

Regional Bus Staging, Layover, and Parking Location Study

Briefing to the
Annual Public Transit Forum
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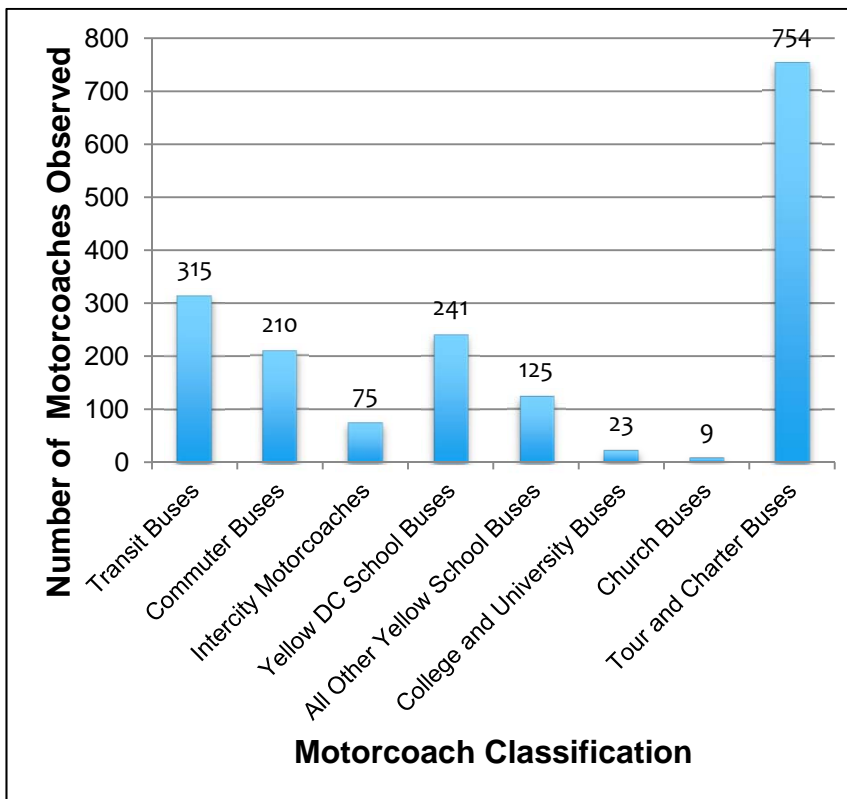
Planning Study Overview

- Develop recommendations for regional bus/motorcoach staging, layover and parking within the core areas of D.C. and Arlington
 - Analyze existing conditions and future demand
 - Screen potential bus facility locations and conduct a suitability analysis and evaluation
 - Develop a list of recommended sites for further investigation and advancement
- Key issues to address:
 - Commuter bus afternoon staging
 - Mid-day and long-term bus parking



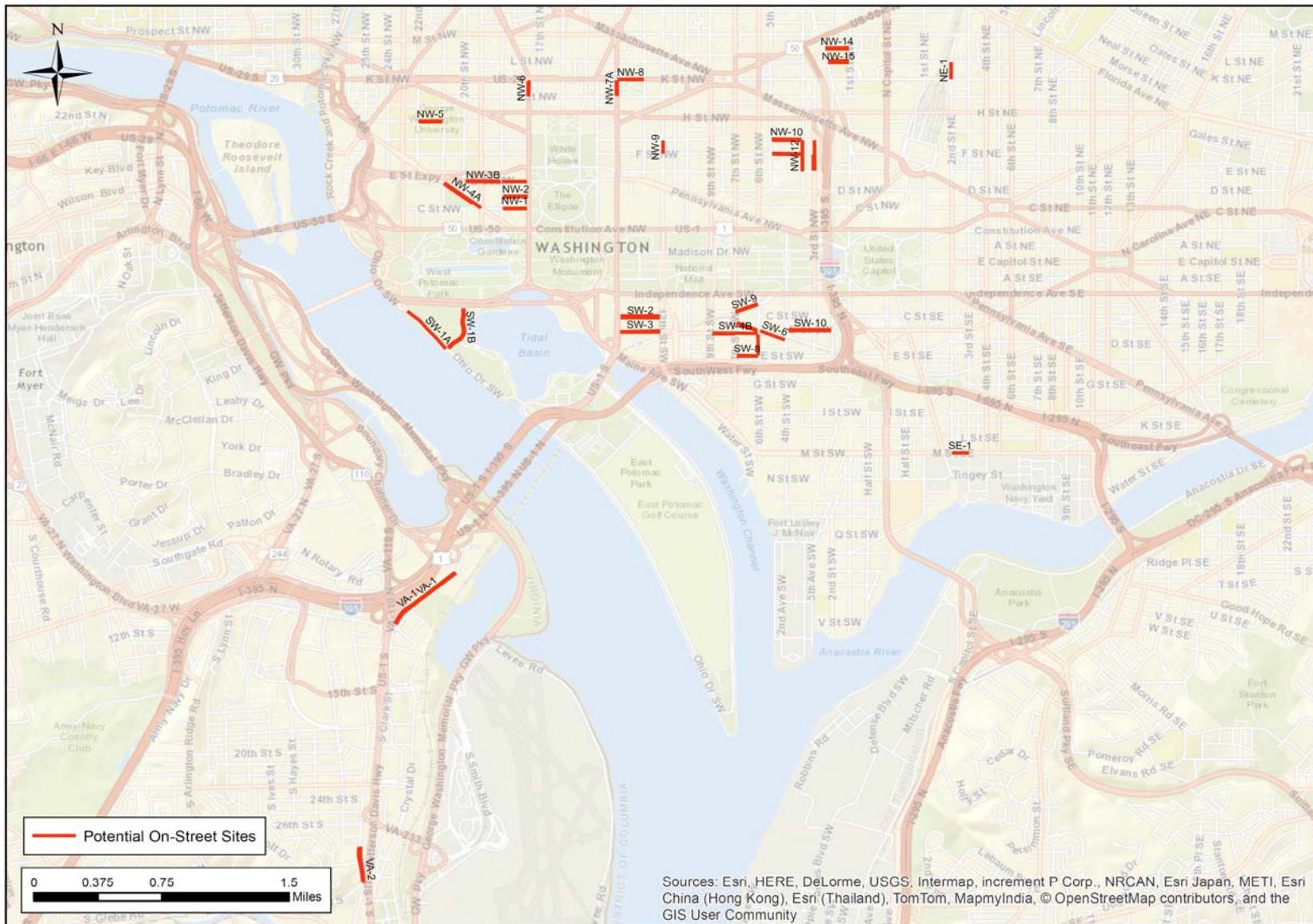
D.C. Motorcoach Counts

- 1,900 motorcoaches observed
 - Approximately 1,100 of the observed motorcoaches require parking
- The three key entry points with the highest volume of motorcoaches
 - Kenilworth Avenue (I-295) (305 motorcoaches),
 - Theodore Roosevelt Bridge (258 motorcoaches), and
 - 14th Street Bridge (245 motorcoaches)

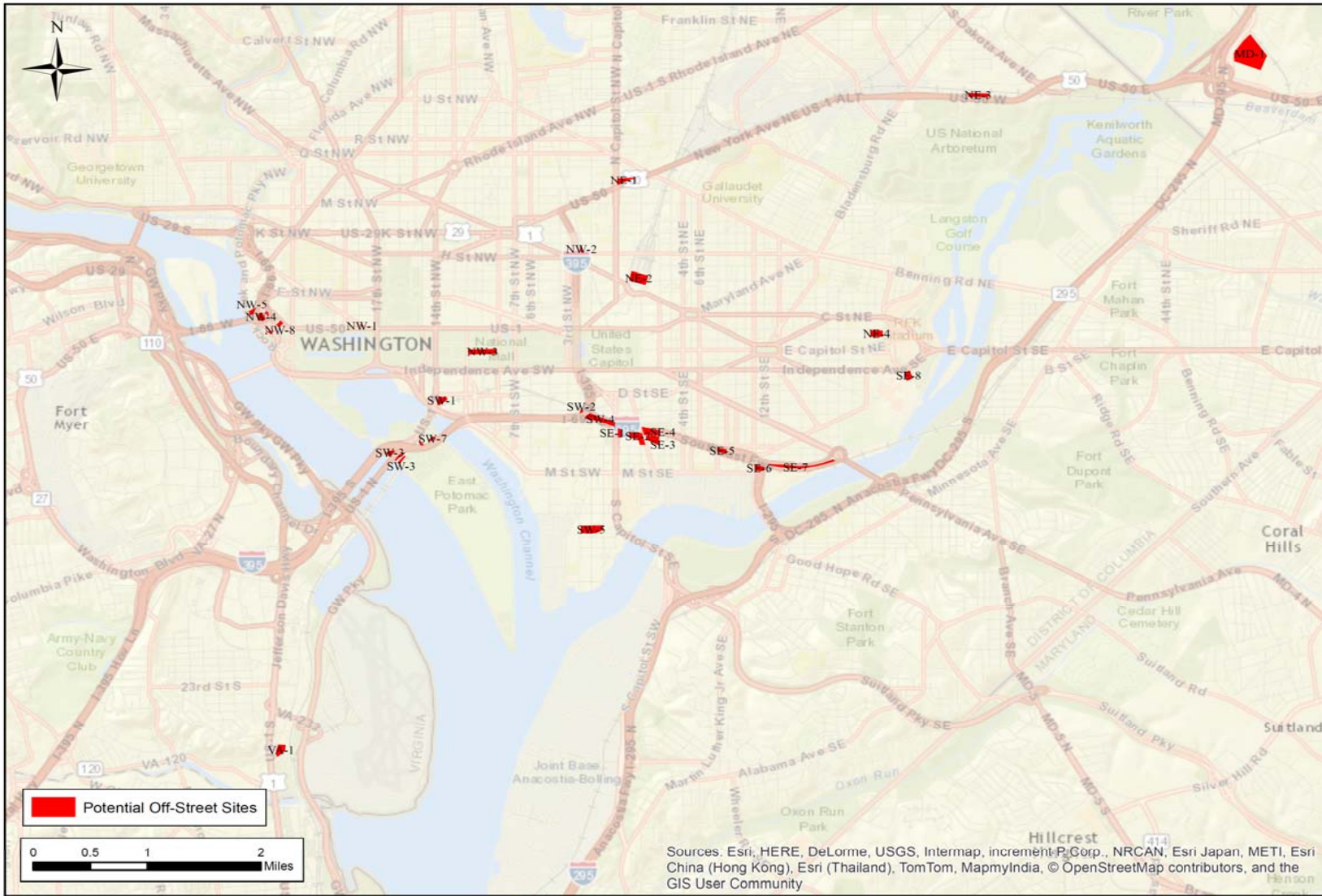


Source: District of Columbia Motorcoach Volume Data, COG for DDOT (2012)

On-Street Sites Considered for Commuter Bus Staging



Off-Street Sites Considered for Mid-Day/Long-Term Parking



Implementation Options

On-Street

- Traditional Street Parking
- Parking in Tour Bus Zones
- Parking in Food Truck Zones
- Parking along National Park Service roadways

Off-Street

- Surface Parking
- Structured Parking
- Underground Parking
- National Park Service lots
- Lots owned by private individuals/companies

Post-Study Activities

- Staff issue supplement to study report to address written comments received from DDOT and NPS following publication to TPB
- Group acknowledgement that TPB study was logical conclusion of planning activities
 - Consensus that DDOT and the commuter bus operators should work together to initiate a pre-implementation phase
- Coordination of NPS study outcomes best achieved through TPB Regional Public Transportation Subcommittee (RPTS)

Link to final report:

<http://www.mwcog.org/transportation/tpb/meetings/20150318/item13report.asp>