

# Motorcoach Study

## Satellite Parking Analysis

(09/15/2016)

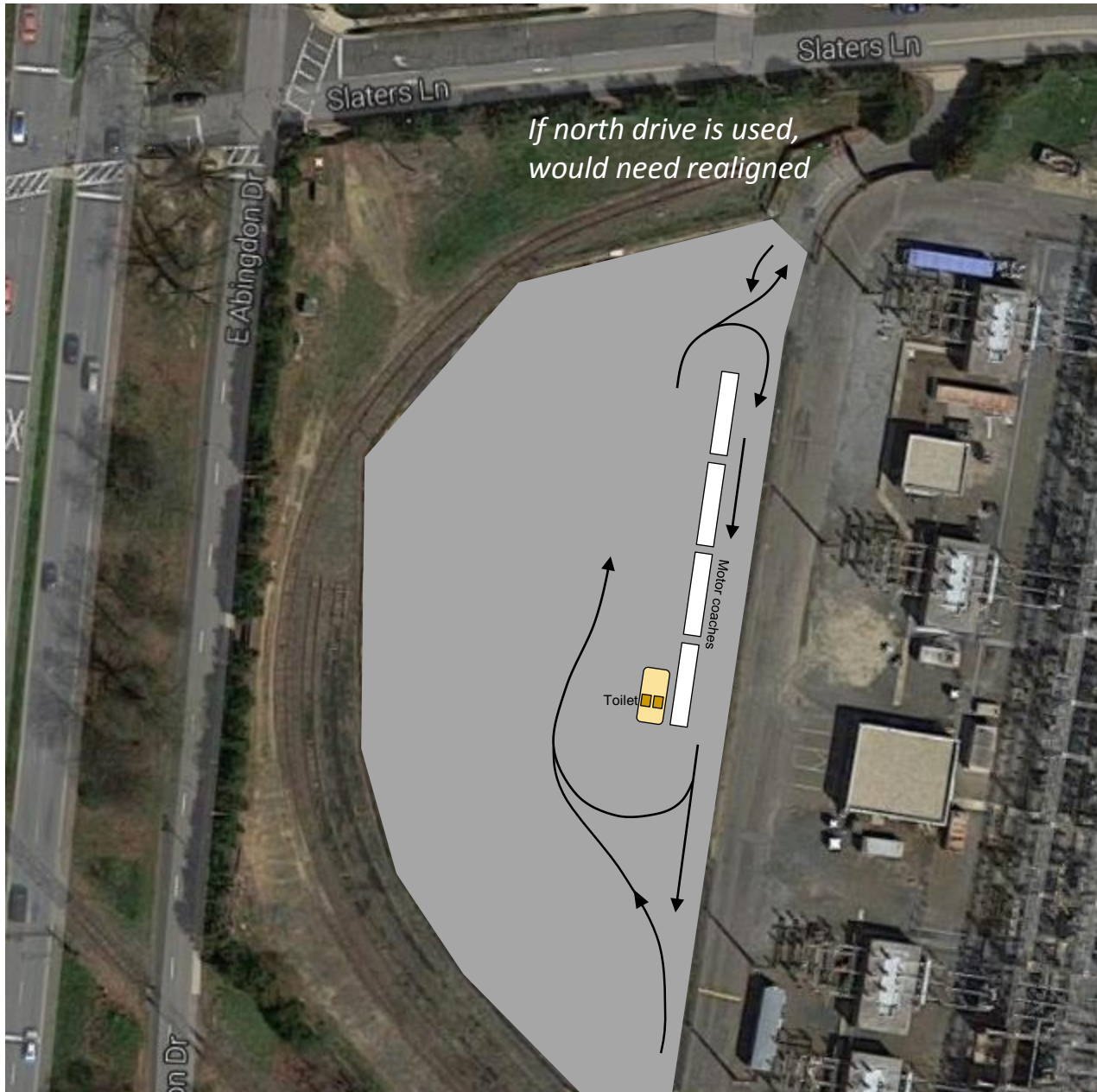
## Potential Loading/Unloading Area



### Needs:

- Minimum of 4 Motorcoach bays (*would only reduce some current loading near Waterfront*)
- 4 - 6 Jitney bays
- Platform
- Shelters
- Toilets

## Potential Short Term Parking



### Needs:

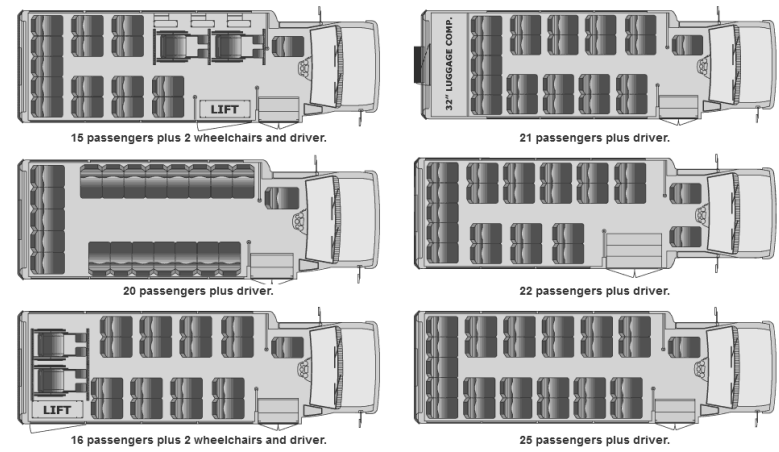
4 Motorcoach bays

Small Platform

Toilets

# Shuttle Bus Analysis

- Shuttle dimensions vary based on selected chassis and body package; these are sold separately and are typically selected by consumers.
- Assuming that 4 buses arrive at once, between 9 - 15 trips would be added to the grid to move passengers to unloading locations.
- An additional 9 – 15 trips would be added to the grid to pick-up passengers from loading locations.
- Policy consideration:** What are the tradeoffs between two motorcoach trips and 18-30 shuttle bus trips?



	Shuttle Trips Needed per Full Motorcoach (rounded)	Shuttle Tr Four Full Motorcoaches (rounded)
Typical Minivan	11	45
Example Ford E-350 Glaval Body	4	15
Example Mercedes Sprinter	3	12
Example Ford E-450 Glaval Body	2	9

	Typical Minivan	Example Ford E-350 Glaval Body	Example Mercedes Sprinter Minibus	Example 2016 Ford E-450 Glaval Body	Standard Motorcoach BUS-45
Max Passenger Capacity	5	15	18	24	47-56
Handicap Passenger Capacity	3	12 & 2	9 & 2	16 & 2	Depends on Configuration
Length	about 17'	about 19'	about 19'	about 25-27'	45'

# Tradeoffs – Shuttle Service from NRG Motorcoach Pad

	<b>Benefits of Shuttle</b>	<b>Constraints of Shuttle</b>
<b>Residents</b>	<ul style="list-style-type: none"> <li>• reduced noise in Old Town</li> <li>• reduced degradation of aesthetic quality of street</li> </ul>	<ul style="list-style-type: none"> <li>• heavier traffic loads during peak season</li> <li>• greater queuing potential at existing loading/unloading locations</li> <li>• NRG site is only a temporary solution</li> <li>• buses must access via NRG via N. Royal Street, which is proposed for Neighborhood Bikeway</li> </ul>
<b>Industry</b>	<ul style="list-style-type: none"> <li>• improved perception by City residents</li> <li>• potential for restroom amenities</li> <li>• parking keeps buses out of difficult-to-traverse Old Town</li> </ul>	<ul style="list-style-type: none"> <li>• difficult to follow/requires more outreach &amp; coordination</li> <li>• potential for significant additional cost if industry funded</li> </ul>
<b>Passengers/Tourists</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	<ul style="list-style-type: none"> <li>• added impedance (time, distance); may have an impact on potential for eating/drinking/spending in Old Town</li> <li>• degradation of first impression due to aesthetics of satellite sites</li> </ul>

**Shuttle Service First Year Cost Analysis - Example**

Item	Quantity	Cost	First Year Implementation Costs <small>(includes capital and operating)</small>
Shelters	4 shelters (accommodates two full coaches)	\$35,000 per shelter	\$140,000
Temporary Bathrooms	2 bathrooms	\$185 per bathroom per month	\$4,440
Shuttle Bus Vehicles	8 shuttles (accommodates 2 full coaches)	\$55,000 (for new, low end shuttle)	\$440,000
Shuttle Operating Costs (gas/maintenance)	n/a	\$10,400 for maintenance of 8 shuttles; \$12,000 for gas	\$22,400

**Assumptions:**

- 200 motorcoach visits
- 4 trips per shuttle (there and back for pick up and drop off)
- shuttles achieve 8 miles/gallon in City traffic
- gas costs \$2.50/gallon
- Labor costs are approximate and do not include insurance

**\$606,840**  
+ roughly \$100,000 for labor

**\$706,840**