

# CHAPTER 3

## INVENTORY OF EXISTING SERVICES

### INTRODUCTION

The purpose of this chapter to address the “intercity”<sup>1</sup> bus services in Washington in order to assist the State in defining appropriate policies that may support or affect these services. This report includes an inventory of the existing intercity bus services accompanied by a set of figures that represent these services geographically.

### OVERVIEW OF WASHINGTON SERVICES

#### Intercity Bus Service

Within the national context, Washington has a relatively high level of service provided by the private, for-profit intercity carriers, supplemented by several public transit providers. There are seven providers of regularly scheduled intercity/regional bus services that provide service in Washington: Greyhound, Northwestern Trailways, Inc. (NTI), County Connector, GrapeLine, Grays Harbor Transit, Olympic Bus Lines, and the Yakima-Prosser Connector. NTI is an independently owned member of the Trailways Transportation System and it complements Greyhound in providing extensive intercity bus service throughout the northwest. Table 3-1 lists the major intercity service stops for each of the operators. In some cases, multiple carriers provide service to the same city. These services have been selected for inclusion at this time because they offer a meaningful connection to the national intercity bus network, either through a defined interline connection, or by serving a common terminal or facility allowing a physical connection between the services.

---

<sup>1</sup>As opposed to commuter/park and ride services.

**Table 3-1: MAJOR CITIES WITH INTERCITY SERVICE**

City	County Connector	GrapeLine	Grays Harbor Transit	Greyhound	Olympic Bus Lines	Northwestern Trailways	Yakima-Prosser Connection
Aberdeen			X				
Bellevue				X			
Bellingham	X			X			
Ellensburg				X		X	
Everett				X		X	
Hoquiam			X				
Moses Lake				X			
Mount Vernon	X			X			
Ocean Shores			X				
Olympia			X	X			
Pasco		X		X			
Port Angeles					X		
Prosser							X
Pullman						X	
Seattle				X	X	X	
Sequim					X		
Spokane				X		X	
Sunnyside				X			
Tacoma				X		X	
Tahola			X				
Vancouver				X			
Walla Walla		X					
Wenatchee						X	
Yakima				X			X

Figure 1-2 (in Chapter 1) is a map of Washington State with the existing intercity service routes provided by the firms and agencies noted above. A complete inventory of schedules is included at the end of this report [Appendix A]. The services provided by each carrier are briefly summarized as follows:

- Greyhound:** Operates daily weekday and limited weekend service throughout the State, including at least four daily weekday trips between Olympia, Seattle, and Tacoma, and up to two daily scheduled round trips between Spokane and Yakima, Yakima and Pasco, and Everett and Spokane in the eastern and southern regions of the State. The corridor that provides the highest frequency intercity bus service connects Bellingham, Everett, Seattle, and Tacoma, along Interstate 5 (I-5) in the Puget Sound Region.
- Northwestern Trailways, Inc.:** Operates one daily weekday roundtrip service from Spokane to Tacoma, via Moses Lake, Wenatchee, Everett, and Seattle. Service is also provided along the Omak and Ellensburg corridor, with connecting service to the Seattle or Spokane line. One other daily round trip route provides service from Spokane to Colfax and Pullman. Scheduled routes to/from Spokane provide

connecting service to Greyhound. WSDOT provides operating assistance for the Omak to Wenatchee and Leavenworth to Ellensburg segments.

- **Grays Harbor Transit:** Operates daily scheduled transit service along the Washington coast with most routes originating in Aberdeen. The five daily weekday roundtrips from Aberdeen to the Olympia Greyhound Bus Station via Hoquiam Service could be considered intercity (in terms of route length and connection to the national intercity bus network). Other local transit routes traverse the Washington coast on a daily weekday roundtrip service with a coverage area that includes Aberdeen, Hoquiam, Grayland, Tahola, Ocean Shores, Ocean City, Copalis Crossing, Pacific Beach, Copalis Beach, Hogan's Corner, West Port, and Lake Quinalt. Grays Harbor Transit receives capital, operating, and administrative assistance from WSDOT as a local transit operator.
- **Olympic Bus Lines:** Operates two daily scheduled roundtrips to Seattle/Seattle-Tacoma (Sea-Tac) Airport from Port Angeles, Sequim, and Discovery Bay. The service also stops at the Greyhound and Amtrak stations in Seattle. Olympic Bus Lines is an independent commission agent of Greyhound, able to sell through tickets on Greyhound service. Although it is a fixed-route, fixed-schedule service, advance reservations are recommended. Olympic Bus Lines receives operating assistance from WSDOT.
- **GrapeLine:** Operated by *Genie Tours*, this service provides up to three daily roundtrips connecting the communities of Walla Walla and Pasco, in the Tri-Cities area. One trip is provided in the early morning, one at midday, and the last daily trip in the early evening. This route stops at several locations that provide connections with Greyhound, Amtrak, Walla Walla Transit, and Ben Franklin Transit. The GrapeLine also receives operating assistance from WSDOT.
- **Yakima-Prosser Connector:** Operated by *People for People*, an adult employment and training services agency for economically disadvantaged and unemployed Yakima and Kittitas County residents. This service provides three daily weekday roundtrips between the Prosser Transit Center and the Yakima Transit Center. The Prosser Transit Center provides connecting service to the regional and local bus service operated by Ben Franklin Transit. The Yakima Transit Center provides access to the local fixed-route bus service operated daily by Yakima Transit. This service also receives operating and capital assistance from WSDOT.
- **County Connector:** County Connector is the brand name for a combination of regional routes that connect Whatcom, Skagit, and Island Counties (with connecting Express Service to Everett). The combined service is operated jointly by Whatcom Transit Authority (WTA), Island Transit, and Skagit Transit, connecting with their local services at their major transfer points and park and ride lots. The service includes nine weekday and five Saturday trips from Oak Harbor to Mount Vernon (411W), nine weekday and five Saturday trips between Mt. Vernon to Terry's Corner Park and Ride in Camano (411C), eight scheduled weekday daily round-trips between

Bellingham and Mount Vernon (80X), four Saturday roundtrips over the same route, and eight daily roundtrips between the Terry's Corner Park and Ride lot and Everett Station (412). The 80X and the 411 routes connect at Skagit Station in Mt. Vernon.

- **Airport Service to Sea-Tac International or Spokane International Airports:** These fixed routes, fixed-schedule airport services provide another transportation option in several corridors throughout the State.
- **Bellair Charters (Airporter Shuttle):** Operates up to 12 roundtrips daily to Sea-Tac along the I-5 corridor providing service to Bellingham, Mount Vernon, Stanwood, Marysville, Blaine, Birch Bay, Lynden, and Ferndale. Up to 11 round trips daily to Sea-Tac from Anacortes and Oak Harbor with connecting service in Mount Vernon. In central Washington State, up to four daily roundtrips provide service between Yakima, Ellensburg, Cle Elum, and Sea-Tac.
- **Whidbey-Sea-Tac Shuttle:** Operates daily service with six departures from Whidbey Island to Sea-Tac and six return trips. Stops along the way include NAS Whidbey, Oak Harbor, Coupeville, Greenbank, Freeland, Bayview, Langley, and Clinton. Stops are located near Washington State Highway WA-20 and WA-525 at convenient points along the route. Advanced reservation is required for the scheduled routes.
- **Capital Airporter, Airport Shuttle:** Operates reservation service to and from Sea-Tac to the following cities: Aberdeen, Hoquiam, Ocean Shores, Westport and all points in Grays Harbor County; Centralia, Chehalis, Morton, Pe Ell, and all points in Lewis County; Shelton, Union, Hoodport, and all points in Mason County; Tacoma, Puyallup, Lakewood, Parkland, and other points in Pierce County; Olympia, Lacey, Tumwater, and all points in Thurston County.
- **Bremerton-Kitsap Airporter, Inc. and Ft. Lewis/McChord AFB Airporter:** Operates 20 daily trips to Sea-Tac Airport Shuttle service from Bangor, Poulsbo, Silverdale, Bremerton, Gorst, Pt. Orchard, Purdy, Gig Harbor, and northwest Tacoma.
- **Wheatland Express:** Operates a shuttle service between Spokane International Airport and Colfax and Pullman, and Moscow, ID. The service provides three scheduled daily weekday trips to the airport and three daily weekday southbound trips from the airport along the United States (US)-195 corridor. Wheatland Express also provides seasonal weekday commuter bus service between the major universities in Pullman and Moscow, ID.
- **Payless Airport Shuttle:** Based in Coeur d'Alene, ID, the shuttle provides door-to-door service to and from Spokane International Airport, available 24 hours, 7 days a week. Twenty-four hour advance reservation is required. Vehicles can accommodate golf clubs, bike boxes, and skis.

- **Airport Non-Scheduled Service—All Ways Transportation, Incorporated:** All Ways Transportation, Inc. operates a demand-responsive airport service in eastern Washington. Passenger and express service is provided by reservation only with 24-hour advance notice required, serving Clarkston, Pullman, and Lewiston, Idaho to and from the Spokane International Airport. The fleet consists of lift-equipped vans and automobiles.

### **Intercity Rail Passenger Service**

In addition to the intercity bus service described above, intercity rail passenger service is provided in three corridors by Amtrak, the national rail passenger system. The rail service is complemented in some cases by supplementary bus service provided on behalf of Amtrak or through other interline agreements.

The major rail passenger corridor in Washington is the route from Vancouver, British Columbia (Canada) to Vancouver, Washington (and on south into Oregon). On this route the WSDOT has partnered with Amtrak and the Oregon DOT to provide an enhanced level and quality of service under the “Amtrak Cascades” brand. Low-level, articulated Talgo trainsets from Spain have been combined with increased frequencies, enhanced amenities, and track improvements to offer a service that is a major element of the state’s intercity surface transportation system. Between Vancouver, B.C. and Seattle there are five daily round-trips, of which three are dedicated connecting bus services to Cascades train departures/arrivals in Seattle, one is an Amtrak Thruway Bus, and one round-trip is Cascades rail service. There is one round-trip Cascades train that originates in Bellingham, Washington, and continues through Seattle to Portland, Oregon (and return). Between Seattle and Portland, Oregon (with stops in Tukwila, Tacoma, Olympia-Lacey, Centralia, Kelso-Longview, and Vancouver) there are currently four Cascades rail service round-trips per day, plus a southbound “Coast Starlight” train that makes the same stops. One of the intercity bus carriers that receives S.5311(f) funding, Olympic Bus Lines, is also an Amtrak Thruway bus carrier connecting Port Angeles, Washington, with the Seattle King Street Station. The *Washington State Draft Long Range Plan for Amtrak Cascades Service* (February 2006) anticipates a major increase in train frequencies in this corridor, with service on the Vancouver, B.C.-Seattle segment increasing to four daily round-trips and Seattle-Portland to 13 daily round-trips by the year 2023. These frequency increases would be accompanied by travel time reductions. For example, Seattle-Portland is anticipated to decrease from 3 hours and 30 minutes to 2 hours and 30 minutes by 2023, due to major investments in track improvements and improved rolling stock.

The “Empire Builder” Amtrak service connects Seattle and Portland with Chicago. The westbound service splits in Spokane, Washington, with one train going to Seattle via Ephrata, Wenatchee, Everett, and Edmonds; and the other train going to Portland with stops in Pasco, Wishram, Bingen-White Salmon and Vancouver—all in Washington. The eastbound trains leave Seattle and Portland at 4:45 p.m., reaching Spokane at 12:28-32 a.m.; the westbound trains leave Spokane at 2:45 a.m. (Portland) and 2:15 a.m. (Seattle), arriving at 10:25 a.m. and 10:20 a.m., (respectively). The only Amtrak Thruway connecting bus with the Empire Builder is the service from Seattle to/from Vancouver, B.C., as previously mentioned. It is scheduled to

connect the Empire Builder service with Vancouver, even though it operates in the Cascades corridor. It is operated by Western Trailways under a contract with Amtrak.

In addition to the Amtrak services, there are regional commuter rail services in the corridor between Everett, Seattle, and Tacoma that are operated by Sounder, the regional public transit authority. These are peak hour commuter services which play a role in the intercity mobility of the State by virtue of the fact that intercity bus services (Greyhound and Northwestern Trailways) are co-located at the intermodal terminals serving Sounder in Everett and to a lesser extent in Tacoma (Greyhound serves the Tacoma Dome station served by Sound Transit trains and buses), while Northwestern Trailways serves the separate Amtrak station (separated by three blocks). Schedules are not coordinated in any way.

### **Regional/Local Transit**

These public transit systems provide local scheduled public transit services, but in addition they provide regional routes or make advertised connections with adjacent transit providers that offer passengers regional or intercity travel opportunities. Though they are shorter routes and are part of county-wide or regional systems, they could possibly be considered as part of a statewide intercity and regional transit network. One of these transit systems serves central Washington, one serves central southern Washington, and the remaining systems serve the Puget Sound region. They are listed here for consideration as potential intercity or rural-to-urban regional service links.

- **Grant Transit Authority:** Operates scheduled route service in central Washington, providing service on the I-90 and WA-17 and WA-283 corridors. The highest number of scheduled daily round-trips serves the Moses Lake, Soap Lake, Ephrata, Quincy, and George triangular corridor. Other communities that are in the service area include Warden, Desert Aire, Royal City, Mardon, Mattawa, and Grand Coulee.
- **Ben Franklin Transit:** Operates daily weekday and limited Saturday service that covers Kennewick, Pasco, Richland, West Richland, Walla Walla, Prosser, Yakima and Benton City. Most of the system routes are local; however, four routes provide regional/intercity service.
- **Clallam Transit:** Operates daily weekday bus service to customers throughout Clallam County. The system also operates a daily weekday and Saturday Commuter route from Port Angeles to Sequim, which connects riders with Jefferson Transit commuter bus service along Hwy 101 and other routes that provide connecting service to Seattle; up to four daily (weekday) trips are provided from the Sequim Transit Center. The Seattle service requires three transfers and at least the use of five transit providers: Clallam Transit, Jefferson Transit, Kitsap Transit, the Ferry System, and King Metro.
- **Jefferson Transit:** Operates daily weekday and weekend bus service connecting Port Angeles, Bremerton, Silverdale, and connecting service to Sea-Tac via Route 7. The route to Sea-Tac requires transfers with Kitsap Transit, the Bainbridge Ferry, and

onto King County Metro for the final connection from the Seattle Ferry terminal to the airport.

- **Kitsap Transit:** Provides daily weekday and limited weekend service throughout Kitsap County. Some routes include connecting service with Jefferson Transit and the Washington State ferry system – the Bainbridge Ferry allows for connecting service to Sea-Tac.
- **Pierce Transit:** Operates daily weekday and limited weekend service in the cities and towns of Bonney Lake, Buckley, DuPont, Fife, Edgewood, Fircrest, Gig Harbor, Lakewood, Milton, Orting, Puyallup, Ruston, Steilacoom, Sumner, Tacoma, and University Place, along with extensive unincorporated areas of Pierce County. Pierce Transit provides more than 45 local bus routes, SHUTTLE (specialized transportation for people with disabilities), vanpool, ridematching, and intercounty express service to Seattle, Sea-Tac Airport, and Olympia provided in cooperation with Sound Transit and Intercity Transit. Pierce Transit's fixed-route system includes routes that operate on city streets, county routes, and State highways from Seattle through Tacoma and on to Olympia.
- **Intercity Transit:** Operates daily weekday, weeknight, and limited weekend service for the Cities of Olympia, Lacey, Tumwater, and Yelm. Intercity Transit operates 23 bus routes, a door-to-door service for people with disabilities, a vanpool program, and several specialized van programs. Full, fixed-route bus service is available weekdays on 23 routes, 18 routes on Saturdays, and 12 routes on weekday evenings, and 11 routes on Sundays. This service also provides connections to neighboring transit systems in Pierce, Grays Harbor, and Mason Counties.
- **Sound Transit:** Operates a regional transit system in King, Pierce, and Snohomish Counties, within the region's most heavily used travel corridors. There is extensive intercity/commuter coverage and two Sea-Tac routes from Bellevue and Lakewood. The system includes a mix of mass transit options: Sound Transit Express bus routes, Sounder Commuter Rail, and Link Light Rail.
- **Mason Transit:** Operates daily transit service throughout Mason County with connecting service to other areas of the Puget Sound region. Scheduled connections made at the Olympia Transit Center, the Bremerton Transportation Center, and the Brinnon Store, which provide access to the Ferry system, Amtrak, and Greyhound service, in addition to neighboring transit systems.
- **Community Transit:** Operates 32 local and 31 commuter bus routes with a service coverage area that includes most of Snohomish County, the University of Washington, Seattle, and the Eastside.
- **LINK Transit:** Operates local and regional fixed-route service in central Washington. Eight daily weekday trips are provided to Manson from Wenatchee. Fifteen daily weekday trips are provided from Manson to Wenatchee.

## ASSESSMENT OF EXISTING SERVICES

Chapter 3 examines the relationship between the existing intercity bus network and the potential needs for intercity bus service. It is important to acknowledge several key aspects of Washington's services that may be different from intercity bus services in other states. One is that the public transit systems have developed a number of services that have regional or intercity characteristics in terms of route length, off-peak service, connections to adjacent systems, and connections to the national intercity bus network. Another is that there is a significant amount of service to the major airports, particularly Sea-Tac, by fixed-route, fixed-schedule operators. Finally, the population distribution and geography of Washington State appear to play a significant role in concentrating the potential market into a relatively limited set of corridors that, for the most part, continue to have intercity bus service available.

### Distinct Markets

Based on the information provided by the various state agencies, and the assessment of the routes and schedules, it is apparent that there are three distinct markets served by regional or intercity transit providers in Washington.

#### Commuters

One market is the commuter market, which is characterized by weekday, daily services with a peak-hour schedule orientation in metro areas throughout Washington. The Washington services primarily addressing this market are located in the regions that contain relatively large population centers or produce enough demand for a population center to serve as a destination. The Puget Sound Region, along the I-5 and I-405 corridors, maintains extensive commuter service options.

In the Puget Sound region, County Connector and Grays Harbor Transit both offer intercity services that could be used by commuters. Within the region extending from Olympia through Tacoma, Seattle and up to Everett, the four major public transit operators (Intercity Transit, Pierce Transit, King County Metro, and Sound Transit) address the commuter market with park and ride bus services, regional routes, and regional commuter rail services: Sound Transit has the provision of regional commuter services as one of its key missions. However, for the purposes of this study, these services are considered to be addressed as part of the local transit system—though the linkage of these systems to intercity routes connecting the region to other regions or states may be considered in terms of policy and funding needs.

In central Washington the frequency is not as high during peak periods, however, the limited service coincides with general peak hours. The Yakima-Prosser Connector operates a daily weekday morning, midday, and evening trip. In eastern and southeastern Washington, limited service is also provided by Northwestern Trailways, which offers a morning peak-hour inbound trip from Lewiston, Idaho through Pullman and Colfax to Spokane, with the evening return trip scheduled to allow a full work day in Spokane. The GrapeLine operates one daily

weekday morning peak hour trip from Walla Walla to Pasco and a return trip peak hour trip in the afternoon.

### **Airport Service**

A second market that is a major factor in Washington is the airport ground transportation/shuttle market, which is served somewhat differently by each of the operators. The two major airports in Washington State each have a distinct set of transit operators as shown in Table 3-2.

### **Regular-Route Intercity Bus Service**

The third Washington market is more like the conventional regular-route scheduled intercity bus service, and is likely to serve the more typical intercity passenger trip (non-peak, longer distance, for social or recreational trip purposes). Interline connections with the national intercity bus network are a more significant factor, as passengers may need to travel over more than one carrier to reach their destination.

Greyhound provides scheduled bus service between Spokane and Seattle (this route provides connecting service to Vancouver, BC or Portland, OR along the Interstate-5 corridor through Seattle); and service connecting Pasco to Seattle along southern and central Washington. NTI provides service from Pullman and Colfax to Spokane International Airport and continues to points west, such as, Quincy, Wenatchee, Everett, and Seattle. NTI and Greyhound provide connecting service options at several locations, and are both members of the NBTA, the interline association of the intercity bus industry that facilitates joint interline fares and through baggage handling (and liability). In the Puget Sound region, Olympic Bus Lines operates two daily weekday trips to Sea-Tac and two daily return trips to Port Angeles. Olympic is a Greyhound agency, and is an Amtrak thruway connecting carrier as well.

The former GrapeLine and Yakima-Prosser rural connectors operate similar daily schedules in central and southeastern Washington. These services have low frequencies, make intermediate stops, and are integrated with other regional transit services. They were designed to connect with Greyhound services as well, but they are not currently part of the NBTA interline system, and therefore do not appear in the Greyhound database that supports its website and telephone information system.

In the Puget Sound Region there are other routes with higher frequencies, when compared with other systems in the State. The County Connector operates in the northern Puget Sound region, and provides service on routes once operated by private intercity bus carriers. It can be used to make trips within the region, and it has meaningful physical connections with Greyhound service in the Skagit Station and Bellingham Station facilities, and with Amtrak service at Bellingham. However, it currently does not have any interline fare arrangements, and is not included in the Greyhound information system.

**Table 3-2: AIRPORT TRANSPORTATION BY AIRPORT**

Sea-Tac	
Operator	Service Area
Airporter Shuttle	Bellingham, Mount Vernon, Stanwood, Marysville, Blaine, Birch Bay, Lynden, Ferndale, Anacortes, Ferries, Oak Harbor, Whidbey NAS, LaConner, Yakima, CleElum, Ellensburg
Bremerton-Kitsap Airporter	Bangor, Poulsbo, Silverdale, Bremerton, Gorst, Pt. Orchard, Purdy, Gig Harbor, NW Tacoma
Capital Airporter	Aberdeen, Hoquiam, Ocean Shores, Westport, Centralia, Chehalis, Morton, Pe Ell, Shelton, Union, Hoodspport, Tacoma, Puyallup, Lakewood, Parkland, Olympia, Lacey, Tumwater
Olympic Bus Lines	Port Angeles, Sequim, Discovery Bay, Seattle (Amtrak and Greyhound)
Quick Shuttle	Downtown Seattle, Everett, Bellingham, Vancouver BC
Whidbey-Sea-Tac Shuttle	NAS Whidbey, Oak Harbor, Coupeville, Greenbank, Freeland, Bayview, Langley, Clinton
Shuttle Express	Bellevue, Lynnwood, Everett, Bothell, Redmond, Issaquah
King County Metro	Route 140 (Renton/Burien), Route 194/174 (Downtown Seattle)
Sound Transit	Route 560 (Bellevue), Route 574 (Lakewood, Tacoma)

Spokane International	
Operator	Service Area
Wheatland Express	Colfax, Pullman and Moscow, ID
Eagle Connection Shuttle Service	Eastern Washington University, Cheney, Medical Lake, Airway Heights, Spangle
All-Ways Transportation	Clarkston, Pullman
Stars and Stripes Shuttle	Fairchild AFB
Military Shuttle	Fairchild AFB

It is important to recognize the distinctive types of service because of the need to provide the appropriate service in different markets (in terms of frequency, stops, and fares), and the differences in the facility and assistance needs of each service (park and ride lots versus stations, etc.).

### **Evaluation of Intrastate Service**

An examination of the route map and schedules also reveals that although Washington has a relatively high level of frequent service along the I-5 and I-405 corridors that serve the Everett-Seattle-Olympia region, there is a much lower level of service for persons attempting to make intrastate trips in other regions. The low level of service is related to both the fact that the population is concentrated along the Everett-Seattle-Olympia region around the Puget Sound; and Washington is a comparatively large State when measuring east to west with an expansive mountain range that bisects the State. Given the population distribution, and the resulting travel distances it is not surprising that there is relatively less east-west intercity bus service from Spokane to the Everett-Seattle-Olympia region and to the Vancouver-Portland (Oregon) areas.

Table 3-3 presents a comparison of bus and auto travel times between the larger population centers of the State. It is readily apparent that travelers along the I-5 corridor are the beneficiaries of extensive networks of intrastate and interstate public transportation services; however, travelers and potential riders of east-west intercity service face much lower frequencies and more limited options. Also deserving attention are the intercity services in the Puget Sound region that require transfers to complete the trip. In one case you may have an individual wanting to get to Sea-Tac Airport from Whidbey Island, and that trip will consume two and a half hours on public transportation. A carless Whitworth University student in Spokane who wishes to visit home in Seattle might well face a six-hour bus ride (or train and then bus ride), when the auto drive time might be four hours.

The lower frequency is noticeable in those corridors that offer service not requiring a trip through the I-5 corridor. For example, from either Pullman or Spokane to Seattle, there are generally two to three scheduled trips a day. In a deregulated bus industry, this likely reflects the relatively low population densities along these route segments and the fact that on such a long route there is competition from both train and air services. From Yakima to Seattle, the service is offered only four to five times per day. Table 3-4 presents frequencies between key points within Washington State. Further examination of the schedules in Appendix A provides additional information explaining some of the extreme differences in travel times (due to indirect routing and the need to transfer). The comparison tables also demonstrate markets in which intercity bus services might be most attractive in terms of having higher frequencies and more comparable travel times. In general, the times and fares would not encourage daily commuting except in rare instances.

**Table 3-3: COMPARISON OF TRAVEL TIMES**

COMPARISON OF TRAVEL TIMES - BUS VERSUS AUTO  
(Read Left to Right for Bus only)

Going To:

**BUS**  
 Starting From:  
 Vancouver, BC  
 Bellingham, WA  
 Everett, WA  
 Seattle, WA  
 Tacoma, WA  
 Olympia, WA  
 Vancouver, WA  
 Portland, OR  
 Wenatchee, WA  
 Yakima, WA  
 Pasco, WA  
 Spokane, WA  
 Boise, ID

	Vancouver, BC	Bellingham, WA	Everett, WA	Seattle, WA	Tacoma, WA	Olympia, WA	Vancouver, WA	Portland, OR	Wenatchee, WA	Yakima, WA	Pasco, WA	Spokane, WA	Boise, ID
Vancouver, BC	-	1:50	3:10	3:35	5:30	6:00	8:20	7:55	6:50	8:35	10:10	10:10	18:40
Bellingham, WA	1:50	-	1:15	1:40	3:20	4:05	6:25	6:10	4:45	6:25	8:00	8:05	16:30
Everett, WA	3:15	1:15	-	0:40	2:00	2:45	5:40	4:50	2:50	5:05	6:40	6:45	15:10
Seattle, WA	4:00	1:40	0:40	-	0:45	1:30	3:50	3:15	3:45	3:00	4:35	5:45	12:15
Tacoma, WA	5:10	3:10	1:50	0:45	-	0:40	3:00	2:45	6:05	4:05	5:40	6:50	13:05
Olympia, WA	6:00	4:00	2:40	1:30	0:40	-	2:15	2:00	6:55	4:55	6:30	7:40	12:20
Vancouver, WA	7:55	5:55	4:35	3:30	2:50	1:50	-	0:20	9:15	7:15	11:25	9:50	10:25
Portland, OR	8:15	6:15	4:55	3:35	2:45	2:00	0:20	-	9:35	5:45	4:00	6:55	9:30
Wenatchee, WA	6:40	4:35	2:45	3:35	6:30	6:05	8:25	8:35	-	2:19	3:55	6:45	11:35
Yakima, WA	8:15	6:15	4:55	3:00	4:00	4:45	7:05	6:05	4:10	-	1:30	4:00	10:00
Pasco, WA	9:50	7:50	6:30	4:35	5:40	6:25	6:40	4:00	3:50	1:30	-	2:20	7:25
Spokane, WA	10:20	8:15	6:55	5:45	7:00	7:50	9:30	6:50	3:20	4:15	2:20	-	9:55
Boise, ID	20:15	18:15	20:00	12:10	14:05	13:15	11:00	9:50	18:30	9:05	7:30	10:15	-

Times are shortest possible times

Source: www.greyhound.com

**CAR**

Vancouver, BC  
 Bellingham, WA  
 Everett, WA  
 Seattle, WA  
 Tacoma, WA  
 Olympia, WA  
 Vancouver, WA  
 Portland, OR  
 Wenatchee, WA  
 Yakima, WA  
 Pasco, WA  
 Spokane, WA  
 Boise, ID

	Vancouver, BC	Bellingham, WA	Everett, WA	Seattle, WA	Tacoma, WA	Olympia, WA	Vancouver, WA	Portland, OR	Wenatchee, WA	Yakima, WA	Pasco, WA	Spokane, WA	Boise, ID
Vancouver, BC	-	1:05	2:00	2:25	3:00	3:30	5:00	5:10	4:20	4:30	5:45	6:30	10:00
Bellingham, WA	1:05	-	1:05	1:30	2:05	2:35	4:05	4:15	3:25	3:35	4:50	5:35	9:05
Everett, WA	2:00	1:05	-	0:30	1:10	1:35	3:05	3:15	2:30	2:35	3:50	4:35	8:05
Seattle, WA	2:25	1:30	0:30	-	0:40	1:05	2:35	2:50	2:40	2:15	3:30	4:10	7:45
Tacoma, WA	3:00	2:05	1:10	0:40	-	0:35	2:05	2:20	3:00	2:30	3:45	4:30	8:00
Olympia, WA	3:30	2:35	1:35	1:05	0:35	-	1:35	1:45	3:25	2:55	4:10	4:55	8:20
Vancouver, WA	5:00	4:05	3:05	2:35	2:05	1:35	-	0:15	5:00	3:20	3:35	5:45	6:50
Portland, OR	5:10	4:15	3:15	2:50	2:20	1:45	0:15	-	5:10	3:15	3:30	5:20	6:45
Wenatchee, WA	4:20	3:25	2:30	2:40	3:00	3:25	5:00	5:10	-	2:00	2:35	2:50	7:05
Yakima, WA	4:30	3:35	2:35	2:15	2:30	2:55	3:20	3:15	2:00	-	1:30	3:05	5:35
Pasco, WA	5:45	4:50	3:50	3:30	3:45	4:10	3:35	3:30	2:35	1:30	-	2:10	4:35
Spokane, WA	6:30	5:35	4:35	4:10	4:30	4:55	5:45	5:20	2:50	3:05	2:10	-	6:40
Boise, ID	10:00	9:05	8:05	7:45	8:00	8:20	6:50	6:45	7:05	5:35	4:35	6:40	-

**Table 3-4: NUMBER OF TRIPS BETWEEN CITY PAIRS**

Number of Trips Between City Pairs  
Read Left to Right

	<i>Vancouver, BC</i>	<i>Bellingham, WA</i>	<i>Everett, WA</i>	<i>Seattle, WA</i>	<i>Tacoma, WA</i>	<i>Olympia, WA</i>	<i>Vancouver, WA</i>	<i>Portland, OR</i>	<i>Wenatchee, WA</i>	<i>Yakima, WA</i>	<i>Pasco, WA</i>	<i>Spokane, WA</i>
Vancouver, BC	-	5	4	5	4(1)	4(1)	2(1)	4(1)	2(1)	2(1)	2(1)	4(1)
Bellingham, WA	5	-	4	5	5(1)	4(1)	5(1)	4(1)	2(1)	2(1)	2(1)	4(1)
Everett, WA	6	4	-	4	5(1)	5(1)	5(1)	6(1)	2	4(1)	4(1)	6(1)
Seattle, WA	5	5	4	-	5	5	3	7	1	3	3	4
Tacoma, WA	4(1)	4	3(1)	6	-	5	3	5	1(1)	2(1)	2(1)	4
Olympia, WA	4(1)	4	3(1)	6	6	-	3	6	1(1)	2(1)	2(1)	3(1)
Vancouver, WA	3(1)	3	3(1)	5	4	4	-	3	1(1)	2(1)	1(2)	1(3)
Portland, OR	4(1)	4(1)	3(1)	5	5	5	4	-	1(1)	1(1)	2	5
Wenatchee, WA	2(1)	2	2	1(1)	1(1)	2(1)	2(1)	2(1)	-	1(1)	3(1)	2(1)
Yakima, WA	2(1)	2	2(1)	3	2(1)	2(1)	1(1)	1(1)	1(1)	-	3	4(1)
Pasco, WA	2(1)	2	2(1)	4	3(1)	2(1)	1(1)	1	1(1)	3	-	3
Spokane, WA	4(1)	4(1)	4(1)	4	4(1)	3(1)	1(1)	3(1)	2(1)	3(1)	2	-

Source: [www.greyhound.com](http://www.greyhound.com)

The difference in market characteristics means that analysis of potential service policies needs to be conducted differently for each market. Not only is this because of the different characteristics of each market, but also the tools available for predicting ridership or revenue have all been calibrated using data collected in just one of these market types. For that reason, the initial assessment of the current routes and services focuses on the services that are intercity in nature.