Review of Intercity Bus Service in the United States
Terminal Town:
Celebrating 75 Years of Travel to the Windy City
AIR. BUS. RAIL.
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

- California & Nevada 2012
- Chicago 2006
- Pittsburgh 2011
- DC 2010
- New York 2008
- Philly 2009
- Texas 2012
- Atlanta 2011
- Florida 2014
Figure 6: Development of Hubs by Megabus
With Approximate Geographic Range of Service

BoltBus

Pittsburgh 2011

Chicago 2006

Atlanta 2011

Texas 2012

Florida 2014
Figure 2

Largest Intercity Bus Operators
Scheduled Daily Trips

- Greyhound Lines: 1,128
- Megabus: 574
- Coach USA, NY network: 336
- Peter Pan: 250
- BoltBus: 200
- Martz Trailways: 139
- Trailways - Adirondack/Pine Hill: 122
Figure 4: Notable New Intercity Bus Services in 2014

New routes in 2014
- Orange: New local service routes
- Red: New routes with first-class service
- Greyhound/BoltBus/Yot Bus
- Black: Tornado Bus
- Blue: Megabus (new hub-to-hub routes)
- Bold blue: New Greyhound station/Megabus stop

Legend:
- Greyhound Florida Expansion
- The Bus
- Plymouth Brockton
- Megabus
- New Bedford
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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 the rule rather 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.

And 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
Bus departures on key flows by city region

- By operator
- Over time

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**Key**
- Megabus
- Greyhound Express

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**Diagram**
- Dallas
- Austin
- San Antonio
- Houston

**Routes**
- Dallas to Memphis, TN via Little Rock, AK
- Dallas to New Orleans via Baton Rouge, LA
- San Antonio to Memphis, TN
- Dallas to New Orleans
- Austin to New Orleans
- Houston to Memphis, TN
- Houston to New Orleans
- San Antonio to Memphis, TN
Figure 5
Average Fare by Mode
Weighted Average in 54 City pairs
80-500 miles

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<td>* Driving</td>
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What’s around the bend in 2016?