

Appendix 1

Stakeholder input

As noted in Chapter 3, draft candidate locations were vetted through an input process that included the following.

- Review by Iowa DOT district staff
- Review by MPO and RPA planning staff
- Review by public transit providers
- Review by the public (e.g., comment solicitation, online survey, public meetings)

Stakeholder input is summarized in the following sections. For a more detailed summary of public input received regarding the plan and candidate locations, please refer to Appendix 2.

Iowa DOT district input

Input is summarized by district, with any changes noted by respective residence-workplace county pair.

District 1

- Polk-Dallas: Move I-35/I-80 (Ankeny) north to I-35/Corporate Woods Dr (Ankeny)
- Story-Polk: Move I-35/U.S. 30 (Ames) west to U.S. 30/Dayton Ave (Ames)

District 2

- No changes to locations.

District 3

- Woodbury-Dakota (Neb.): Remove I-29/U.S. 77 (Sioux City)

District 4

- Pottawattamie-Douglas (Neb.): Move I-29/I-80 (Council Bluffs) east to I-29/I-80/S 24th St (Council Bluffs)

District 5

- No changes to locations.

District 6

- Johnson-Linn: Add I-80/Iowa 965 (Coralville)
- Linn-Johnson: Move I-380/U.S. 30 (Cedar Rapids) south to I-380/Wright Brothers Blvd (Cedar Rapids)
- Clinton-Scott: Move U.S. 30/US 61 (DeWitt) south and east to U.S. 30/S 6th Ave (DeWitt)

- Cedar-Johnson: Move I-80/Co Rd X30 (West Branch) east to I-80/Co Rd X-54 (Tipton)
- Jackson-Dubuque: Move U.S. 61/Co Rd E17 (Fulton) north to U.S. 61/Co Rd D61 (Bellevue)

MPO and RPA input

Input is summarized by seven metropolitan area clusters, with any changes noted by respective residence-workplace county pair.

Ames-Des Moines cluster

- Polk-Dallas: Move I-35/Corporate Woods Dr (Ankeny) south to I-235/U.S. 6 (Des Moines)

Cedar Rapids-Iowa City cluster

- Linn-Johnson: Add I-380/Iowa 100 (Cedar Rapids)
- Jones-Linn: Move U.S. 151/Iowa 1 (Anamosa) east and north to U.S. 151/Iowa 64/E 3rd St (Anamosa)

Council Bluffs-Omaha cluster

- Pottawattamie-Douglas (NE): Move I-29/I-480 (Council Bluffs) north to I-29/I-680 (Crescent)

Davenport cluster

- Scott-Rock Island: Move I-74/U.S. 67 (Bettendorf) north to I-74/53rd St (Davenport)
- Scott-Rock Island: Move US 61/U.S. 67 (Davenport) west to U.S. 61/Iowa 22 (Davenport)

Dubuque cluster

- Jackson-Dubuque: Move U.S. 61/Co Rd D61 (Bellevue) south to U.S. 61/Iowa 64/W Platt St (Maquoketa)
- Delaware-Dubuque (not top 25): Add U.S. 20/Iowa 136/ 9th St SE (Dyersville)

Sioux City cluster

- No changes to locations.

Waterloo cluster

- Bremer-Black Hawk: Move U.S. 218/Janesville north to U.S. 218/South corporate limits (Waverly)
- Buchanan-Black Hawk: Move U.S. 20/Iowa Ave (Independence) east to U.S. 20/Iowa 150 (Independence)

Transit providers input

Input is summarized by seven metropolitan area clusters, with any changes noted by respective residence-workplace county pair.

Ames/Des Moines cluster

- No changes to locations.

Cedar Rapids/Iowa City cluster

- Johnson-Linn: Move I-80/Iowa 965 (Coralville) east to I-80/1st Ave (Coralville)

Council Bluffs/Omaha cluster

- Pottawattamie-Douglas (Neb.): Move I-29/I-80/S 24th St (Council Bluffs) east to I-29/US 275/Iowa 92 (Council Bluffs)

Davenport cluster

- Scott-Rock Island (Ill.): Move I-74/53rd St (Davenport) west to U.S. 61/E Kimberly Rd (Davenport)

Dubuque cluster

- No additional input provided. No changes to locations.

Sioux City cluster

- Monona-Pottawattamie/Woodbury (not top 25): Add I-29/Iowa 175 (Onawa)

Waterloo cluster

- No changes to locations.



Public input meeting for the Iowa Park and Ride System Plan

Appendix 2

Public input

On September 2, 2014 the 45-day public comment period for the Iowa Park and Ride System Plan began, and the comment period ended on October 16, 2014. During the same time period, a survey was advertised and made available to the public. The online version of the survey was posted to the Iowa DOT's website via a webpage dedicated to the plan project. Direct links to the survey and the website where the draft plan was available were distributed through multiple press releases, emails to regional planning agencies such as metropolitan planning organizations and regional planning affiliations, distributed through the League of Cities online newsletter, and provided through multiple posts on Facebook and Twitter. Paper copies of the survey were also made available at the public meetings, which were then entered into the online survey for easier data analysis.

Survey results summary

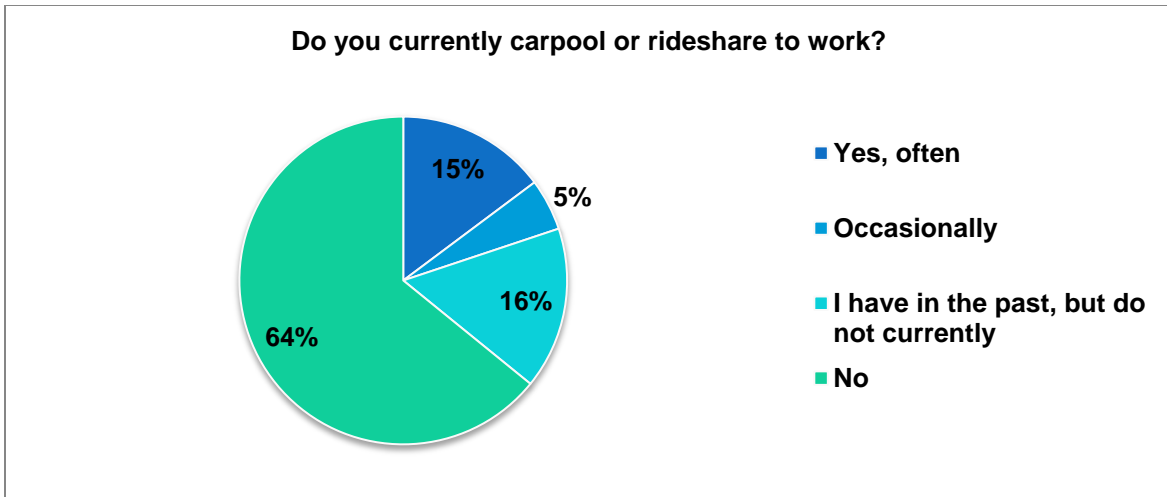
The following summarizes the results of the survey that was conducted.

Survey respondents by place of residence									
Adel	1	De Witt	3	La Porte City	1	Pleasantville	1	Zwingle	1
Altoona	2	Decorah	1	Le Claire	1	Polk City	1	East Moline	1
Ames	28	Des Moines	2	Lisbon	1	Readlyn	1	Rock Island	1
Ankeny	6	Dubuque	9	Logan	1	Riverside	3	Wisconsin	1
Armstrong	1	Dunkerton	1	Madrid	1	Robins	1		
Asbury	1	Durant	1	Manchester	1	Ryan	1		
Atlantic	1	Dyersville	1	Maquoketa	1	Scranton	1		
Avoca	1	Earlville	1	Marion	2	Shueyville	1		
Bellevue	1	Epworth	1	Marshalltown	1	Sioux Center	1		
Bernard	2	Farley	2	Mediapolis	1	Sioux City	1		
Bettendorf	6	Fontanelle	1	Monroe	1	Slater	1		
Bondurant	1	Fort Dodge	1	Mount Auburn	1	Solon	1		
Boone	2	Fort Madison	1	Mount Pleasant	2	St. Marys	1		

Burlington	2	Fredericksburg	1	Mount Vernon	1	Story City	2		
Carroll	8	Grimes	1	Nashua	1	Stuart	1		
Cedar Rapids	13	Hawkeye	1	Nevada	3	Urbana	1		
Clinton	2	Hazleton	2	New Liberty	1	Urbandale	4		
Colfax	2	Hinton	1	New Virginia	1	Waterloo	6		
Conrad	1	Huxley	2	Newton	26	Waukon	1		
Coralville	1	Independence	1	North Liberty	4	West Burlington	1		
Council Bluffs	4	Indianola	1	Oskaloosa	1	West Des Moines	3		
Cresco	1	Iowa City	8	Panora	1	West Union	3		
Danville	1	Jefferson	4	Peosta	1	Wilton	1		
Davenport	9	Jesup	3	Perry	1	Winterset	2		
DeSoto	1	Keokuk	1	Pleasant Hill	1	Zearing	1		

Note regarding question 2: Those who responded “Yes, Often” or “Occasionally” were routed to question 3 asking what location they use to carpool or rideshare. Those who answered “No” or “I have in the past, but do not currently” were routed to question 4 asking them why they do not carpool.

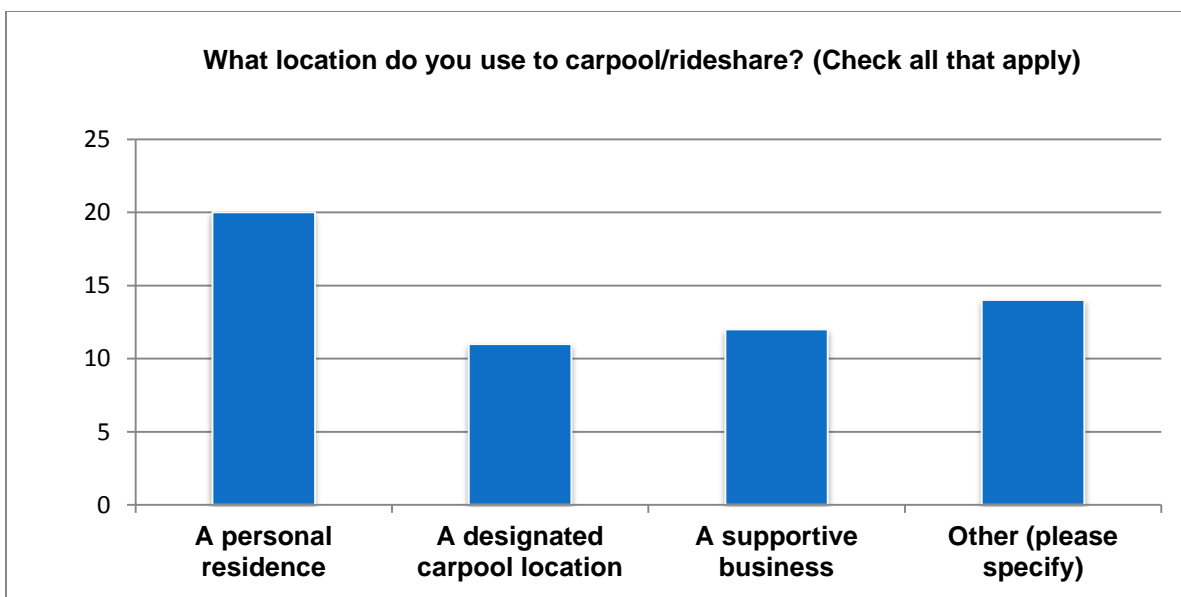
Question 2		
Do you currently carpool or rideshare to work?		
Answer options	Response percent	Response count
Yes, often	14.8%	38
Occasionally	5.1%	13
I have in the past, but do not currently	16.0%	41
No	64.2%	165
<i>Answered question</i>		257
<i>Skipped question</i>		4



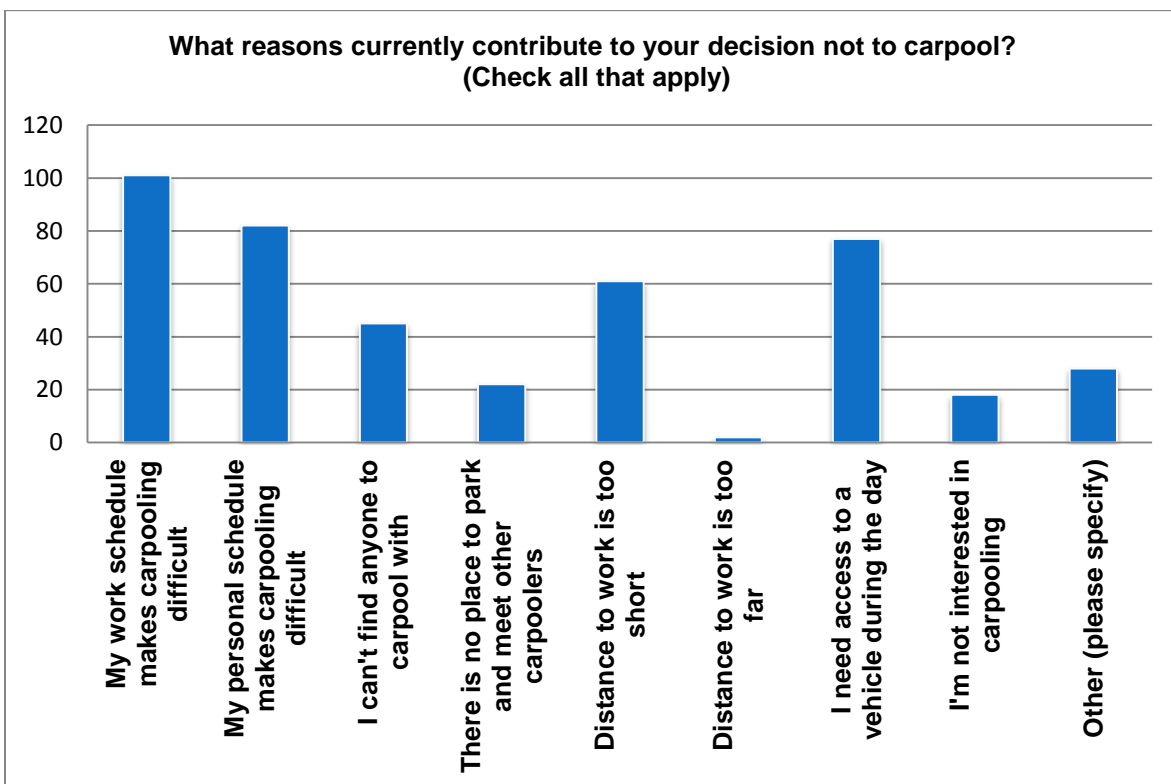
Question 3

What location do you use to carpool/rideshare? (Check all that apply)

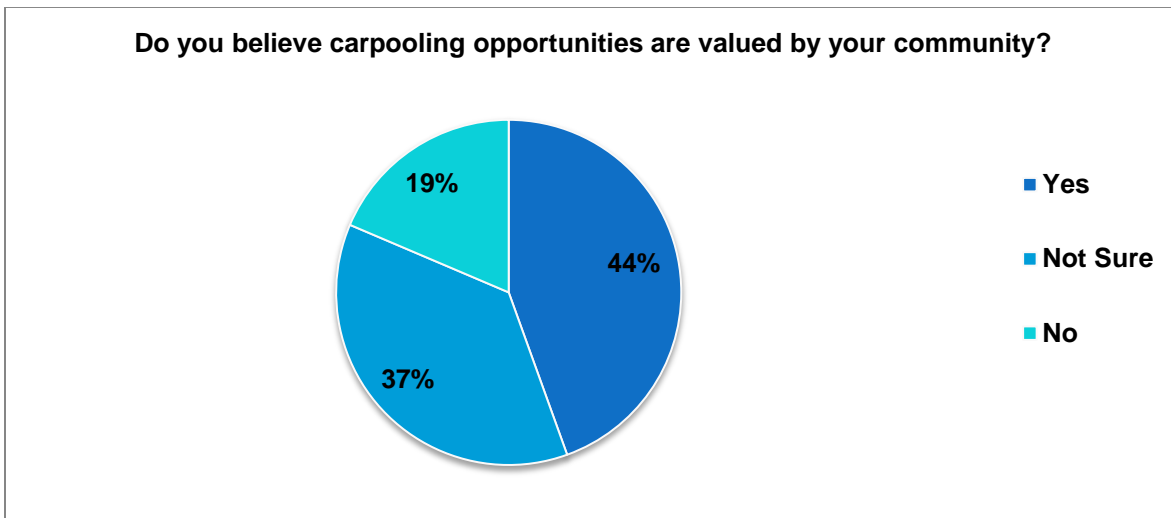
Answer options	Response percent	Response count
A personal residence	40.0%	20
A designated car pool location	22.0%	11
A supportive business	24.0%	12
Other (please specify)	28.0%	14
<i>Answered question</i>		50
<i>Skipped question</i>		211



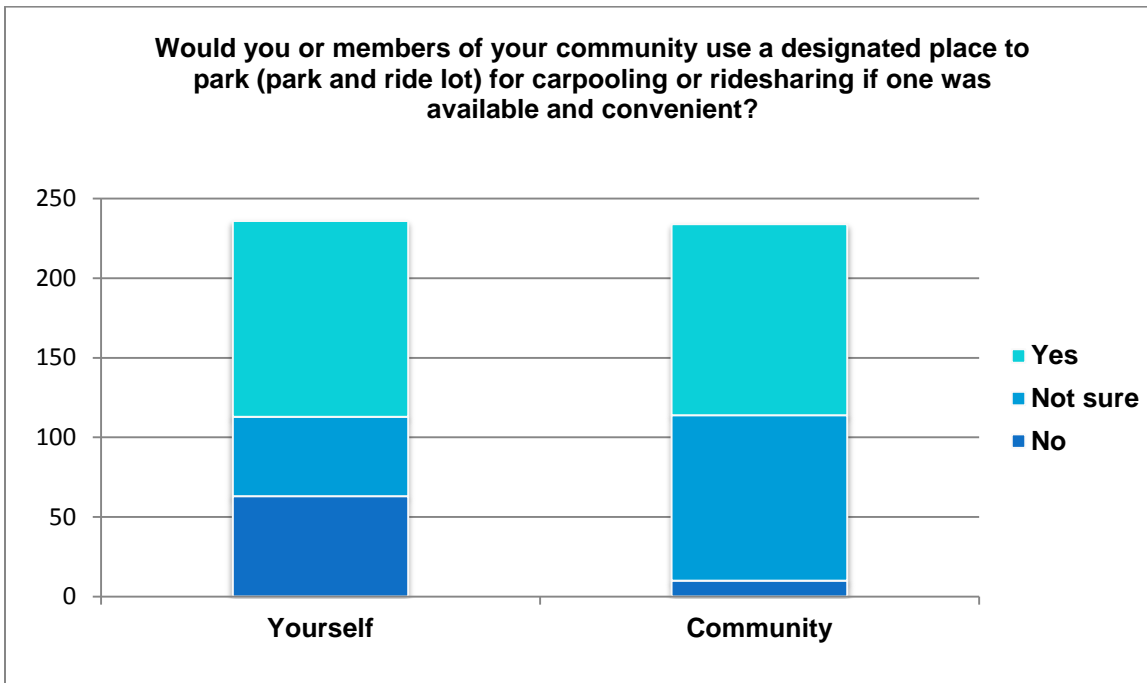
Question 4		
What reasons currently contribute to your decision not to carpool? (Check all that apply)		
Answer options	Response percent	Response count
My work schedule makes carpooling difficult	52.1%	101
My personal schedule makes carpooling difficult	42.3%	82
I can't find anyone to carpool with	23.2%	45
There is no place to park and meet other carpoolers	11.3%	22
Distance to work is too short	31.4%	61
Distance to work is too far	1.0%	2
I need access to a vehicle during the day	39.7%	77
I'm not interested in carpooling	9.3%	18
Other (please specify)	14.4%	28
<i>Answered question</i>		194
<i>Skipped question</i>		67



Question 5		
Do you believe carpooling opportunities are valued by your community?		
Answer options	Response percent	Response count
Yes	44.5%	105
Not sure	36.9%	87
No	18.6%	44
<i>Answered question</i>		236
<i>Skipped question</i>		25



Question 6				
Would you or members of your community use a designated place to park (park and ride lot) for carpooling or ridesharing if one was available and convenient?				
Answer options	Yes	Not sure	No	Response count
Yourself	123	50	63	236
Community	120	104	10	234
<i>Answered question</i>				237
<i>Skipped question</i>				24



Note regarding question 7: To gather input on the candidate park and ride locations identified in the plan, a survey question was designed to gauge the potential use of each location based on two perspectives, the respondent and their community. An interactive map of the locations was also provided through the survey.

Question 7			
Please indicate if you or your community already use, or would use, a park and ride lot near any location listed below. Locations are listed alphabetically by county, please mark all that apply.			
Answer options	You	Your community	Response count
(1) BREMER COUNTY U.S. 218 near the south side of Waverly	0	1	1
(2) BUCHANAN COUNTY U.S. 20 and Iowa 150 interchange (Independence)	2	2	3
(3) CEDAR COUNTY I-80 and Iowa 38 interchange (Tipton)	2	0	2
(4) CLINTON COUNTY U.S. 30 and S 6 th Ave interchange (DeWitt)	3	5	6

(5) DALLAS COUNTY Intersection of Hickman Rd and Alice's Rd (Waukee)	0	1	1
(6) DUBUQUE COUNTY U.S. 20 and 9 th St SE interchange (Dyersville)	2	6	7
(7) JACKSON COUNTY U.S. 61 and W Platt S. interchange (Maquoketa)	2	5	6
(8) JASPER COUNTY I-80 and Iowa 14 interchange (Newton)	21	17	25
(9) JASPER COUNTY Iowa 14 and Iowa 163 interchange (Monroe)	3	7	7
(10) JOHNSON COUNTY I-380 and West Penn St interchange (North Liberty)	8	8	11
(11) JOHNSON COUNTY I-80 and 1st Ave interchange (Coralville)	10	5	12
(12) JONES COUNTY U.S. 151 and Iowa 64 interchange (Anamosa)	1	0	1
(13) LINN COUNTY I-380 and Wright Brothers Blvd interchange (Cedar Rapids)	7	12	15
(14) LINN COUNTY I-380 and Collins Rd interchange (Cedar Rapids)	6	12	15
(15) MAHASKA COUNTY Iowa 92 and Iowa 163 interchange (Oskaloosa)	1	1	1
(16) MONONA COUNTY I-29 and Iowa 175 interchange (Onawa)	0	0	0
(17) PLYMOUTH COUNTY U.S. 75 and Business U.S. 75 interchange (Le Mars)	1	0	1
(18) POLK COUNTY I-235 and E Euclid Ave interchange (Des Moines)	3	2	4

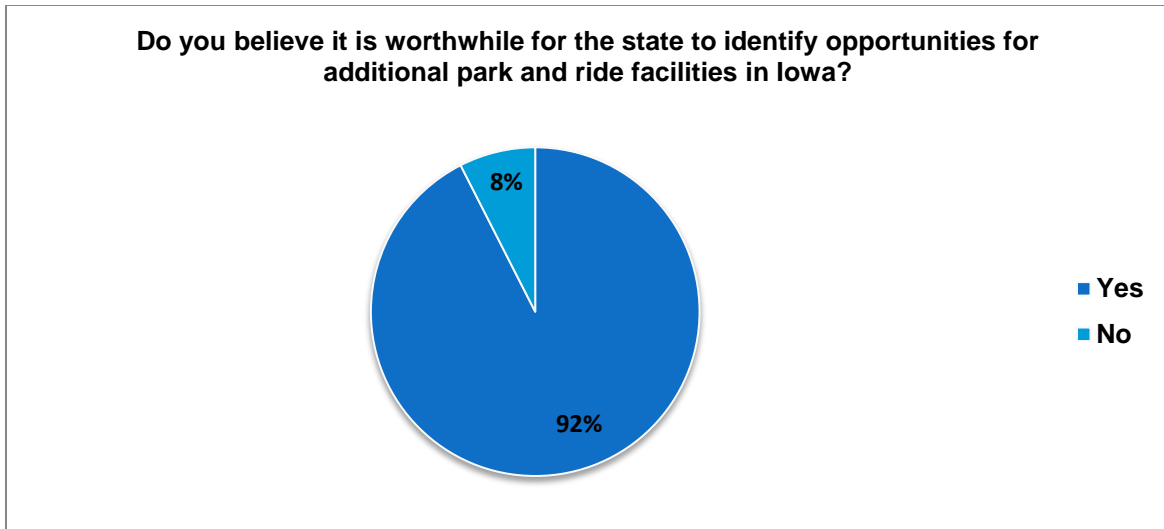
(19) POLK COUNTY I-35 and I-80 interchange (West Des Moines)	5	3	7
(20) POLK COUNTY I-35 and NE 36 th St interchange (Ankeny)	5	6	9
(21) POLK COUNTY I-35 and Corporate Woods Dr interchange (Ankeny)	8	6	11
(22) POTTAWATTAMIE COUNTY I-29 and I-680 interchange (Crescent)	0	0	0
(23) POTTAWATTAMIE COUNTY I-29 and Iowa 92 interchange (Council Bluffs)	1	1	2
(24) SCOTT COUNTY U.S. 61 and Iowa 22 interchange (Davenport)	0	6	6
(25) SCOTT COUNTY Intersection of U.S. 61 and East Kimberly Rd (Davenport)	5	7	10
(26) STORY COUNTY U.S. 30 and Dayton Ave interchange (Ames)	8	11	14
(27) WARREN COUNTY U.S. 69 near the north side of Indianola	1	0	1
(28) WASHINGTON COUNTY U.S. 218 and Iowa 22 interchange (Riverside)	3	1	3
(29) WOODBURY COUNTY I-29 and U.S. 20 interchange (Sioux City)	0	1	1
(30) WOODBURY COUNTY I-29 and Riverside Blvd interchange (Sioux City)	0	1	1
<i>Answered question</i>			115
<i>Skipped question</i>			146

Note regarding question 8: If respondents provided another location, those locations were mapped and can be found in the map located in this appendix titled “Public input suggested locations map”.

Question 8		
Based on your own experience and knowledge of your community, are there other locations you would suggest for a park and ride lot?		
Answer options	Response percent	Response count
No	54.3%	108
Yes	45.7%	91
If Yes, what location(s)?		88
<i>Answered question</i>		199
<i>Skipped question</i>		62



Question 9		
Do you believe it is worthwhile for the state to identify opportunities for additional park and ride facilities in Iowa?		
Answer options	Response percent	Response count
Yes	92.5%	196
No	7.5%	16
<i>Answered question</i>		212
<i>Skipped question</i>		49



Public comments summary

There were approximately 18 written comments submitted during the public comment period in addition to the survey responses and the stakeholder input solicited at various stages throughout the development of the plan. Comments were submitted at the public meetings or electronically through an email address set up for the planning effort. The comments submitted during the comment period primarily focused on three areas:

- A need to accommodate multimodal transportation
- Recommendations related to additional locations and site selection
- Recommendations related to marketing and signage of facilities

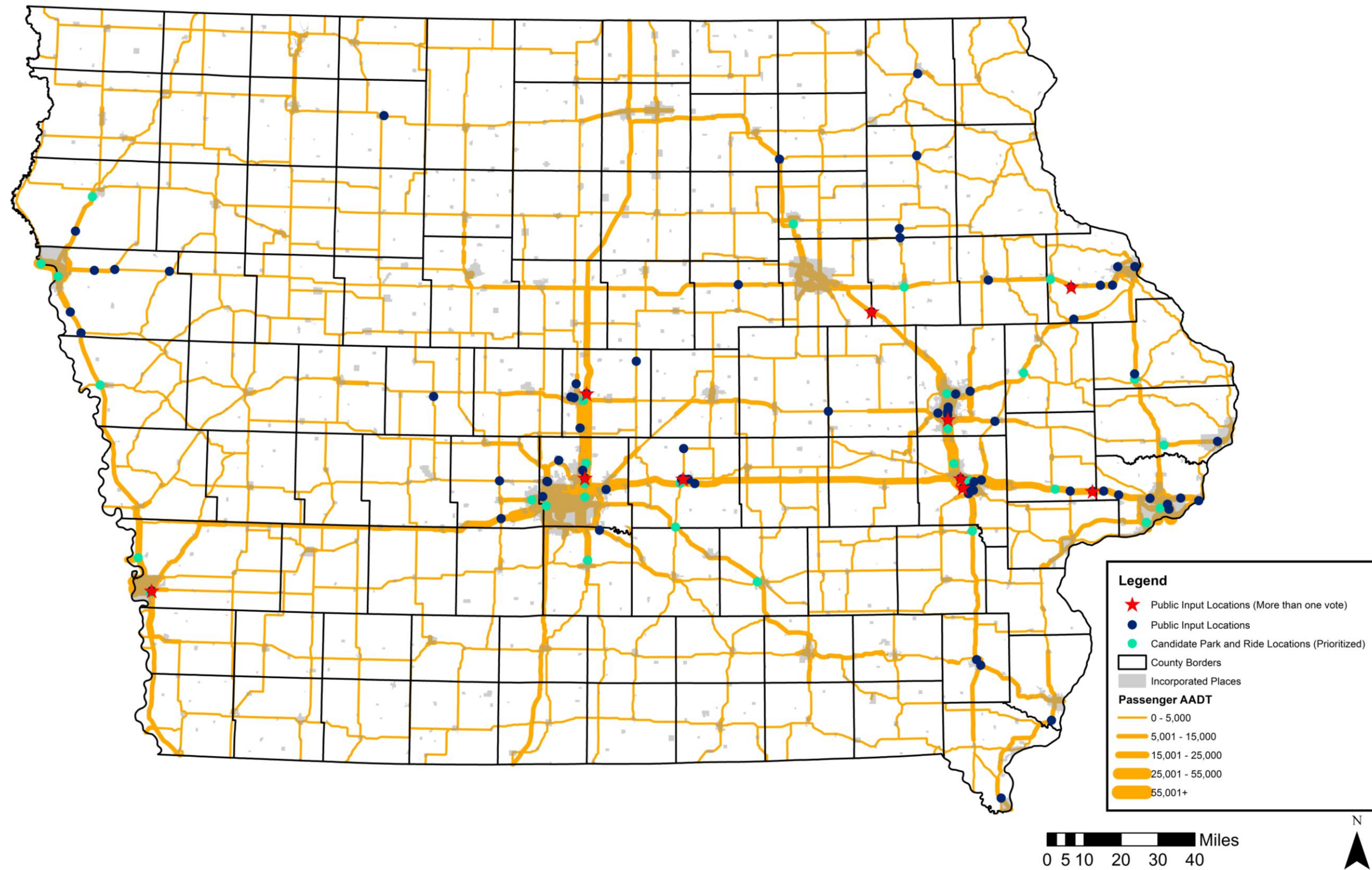
Overall, comments were supportive of the plan and focused on recommendations or considerations to keep in mind during the implementation process.

Public input suggested locations map

The map on the next page provides an overview of the additional locations that were suggested through the public input process, both through the online survey and written comments. The locations that were suggested are identified by blue dots, and those locations that were suggested by more than one person are indicated by a red star. As can be seen on the map, most locations that were proposed by the public are in and around larger metropolitan areas. This supports the determination that there are currently gaps near major metropolitan areas and areas with the largest amount of commuters are currently underserved by the existing system. Additionally, as was mentioned in Chapter 7, this map provides a good starting point for the grass-roots program the Iowa DOT plans to implement in coordination with this plan.

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Figure A2: Public input suggested locations map



Source: Iowa DOT

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Appendix 3

Rideshare needs survey

Purpose

The purpose of this survey was to assess the need for establishing a statewide rideshare program to match car pool and van pool participants. The survey was sent to recipients on July 3, 2012.

Sample

The survey was sent to the individuals responsible for developing the Passenger Transportation Plans (PTP) at each metropolitan planning organization and regional planning affiliation in Iowa. This group is required to involve human service agencies/organizations, private transportation providers, and transit systems in the passenger transportation planning process and consider all passenger transportation needs and services.

Methodology

The survey was distributed to the 20 PTP developers via email, with a brief description of the purpose and a link to the online survey. A 100 percent response rate was required in order to receive input on rideshare needs across Iowa. The survey was distributed on July 3 2012, and all surveys had been responded to by July 19. A single response was needed from all PTP regions. In six instances survey responses were received from persons not identified as the plan developer for the PTP area. In two cases multiple responses were received from a single planning area. The responses from the individuals who were not PTP developers were saved but removed from the survey data.

Findings

Overall, the data seems to support the need for investment in rideshare services. Eighty percent of the respondents reported there is a need for rideshare service in their planning area (16/20, question 5); however, more than half of the respondents indicated a rideshare program is not available (11/20, question 1). Of those 11 respondents reporting that a rideshare program is not currently available, 10 identified rideshare service as a need in their planning area.

Half of the respondents rated a statewide online ride-matching system for linking potential car pool and van pool participants as somewhat valuable (10/20), nine categorized it as very valuable, and one respondent categorized it as not valuable (question 7).

Respondents were fairly uniform in their answers to the question referring to what level of use an online ride-matching system would receive for matching car pool and van pool participants, if it were available and marketed statewide. Seven anticipated low usage, seven anticipated medium usage, and six anticipated high usage (question 8).

Low-income persons were identified as having the highest need for rideshare services (19/20), followed by commuters (17/20), employers (17/20), and public transit agencies (16/20) (question 9).

Six respondents reported that if the Iowa Department of Transportation developed new strategically placed park and ride lots they would have a low value to commuters in their area, nine respondents reported they would have a medium value to commuters in their area, and five respondents indicated strategically placed park and ride lots would have a high value in their area (question 12).



Public input meeting for the Iowa Park and Ride System Plan

Appendix 4

Iowa park and ride partnership opportunity

The Iowa DOT is in the process of planning a comprehensive statewide park and ride system to support the statewide ridesharing program.

What are park and ride lots?

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

What's the need?

Commuting in Iowa has changed over the past three decades:

- Since 1990, the percentage of workers commuting 30 minutes or more to work has increased 3 percent, while the percentage of workers commuting less than 15 minutes has decreased 6 percent.
- In 1990, about 17 percent of workers commuted to a job outside their county of residence, while in 2010 this number was about 22 percent.

What exists and what are we planning to develop?

Currently, there are 26 state-owned park and ride lots across the state. Additional locations are identified in the Iowa Park and Ride System Plan as potential sites for future facilities.

Although these locations are a great start for a statewide park and ride system, there may be a need for additional park and ride sites to accommodate Iowa's commuters.

To accommodate this need without overextending state resources, the Iowa DOT is offering a partnership opportunity to communities that want to establish park and ride locations in their area.

What is the Iowa park and ride partnership opportunity?

The Iowa DOT would partner with any municipality or county interested in establishing a park and ride location.

In this partnership, communities will identify candidate park and ride sites, and ask the state to consider including the sites in their park and ride system.

The local partners will be responsible for finding, leasing, and maintaining park and ride locations. The state will provide signage and advertisement of their location in the statewide park and ride system's online map.

What are the benefits for the commuter, community, employer, and society?

The commuter

Park and ride lots provide commuters with increased transportation options that in turn provide a wide array of benefits, including the following.

- Reduced fuel costs
- Reduced parking fees
- Reduced wear and tear on vehicles
- Greater choice in where they live

The community

Offering park and ride locations can provide economic and social benefits to a community, including the following.

- Allowing greater flexibility for community members to choose where they live.
- Bolstering the local economy by bringing in individuals from surrounding areas that might shop before or after their commute.

The employer

Park and ride locations support employee ridesharing that in turn provides benefits to employers, including the following.

- The cost of parking for employees can be expensive; ridesharing helps to reduce that cost.
- Ridesharing allows employers to recruit and retain employees from a larger geographic area.

Society

There are numerous benefits that ridesharing, and by extension, an extensive park and ride system can provide society, including the following.

- Reduced emissions
- Reduced wear and tear on roads
- Less congestion
- Increased regional mobility

How do I get started?

Before a community or county can establish a park and ride location, it first needs to identify and obtain a site.

Site selection

There are several factors that make a park and ride location ideal, including:

- **Right of way:** Sites that are already city or county-owned will be less costly to acquire and maintain.
- **Security:** Sites should provide some degree of security for the user such as lights, visibility from the roadway, etc.
- **Site size:** Site size should accommodate use based on current and anticipated demand.
- **Access:** Park and ride facilities should be easily accessible from major commuter routes.
- **Transit service:** Access to transit service can provide commuters with more affordable options, thereby increasing potential use of the lot.
- **Bike access:** Providing access to bike facilities and recreational trails can promote use and provide commuters with another transportation mode.

Ideal locations

There can be many locations in a community that would be ideal for a park and ride lot, including the following.

- Community squares
- Grocery stores
- Parks
- Public facility lots
- Religious institutions

Who do I contact about getting involved?

To find out more about how to get involved contact your local metropolitan planning organization or regional planning affiliation, or contact the Iowa DOT’s park and ride representative.

Office of Systems Planning
Iowa Department of Transportation
800 Lincoln Way
Ames, Iowa 50010
Phone: 515-239-1664



For additional copies, contact:
Iowa Department of Transportation
Office of Systems Planning
800 Lincoln Way
Ames, IA 50010
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