

5. Gap analysis and prioritization

Before the statewide network presented in Chapter 4 can be prioritized, it must first be compared to the existing system of park and ride lots. In doing so, candidate locations already served by existing park and ride facilities can be identified. All unserved candidate locations would then represent the “gaps” in the network, and it is these remaining locations that will be prioritized.

5.1 Existing park and ride system

Iowa’s existing system of state-owned park and ride lots consists of 26 facilities in 22 counties. For a listing of the state-owned locations please refer back to Table 3.1. Many of these existing lots were developed during the 1980s, primarily in response to a growing demand that resulted from an increase in fuel prices. In most cases, lot development was truly the result of grass-roots efforts, with Iowa DOT district offices often responding to specific public requests for park and ride facilities. Very basic lots were provided, frequently sharing space with material storage locations on state right of way.

While the district offices were largely effective in responding to these specific requests, this practice led to an overall lack of statewide consistency in terms of how facilities were managed, as each district handled these requests differently. Permission to use state-owned lots was often granted on an informal basis, there was no consistency in signage posted to identify these locations, and no policies existed to allow for more coordinated planning and implementation. These issues, in addition to the needs discussed in section 1.1, pointed to a need for both a department policy and statewide system plan.

The most significant result of this past practice was an existing system of park and ride lots that leaves substantial service gaps when demand is measured through a more comprehensive, data-driven analysis. Of the 35 candidate locations identified in Chapter 4, only a small handful are already served by existing park and ride lots. These locations, as well as the remaining network gaps, are identified in the following section.

5.2 Identification of network gaps

In comparing the statewide network of candidate locations to the existing system of park and ride lots, it was determined that four locations in Benton, Boone, Madison, and Marion counties are already being served. These locations are shown in red in Table 5.1, and will be excluded from the prioritization of the remaining network gaps contained in the following section.

Table 5.1: Statewide candidate and existing locations

Residence county	Workplace county	Candidate location A	Candidate location B
Benton	Linn	<i>Existing location at U.S. 30/U.S. 218 (Vinton)</i>	
Boone	Story	<i>Existing location at U.S. 30/ S Story St (Boone)</i>	
Bremer	Black Hawk	U.S. 218/South corporate limits (Waverly)	
Buchanan	Black Hawk	U.S. 20/Iowa 150 (Independence)	
Cedar	Johnson	I-80/Iowa 38 (Tipton)	
Clinton	Scott	U.S. 30/S 6 th Ave (De Witt)	
Dallas	Polk	I-35/I-80 (West Des Moines)	U.S. 6/East corporate limits (Waukee)
Jackson/ Delaware	Dubuque	U.S. 61/Iowa 64/W Platt St (Maquoketa)	U.S. 20/Iowa 136/9 th St SE (Dyersville)
Jasper	Polk	I-80/Iowa 14 (Newton)	
Johnson	Linn	I-380/Co Rd F28 (North Liberty)	I-80/1 st Ave (Coralville)

Jones	Linn	U.S. 151/Iowa 64/ E 3 rd St (Anamosa)	
Linn	Johnson	I-380/Wright Brothers Blvd (Cedar Rapids)	I-380/Iowa 100 (Cedar Rapids)
Madison	Polk	Existing location at I-80/U.S. 169 (De Soto)	
Mahaska	Marion	Iowa 92/Iowa 163 (Oskaloosa)	
Marion	Polk	Iowa 14/Iowa 163 (Monroe)	Existing location at Iowa 5/Iowa 92/Co Rd S45 (Pleasantville)
Monona	Woodbury/ Pottawattamie	I-29/Iowa 175 (Onawa)	
Plymouth	Woodbury	U.S. 75/Business U.S. 75 (Le Mars)	
Polk	Dallas	I-235/U.S. 6 (Des Moines)	I-35/I-80 (West Des Moines)
Polk	Story	I-35/NE 36 th St (Ankeny)	I-35/Corporate Woods Dr (Ankeny)
Pottawattamie	Douglas (Neb.)	I-29/U.S. 275/Iowa 92 (Council Bluffs)	I-29/I-680 (Crescent)
Scott	Rock Island (Ill.)	U.S. 61/E Kimberly Rd (Davenport)	U.S. 61/Iowa 22 (Davenport)
Story	Polk	U.S. 30/Dayton Ave (Ames)	
Warren	Polk	U.S. 69/North corporate limits (Indianola)	
Washington	Johnson	U.S. 218/Iowa 22 (Riverside)	

Woodbury	Dakota (Neb.)	I-29/U.S. 20 (Sioux City)	
Woodbury	Union (S.D.)	I-29/Riverside Blvd (Sioux City)	

Source: Iowa DOT

Note: The above represent general candidate locations. Specific sites have not been identified.

5.3 Prioritization of network gaps

As outlined in Chapter 3, candidate locations not already served by park and ride facilities were prioritized based on the amount of commuter traffic flowing between the residence and workplace county pairs. Through this process, priority is given to those corridors that have the potential to achieve the largest reduction in commuter-vehicle volume. This volume reduction goal is consistent with the goals of safety, efficiency, and quality of life established in the State Transportation Plan and summarized in Chapter 1 of this plan.

With this in mind, the unserved candidate locations are prioritized in the following table. Table 5.2 lists the candidate locations from highest to lowest priority by residence-to-workplace commuter flows for each respective county pair.

Table 5.2: Prioritized statewide candidate locations

Location number	Residence county	Workplace county	Candidate location A	Candidate location B
1	Dallas	Polk	I-35/I-80 (West Des Moines)	U.S. 6/East corporate limits (Waukee)
2	Pottawattamie	Douglas (Neb.)	I-29/U.S. 275/Iowa 92 (Council Bluffs)	I-29/I-680 (Crescent)
3	Scott	Rock Island (Ill.)	U.S. 61/E Kimberly Rd (Davenport)	U.S. 61/Iowa 22 (Davenport)
4	Warren	Polk	U.S. 69/North corporate limits (Indianola)	
5	Polk	Dallas	I-235/U.S. 6 (Des Moines)	I-35/I-80 (West Des Moines)

6	Johnson	Linn	I-380/Co Rd F28 (North Liberty)	I-80/1 st Ave (Coralville)
7	Linn	Johnson	I-380/Wright Brothers Blvd (Cedar Rapids)	I-380/Iowa 100 (Cedar Rapids)
8	Story	Polk	U.S. 30/Dayton Ave (Ames)	
9	Woodbury	Dakota (Neb.)	I-29/U.S. 20 (Sioux City)	
10	Jasper	Polk	I-80/Iowa 14 (Newton)	
11	Bremer	Black Hawk	U.S. 218/South corporate limits (Waverly)	
12	Woodbury	Union (S.D.)	I-29/Riverside Blvd (Sioux City)	
13	Washington	Johnson	U.S. 218/Iowa 22 (Riverside)	
14	Jones	Linn	U.S. 151/Iowa 64/ E 3 rd St (Anamosa)	
15	Plymouth	Woodbury	U.S. 75/Business U.S. 75 (Le Mars)	
16	Polk	Story	I-35/NE 36th St. (Ankeny)	I-35/Corporate Woods Dr (Ankeny)
17	Clinton	Scott	U.S. 30/S 6 th Ave (De Witt)	
18	Buchanan	Black Hawk	U.S. 20/Iowa 150 (Independence)	
19	Cedar	Johnson	I-80/Iowa 38 (Tipton)	
20	Mahaska	Marion	Iowa 92/Iowa 163 (Oskaloosa)	
21	Marion	Polk	Iowa 14/Iowa 163 (Monroe)	

22	Jackson/ Delaware	Dubuque	U.S. 61/Iowa 64/W Platt St (Maquoketa)	U.S. 20/Iowa 136/9 th St SE (Dyersville)
23	Monona	Woodbury/ Pottawattamie	I-29/Iowa 175 (Onawa)	

Source: Iowa DOT

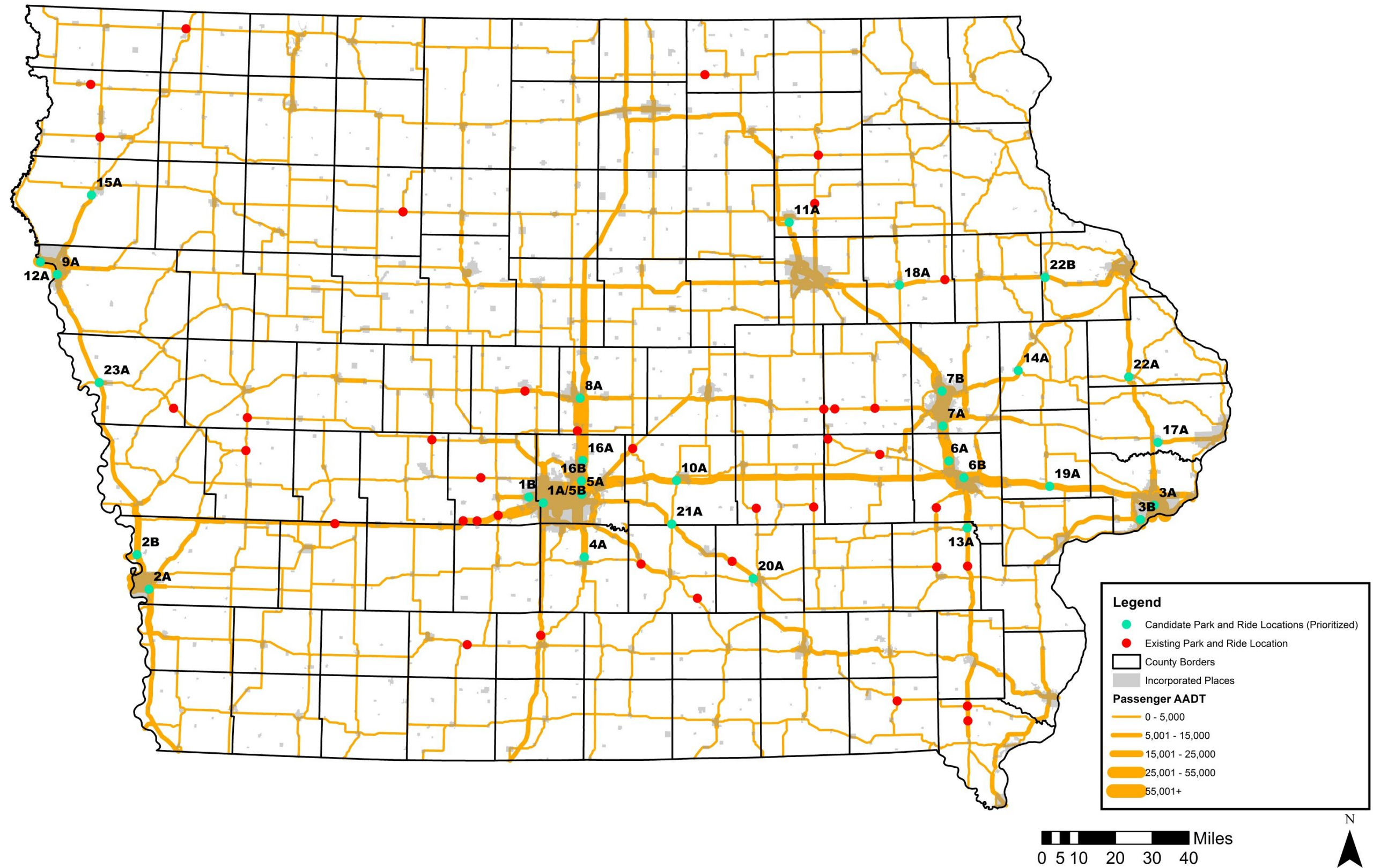
Note: The above represent general candidate locations. Specific sites have not been identified.



County-owned park and ride location at F65 and El Paso Ave (Old U.S. 6) in Dallas County

The locations identified in Tables 5.1 and 5.2 are also represented visually in the following series of maps. The maps displayed on the next eight pages include a statewide map showing existing park and ride locations as well as candidate locations identified through the analysis discussed in Chapter 3. The candidate locations have numbers and letters (location number, candidate A/B) associated with them that indicate their priority in Table 5.2. In addition to the statewide map, a series of detailed maps depicting locations along major corridors is provided. As shown by these maps, a large proportion of areas unserved by existing park and ride facilities lay within or around metropolitan areas of the state.

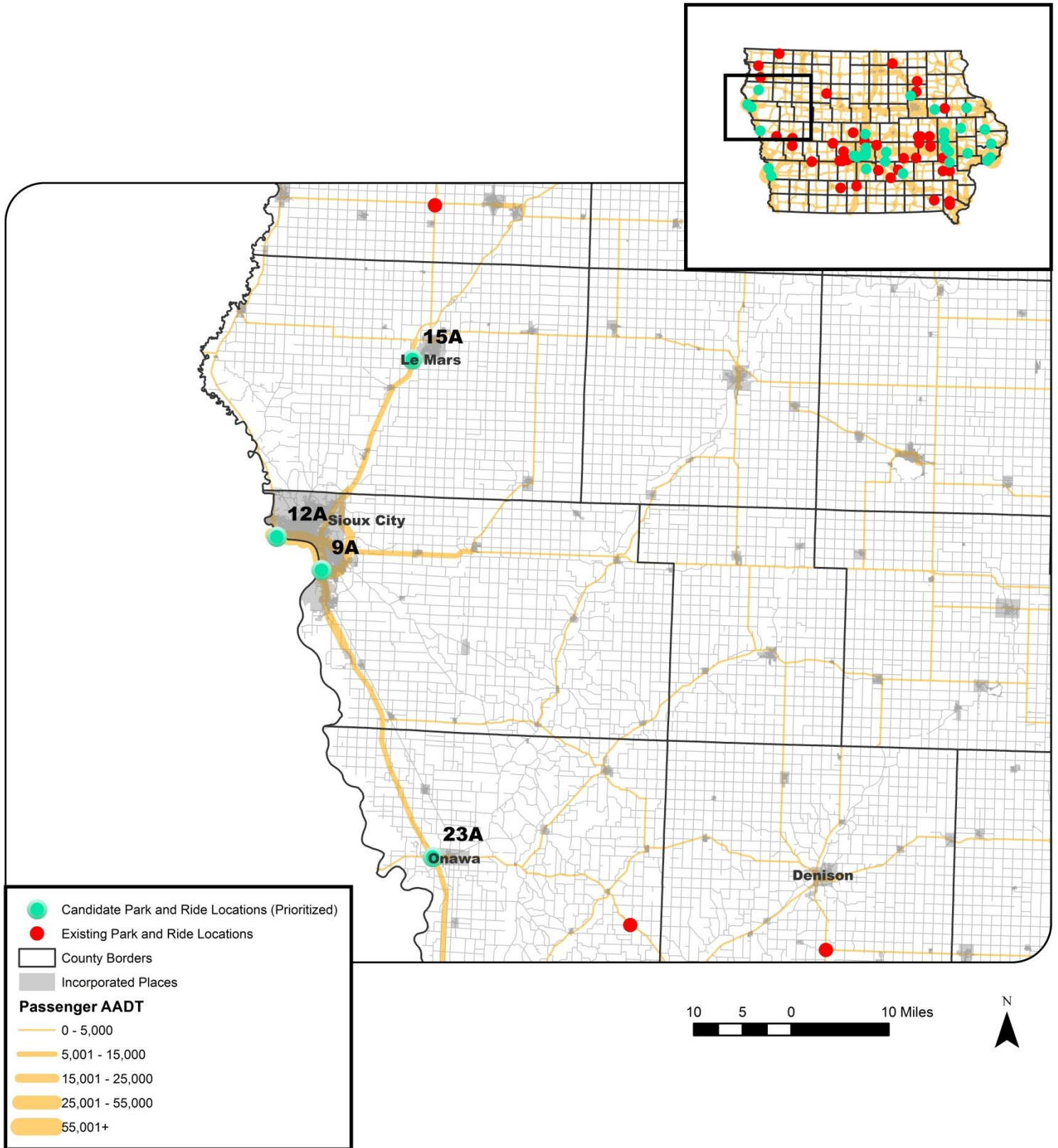
Figure 5.1: Statewide map with table-referenced candidate locations



Source: Iowa DOT

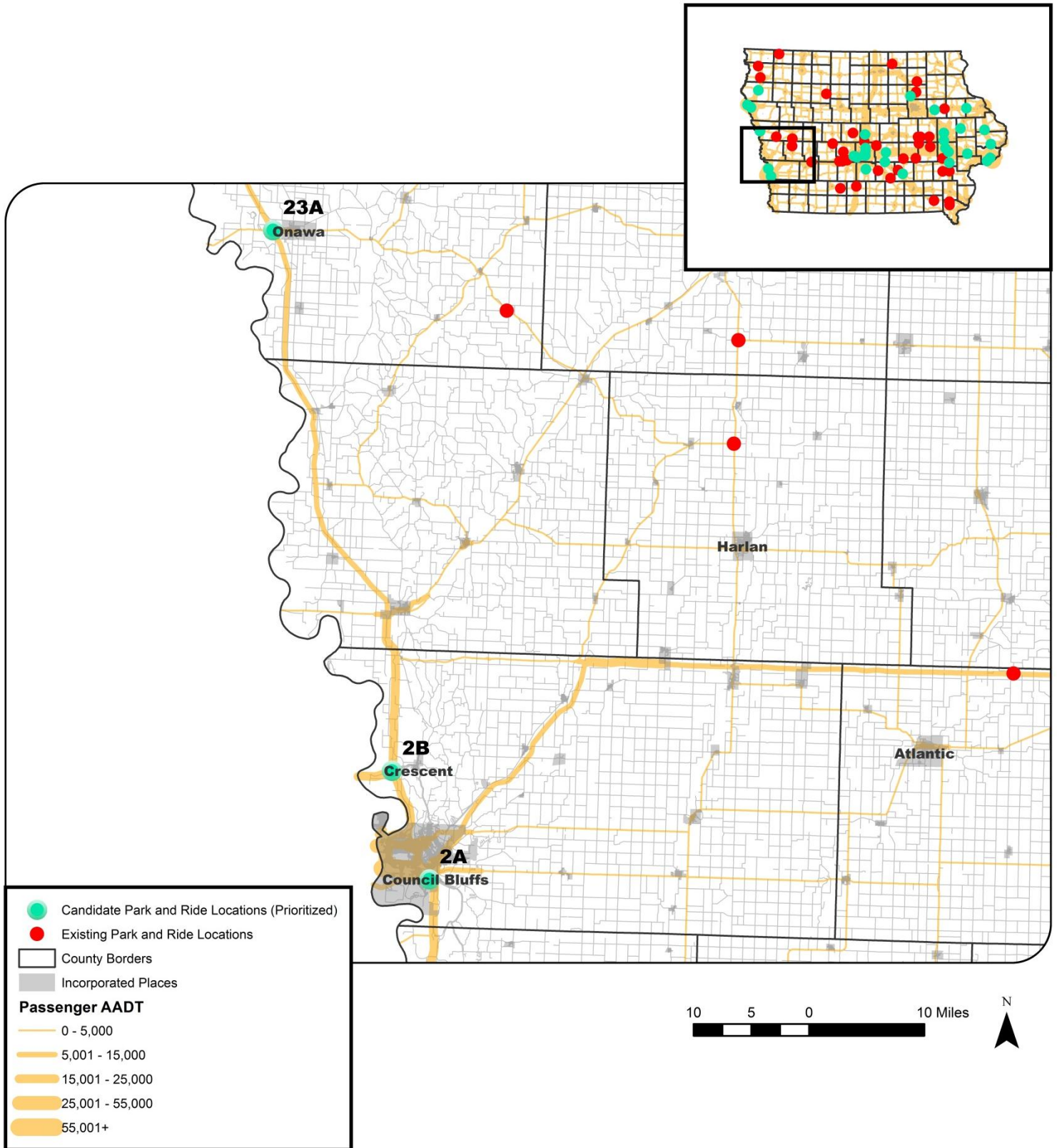
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Figure 5.2: Sioux City detail map with table-referenced candidate locations



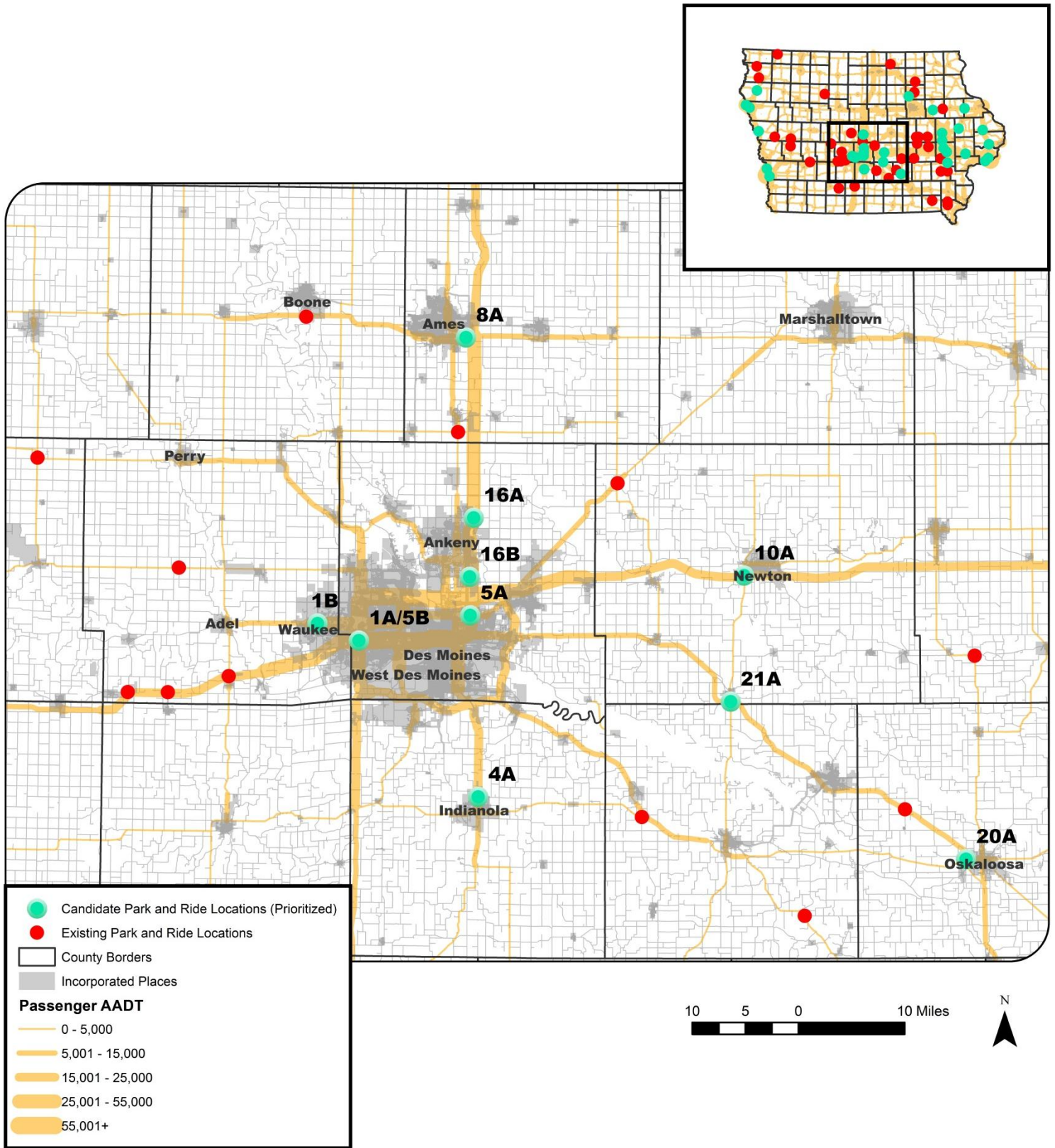
Source: Iowa DOT

Figure 5.3: Council Bluffs-Omaha detail map with table-referenced candidate locations



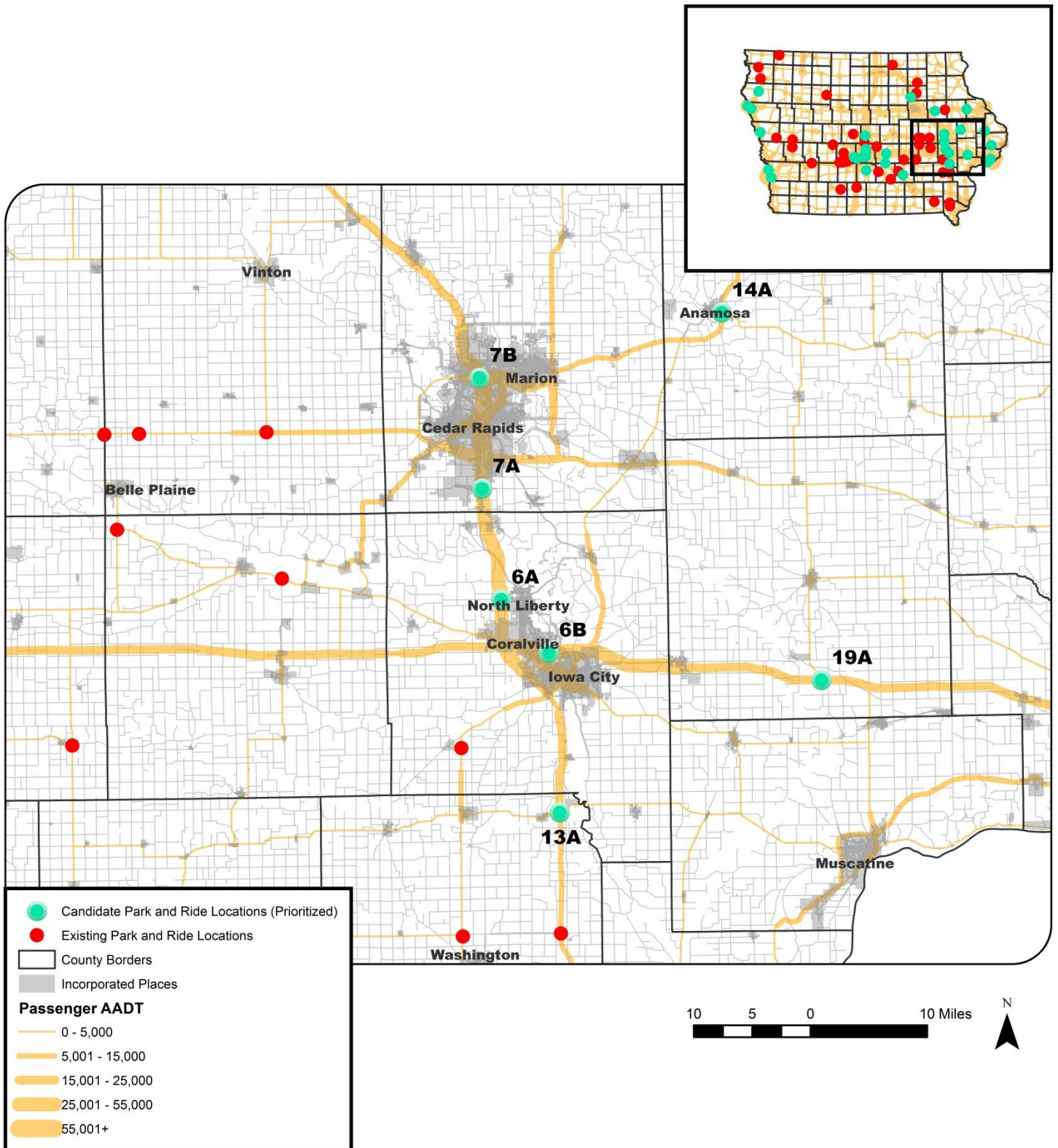
Source: Iowa DOT

Figure 5.4: Ames-Des Moines detail map with table-referenced candidate locations



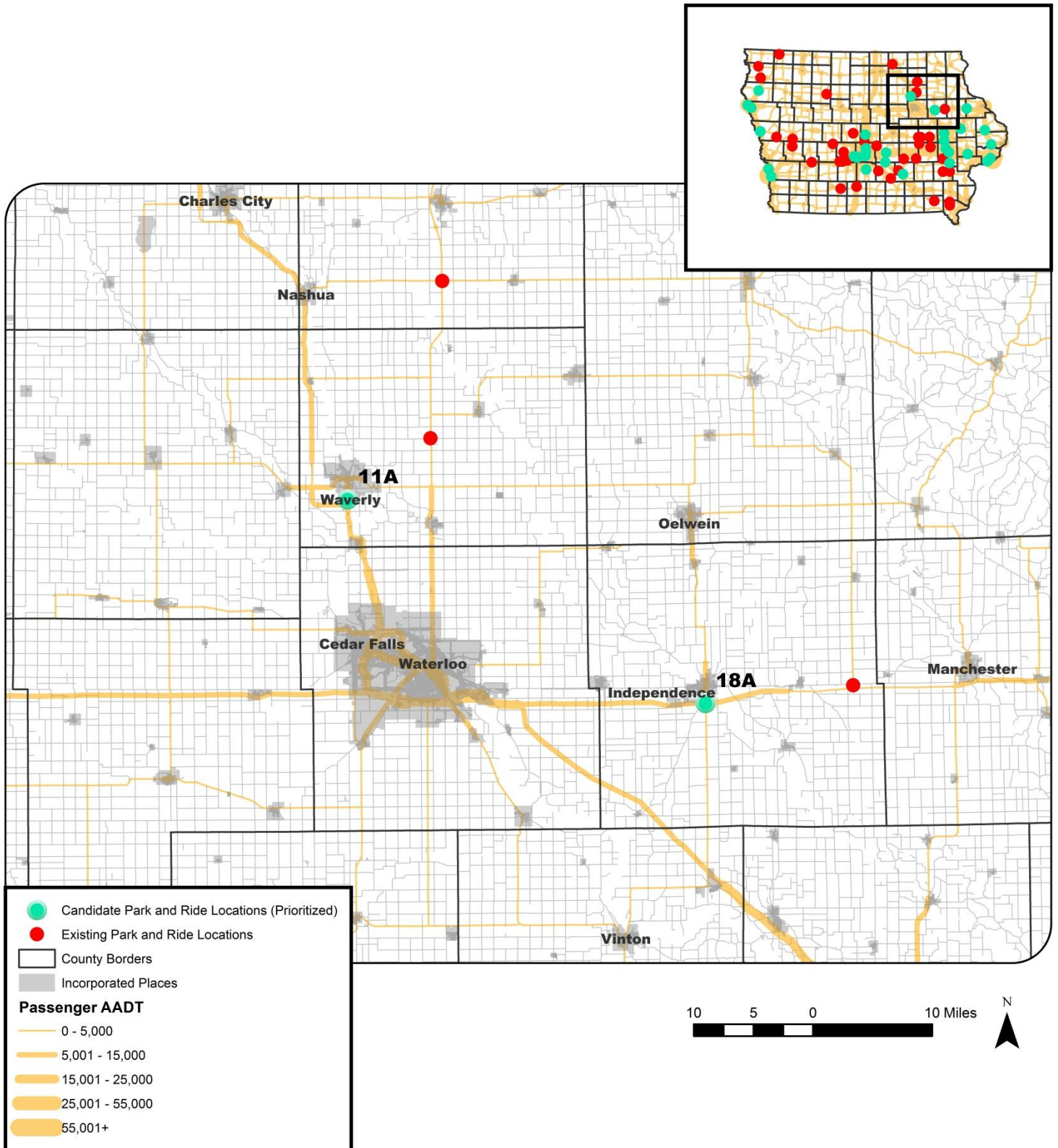
Source: Iowa DOT

Figure 5.5: Cedar Rapids-Iowa City detail map with table-referenced candidate locations



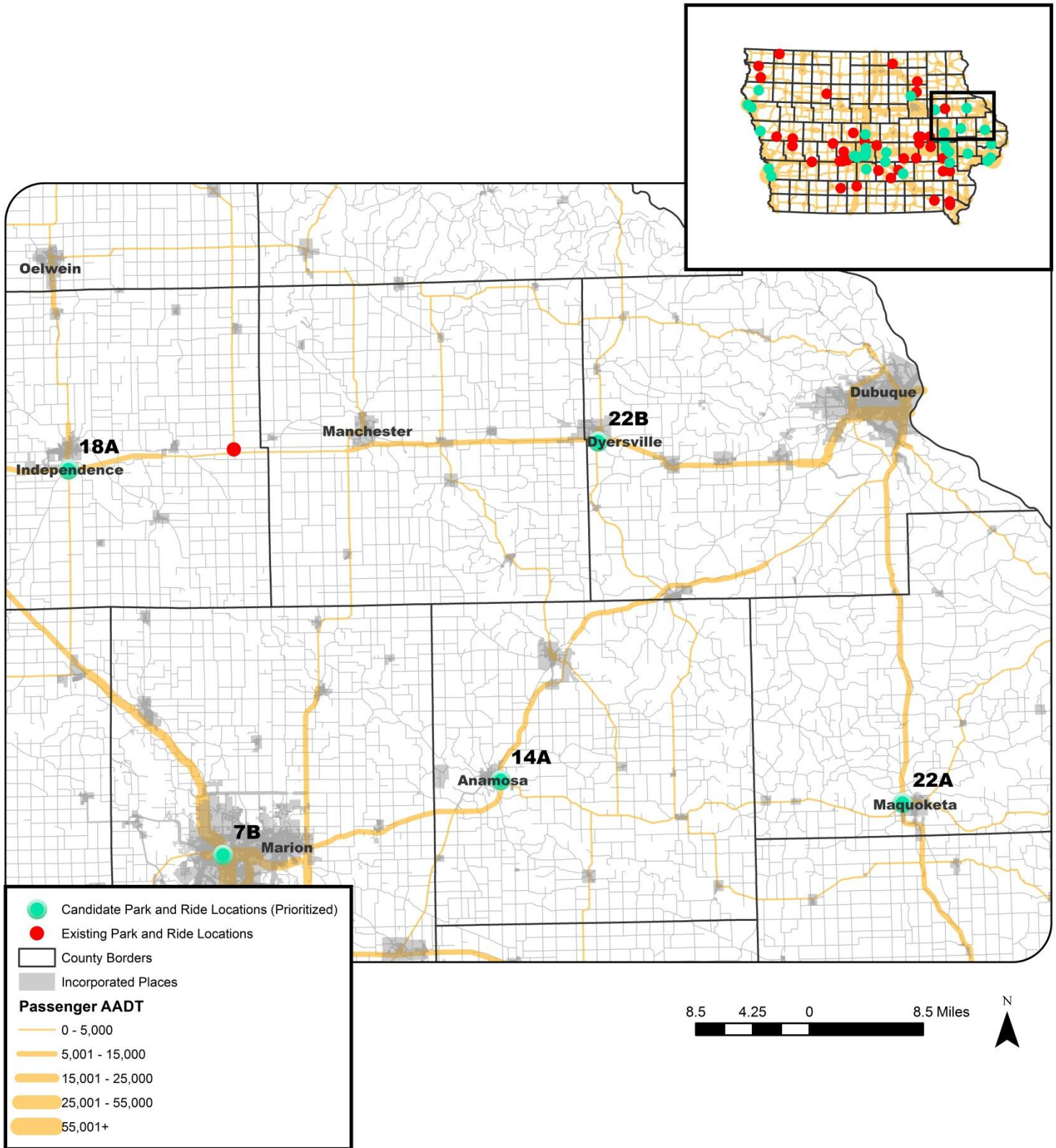
Source: Iowa DOT

Figure 5.6: Waterloo-Cedar Falls detail map with table-referenced candidate locations



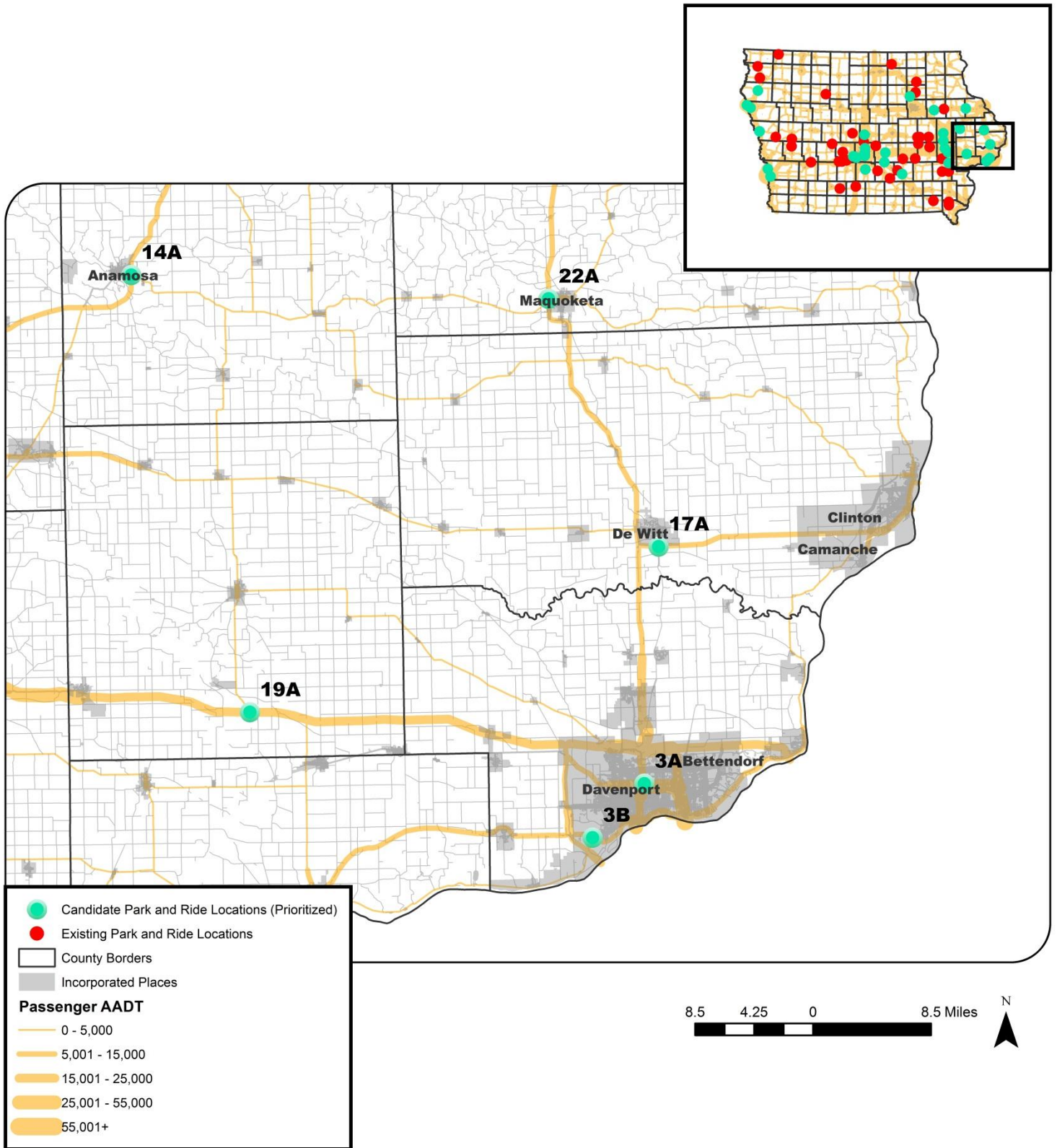
Source: Iowa DOT

Figure 5.7: Dubuque detail map with table-referenced candidate locations



Source: Iowa DOT

Figure 5.8: Davenport detail map with table-referenced candidate locations



Source: Iowa DOT