

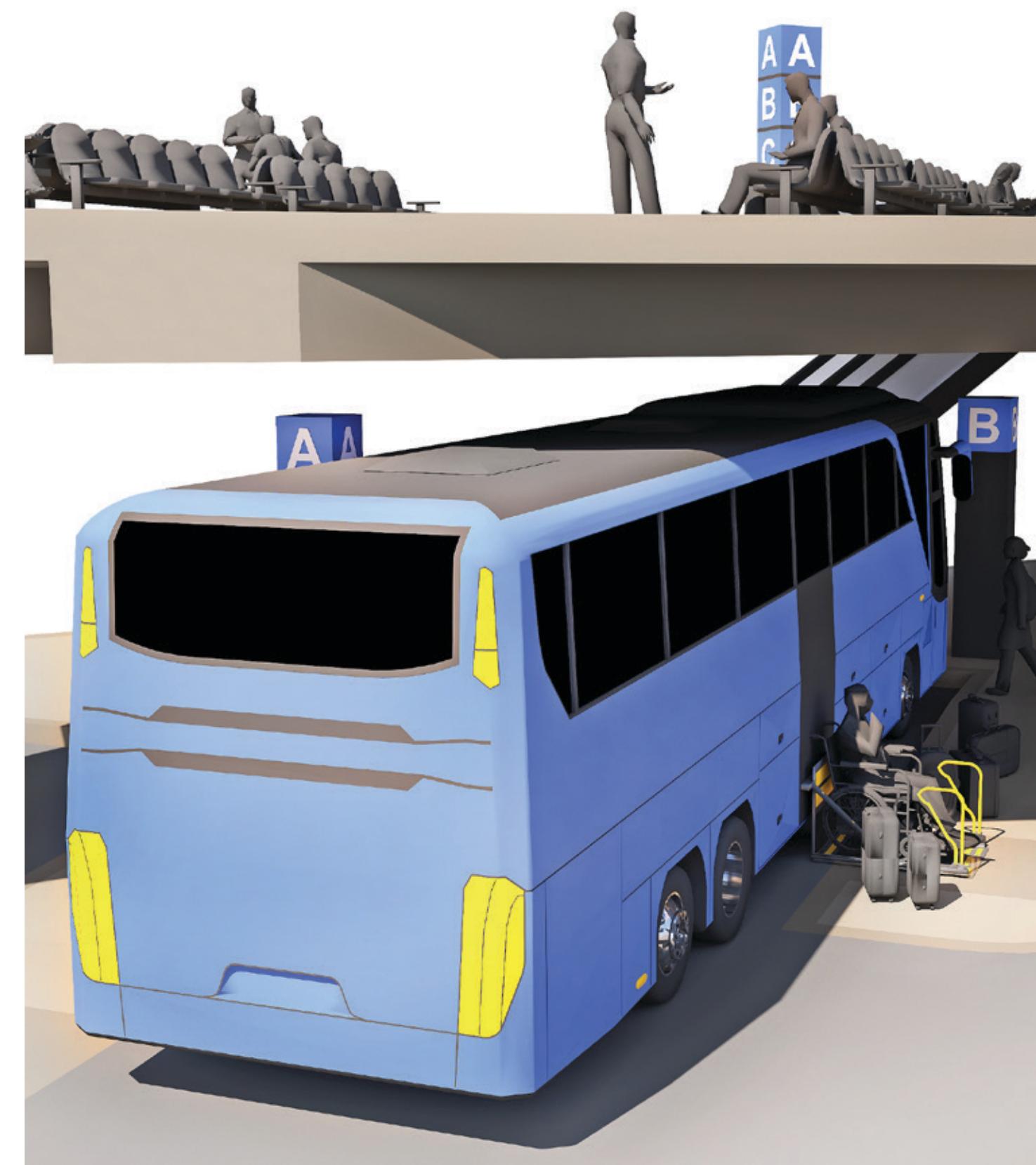
Introduction

PHILADELPHIA INTERCITY BUS STATION PLANNING



WHY ARE WE LOOKING AT A NEW STATION?

- **Stable Ownership:** The city doesn't own the existing Filbert Street station, so we want to find a more stable and reliable publicly-owned location.
- **Room to Grow:** We also want to find a location with more room for buses, amenities, and potentially even mixed-use development.



WHAT HAVE WE DONE SO FAR?

- **Research:** We examined multiple locations.
- **Analysis:** We reviewed access, circulation, capacity, and amenity needs.
- **Design:** We sketched some design concepts for your feedback!

WHERE ARE WE LOOKING FOR INSPIRATION?



Washington, DC Union Station Bus Terminal

Opened in 2011
~40 Bus Slips

What We Like

- **Direct connections** to transit, commuter rail, and Amtrak.
- **Thoughtful conversion** of parking garage deck to bus operations.
- **Mixed-use development** proposed over railyard.



San Francisco, CA Salesforce Transit Center

Opened in 2018
~40 Bus Slips

What We Like

- **Direct connections** to transit, with a future commuter rail connection.
- **Thoughtful provision** of rooftop park.
- **Mixed-use development** around but not directly above the transit center.



Boston, MA South Station Bus Terminal

Opened in 1995
~40 Bus Slips

What We Like

- **Direct connections** to transit, commuter rail, and Amtrak.
- **Thoughtful use** of air space over railyard.
- **Mixed-use development** directly above the station.



Montréal, Canada Gare d'Autocars de Montréal

Opened in 2011
~30 Bus Slips

What We Like

- **Direct connections** to transit via Montréal's Underground City.
- **Thoughtful use** of air space over station.
- **Mixed-use development** directly above the station.

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