

TPB Technical Committee
March 6, 2015
Agenda Item #4

Regional Bus Staging, Layover, and Parking Location Study

Update Briefing

TPB Technical Committee

March 6, 2015

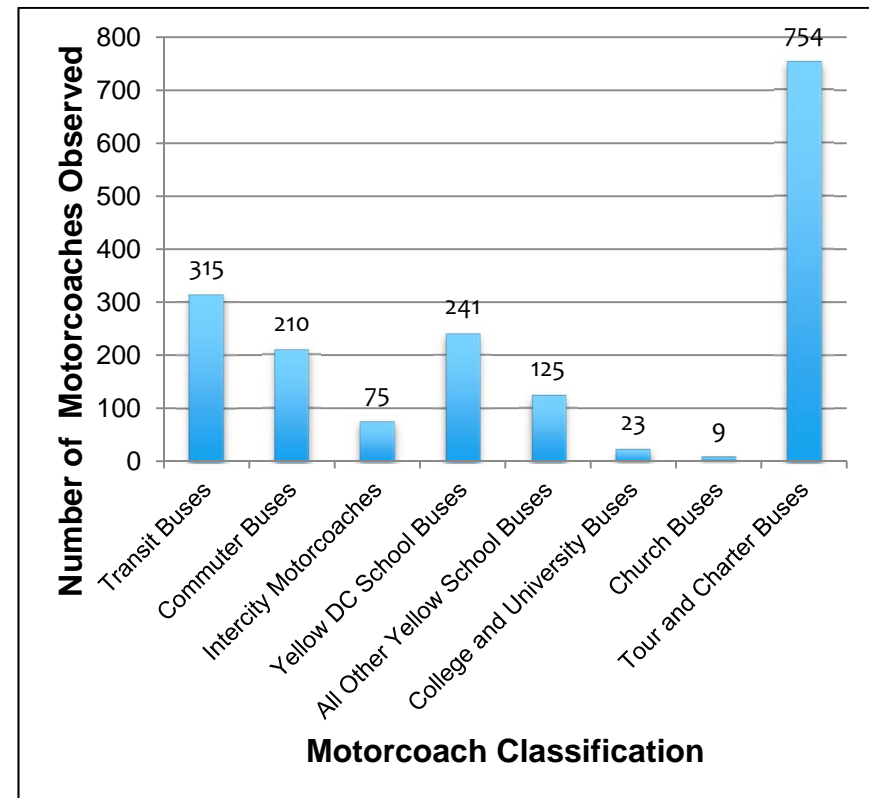
Planning Study Overview

- 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



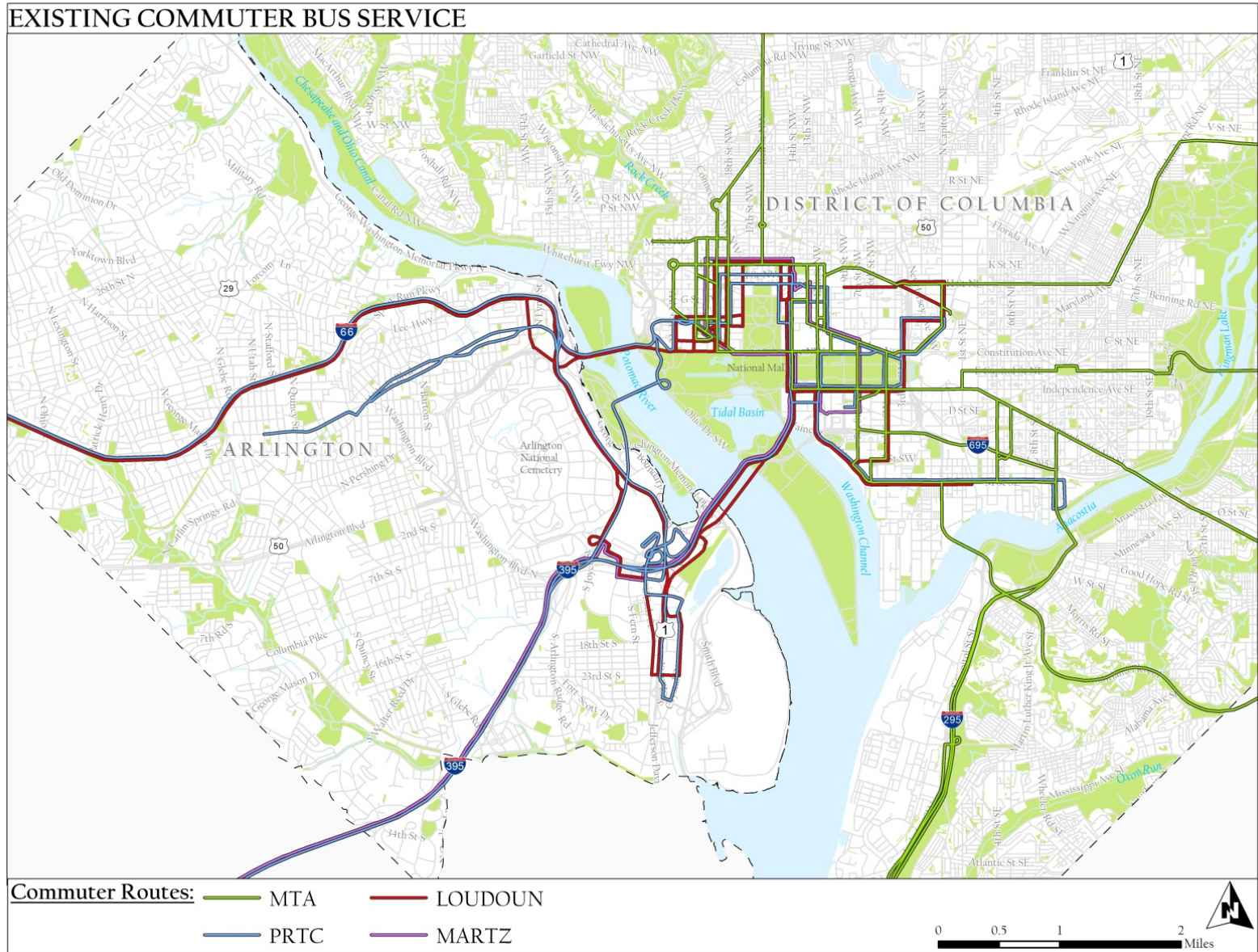
D.C. Motorcoach Counts

- 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)

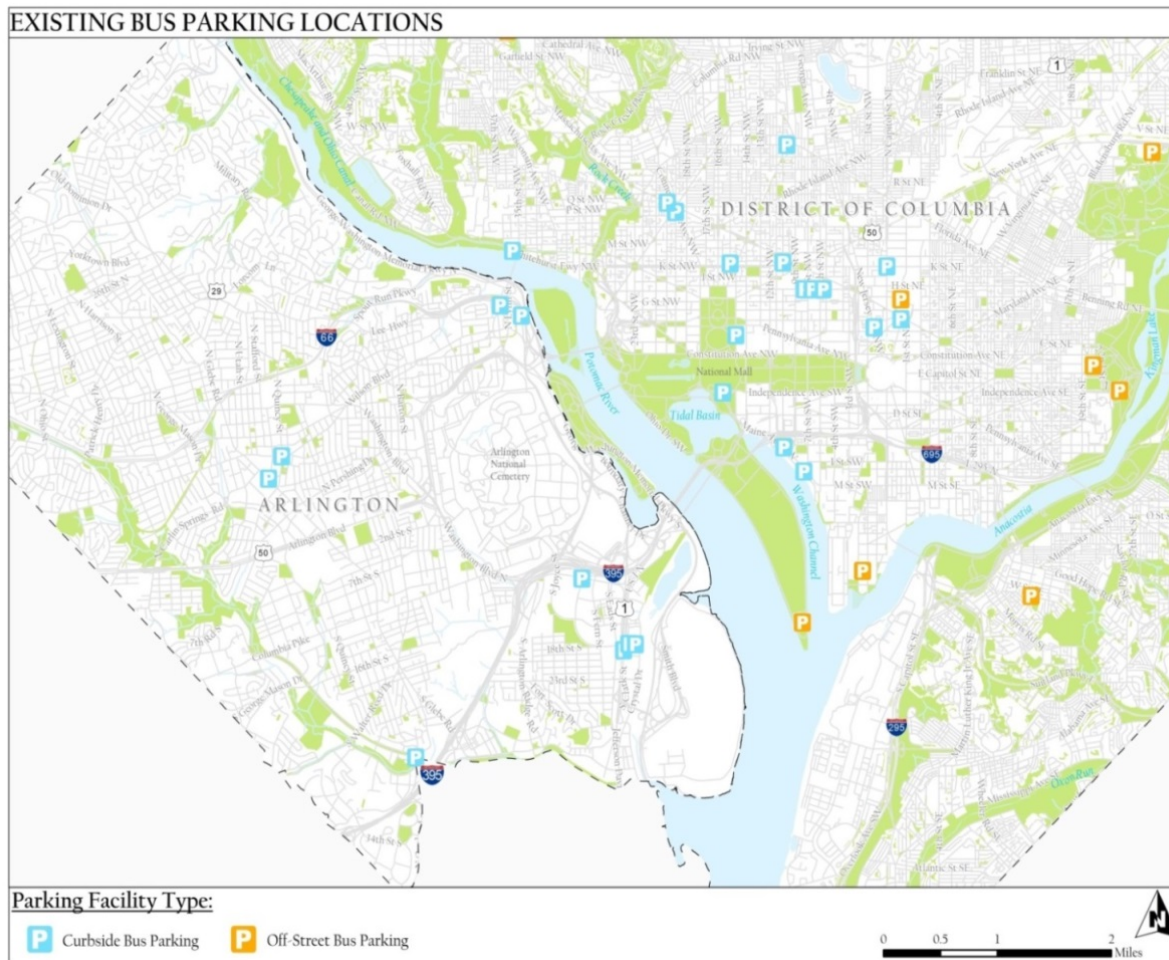


Source: District of Columbia Motorcoach Volume Data, COG for DDOT (2012)

Existing Commuter Bus Routes

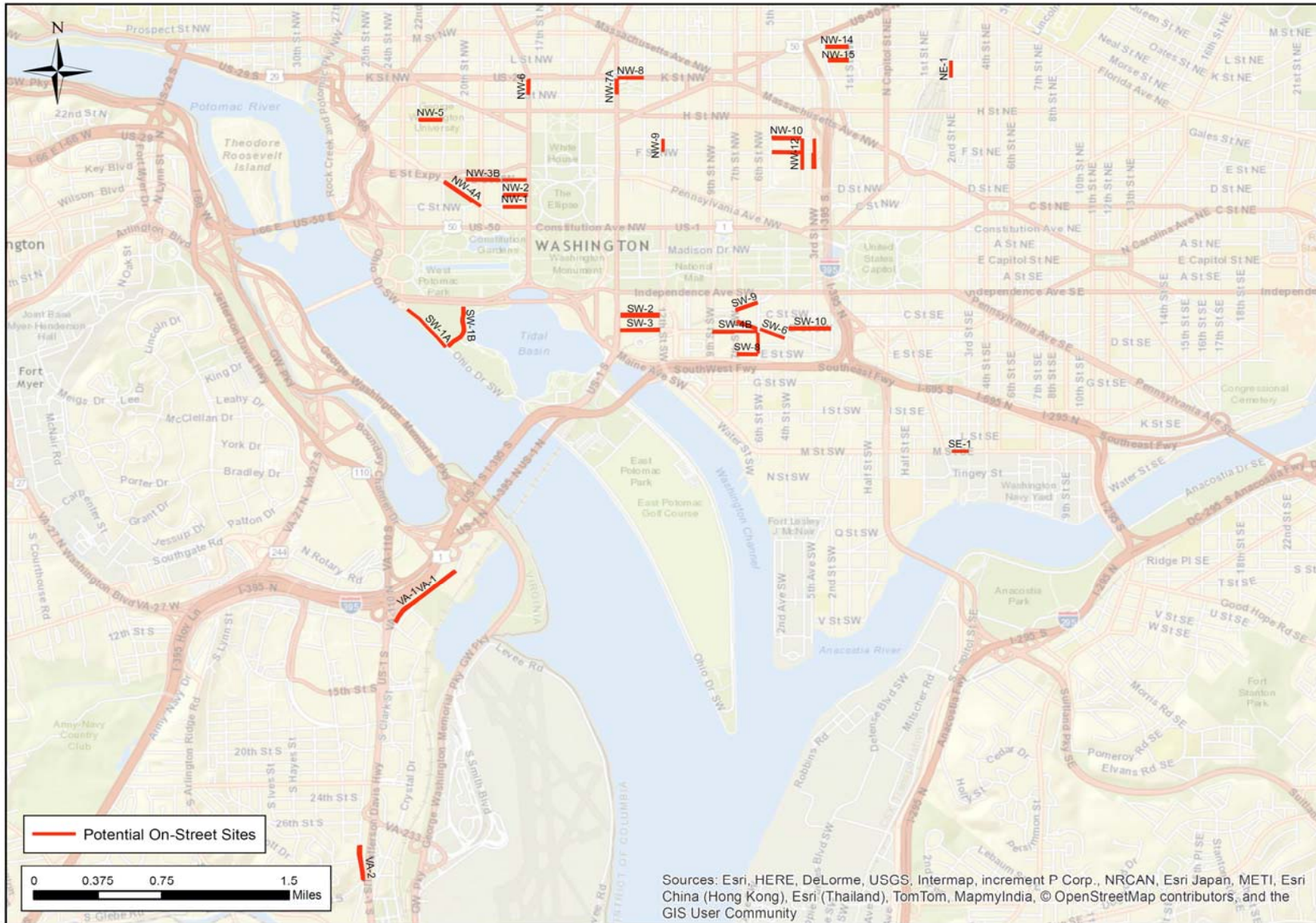


Tour/Charter Bus Existing & Future Parking

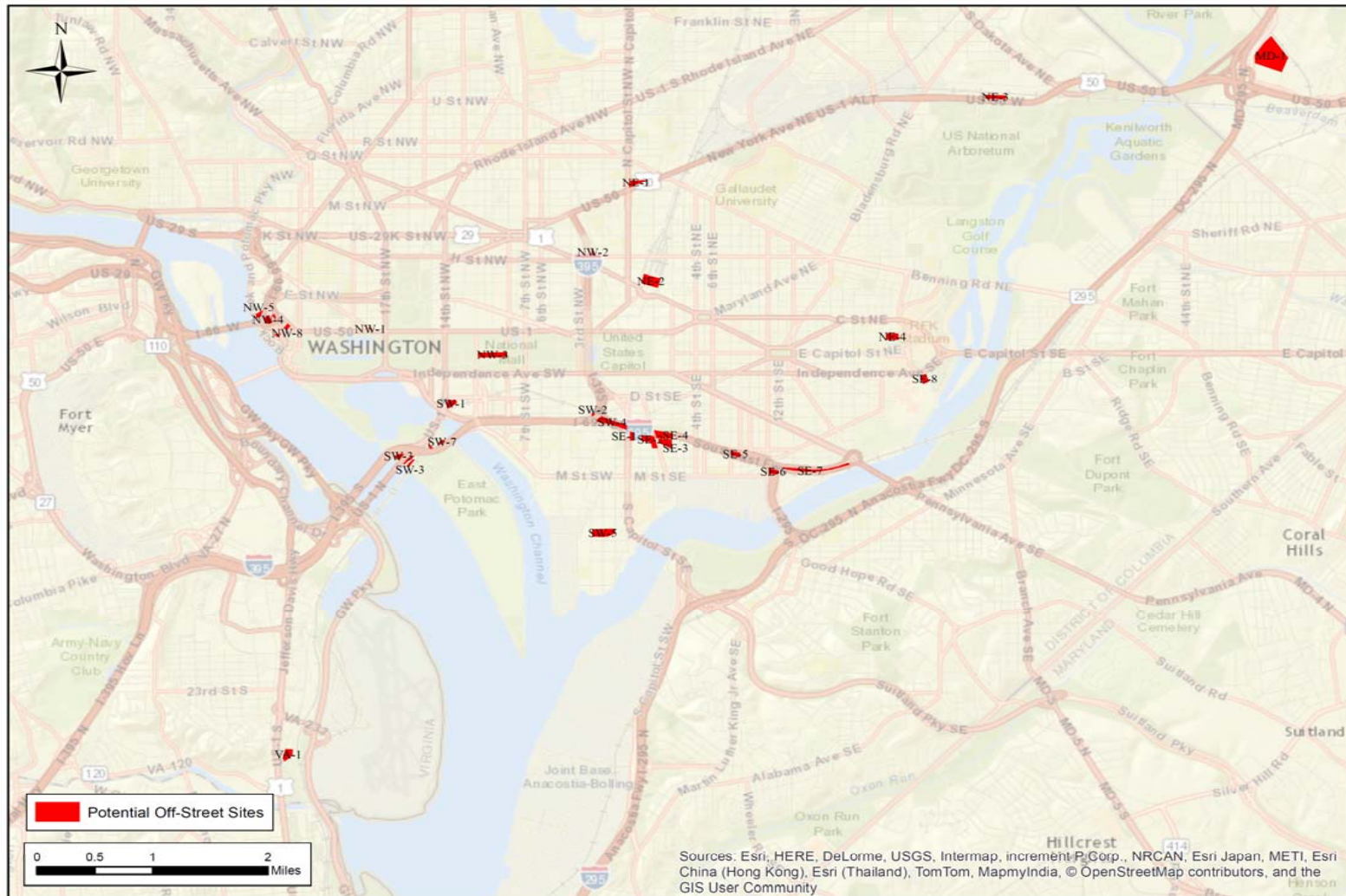


- Existing parking demand of roughly 900 buses per day (DC Motorcoach Action Plan)
- Over 900 existing bus parking spaces, but most not close to largest tour/charter bus destination – National Mall
- Future growth in visitors to core attractions expected to increase demand to roughly 1,100 buses per day

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 Actions

- On-Street Staging
 - Further investigation required on feasibility of shared use locations
 - Review and discussion with DDOT and NPS on the permit process and parking revenue impacts for on-street sites
 - Site approvals and potential agreement(s) on revenue subsidy
- Off-Street Parking
 - Detailed real estate scan of the most promising sites to review site ownership and development status
 - Further investigation of the financing and management options for advancing a central bus parking facility

