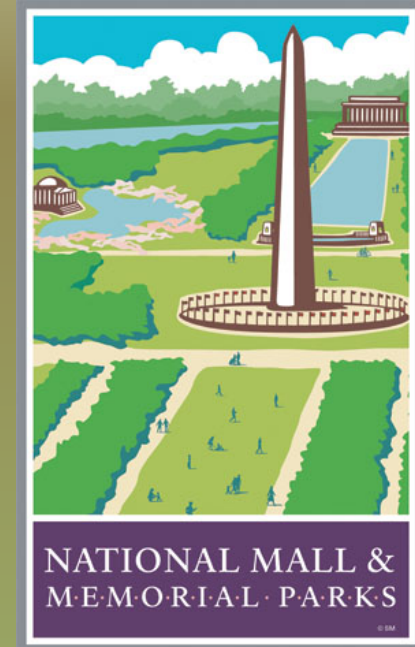




National Park Service Tour Bus Study 2015

www.nps.gov/nationalmallplan/Studies





Study Objectives

- Develop recommendations for both long and short term (including **seasonal**) improvements in overall tour bus operations within National Mall and Memorial Parks (NAMA)
- Systematically document and confirm current tour bus parking and congestion issues March 2012- June 2014
- Operational Efficiency, Congestion, Visitor Mobility, Access, Safety, Education, Recreation, Health, Natural/Cultural and Historic resource protection

Study funded through:
U.S. Department of Transportation
Federal Transit Administration
Paul S. Sarbanes Transit in Parks Grant
(Transit in the Parks Program)





Participants during the study



- American Bus Association
- District of Columbia Department of Transportation
- Destination D.C.
- Downtown D.C. Business Improvement District
- Honor Flight Network
- Metropolitan Washington Council of Governments
- National Capital Planning Commission
- The Guild of Professional Tour Guides of Washington, D.C.
- Trust for the National Mall

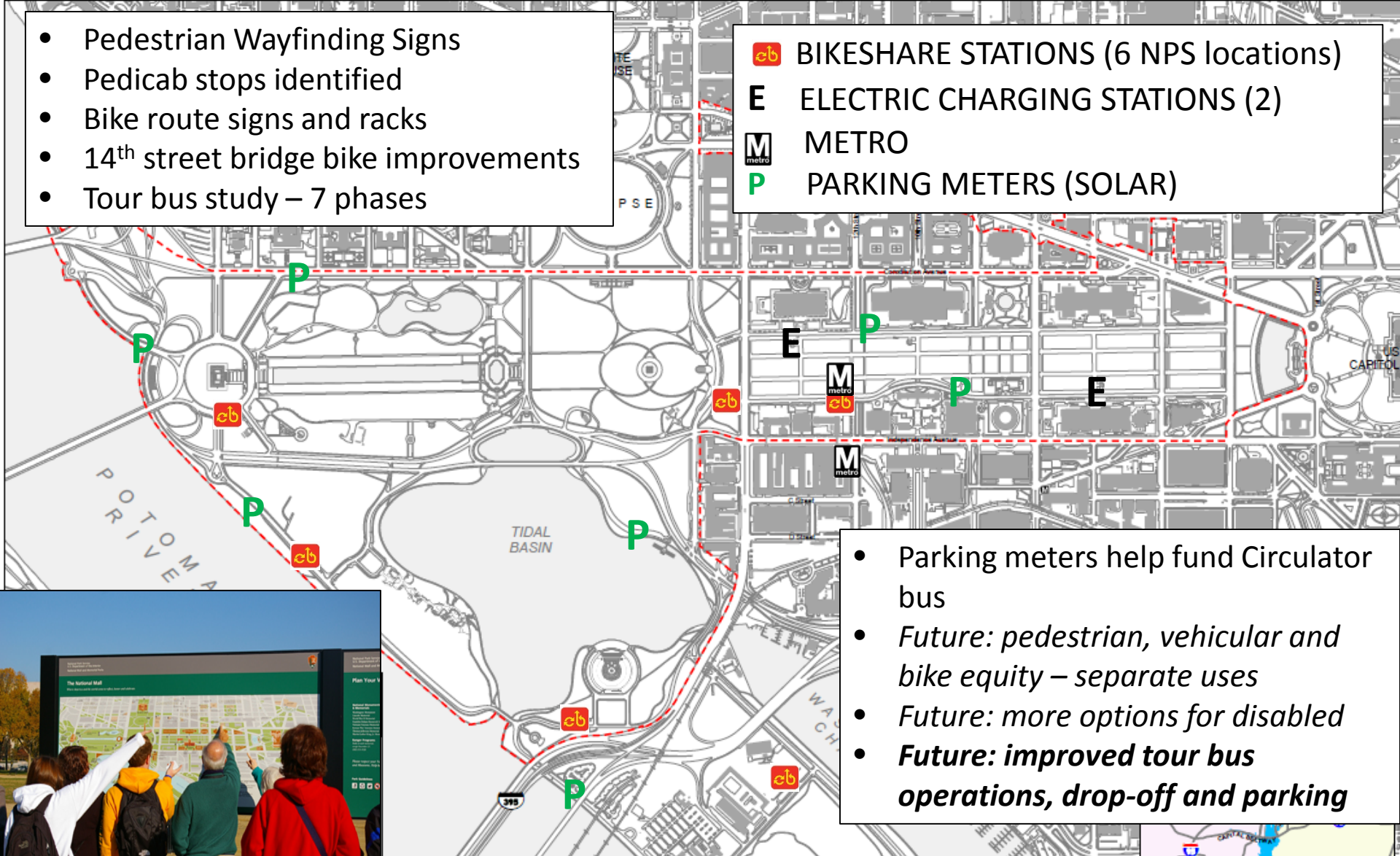


On-Going NPS Multi Modal Improvements



- Pedestrian Wayfinding Signs
- Pedicab stops identified
- Bike route signs and racks
- 14th street bridge bike improvements
- Tour bus study – 7 phases

-  BIKESHARE STATIONS (6 NPS locations)
- E** ELECTRIC CHARGING STATIONS (2)
-  METRO
- P** PARKING METERS (SOLAR)



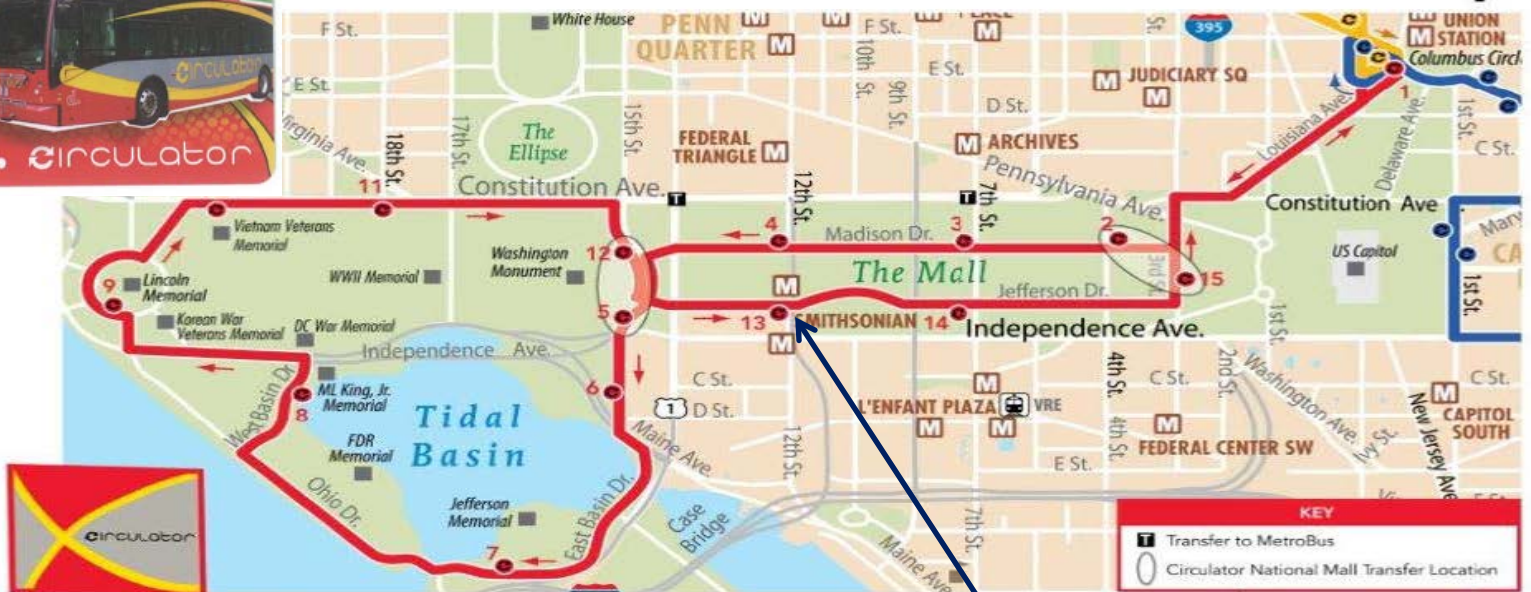
- Parking meters help fund Circulator bus
- *Future: pedestrian, vehicular and bike equity – separate uses*
- *Future: more options for disabled*
- ***Future: improved tour bus operations, drop-off and parking***



National Mall Circulator Route



Circulator National Mall Service Map



1- Union Station

6- Holocaust Memorial Museum / Bureau of Engraving and Printing
15th St. SW near Maine Ave.

7- Thomas Jefferson Memorial
E. Basin Drive SW at Jefferson Memorial

8- Martin Luther King Jr. Memorial / Franklin Delano Roosevelt Memorial
W. Basin Dr. SW near Independence Ave.

9- Lincoln Memorial / Korean War Veterans Memorial
Lincoln Memorial Circle SW

10- Vietnam Veterans Memorial
Constitution Ave. NW / 21st St.

11- World War II Memorial / Constitution Gardens
Constitution Ave. NW / 18th St.

12- Washington Monument / National Museum of African American History and Culture (Opens 2016)
15th St. NW / Madison Dr.

13- Smithsonian Visitor Center
Jefferson Dr. SW / 12th St.

14- National Air and Space Museum / Birchhorn Museum and Sculpture Garden
Jefferson Dr. SW / 7th St.

15- United States Capitol / National Museum of the American Indian
3rd St. NW near Madison Dr. NW



Smithsonian Metro Station Name Change Request underway: Natl Mall-Smithsonian

Tour Bus Study Phases



Phase	Study	Details
I	Off-Bus Data Collection and Photographic Documentation at Loading and Unloading Zones, Part 1	Data collected and analyzed by GMU that is specific to congestion, operational efficiency, mobility, access, safety, and resource protection at loading and unloading zones. 626 buses documented
II	Off-bus Data Collection at Gateway Points	Data collected by COG for DDOT specific to tour bus volume and carrying capacity; analyzed by COG and GMU. 5,256 buses documented



Over 8,000 buses documented during phases I - IV

III	Off-Bus Data Collection and Photographic Documentation at Loading and Unloading Zones, Part 2	Data collected and analyzed by GMU that is specific to congestion, operational efficiency, mobility, access, safety, and resource protection at loading and unloading zones. 831 buses documented
IV	Off-bus Data Collection at Parking Areas	Data collected and analyzed by GMU that is specific to turnover, stacking, user conflict, and carrying capacity at parking areas adjacent to major destinations as well as parking in peripheral locations. 1,328 buses documented.



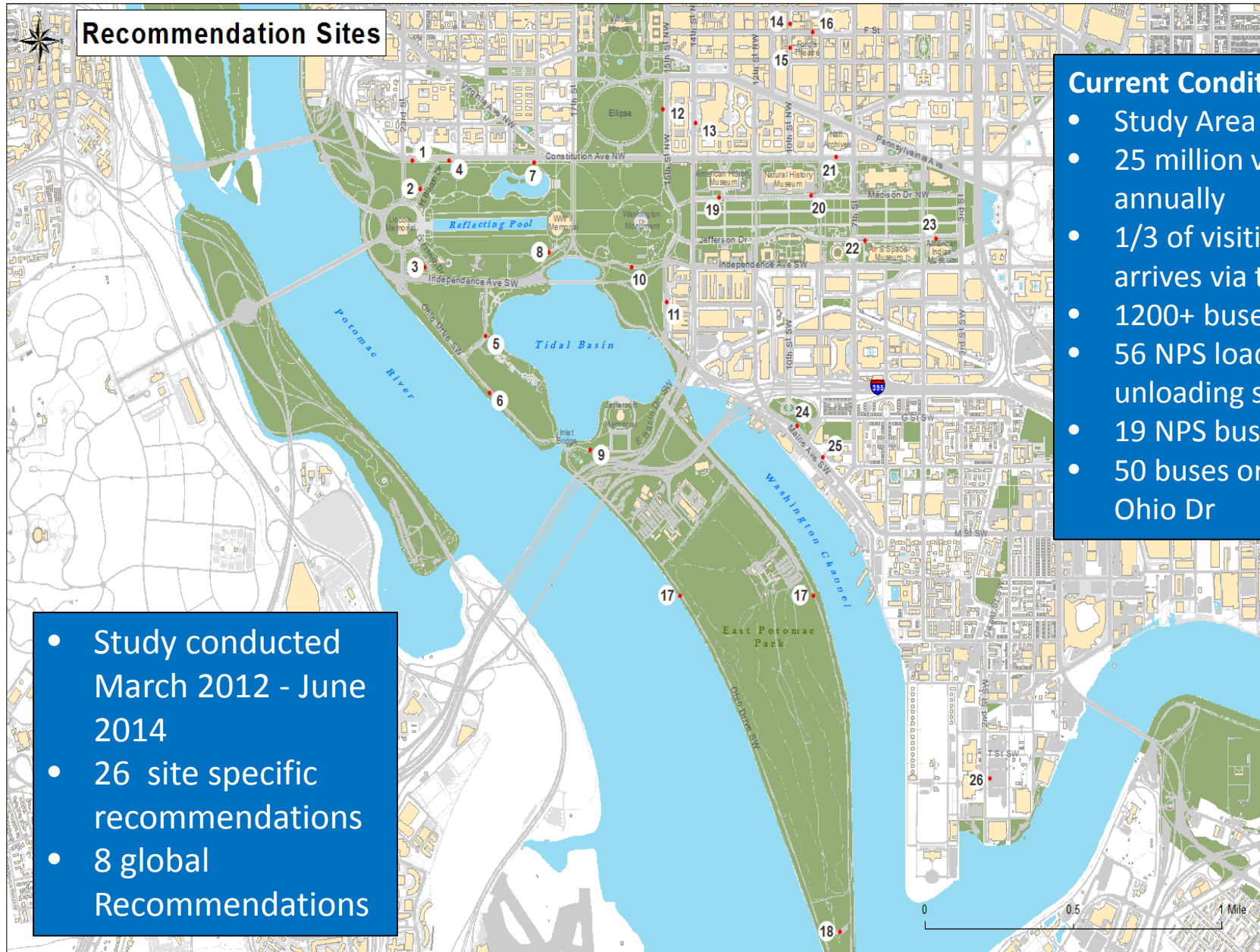
Tour Bus Study Phases



Phase	Study	Details
V	On-Bus Data Collection and Documentation of Daily Bus Operations	Specific to congestion, operational efficiency, mobility, access, safety, education, recreation, health benefits and resource protection during the point-to-point experience. Six full-day and 2 half-day tours documented.
VI	Operator Self-Reports	Specific to logs, itineraries, education, recreation, health, vehicle-miles-traveled, methods used to reduce pollution, safety, regulation and suggestions for improving operational efficiency and energy conservation. Six tour companies documented.
VII	Client Self-Reports	Data collected and analyzed by GMU that is specific to itineraries, group needs, intermodal capabilities of diverse tour group markets and ways to maximize the on-bus and pedestrian experience. Four client groups documented.



Overview



- Study conducted March 2012 - June 2014
- 26 site specific recommendations
- 8 global Recommendations

- Current Conditions**
- Study Area -684 acres
 - 25 million visitors annually
 - 1/3 of visiting public arrives via tour bus
 - 1200+ buses per day
 - 56 NPS loading and unloading spaces
 - 19 NPS bus parking
 - 50 buses or 150 cars - Ohio Dr

Recommendations



Manage Seasonally ---

- Pilot projects
- Increasing dedicated tour bus parking within existing footprint
- Manage existing spaces/locations
- Reallocate spaces from loading to parking (seasonally)
- Reallocating auto parking to tour bus parking (seasonally)

Tour Bus Study Builds on 2010 National Mall Plan

To provide parking for an additional 1,180 tour buses on and the near the National Mall, the only option would be to reallocate all private vehicle parking to tours buses, including 770 spaces on Madison and Jefferson drives and on Constitution and Independence avenues.

TABLE 16: MAXIMUM STREET PARKING CAPACITY — NATIONAL MALL AND EAST POTOMAC PARK

Parking Locations	Two-Hour Turnover	Three-Hour Turnover	Four-Hour Turnover	Six-Hour Turnover
National Mall				
• Private Vehicles — 770	4,620	3,080	2,310	1,540
• Tour Buses — 255	1,530	1,020	765	510
East Potomac Park				
• Private Vehicles — 400	2,400	1,600	1,200	800
• Tour Buses — 130	780	520	390	260
Total				
Private Vehicles	7,020	4,680	3,510	2,340
Tour Buses	2,310	1,540	1,155	770

NOTE: Only street parking is included, not parking areas at the Tidal Basin or in East Potomac Park.

ASSUMPTIONS: The operating day during the peak season would be 12 hours. All private vehicle parking on National Mall roads (770 spaces) and East Potomac Park (398 spaces) would be reallocated to tour bus parking, displacing these drivers. A tour bus would require approximately 60 feet of parking space, or three vehicle spaces, so the maximum number of buses that could be accommodated at one time would be approximately 385.

“The National Park Service will continue to work with the District of Columbia, Destination DC, and other visitor industry stakeholders to identify tour bus management solutions that would meet the needs of all regional destinations, both public and private. Many initiatives, such as tour bus parking at Union Station and at RFK Stadium, have been explored, and additional collaborative efforts are needed to resolve this issue beyond the boundaries of the National Mall.”

Site Specific Recommendations



Roadway Utilization Improvements to Increase Tour Bus Access

Lincoln Memorial, South on Daniel French Dr.



Current Function	Summary of Documented Issues	Recommendations
6 spaces for tour bus loading/unloading	Over-utilized; congested; illegal double parking; illegal loading/unloading in non-designated areas; pulling into traffic in dangerous ways; blocking pedestrian traffic; stopping in zone beyond time needed to load/unload; illegal loading/unloading in non-designated areas; jaywalking; minimal/inconsistent enforcement	Open northbound Lincoln Circle restricted lanes as a pilot bus route; develop and install standard regulatory signs; standardize and coordinate enforcement.

Site Specific Recommendations



Designating/separating seasonal parking :

Ohio Drive, SW, Independence Avenue to Inlet Bridge



Current Function	Summary of Documented Issues	Recommendations
50 curbside spaces for buses (or 150 for cars)	Consistently at capacity with private vehicles; mixed use area makes it difficult to impossible for tour buses to park; attempts to parallel park often endanger vehicles and visitors; common area for cruising	Consolidate and separate tour bus and personal vehicle parking, with parking for personal vehicles north of West Basin Drive to Independence Avenue and parking for tour buses located south of West Basin Drive to Inlet Bridge; assess feasibility of angled parking for easier tour bus access; assess feasibility of one-way access during peak season, with buses parking on east side of Ohio Drive; install 3-hour parking meters; develop and install standard regulatory signs; standardize and coordinate enforcement.

Site Specific Recommendations



Increasing bus parking spaces (NPS):

Hains Point, East Potomac Park



Current Function	Summary of Documented Issues	Recommendations
11-space area for tour bus parking	Mixed use area; illegal double parking; access hindered by buses encroaching on spaces for private vehicles; common area for cruising	Reallocate and separate usage areas; increase number of tour bus parking spaces by allowing tour bus parking within the private vehicle area during peak season; clearly demarcate tour bus parking; install parking meters; develop and install standard regulatory signs; standardize and coordinate enforcement.

Site Specific Recommendations



Working with Partners to increase parking in existing locations

Buzzard Point, 1880 2nd Street, SW



RFK



Current Function	Summary of Documented Issues	Recommendations
80-space mixed use parking lot	Few tour bus spaces available during weekdays due to monthly parking privileges of private vehicles; 3-hour fee of \$20 does not allow for in-and-out privileges; \$50 daily fee that allows for in and out privileges is perceived as cost prohibitive; weekend access not regularly offered	Negotiate with MarcParc leadership team to establish weekend tour bus parking with in-and-out privileges during peak season; negotiate with MarcParc leadership team to set aside 10 weekday tour bus parking spaces that require advance registration; educate drivers regarding this optional parking area.



Buzzards Point

Recommendations



GLOBAL RECOMMENDATIONS

- Other relevant challenges identified on and around NAMA
- Identified as repeated challenges throughout multiple phases of study
- Partnerships are necessary for implementation



1. Information Delivery
2. Consistent Regulations, Signage and Enforcement
3. Parking
4. Crowdsourcing
5. Cultural Needs
6. Specialized Needs School Groups
7. Health Benefits
8. Protection of Sensitive Natural, Cultural, and Historic Resources

Develop a guide with key stakeholders – DDOT, NPS, COG, ABA...

Coordinate regulations and signage

Not enough space to accommodate demand- Work with regional partners to ease congestion/environmental degradation



Partnership Recommendations



- Reduce congestion/improve air quality
- Enhance new Circulator National Mall route service
- Relocate tour bus drop-off and parking off Mall roads

Constitution Avenue eastbound at 14th Street

Site F



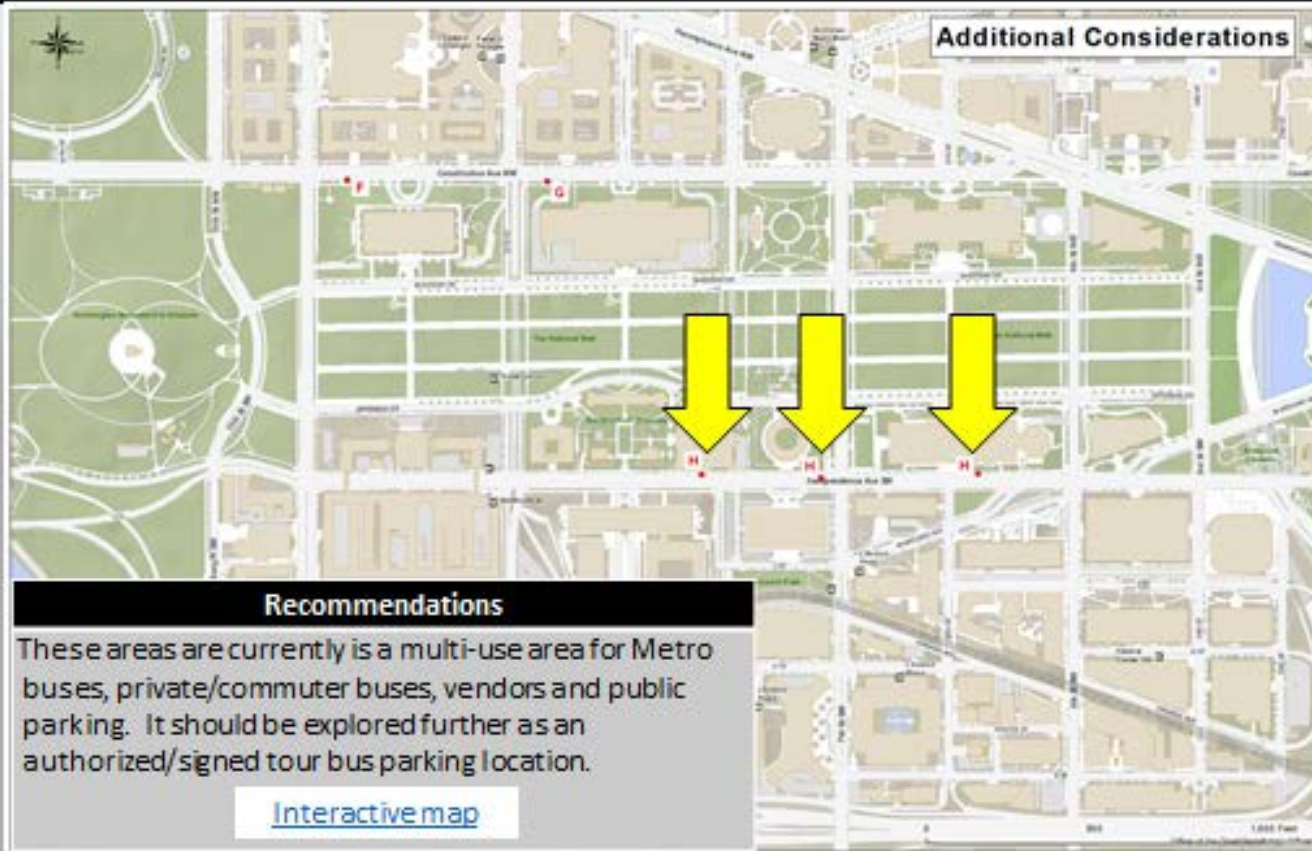
Partnership Recommendations



- Reduce congestion/improve air quality
- Enhance new Circulator National Mall route service
- Relocate tour bus drop-off and parking off Mall roads

Independence Ave SW at 4th Street

Site H



Working with Others



2011 District of Columbia Motorcoach Action Plan

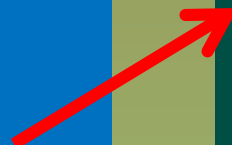
- **Long-Term:** Developing a centralized intermodal bus facility that encompasses all tour bus, commuter and future intercity bus operations

REMINDERS ----

- National Mall over-capacity for bus parking/drop off during peak season
- Lack of existing space = 20 miles/day tour bus cruising
- NPS will collaborate to address regional transportation issues

Other Proposals –

- Commuter bus locations add to existing congestion (need to coordinate)
- Mall Underground Parking proposal recommended in COG report - inconsistent with NPS plans



Next Steps



NPS

- Coordinating with other NCR NPS parks to examine opportunities to collaborate
- Implementing pilot programs and recommendations seasonally
- Continuing with multi-modal improvements

NPS and Others

- Propose interagency bus management working group to address regional issues
 - Tour Buses
 - Sightseeing Buses
 - School Buses
 - Commuter Buses
 - Public Transit Buses