongly support
- Support
- Neutral
- Oppose
- Strongly oppose

Vote

Results

PROVIDE FEEDBACK

[Share a comment or ask a question](#)

<https://iowadot.gov/restareaplan/>

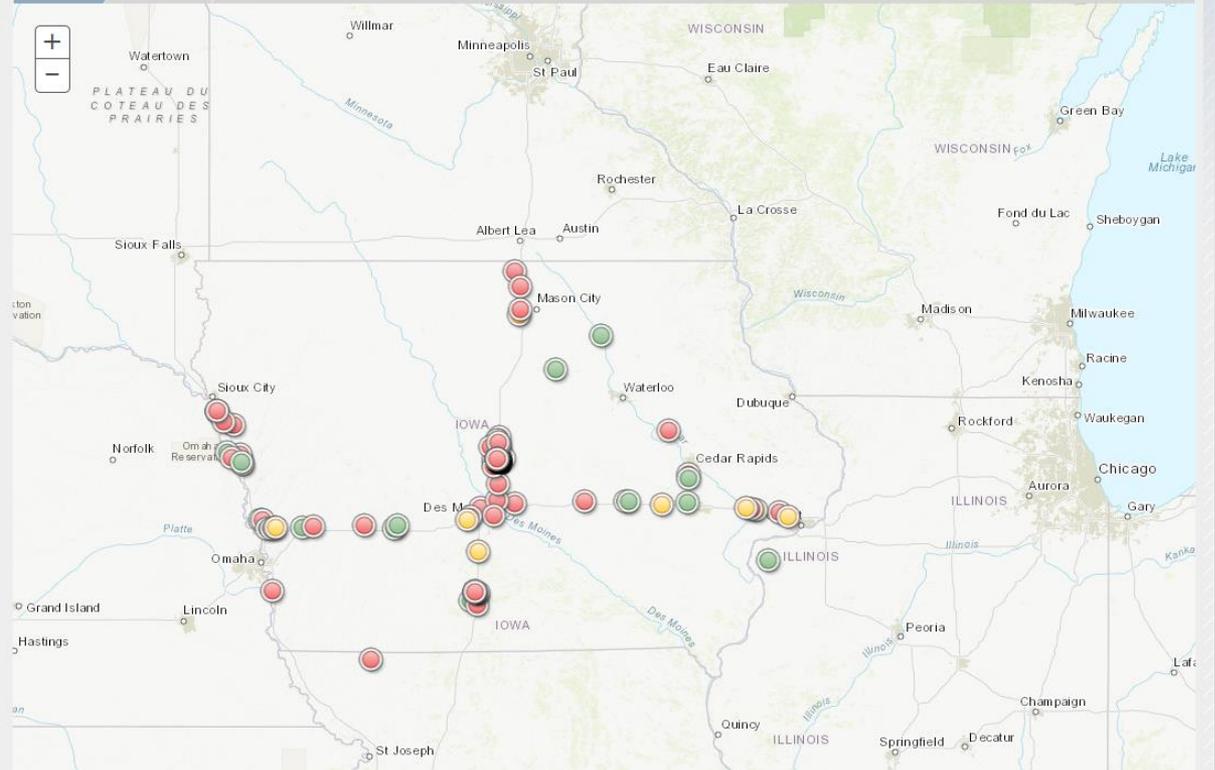
Project Event

In Favor **66**
Leaning In Favor **29**
Neutral **110**
Less In Favor **61**
Not In Favor **408**

- Categories ▾
- Statuses ▾
- Stakeholder Types ▾
- Topics ▾
- Sources ▾
- Districts ▾
- Counties ▾
- Routes ▾

Clear All Filters

Map Charts



In Favor – 104
Leaning in Favor – 79
Neutral – 148
Less in Favor – 174
Not in Favor – 771



History & Schedule

-  • Industry feedback – FAC (12/2017)
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Input Requested (December 2017)

- Are there any specific closures that we should consider or reconsider....why?
- Are there specific locations outside of the overlap areas that we should consider adding more truck parking?
- Are there any rest areas where we should incorporate different truck parking design features for things like wind turbine loads?
- Is there any research into automated truck technology that you are aware of or would be willing to share?





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QUESTIONS ???

www.dot.iowa.gov/interstatestudy



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