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The Iowa Department of Transportation is conducting a study to identify and evaluate alternatives for commuter transportation in one of Iowa's major travel corridors, the Interstate 380 corridor.

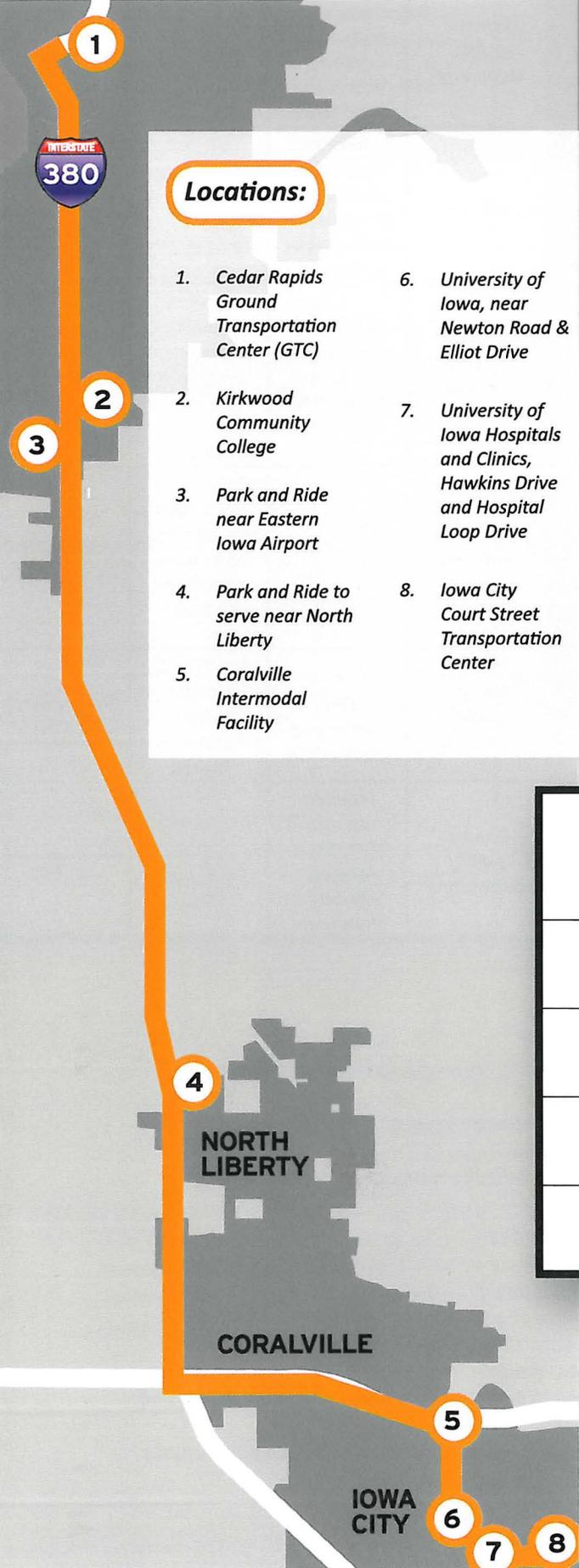
The Iowa DOT is interested in alternatives that enhance mobility and expand transportation options for Iowans (or commuters), reduce wear and tear on the highway system, and decrease traffic congestion along primary corridors. To accomplish this, The Iowa Commuter Transportation Study is identifying the existing and future commuter needs in the corridor and determining the viability of various commuter transportation alternatives to address those needs.

Locations:

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| 1. Cedar Rapids Ground Transportation Center (GTC) | 6. University of Iowa, near Newton Road & Elliot Drive |
| 2. Kirkwood Community College | 7. University of Iowa Hospitals and Clinics, Hawkins Drive and Hospital Loop Drive |
| 3. Park and Ride near Eastern Iowa Airport | 8. Iowa City Court Street Transportation Center |
| 4. Park and Ride to serve near North Liberty | |
| 5. Coralville Intermodal Facility | |

The Preliminary Service Alternatives show a conceptual operating plan for a new two-way interregional public bus commuter express service between Cedar Rapids, North Liberty, Coralville and Iowa City. These alternatives are in draft form and subject to change after public input.

Option	Operating Pattern	Total
		Vehicles
1	15 Minute Peak Service	10
2	30 Minute Peak Service	5
3	60 Minute Peak Service	3
4	1 Trip Peak Service	1



Public Transportation Advantages and Disadvantages

Public Bus Transportation

Advantages

- Higher capacity with bus capacity of 40 to 50 and multiple trips
- Multiple trips provide greater flexibility for starting and ending work shift times
- Greater flexibility because everyday use is not an expectation; convenient for occasional trips
- Does not require formation of commuter groups; less social
- Uses professional drivers; may be more reliable and safe in inclement weather

Disadvantages

- Higher capital and operating costs
- Usually requires significant public funding
- Requires a public agency for administration and management; such as ECICOG
- Usually has longer overall travel times
- May not be able to provide direct service on destination end

Private Bus Transportation

Advantages

- Higher capacity with bus capacity of 40 to 50 and multiple trips
- Can be tailored to specific employee and employer needs
- Greater flexibility because everyday use is not an expectation
- Does not require formation of commuter groups; less social
- Uses professional drivers; may be more reliable and safe in inclement weather

Disadvantages

- Higher capital and operating costs
- Usually requires significant private and/or public funding
- Requires commitment from a group of 20 to 50 commuters
- Requires administration and management, usually by the employer
- Closed system, generally not open to the public

Alternative	Market	Service Attributes	User Schedule Flexibility	Vehicle Type	Vehicle Ownership and Driver	Funding and Financing	Institutional/Governance	User Cost (Fare) Range	Public Cost Range
Public Bus Transportation	General public; commuters	Premium service - limited stop express Scheduled, fixed route	Flexible with multiple scheduled trips	40 seat transit bus or smaller vehicle	Public vehicle Paid Driver	Public funding 50% to 85% typical Eligible for federal and state funding	Special purpose public agency or local or county government	\$6-\$10 round trip	High for capital and operating costs
Private Bus	Specific group	Tailored to specific destinations Schedule and timing set by subscription	Limited flexibility - individuals schedule must match others'	41 seat transit bus or smaller vehicle	Privately owned vehicle Paid driver	Bus chartered or leased by private firm	None	Unknown	Low
Intercity Bus	General public, usually not commuters	Scheduled fixed route service not designed for commuters	Limited flexibility - individual's schedule must match limited schedule	Typically 40 to 50 passenger coach	Privately owned vehicle Paid driver	Private for profit transportation firm	Private enterprise Usually regulated	\$10 per trip	Low
Vanpooling	Specific group	Tailored to specific origins and destinations	Not flexible - individual's schedule must match others'	10 to 16 passenger van	Privately owned or leased van Driver a vanpool participant	Vehicle ownership costs may be funded by grants or public entity Operating costs covered by user fees	None required Public agencies may support programs	Varies by provider \$40 to \$200 per month	Low
Carpooling	General public; commuters	Tailored to specific origins and destinations	Not flexible - individual's schedule must match others'	Private auto, sedan	Privately owned auto Driver a carpool participant	No external funding required for carpool	None required Public agencies may support programs	Varies by trip length and number of participants	Low
Commuter Rail	General public; commuters	Premium service - limited stop express Scheduled, fixed route	Flexible with multiple scheduled trips	Passenger rail car TBD	Public vehicle Paid driver	Public funding 50% to 85% typical Eligible for federal and state funding	Special purpose public agency or local or county government	\$6-\$10 round trip	High for capital and operating costs

Vanpooling

Advantages

- Lower cost; some vanpools do not require external funding
- Can be tailored to specific employee and employer needs
- Can provide direct service on destination end

Disadvantages

- Requires commitment from a group of 10 to 16 commuters
- Lower capacity with van capacity of 8 to 16
- Unattractive to some commuters because it is a social group
- Limited flexibility for starting and ending work shift times
- Requires administration and management, usually by the employer or a public agency

Carpooling

Advantages

- Lower cost; most cost effective approach
- Tailored to specific employee needs
- Can provide direct service on destination end
- Requires little or no administration and management; can be very informal

Disadvantages

- Requires commitment from two to six commuters
- Lower capacity
- Unattractive to some commuters because it is a social group
- Limited flexibility for starting and ending work shift times

Intercity Bus Transportation

Advantages

- Higher capacity with bus capacity of 40 to 50 and multiple trips
- Greater flexibility because everyday use is not an expectation
- Does not require formation of commuter groups; less social
- Uses professional drivers; may be more reliable and safe in inclement weather
- Usually provided by a private for profit company (e.g., Burlington Trailways)

Disadvantages

- Higher user cost (fares) not suitable for commuters
- Service is designed for non-repetitive longer-distance trips
- Usually does not provide direct service on destination end

Commuter Rail

Advantages

- Initial high level of appeal to commuters
- Higher capacity with 140 to 180 seats per car and multiple trips
- Greater flexibility because everyday use is not an expectation
- Does not require formation of commuter groups; less social
- Can be more reliable and safe in inclement weather

Disadvantages

- Highest capital and operating costs
- Would require significant public funding
- Requires a public agency for administration and management; such an agency does not currently exist
- Usually has longer overall travel times, especially with proposed low-speed operation
- May not be able to provide direct service on destination end
- Less route flexibility and overall flexibility to respond to changing needs

Other Transportation Service Enhancement Elements

The primary commuter transportation alternatives have been combined with other elements that are intended to increase the effectiveness of the primary modes but also serve to expand the options for consideration. These other elements include:

- **Park and ride facilities** – These are convenient locations along or near the primary commuting corridor to park private autos and connect to some form of public or private transportation which may include vanpools, carpools, and public bus service.
- **Regional commuter travel information** – This is a readily accessible and comprehensive source of information on all commuter transportation options in a defined area. Information includes routing, pick-up points, schedules, fares and fees, and other information necessary for commuters to make decisions regarding mode of travel.
- **Transit priority measures** – These are transportation engineering tactics intended to make public transit and carpool/vanpool modes more attractive to potential users by reducing travel time and improving reliability. Priority measures include strategies such as dedicated transit or high occupancy vehicle (HOV) lanes, bus-on-shoulder operation, traffic signal priority, and queue jump lanes.
- **Guaranteed Ride Home** – Used in conjunction with carpool, vanpool, and public bus transportation to provide a ride home in case of an emergency (illness, personal crisis). Typically a cab ride reimbursed up to a certain amount.
- **Destination end parking** – Vanpooling and carpooling require parking on the destination end, preferably preferential parking to make alternative transit more attractive. This may include free or reduced cost parking closer to the final destination. Public bus transportation does not require parking on the destination end.
- **Destination end circulation** – This is circulation provided by local transit or shuttles to allow commuters to complete the trip between the drop-off point and their final destination. Vanpools and carpools usually do not require this supplemental service, but it may be required for public bus transportation if the drop off point is remote from final destinations.

Public Outreach and Input

The study involves collecting technical transportation information from the region and evaluating it based on existing and future needs and demands. Balancing this technical information with local knowledge from employers, commuters and others interested in an improved transportation system requires input and engagement!

Gathering this local knowledge includes:

- A series of stakeholder interviews with major employers in the area to identify demand and opportunities for commuter transportation services.
- An Advisory Group made up of transportation professionals, economic development leaders, and community officials to help the Iowa DOT understand specific community needs and provide input on the potential solutions and recommendations.
- Online surveys are being used to gather input from the public on their perceptions and desires for commuter transportation enhancements.
- Two public meetings were scheduled to allow people the opportunity to learn more about the study and to provide input.

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For project information:

www.iowaDOT.gov/CommuterStudy