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AMES INTERMODAL FACILITY
PROJECT DESCRIPTION

Project Overview

Three project partners, City of Ames, CyRide and Iowa State University, propose to construct an Intermodal Transportation Facility in Ames, Iowa at a total project cost of approximately $43,000,000. This facility would accommodate and link public and private transportation modes (public transit, intercity carriers, airport shuttle services, vanpools, taxi's, bicycle, and pedestrian) with the needed parking that would also stimulate redevelopment and long-term revitalization in the community.

Intermodal Facility Site

The specific location selected as the preferred site by a study team to connect the disjointed transportation services is located at the intersection of Hayward and Chamberlain, adjacent to Campustown. (See Exhibit #1.) This site was selected after completion of an exhaustive feasibility and site selection study involving the local community and intensive review of multiple locations. It is centrally located within the Ames community and on the fringe of two important economic generators – Iowa State University and the Campustown commercial/retail area. It has direct access to existing public transit services and provides an opportunity to create a transportation focal point for the community. This site will accommodate a facility of the size and magnitude needed to link these transportation functions and provide an economic development opportunity within the community.

Additionally, the site selected is adjacent to a proposed new bicycle/pedestrian connection that will allow for residents and visitors to the university to move between ISU, the ISU Arboretum, and to Ames extensive trails system, ultimately making Ames a more livable community.

Redevelopment Potential

Integral to the project is the economic development portion of this facility. Iowa State University (ISU) sponsored a Campustown study in 2008 that included, as a key component to spur the redevelopment, a parking structure to support the business core. Discussions since this plan have centered on modifying the structure into an Intermodal facility that would not only spur the redevelopment, but create an inviting transportation hub in the community serving local, regional and national interests.

Project Components

The functional design for this facility is attached (Exhibit II) and includes the following functions:

Transit Facility Components –

The transit components of this facility have been developed to provide a seamless, one-stop concept for public and private transportation in the community where residents and visitors can be transported from locations around the nation and regionally on private intercity bus carriers and Heartland Senior Services into this facility and then be

dispersed throughout the community via the public transportation provider, CyRide. One local public transit route would be rerouted through the facility and a second, new shuttle route would be added connecting major transfer locations on ISU's campus for access to the entire community. Two hybrid buses would be part of this project to provide these services. The facility programming for the transit component includes:

- Public Transit Provider -
  - Three transit bays for CyRide
  - Two 40' hybrid-electric buses to be operated on service from the facility (Exhibit III)
  - One transit bay for HIRTA (Heartland Senior Services)
- Private Carriers –
  - Intercity Bus Carriers - Two Transit Bays for Jefferson and Burlington Trailways (national carriers)
  - Regional Airport Shuttle - One Transit Bay for the Ames to Des Moines Airport Shuttle Service
    - 1,700 square foot office space for Intercity/Airport Shuttle offices/waiting area
    - Long-Term parking for 30 Intercity/Airport Shuttle customers

Additional Alternative Vehicle Components –
The Intermodal Facility is a place where all modes of transportation can gather and disperse throughout the community. Therefore, the facility would also include vehicle staging and customer parking for bicycle, pedestrian, taxi and vanpool services. Specifically, the facility would serve as a trail head for a bicycle/pedestrian path included as part of the Campustown Redevelopment Plan which links to an extensive Ames trail system as well as connecting the University and ISU Arboretum providing enhanced livability in the community. To serve this portion of the facility's users, bike lockers and shower facilities would be included. The construction of a bike path through the ISU Arboretum connecting this facility with an existing shared-use path on State Street would also be included as part of this project.

Ames is served by two taxi companies which would also be included within the facility or site.

The last alternative vehicle component is the vanpool portion of the facility. There are currently more than 18 vehicles traveling to/from Ames from surrounding communities serving more than 180 individuals. This facility anticipates housing a portion of the vehicles and accommodating vanpool participant parking at this facility. The facility programming for the alternative vehicle components includes:

- Taxi - Two automobile bays/stands
- Vanpool - 40 vanpool parking spaces for vans and vanpool participants commuting from Ames to Des Moines and from nearby communities

- Bicycle/Pedestrian -
  - 60 Bike Lockers and men's and women's locker rooms including showers for bike/pedestrian commuters

Parking Facility Components –
The Ames Intermodal Facility would serve the following four parking purposes:

- Replacement of displaced surface parking on the current site (ISU Lot #60)
- Additional parking for Campustown Redevelopment
- Parking for the Transit and Alternative Transportation Modes
- Additional parking for ISU's West Campus/Displaced Vehicles from Recreation Facility Construction

The Intermodal Facility would be constructed to accommodate peak demand between these four parking purposes throughout the day allowing for efficient use of space. One space could be used for multiple uses throughout a day, thereby lowering the number of parking spaces needed to meet the total parking demand. The individual demand for parking to meet these four purposes was identified as 1,100 parking spaces. However, a total of 750 parking spaces were determined to meet the peak requirement at any one-time for current/future parking needs.

The anticipated number of parking spaces for each use is detailed in the table below:

	Space Estimate	
Parking Element	**Weekdays**	**Evenings/ Weekends**
Replace Lot 60	240	240
Campustown Redevelopment	140	275
Shared Parking (ISU/Campustown Businesses/ Residential)	300	205
Des Moines Airport Shuttle	20	20
Intercity Carriers	10	10
Carpool/Vanpool	40	0
	750	**750**

Office Facility Component –
An added feature of this facility is the co-location of ISU's Department of Public Safety (Campus Police and Parking) adding a level of security and parking/transit coordination not usually achieved at a facility of this nature. DPS would provide security for the facility as an occupant as well as ticketing services for the intercity carrier operations within the Intercity bus station located in the facility adjacent to DPS. This heightened level of safety and coordination is an integral component in making this facility a

destination location within the community by enhancing the facility patron's perception of safety.

The facility would also accommodate minor retail opportunities for complimentary facility users such as a coffee shop, daycare, or convenience shopping. Being located adjacent to a redeveloping business center would preclude a more substantial retail component as the desire is for development in Campustown. Programming for this portion of the facility is as follows.

- ISU's Department of Public Safety - 30,000 square feet of space for Campus Police and Parking
- Complimentary Retail - 5,000 square feet for coffee shop, daycare, etc.
- Intercity Bus Station – 1,700 square foot office/waiting area

Intermodal Facility Enhancements –
In developing a structure of this size and magnitude, enhancements to the street network adjacent to the facility are needed to adequately address traffic issues as well as facility additions that will enhance the experience of the facility's users. Therefore, four facility enhancements have been developed as part of this project – replacement of two traffic signals and the addition of turning lanes to improve traffic flow in and out of the facility/vicinity, construction of a bicycle/pedestrian path on the site and through the ISU Arboretum, Automatic Vehicle Location (AVL) technology for the public transit buses and public restrooms for Campustown.

- Construction of a men's and women's public restroom for the Campustown area and Intermodal Facility patrons, which has been identified as a need for the Campustown area.
- Construction of the bicycle/pedestrian path on the Intermodal Facility site that would serve as the building blocks for the connection between the ISU Campus/Arboretum with the remainder of the Ames and regional bike network.
- Replace two traffic signals (Hayward and Sheldon at Lincoln Way), add one signal at Hayward and Chamberlain, add/extend turning lanes on Lincolnway at Sheldon as well as on Sheldon and Hayward.
- Purchase and install an AVL system on public transit buses and Next Bus technology within the Intermodal Facility and at bus stops along routes served by the facility alerting customers to the arrival of the next bus.

An additional facility enhancement would be the design of the facility to Gold LEED standards incorporating energy efficient lighting, water retention and other sustainable features such as green roofs where possible.

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EXHIBIT I
STUDY TEAM PREFERRED SITE

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EXHIBIT II
FACILITY CONCEPTUAL DESIGN

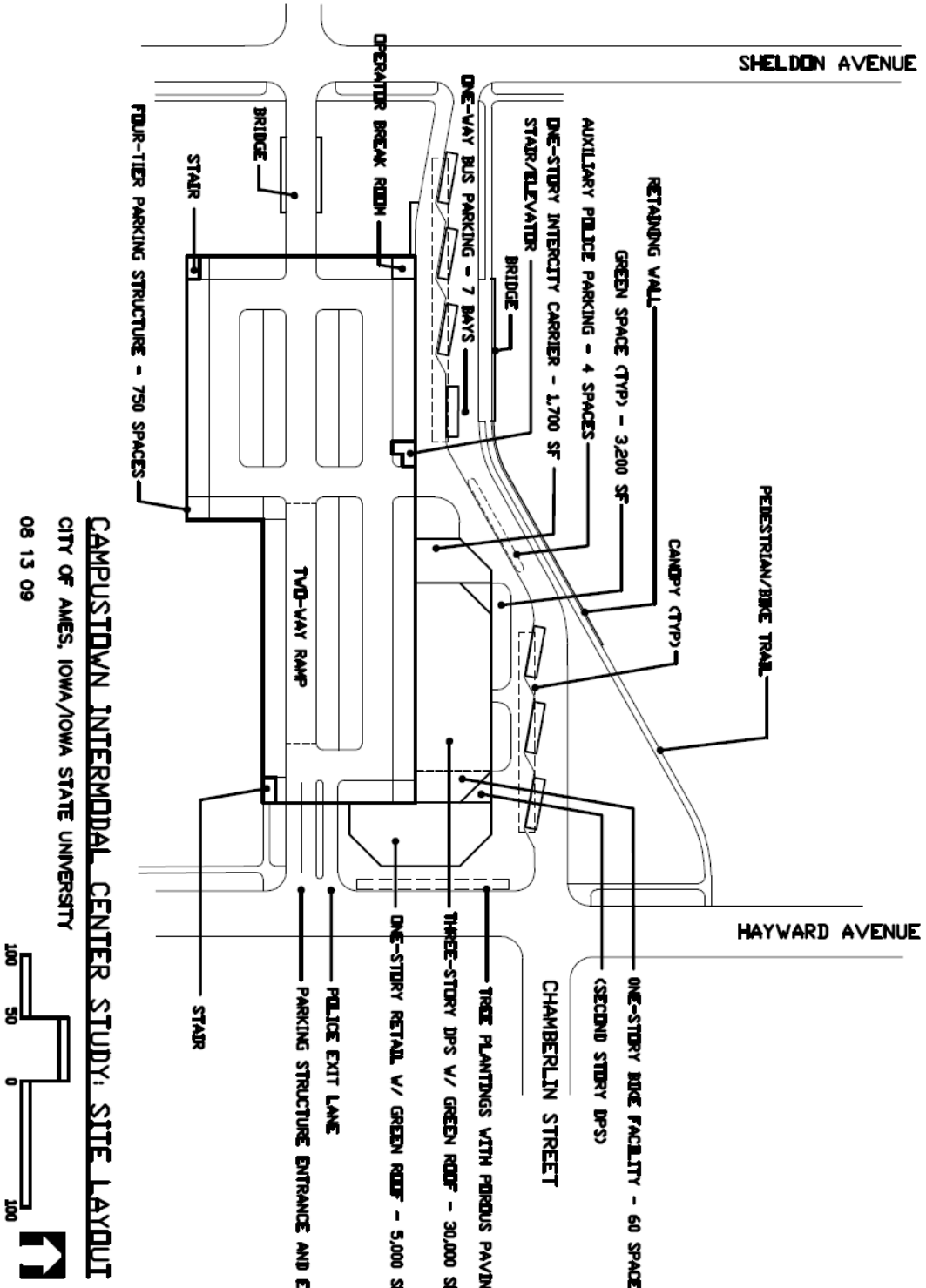

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EXHIBIT III
FACILITY SHUTTLE ROUTE (NEW)