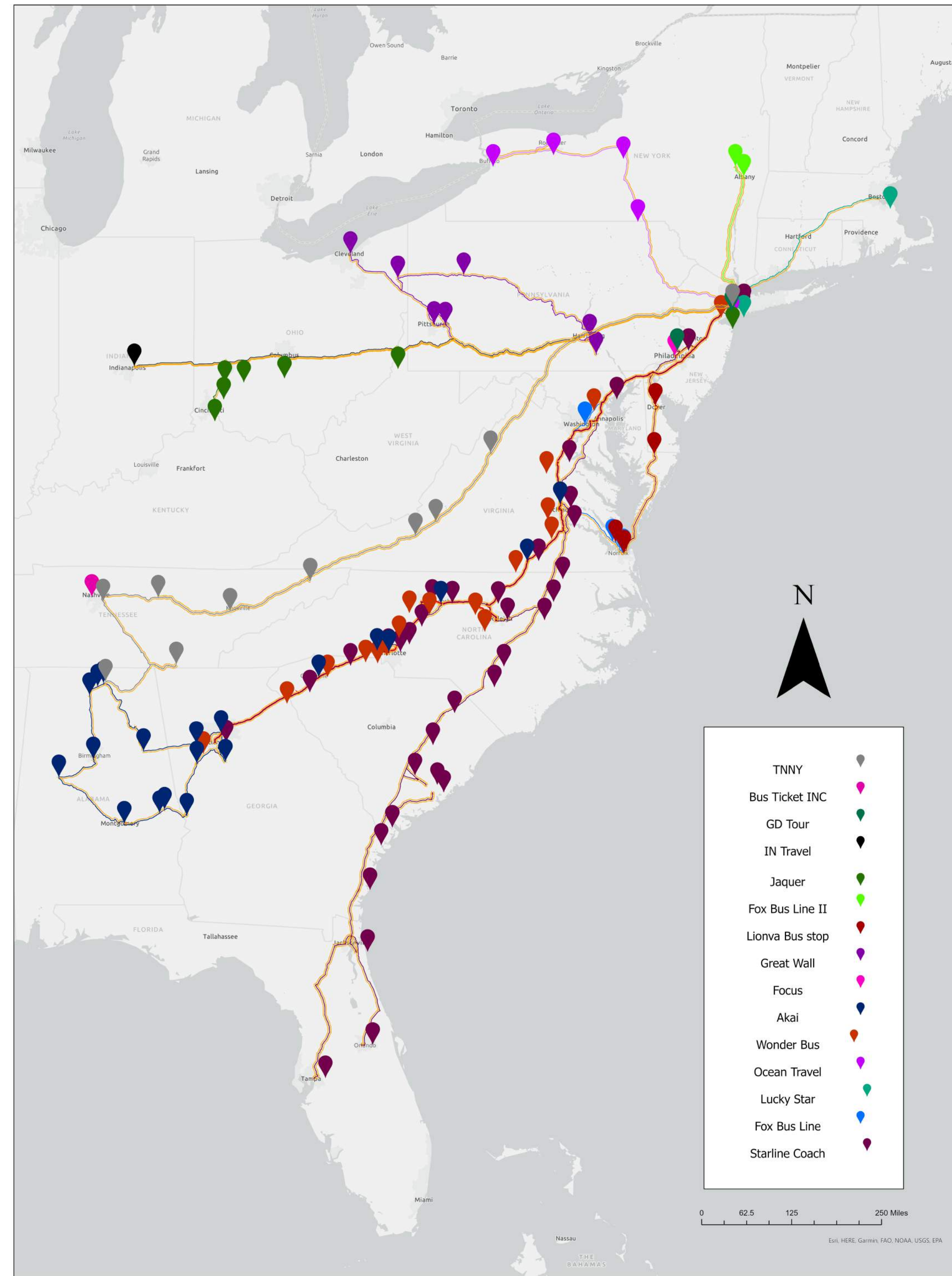


# Measuring the Evolving Status of Bus Lines Operating from Asian Neighborhoods in U.S. Cities

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## METHODS OF ANALYSIS

- Collected data from all prominent multi-carrier bus platforms: gotobus.com, ilikebus.com, busbuster.com, wanderu.com and busbud.com
- Developed a multi-step method to identify and assemble the daily schedules, requiring 400+ interactive searches.
- Recorded fares, transit connections, and metrics on walkability.

## Characteristics of notable routes

Route	Carrier	Approx. Mi	Fastest Trip	Frequency
New York - Huntsville, AL	TNNY	916	7.5 hours	
New York - Indianapolis	IN Travel	708	11 hours 15 min.	1x M, TR, SA
New York - Cincinnati, OH	Jaguar Bus	667	10.5 hours	1x SA, SU, MO, TR
New York - Tampa, FL	Starline Coach	1,200	21 hours	1x daily
New York - Virginia Beach, VA	LionVA	363	7.5 hours	4x daily
New York - Schenectady	FoxBus	166	3.5 hours	4 x daily
New York - Virginia Beach, VA	FoxBus	363	7 hour	1x daily
New York - Boston, MA	Lucky Star	216	5 hour	6x daily
New York - Buffalo	Ocean Travel	373	7 hours 40 min.	1x Saturday only
New York - Philadelphia, PA	GD Tour Inc.	94.6	2 hours	2x daily
New York - Columbus, GA	Akai	972	17 hour 30 min.	1x tri-weekly
New York - Philadelphia, PA	Focus Travel	95	2 hours	4x daily week, 6x weekend
New York - Atlanta, GA	Wonder	865	15 hours 20 min.	2x daily week, 3x weekend

## FINDINGS

- All services presently extend from the vicinity of Canal Street in New York to encompass 8,222 miles of routes and fourteen carriers.
- Routes extend as far north as Boston, Texas, as far west as Indianapolis, IN, and as far south as Tampa, FL, with a total of 93 stop locations.
- Only 5% of stops are traditional bus terminals.
- Fares from New York are lower for nearly all locations served than those of Greyhound, with a median price difference of 38.7%
- More than a third of the bus stops are farther than 0.25 miles from the nearest transit stops, suggesting poor connectivity.
- The average "Walk Score" is 48, compared to 62 at Greyhound stops, suggesting a poorer pedestrian experience.

This study evaluates the characteristics of the services provided by bus lines in urban neighborhoods with primarily Asian populations. It explores the geographic orientation and transportation role of carriers as well as the competition they face from major bus networks managed by major bus lines such as Greyhound.

