

spective how intercity multimodal travel in 1991 will differ from today.

6. To discuss and describe traveler services research or planning that should be undertaken to encourage greater use of multimodal travel.

Due to the extensive informal discussion nature of the conference session, this summary has been written as a general summary of the individual introduction presentations in addition to the overall session findings. It does not include a verbatim treatment of all panel or audience remarks.

BACKGROUND

Samuel C. Tignor, Federal Highway Administration

I would like to welcome you to Session 20 on behalf of the Transportation Research Board (TRB) and TRB Committee A3B05 on Motorist Services. I am the chairman of Committee A3B05. I would like to give you a little background on this session.

Committee A3B05 started in January 1979 to consider what constituted services information for travelers wanting to use more than one mode of travel in an intercity trip. During 1979 and 1980 we investigated and discussed the broad aspects of this problem. We also recognize that other TRB committees have looked and are looking at selected elements of multimodal travel problems. For example, work is being carried out by committees A1E03 on "Intermodal Transfer Facilities," A1B02 on "Passenger and Freight Transportation Characteristics," and A1B12 on "Intermodal Freight Transport."

Committee A3B05 appears to be interested in individual travelers possibly more so than the other committees. This committee may be motorist-service oriented primarily because of its general highway orientation. However, during the past 1½ to 2 years, we have been looking at travelers' problems in general because of the commonalities that we believe exist insofar as the different modes of transportation are concerned.

I think we should consider for a moment the magnitude and importance of travel in the United States. The particular facts and figures that I am going to give you are not the most solid in the world, but I think they do give some idea of the overall magnitude of the problem. Travel is approximately a \$100-billion-a-year industry: there are approximately, at least from the source I had, 6.6 million jobs related to travel one way or another; gasoline accounts for about 18% of consumer travel expenditures; air-travel-plus-rental-car vacation trips represent 15% of the travel market. Fuel costs continue to increase. Generally, airlines have lost business while rail and bus have gained during the past year (it is difficult to get good statistics on this because the past year just ended about a week or two ago and certain regional areas seem to go one way while other areas go another way). Highway travel has decreased this year.

What does this scope of travel mean in terms of travelers service needs? We soon discovered in Committee A3B05 that this is a complex problem with many potential overlapping areas. Who provides the service? There are many kinds of service providers, both government or private. A major concern was what part of the problem should and could Committee A3B05 address.

For example, what will be the traveler service needs and desires in the future? Typical traveler problems might include: difficulty of obtaining pretrip information for multimode trip planning, incompatibility of modal schedules and trip needs,

nonexistence of needed enroute information or service, economic disincentives, and personal convenience trade-offs.

The purpose of this Session is to discuss the status of intermodal travel in the United States. Is it a reality or a myth in terms of meeting travelers needs now as well as the future? When I think about this problem, I sometimes remember Abraham Lincoln's remark: "If we could first know where we are and whether we are tending, we could better judge what to do and how to do it." I think, to a large part, this is the dilemma in which Committee A3B05 finds itself. Defining travelers' needs for multimodal travel is the problem.

We have identified six specific objectives (presented above) that we will discuss today. With respect to the Session mechanics, each panel participant, except for Mr. Glenbocki, who is substituting for a panel member who could not attend, will make a 5-minute opening presentation, after which panel discussion relative to the Session objectives will be undertaken. Some audience participation will be permitted after the panel participants have made their initial 5-minute presentations. I will monitor the audience participation.

The first panel participant is a member of Committee A3B05 and she will present a few examples of the problems sometimes experienced by travelers in trying to go from X to Y by more than one mode of transportation.

OPENING COMMENTS

Kay Colpitts, Montgomery County, Maryland

What do you think about when you are considering travel from one point to another -- especially when, for one reason or another, it is not possible or practical to drive your own car from door to door?

To get a handle on the factors that go into multimodal trip planning, I asked the members of the Motorist Services Committee to document case studies of how they planned and executed a specific trip. I categorized trips into four types: familiar, local trips; familiar, long-distance trips; unfamiliar, local; and unfamiliar, long-distance. I received case studies on 10 different trips from four Committee members. Since all four trip types were represented, I've selected a different trip type from each member to present to you today. The specific examples also represent the most commonly available modes of travel.

The first trip, a familiar, local one, was my own today -- from Rockville, Maryland (my office) to the Sheraton, a distance of just under 15 miles. The modes available to me were private automobile, public automobile, commercial automobile, bus, and combinations of those with subway. I eliminated bus and subway because either would take too long, especially at the off-peak times I would be traveling. Commercial automobile, taxi, would have been too expensive to take from door to door even for just one way. I could have carpooled in a government car, but I was not traveling at the same time as anyone else in my office. The major problem I anticipated in driving my own car was the lack of available parking. I decided to drive and check first to see if I could get parking in the garage at either the Sheraton or Shoreham Hotels; if not, I was going to backtrack, driving north on Connecticut Avenue until I could find a legal spot on a side street and either walk back, depending on the distance, or hail a taxi or bus, depending on whichever came first. I also left early enough to allow myself time to wait in line for a garage space if the line were short enough.