

Review of Intercity Bus Service in the United States

The Intercity Bus Rolls to Record Expansion:
2011 Update on Scheduled Motor Coach Service
in the United States

Chaddick Institute for Metropolitan
Development



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The 20 Top "Transit Suburbs" of Metropolitan Chicago *An Index Approach*

DRAFT: NOT YET FOR FORMAL RELEASE

Chaddick Institute for Metropolitan Development



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Tending to Transit:
The Benefits and Costs of Bringing
Public Transport in the Chicago Region
into Good Repair

Chaddick Institute for Metropolitan Development



December 10, 2012

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TERMINAL TOWN:

Celebrating 75 Years
of Travel
to the Windy City



AIR. BUS. RAIL.



TERMINAL TOWN

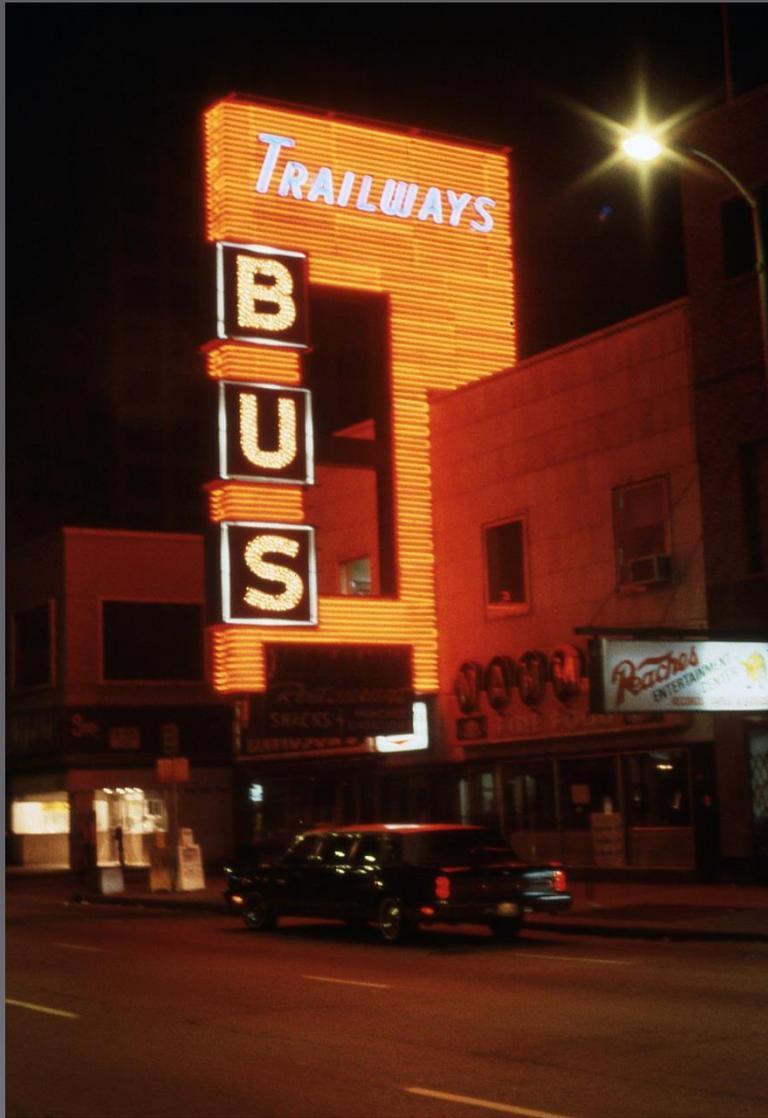
AN ILLUSTRATED GUIDE TO CHICAGO'S AIRPORTS, BUS
DEPOTS, TRAIN STATIONS, AND STEAMSHIP LANDINGS
1939 - PRESENT



Chicago Greyhound Station



Paul Dimler photo







What new services became available to strategically position intercity bus service in the expanding U.S. travel market?



Figure 6: Development of Hubs by Megabus
With Approximate Geographic Range of Service

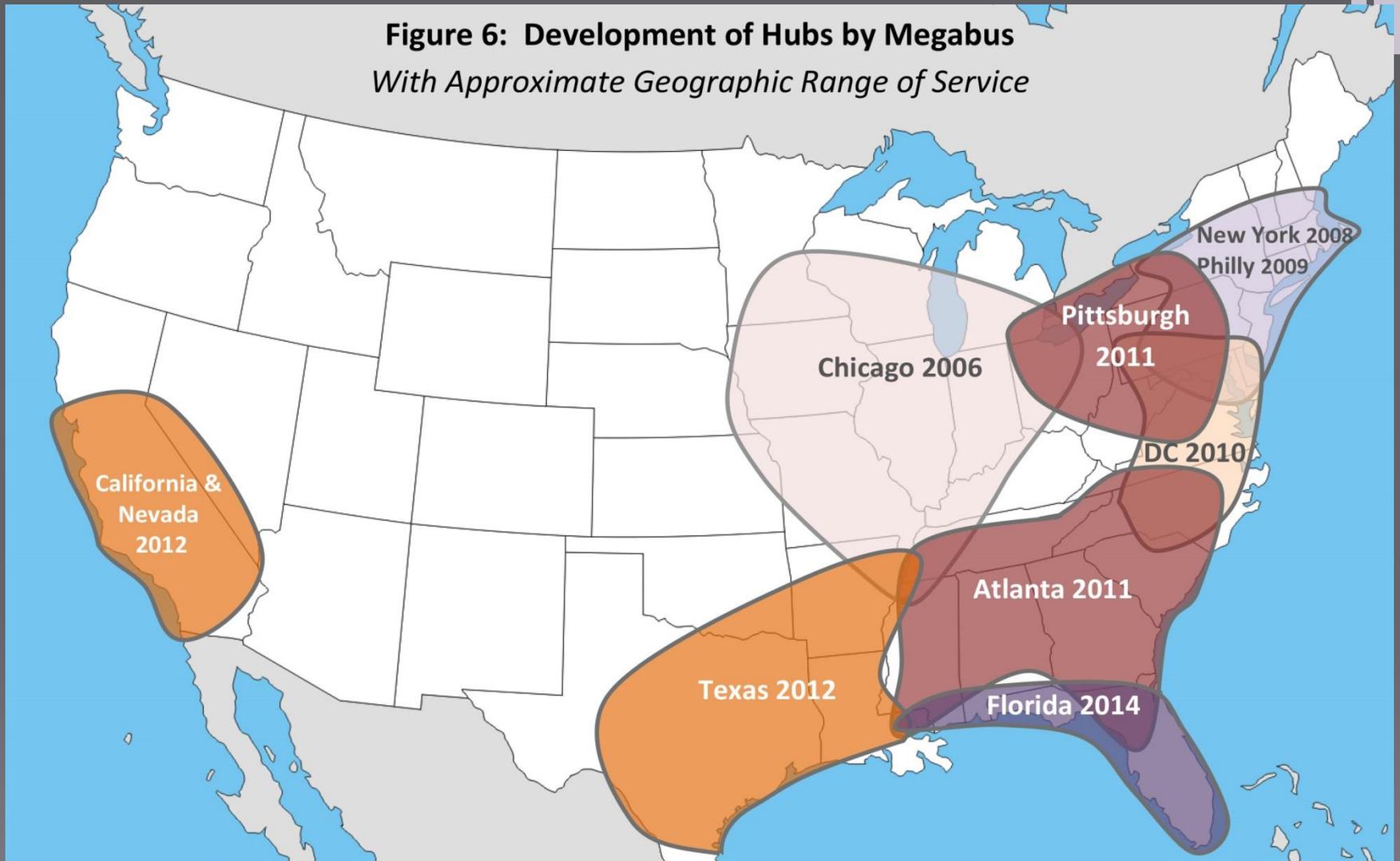




Figure 6: Development of Hubs by Megabus
With Approximate Geographic Range of Service

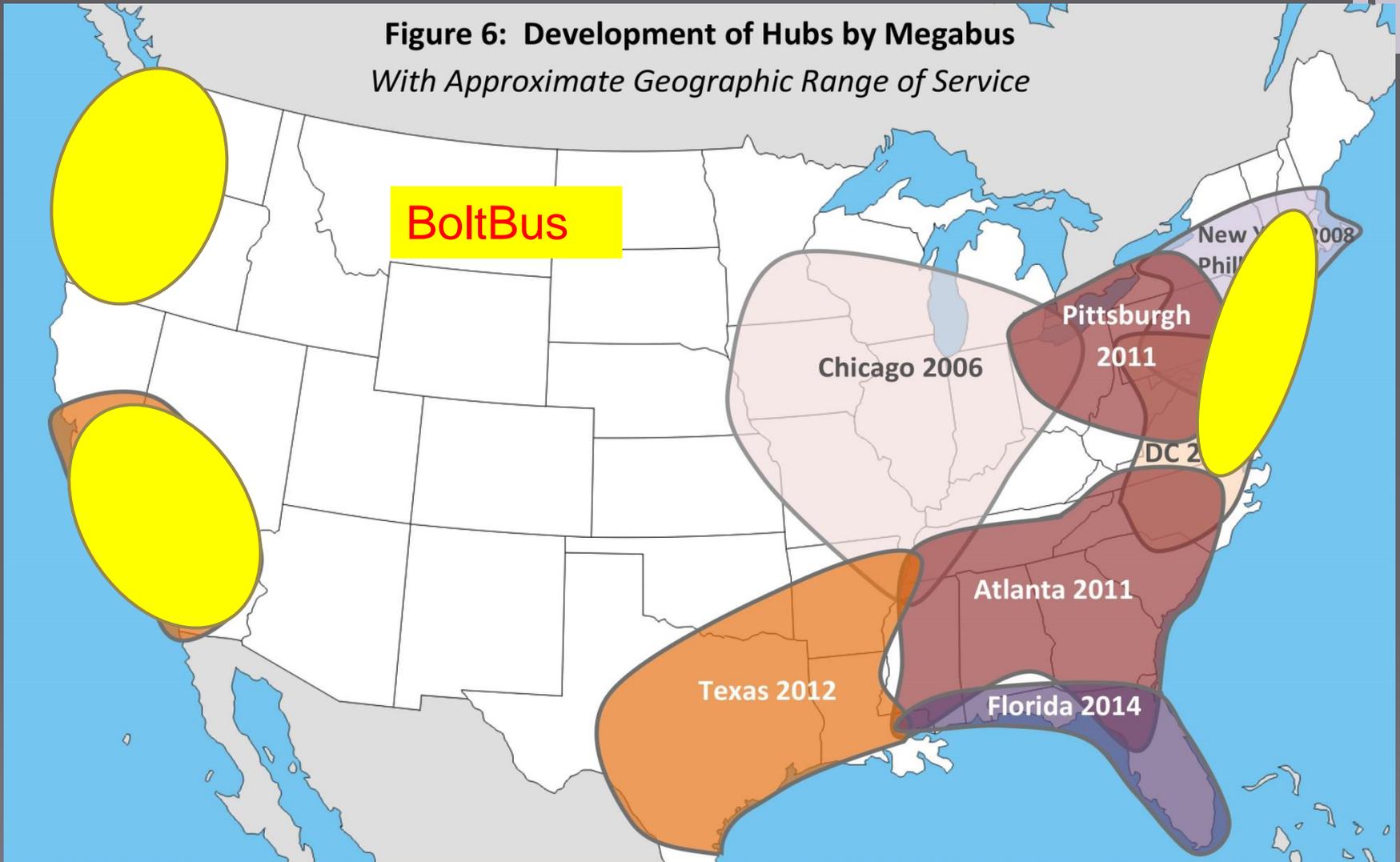
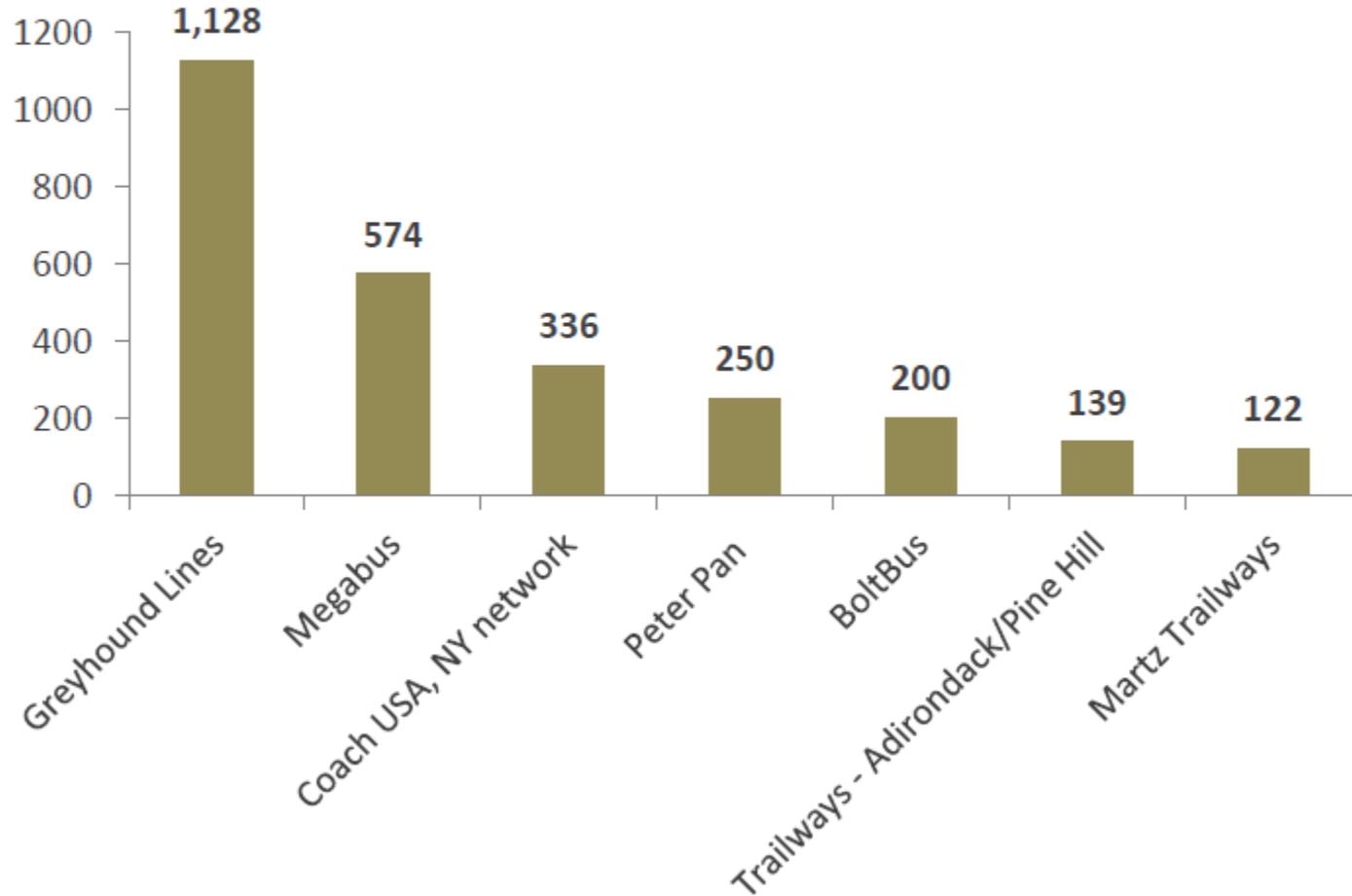
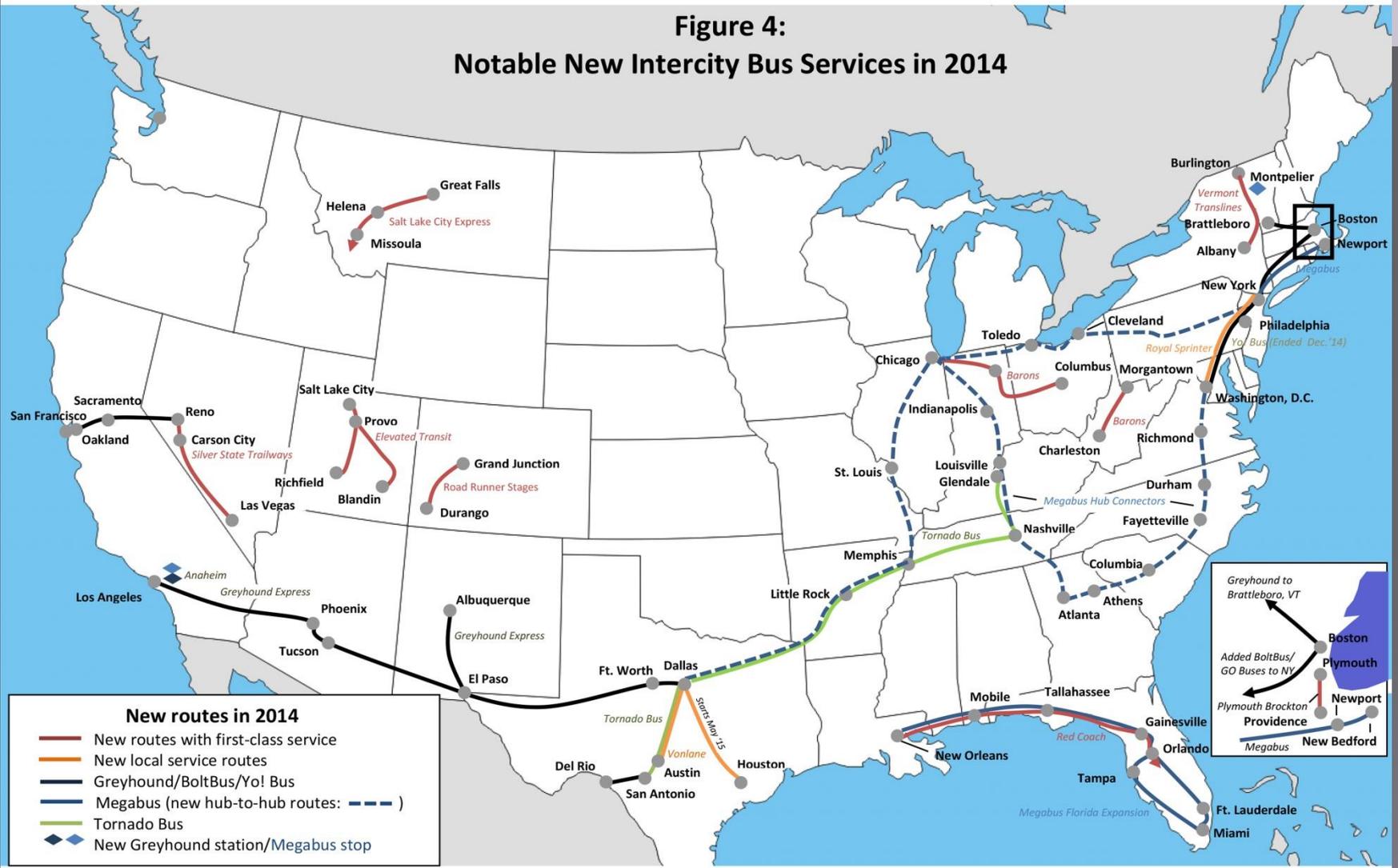




Figure 2
Largest Intercity Bus Operators
Scheduled Daily Trips



**Figure 4:
Notable New Intercity Bus Services in 2014**



Palmer's Perspective

The Declining State of Air Travel

People are traveling more. So air travel should be easier, quicker and safer, right? It's not. BY JIM PALMER

4/2/2013



The four TSA agents sauntered down the concourse, oblivious to the seemingly hundreds of people waiting to go through Concourse C security at General Mitchell International Airport in Milwaukee. Milwaukee? Hundreds of people?

Yep. That's how inefficient the cramped and claustrophobic security screening area was at Concourse C in Milwaukee two weeks ago. Theoretically, the four TSA employees were being called upon to help break the logjam that was endangering people from missing their flights.

Yet they laughed and chatted their way towards security, at one point all four stopping to listen intently while one of their merry band finished what

most likely was an off color joke.

It took one full hour to get through security. We were lucky; we'd arrived at the airport well ahead of time, but others missed their flights. I wonder if the TSA agents thought that was funny, too.

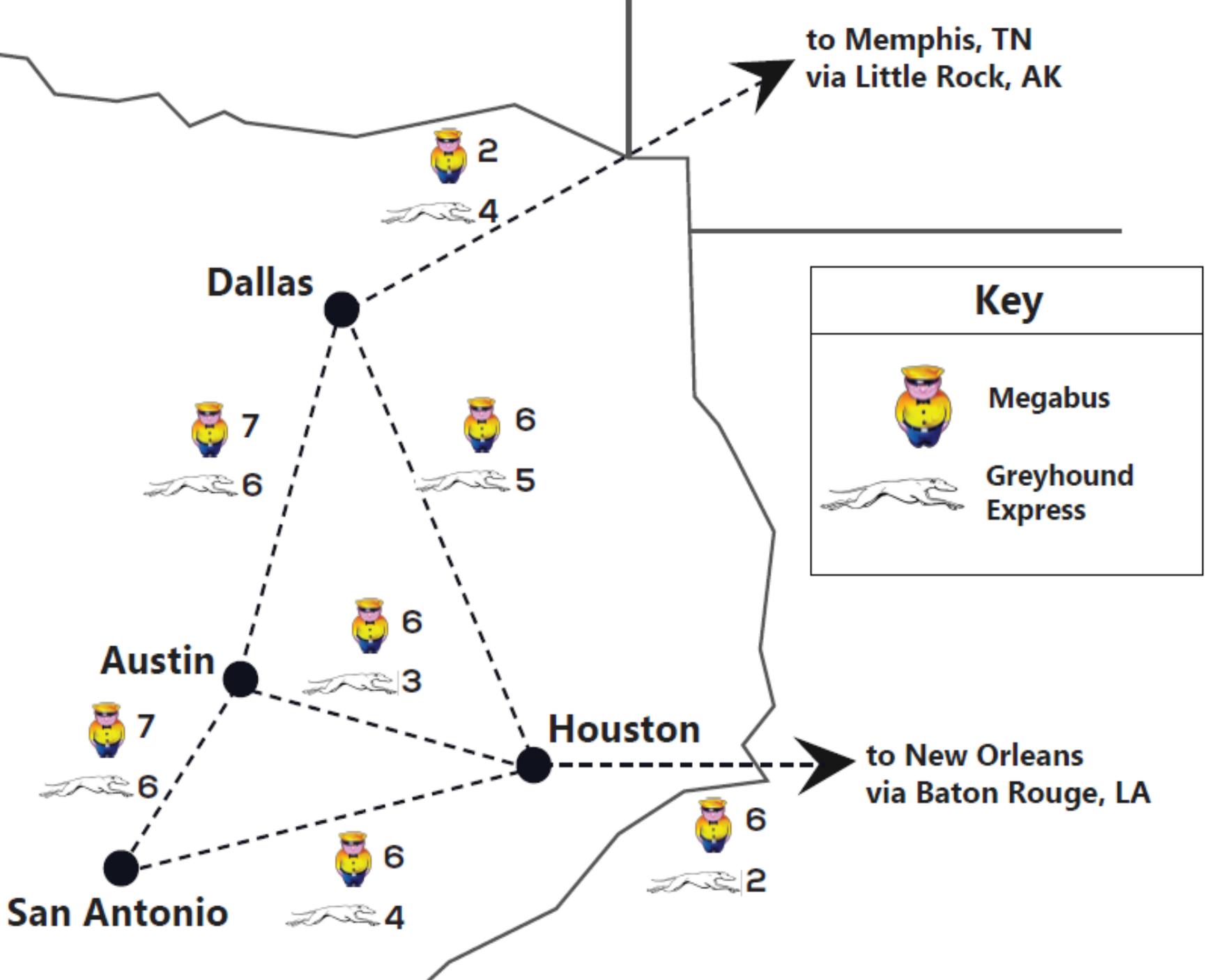
I'm worried this is an indicator of what might be the declining state of air travel. Around the country, getting through security is taking longer and longer. For example, in Ft. Myers, our destination, there are signs everywhere encouraging passengers to arrive at least two hours prior to a flight because of the long security lines. This has become more the rule than the exception. Soon we'll have to sleep at the airport for a morning flight.

One would think that the solution would be more TSA agents and a bigger security area. But that doesn't appear to be in anyone's radar, largely due to budget cuts by our esteemed members of Congress. Thanks, guys and gals.

...not only does it take longer, it's more expensive. We all know that fares have gone up, especially in



How does intercity bus travel
affect the cost of travel in
major city-to-city corridors



Key

-  Amtrak
-  BoltBus
-  Greyhound
-  Megabus

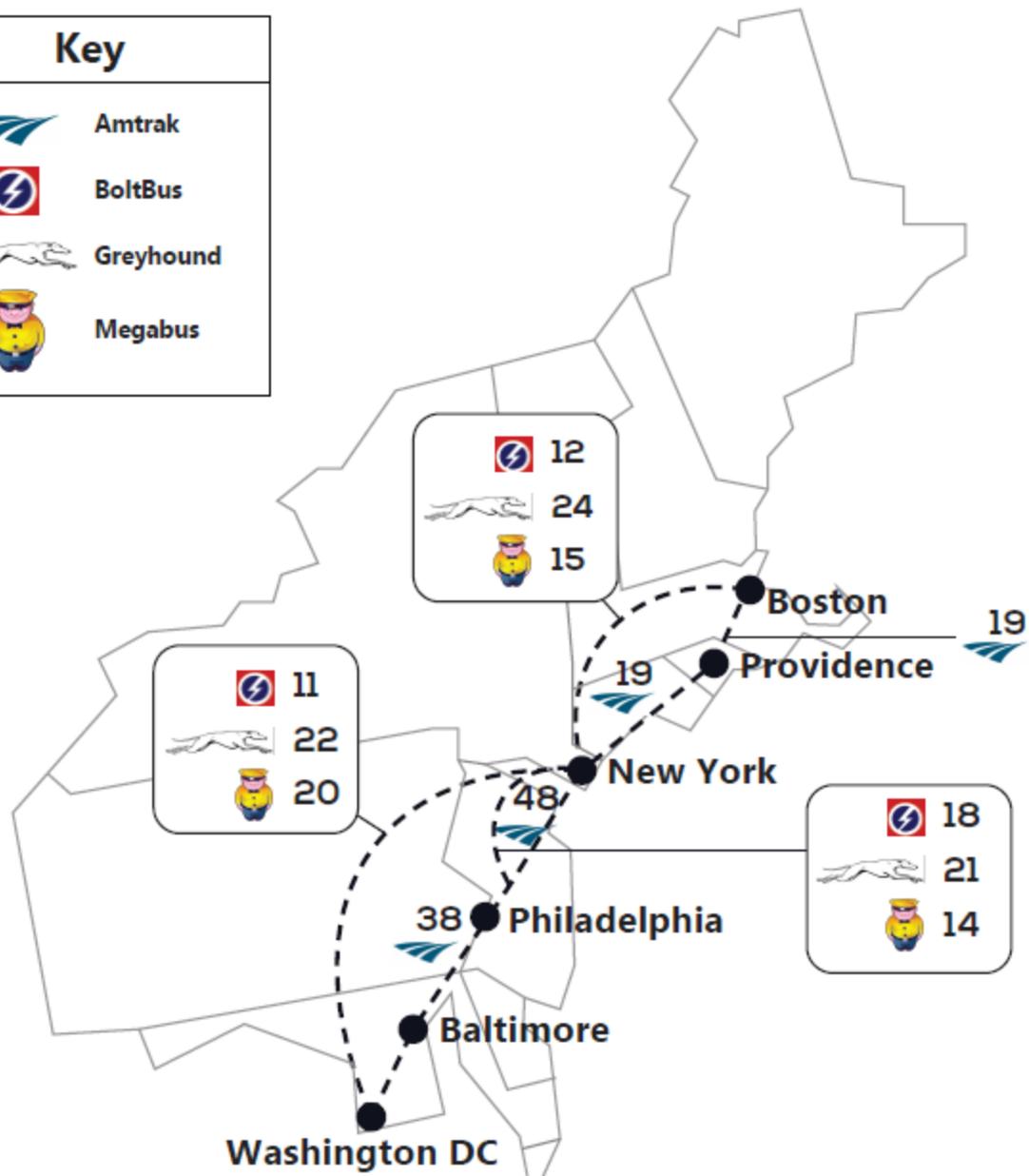
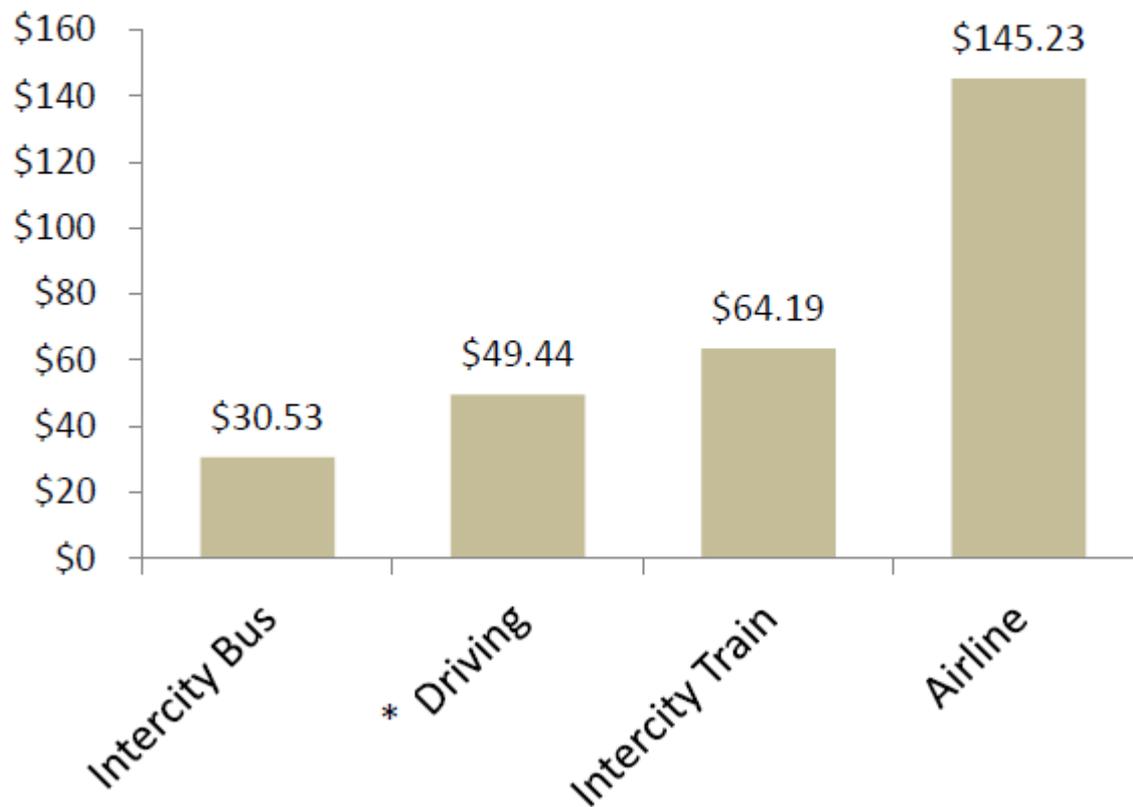


Figure 5
Average Fare by Mode
Weighted Average in 54 Citypairs
80-500 miles





What's around the bend in 2016?

