



Intermodal Regional Planning **INTERCITY BUS PILOT PROGRAM**

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Intercity Bus (Service) Features

FTA Definition

- Over-the-road bus
- Regularly scheduled public service
- Limited stops between:
 - two urbanized areas, or
 - a rural area and an urbanized area
- Capacity for transporting passenger baggage

OVER-THE-ROAD BUS ACCESSIBILITY

Contact: Office of Program Management 202-366-4020

- This program (TEA-21, Section 3038) provides funding for the incremental capital and training costs associated with meeting the requirements of the DOT over-the-road bus accessibility rule, issued September 24, 1998. Assistance is available to operators of over-the-road buses used substantially or exclusively in intercity, fixed route, over-the-road bus service as well as to operators of over-the-road buses in other services, including local commuter, charter, and tour service.
- The Federal share may not exceed 50 percent of the project costs. Capital projects eligible for funding include adding lifts and other accessibility components to new vehicle purchases and purchasing lifts to retrofit existing vehicles. Eligible training costs include developing training materials or providing training for local providers of over-the-road bus services. This funding is separate from Section 5311 funding and is administered through a national competitive solicitation for applications from operators of over-the-road buses.



Home grown 'organic' innovation

Commuting - **Slugging** (casual car pooling)

Over the Road Travel - **Chinatown Buses**



Intercity Bus Trends

1960s – turn of century

- For nearly 50 years intercity bus use has been in significant decline
- Major national carriers have dwindled
 - Continental bought by Greyhound (1987)
 - Greyhound has cut back drastically in service to US communities
- However . . . changing travel demands in past decade have helped in the rebound of intercity bus use

Chinatown Buses

- NY - Boston (Fung Wah) c. 1997/98
- NY – Philadelphia, NY - DC c. 2002

Fung Wah – '*magnificent wind*'

Renaissance

Intercity Bus Service

- **Megabus introduced in Chicago – Spring 2006**
 - Uses double decker vehicles with free Wi-Fi
 - Serves 28 major cities from two hubs at Chicago and NYC

Chicago Hub



NYC Hub



Online
Registration



Renaissance

Since 2006

- New **Washington to New York** service
 - Megabus and DC2NY – **2007**
 - Boltbus – **2008**
- Other Major Providers –
 - Lucky Star
 - Washington Deluxe
 - Apex Bus
 - Vamoose Express

Factors Affecting Rebound

Recent Decade

- Highway congestion
- Price (oil prices, parking costs, etc.)
- Rebound of CBDs
- More rigorous security measures
- Attractiveness of experience

Intercity Buses

Washington, DC Region



Locations



Weekly Intercity Buses

DC Activity

Operator	Arrivals	Departures	Round Trips
DC2NY	48	52	100
New Century	124	139	263
Washington Deluxe	34	71	105
Bolt	166	145	311
Eastern Travel	77	79	156
Megabus	105	105	210

Union Station

Intermodal Services

- AMTRAK
- Commuter rail (VRE and Marc Trains)
- Regional Metrorail and Metrobus
- Local Circulator bus service
- Taxis
- Bike sharing
- Charter/Tour buses
- Rental cars/Zipcars
- Shuttle buses

Intercity Bus Pilot Program 2010

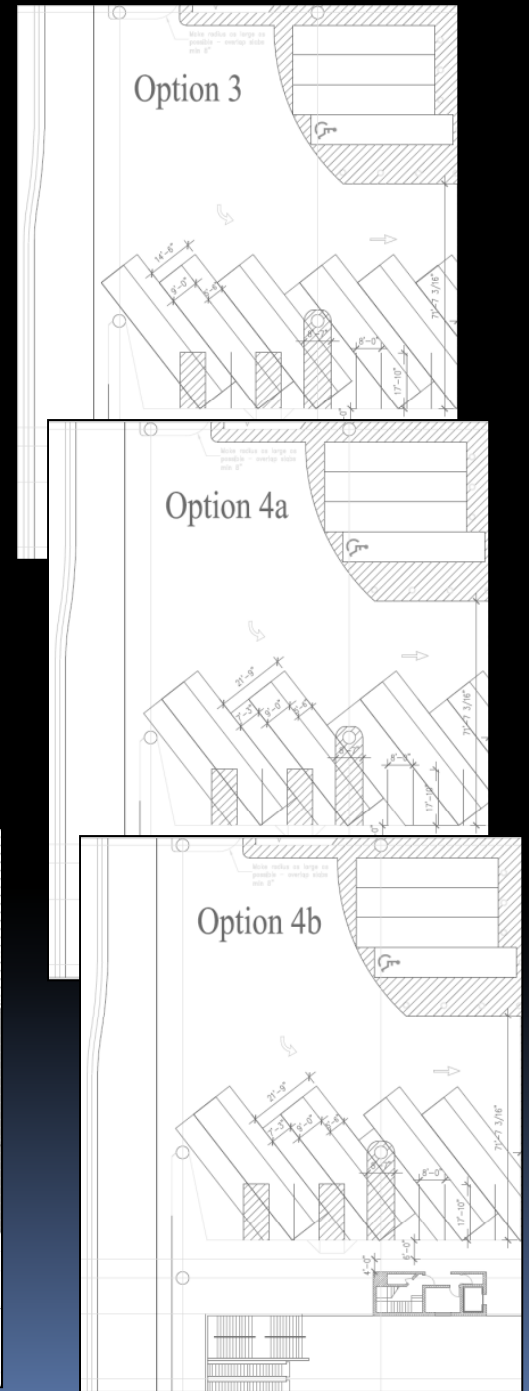
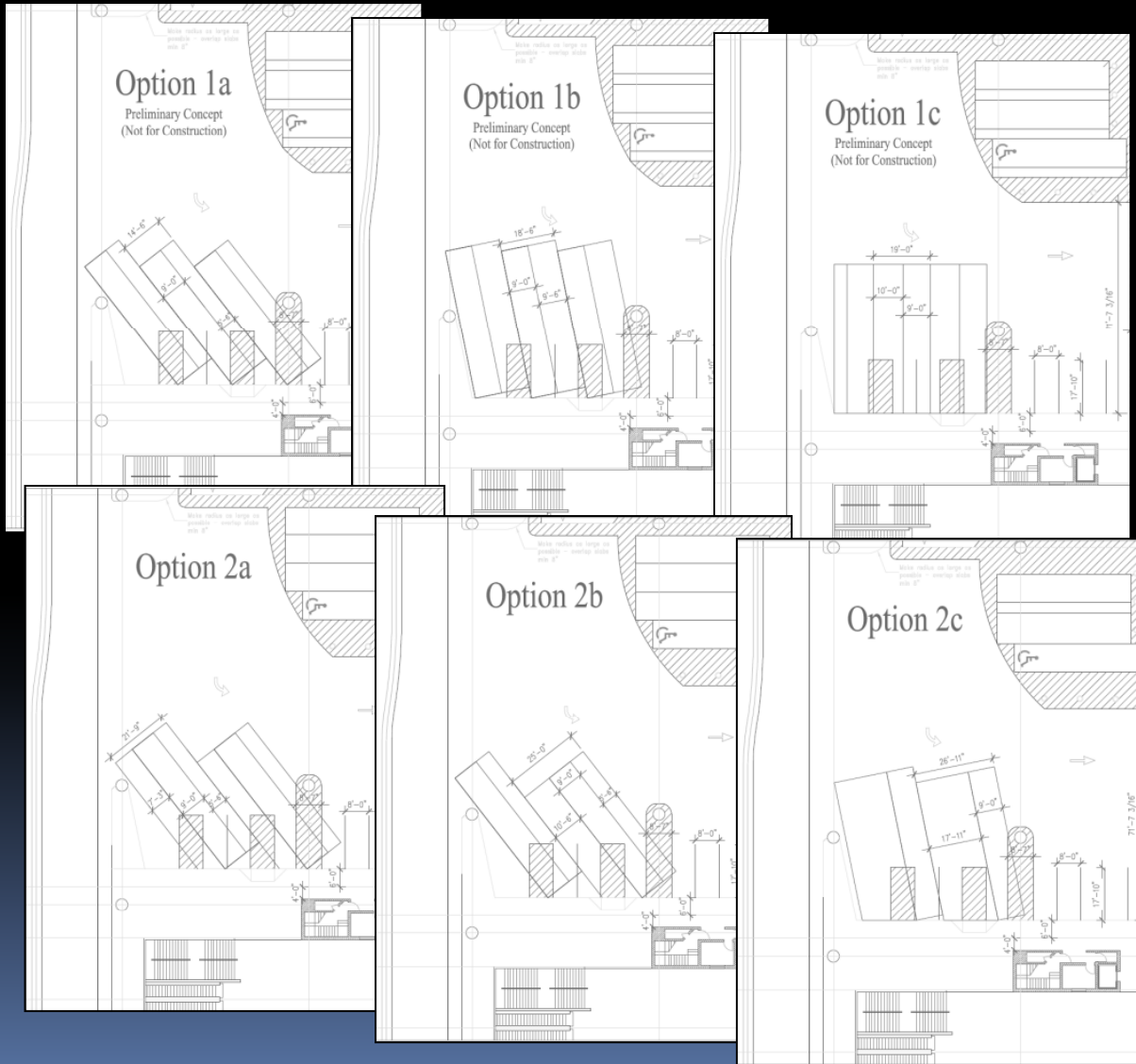
- Test and encourage intercity bus service from designated 'depot area' at the Union Station parking garage
- Provide new stop of Washington to New York service
- Reinforce location as regional intermodal hub
- Three intercity operators invited to participate
 - BOLT Bus
 - DC2NY
 - Washington Deluxe

Concept

Existing Bus Deck



Options



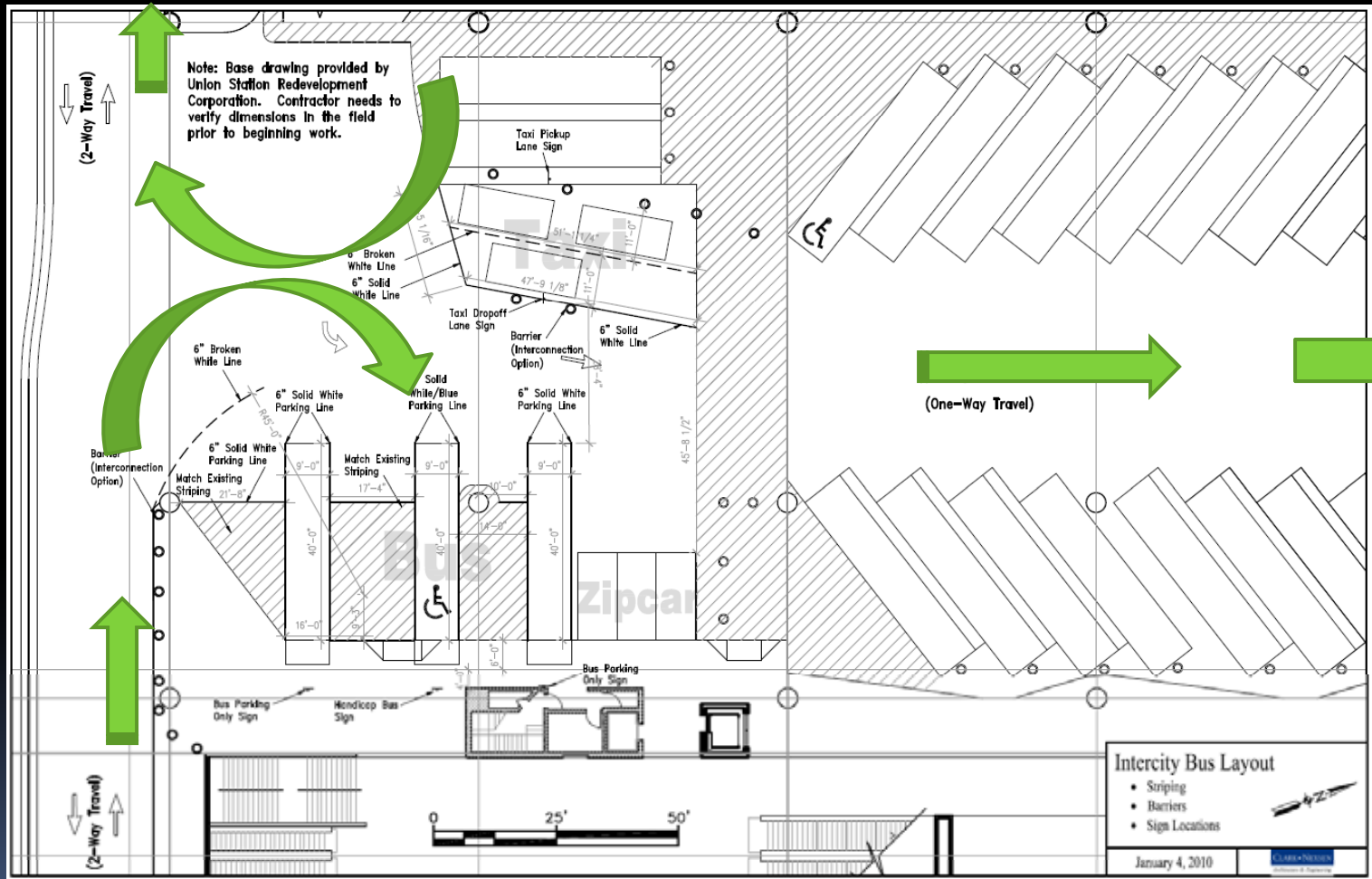
Testing



Strategy

- Locate at SE corner of the parking deck near the escalators
 - Reconfigure
 - Paint
 - Sign as 'Intercity Bus Depot'
 - Barricades to separate the waiting area from the service road
- Site offers
 - Convenient access
 - Visibility
 - ADA accessible ramp
- Also develop
 - Sign program (DDOT) to direct passengers through terminal area
 - Nearby taxi drop-off/pick-up area

Operations



Start-up

February 2010



Issues

- Passenger Waiting Area
 - Shelter
 - Seating
 - Queuing
 - Trash
 - Smoking
- Taxi Pickup/Discharge
- Pedestrian/Vehicle Conflicts
- Wayfinding
- Lighting/Security
- Handicap Accessibility



Issues



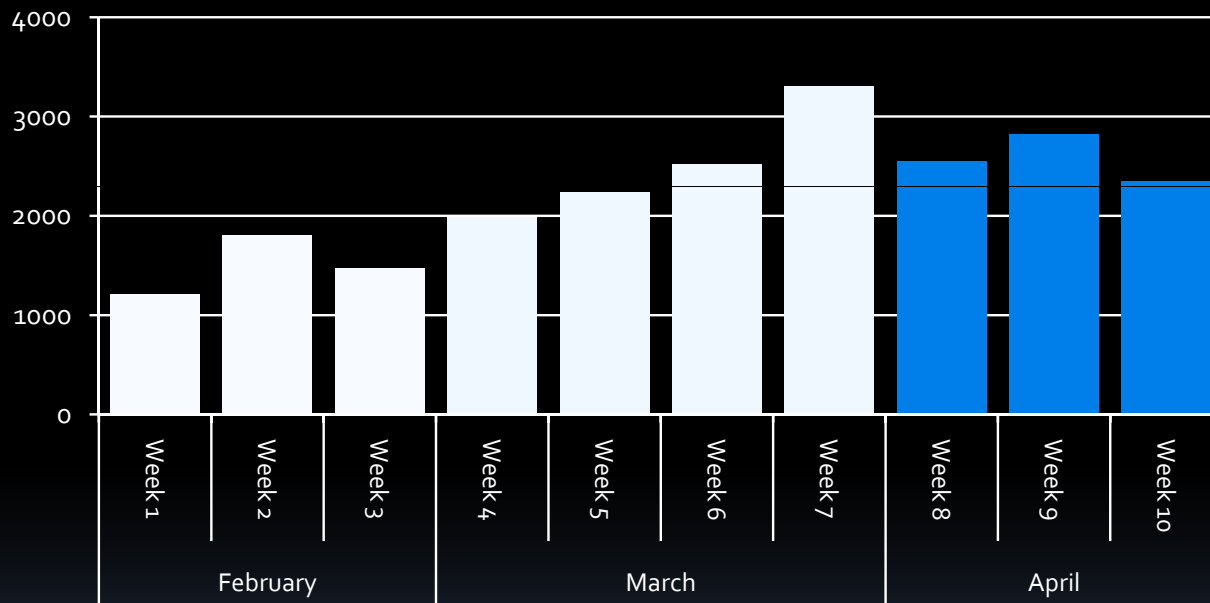
Issues



New Service



Monitoring



Daily Frequency of Service and Ridership Table
 2010-2011 Pilot Program

Route	Frequency	Service	Week	Week	Week
001	0-001	0-001	0-001	0-001	0-001
002	0-002	0-002	0-002	0-002	0-002
003	0-003	0-003	0-003	0-003	0-003
004	0-004	0-004	0-004	0-004	0-004
005	0-005	0-005	0-005	0-005	0-005
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098	0-098	0-098	0-098	0-098	0-098
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100	0-100	0-100	0-100	0-100	0-100

Passenger Growth

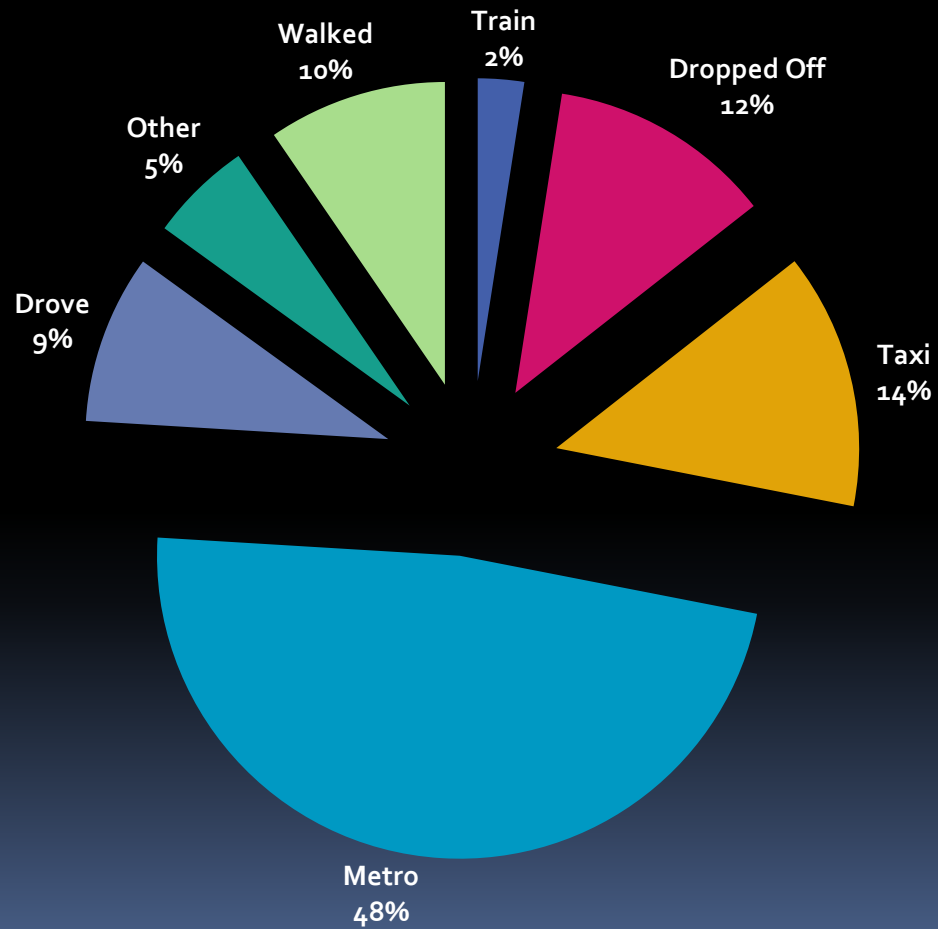
- Peak of 100 buses per week serving over 3300 passengers
- Friday to Sunday represents the peak use during the week

Passenger Survey

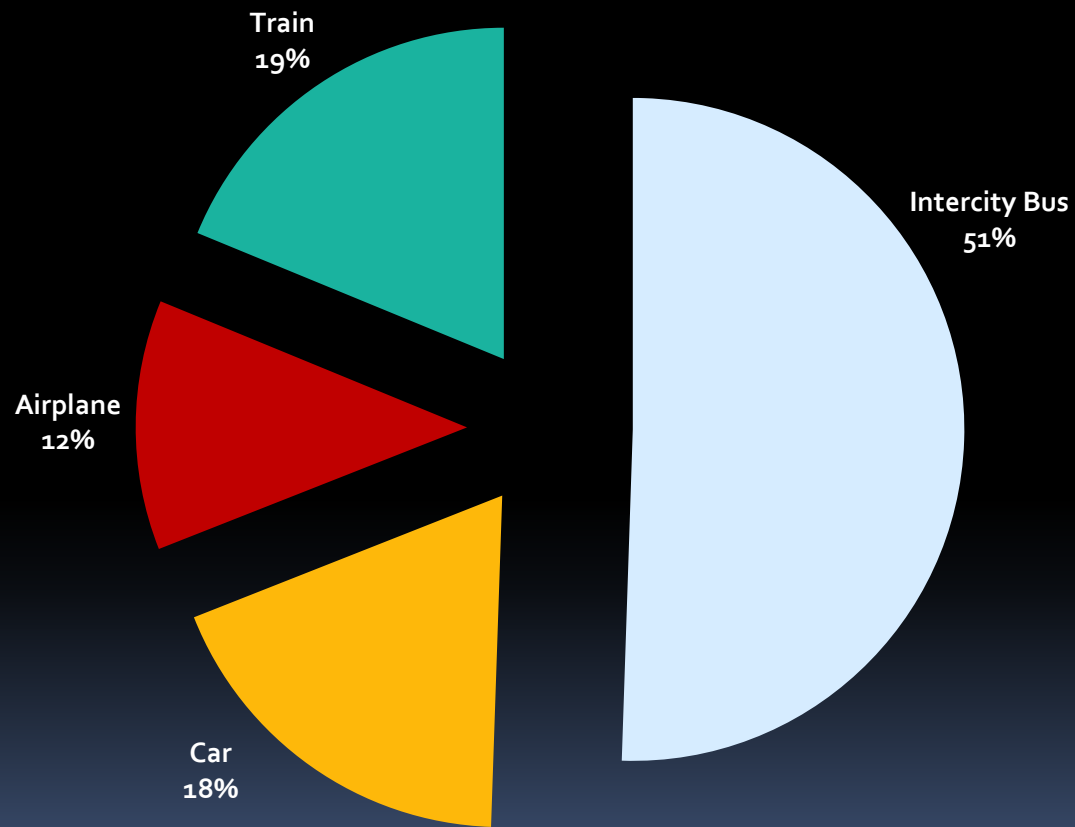
1465 passengers

- 55 percent arrive/depart
 - Metrorail
 - AMTRAK
 - Commuter rail
- 10 percent arrive/depart
 - Bus
- 35 percent arrive/depart
 - Auto/taxi
 - Circulator bus

Method of Arrival



Mode on Last Trip to NYC



Success



Changes to waiting area

- Benches
- Trash cans
- Movable pylons
- Bus operators also brought in additional attendants

Next considerations

- Relocation of service
- New terminal
- Coordination with new streetcar connections



Proposed New Terminal

Intercity Buses

H and First St NE

Union Station/Greyhound Terminal Building Study

Washington, DC
September 01, 2009
DRAFT



Intercity Bus Service

DC to NY

- One-way for **\$17-\$30**
- Downtown to downtown, daily
 - 240 miles
 - 4.5 hours
- Arrive 15-minutes before departure
- Luxury buses
 - Free Wi-Fi, power outlets
 - Bathroom/Food consumption
 - Baggage storage



Contact Information

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