

Park and Ride Facility



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

- Carpooling
- Vanpooling
- Taking public transit



Why do we need a plan?

Planning and public support

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

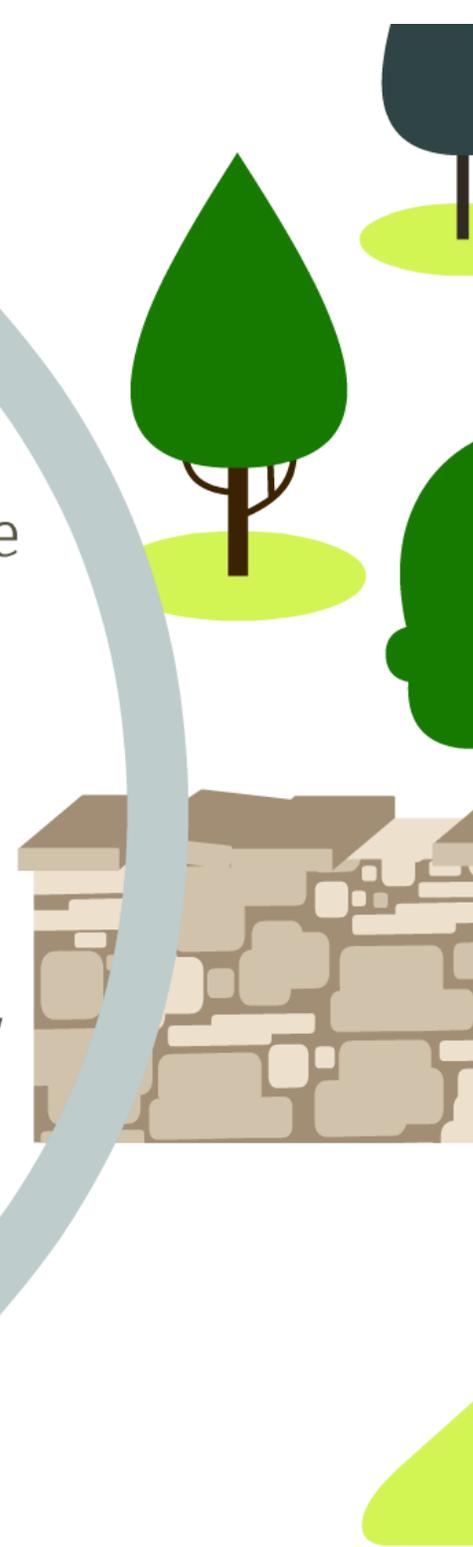
Commuting has changed

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



Important Caveats

- Identified general locations to guide future expansion – not specific sites
- Implementation and development will be multi-jurisdictional
- Implementation will not necessarily follow prioritization



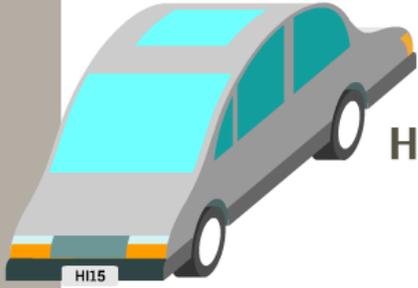
Plan Outline

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



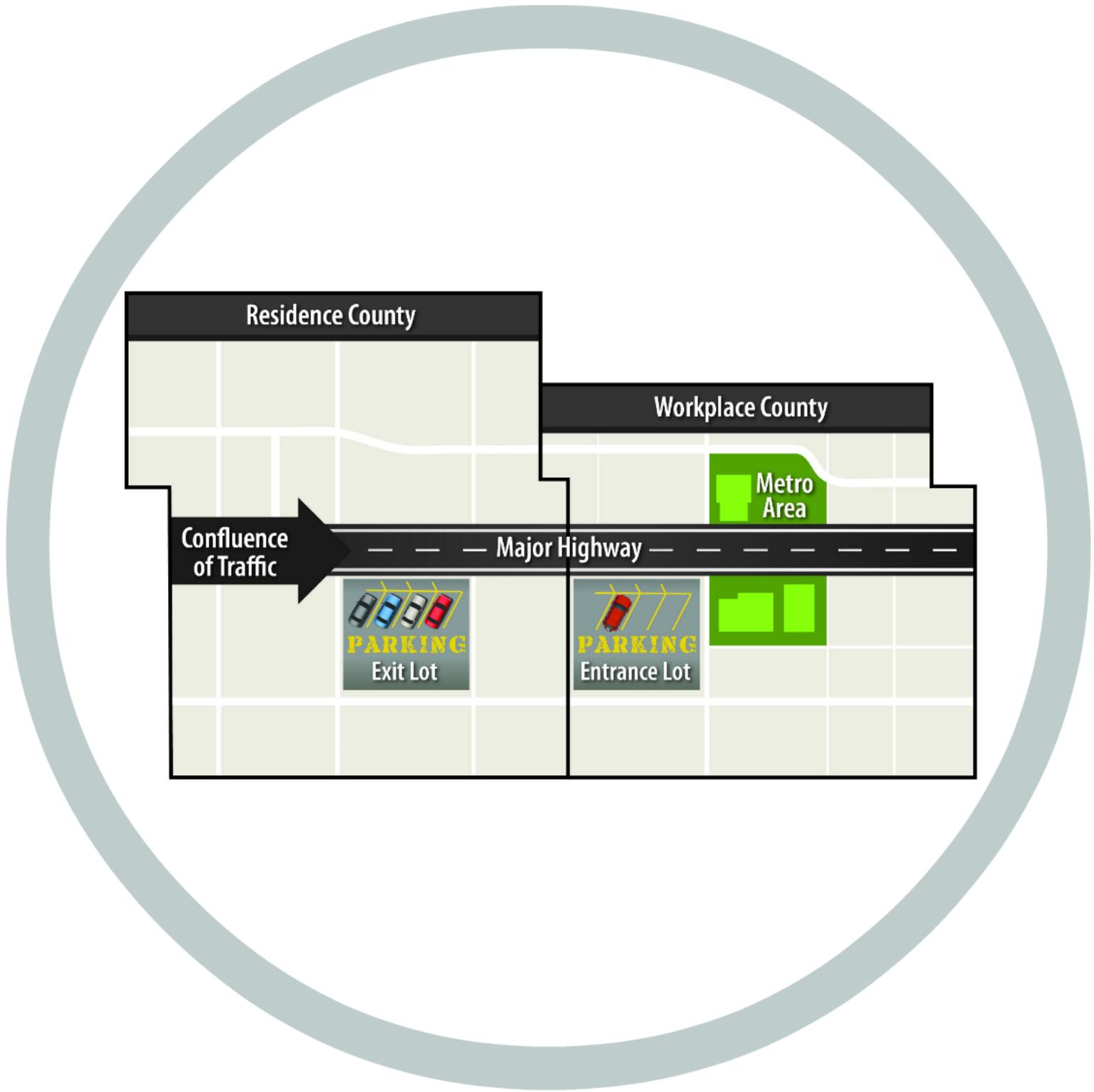
How did we identify our sites?

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

How did we refine them?

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

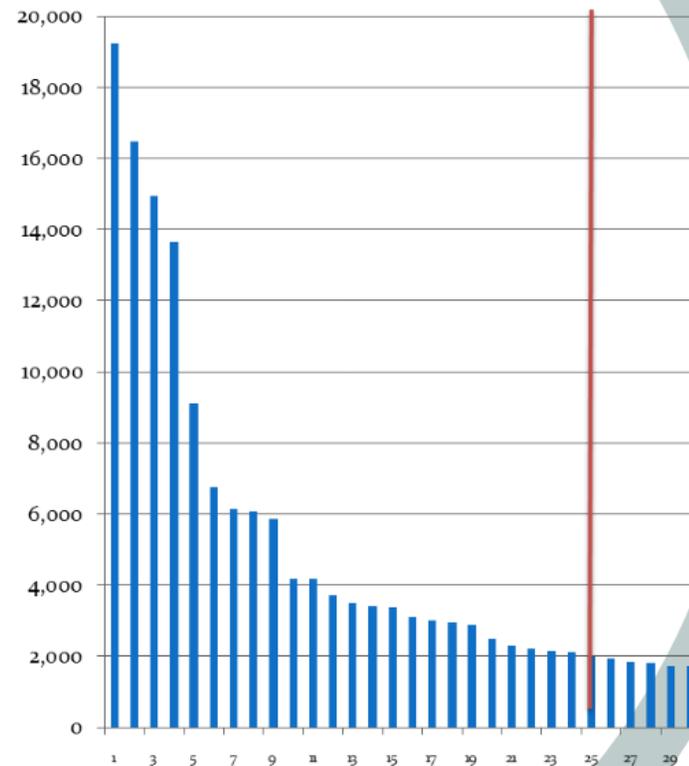




Statewide Network

Drawing the line

- Top 25 county-to-county commuting pairs
- Includes all county pairs with commuter flows greater than 2,000
- Reasonable number for analysis



Gap Analysis & Prioritization

Ideal locations vs. existing locations

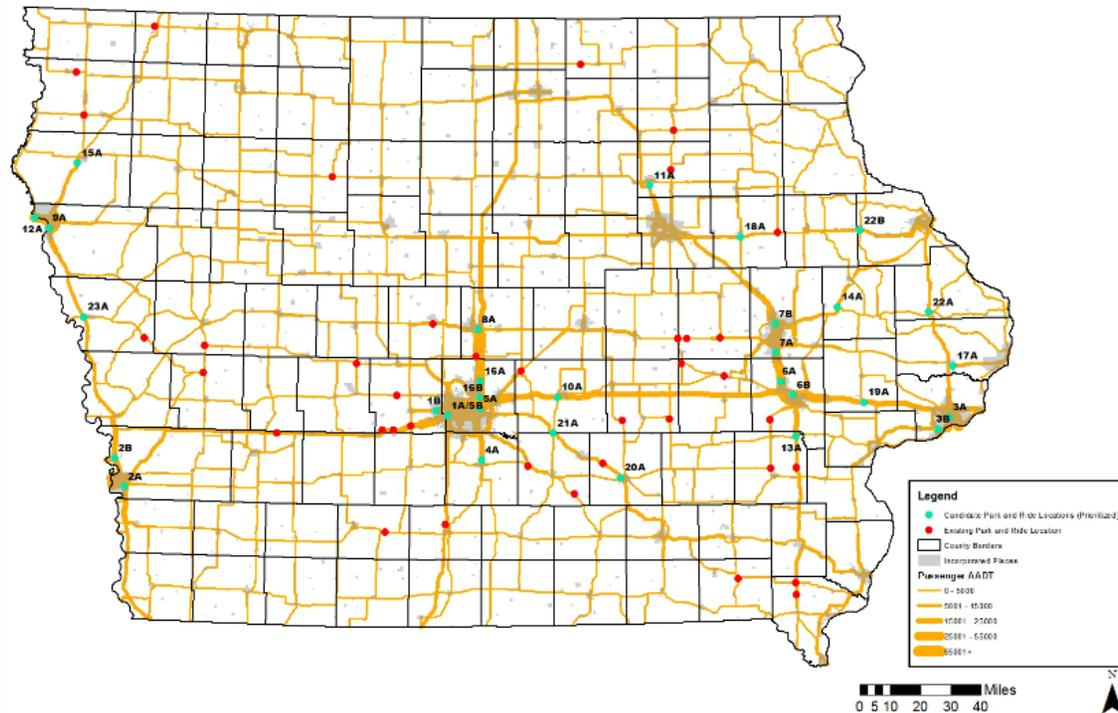
- Where do we have gaps?

Prioritization

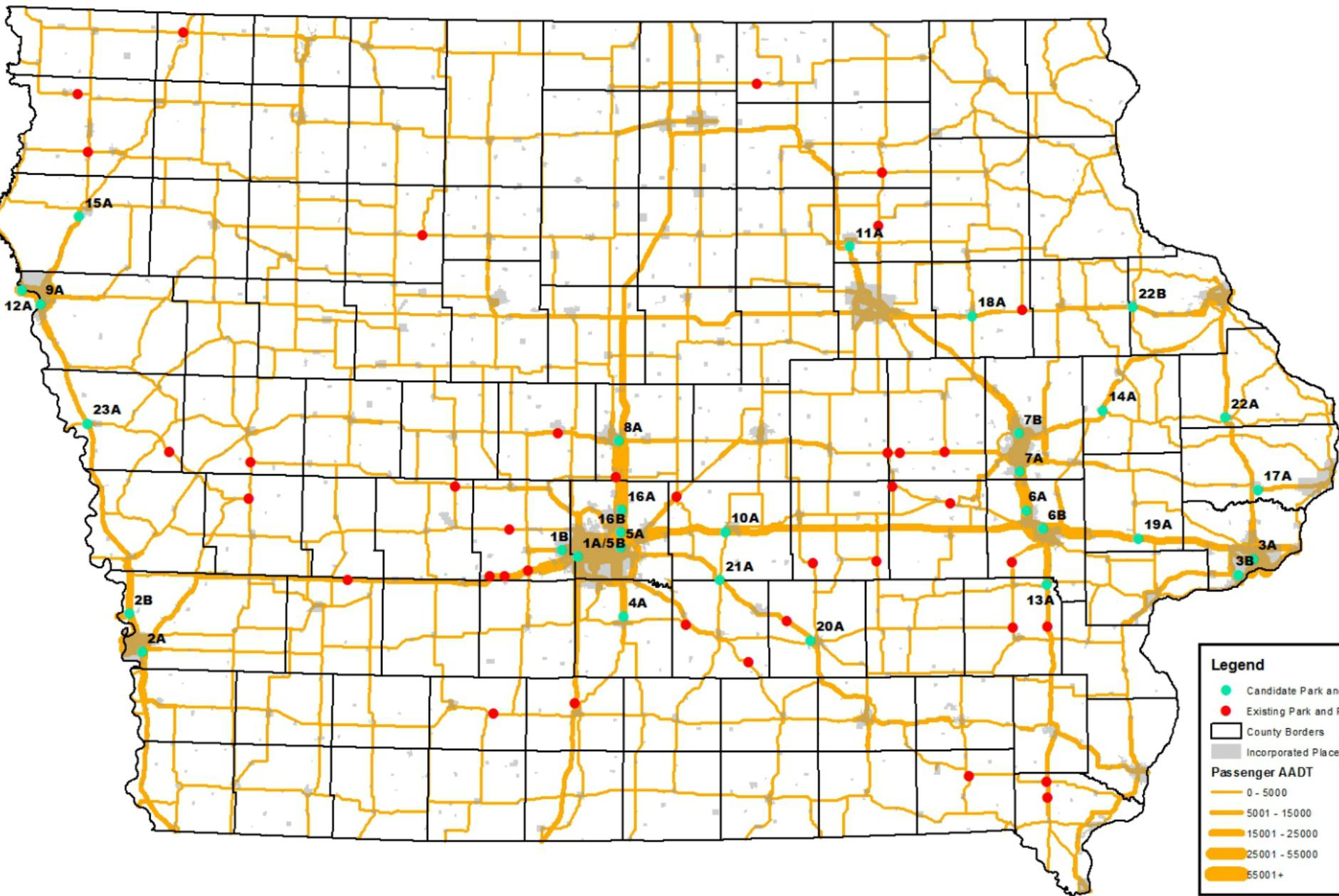
- Based on potential commuter-vehicle volume reduction

Input Summary

- Incremental movement of locations due to:
 - Ease of access
 - Availability of transit service
 - Proximity to commuter base
- Overall, methodology proved to be sound



Statewide Park and Ride Network

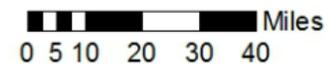


Legend

- 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):

1. Seek available public property (state, county, city)
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

What's Next?

- Solicit public input
- Review public input
- Finalize plan
- Begin implementation



How can you get involved?

- Copies of draft plan
- Survey and comment forms
- Map exercises
- Public comment period (Closes Oct. 16th)



Questions?

Iowa Park and Ride System Plan

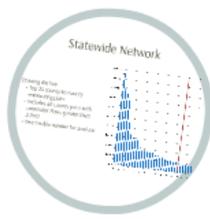
Iowa DOT Office of Systems Planning



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



Questions?

How can you get involved?

- Request a public hearing
- Attend public meetings
- Sign petitions
- Contact your local elected officials

What's Next?

- Hold a public hearing
- Review public input
- Develop a plan
- Implement the plan

How do we get there?

- Coordinate implementation with Districts, MPOs, and DOTs
- Form partnerships with cities, counties, and businesses
- Provide support for "governance" development of park and ride lots
- Periodically evaluate what works and where we're going

What will our role be?

- Planning, analysis, and evaluation
- Implementing and managing a statewide system
- Data collection
- Signage
- Marketing
- Public input and promotion
- Outreach
- Customer support

Input Summary

- Informational assessment of locations due to:
- Ease of access
- Availability of transit service
- Proximity to transit service
- Overall methodology proved to be sound

Plan Outline

- Introduction
- Goals
- Objectives
- Methodology
- Findings
- Recommendations
- Appendix

Process Overview

How did we identify our sites?

- Review existing and proposed transit services
- Review of existing and proposed transit services
- Review of existing and proposed transit services

How did we collect data?

- Data collection
- Data collection
- Data collection

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

Important Caveats

- Limited geographic locations in public transportation - not specific cities
- Implementation and development will be made as part of transit
- Implementation will not occur until future planning

