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Research Progress Report The *Públicos* contribution to Tren Urbano

Massachusetts Institute of Technology

Presentation to
Hon Ing. José Miguel Izquierdo-Encarnación
Secretary of Transportation and Public Works

Sept 2002
San Juan, PR



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3 - ^{Provide} minibuses that can provide maintenance

4 - Insure the feeder service of Public -
provide additional service during peak hour

4 - for all routes in the system.

5 - Public will be looking for the best route
which is TU.

UPRM → 6 - MBA finishing installation of GPS in
vehicles. (Finish → control center)

→ that follows a certain

[Monitoring the ^{Public} vehicles]
can end the GPS when they ^(drivers) go home.

→ Hector,

7 - Accessibility Issue → MBA provides
an umbrella complementary system
(Harvey visit - Dial a Service)
→ some vehicles in each route
providing some basic routes.

etc

BC 8 - Control de Acceso → is an island wide transp.
issue - is not a TU issue.

TU, AACT, Public → Autoridad de Tránsito
Transit Authority → will go to the legislature
some time - will last at least one year.



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- Research Results
- Ongoing research
- Next Steps



- Directly relevant to the *Públicos*:
 - “Improving Jitney Service Quality: An Appropriate Governance Model for San Juan, Puerto Rico” by Cybele Chang
 - “Strategies for Improving Service Connectivity” by Cordelia Crockett
 - “Organizational Capacity Requirements of PRHTA Once Tren Urbano is Operational” by Arturo Ardila-Gómez

Service Connectivity: A most critical issue for the success of Tren Urbano



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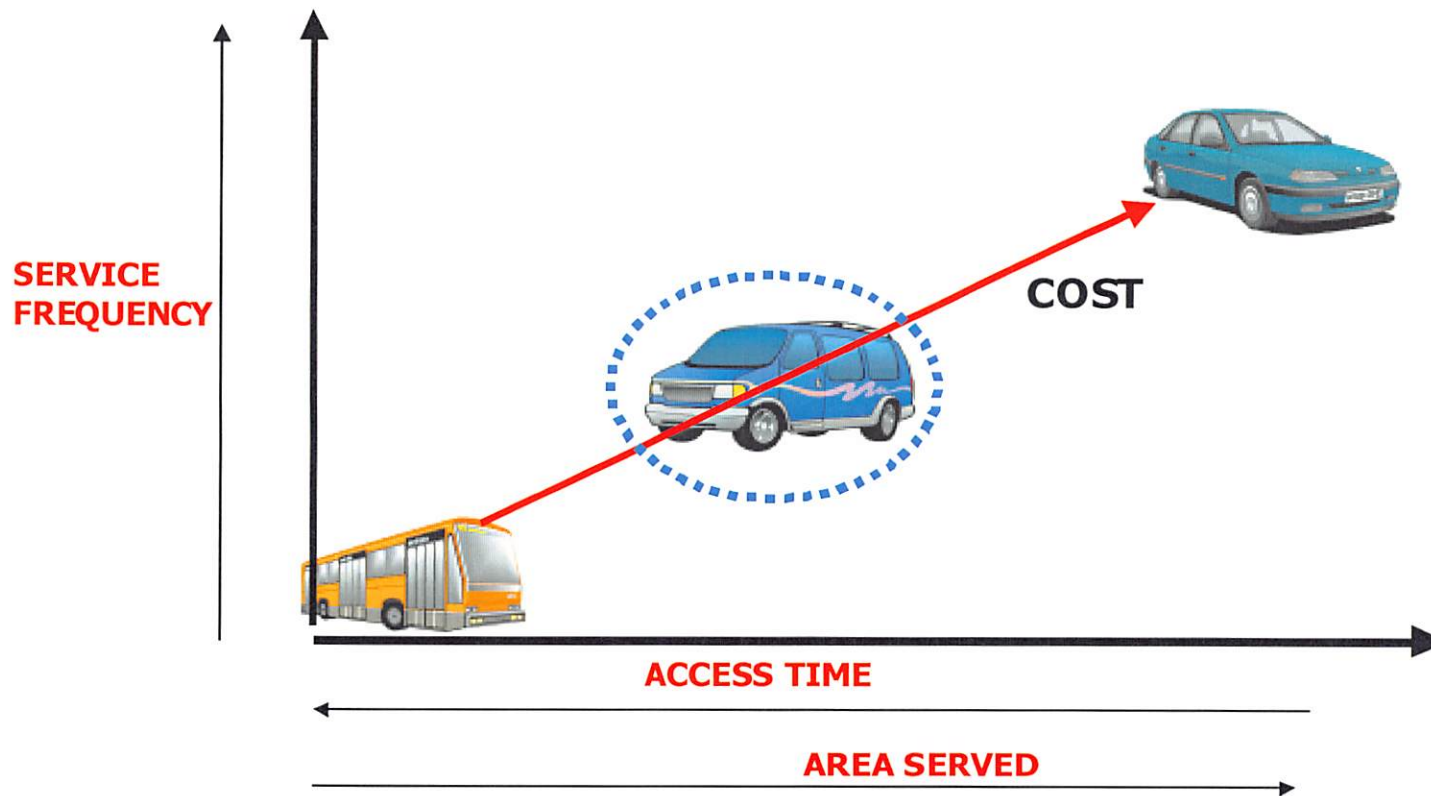




- Pros:
 - Essential for the disadvantaged
 - No subsidies
 - Self-regulated
 - Well suited for low residential densities
 - Critical for the success of Tren Urbano
- Cons:
 - Antiquated and inadequate fleet
 - Aggressive driving in search for fares
 - Infrequent and unreliable service
 - Fragmented with 2,230 operators



- The Challenge:
 - A seamless connection with Tren Urbano
 - Similar quality:
 - Comfort
 - Speed
 - Service convenience
 - A single fare at reasonable cost
 - Adequate and timely information for transfers on either direction
- ...as the traveling experience is door-to-door,
not just for a particular segment



The *Público* type of service should fill a gap in terms of speed, accessibility, convenience...



- The organizational and regulatory reform called for is not too different from the integration of taxis into conventional public transport in Europe (for instance, *Linien-Taxi* in Germany)

LINEA - LINEA

TB2 ALDAKONEA

Colón B
Colón 15
Aldakonea 2
Gran Via 21
Aldakonea 61
Algorizalde 29
Aldakonea 5
Aldakonea 11

ORDUTEGIAK / HORARIOS
SALIDA COLON / IRTEERA COLONENIK

	Lefaranga irteerak / Primeras salidas	Ohiko ordutegiak / Frecuencias regulares	Azken irteerak / Últimas salidas
	Noiz / Desde	Noiz arte / Hasta	Noiz / Frecuencia
ASTEGUNETAN / LABORABLES	10:00 - 12:00 12:30 - 13:30		19:00 20:30
LABURNEBATAN / SABADOS	10:00 - 12:00		13:30
JAIEGUNETAN / DIAS FESTIVOS	Ez dago zerbitzurik / No hay servicios		

LINEA - LINEA

TB5 ARRIOLA

Arriola 97
Arriola 101
Arriola 102 II
Palaia II
Palaia I
Arriola 15
Tontropako
Zubimusu
Benta Berri

ORDUTEGIAK / HORARIOS
SALIDA ZUBIMUSU / IRTEERA ZUBIMUSUNIK

	Lefaranga irteerak / Primeras salidas	Ohiko ordutegiak / Frecuencias regulares	Azken irteerak / Últimas salidas
	Noiz / Desde	Noiz arte / Hasta	Noiz / Frecuencia
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SERVICIOS DE TAXI BUSeko ZERBITZUAK

C. T. S. S.
Compañía de Transportes
Compañía de Transportes
Compañía de Transportes

Enlaka Ordezkariak
Dimitriaki Ordeza
Dimitriaki Ordeza
Aparatuak eta Zerbitzuak

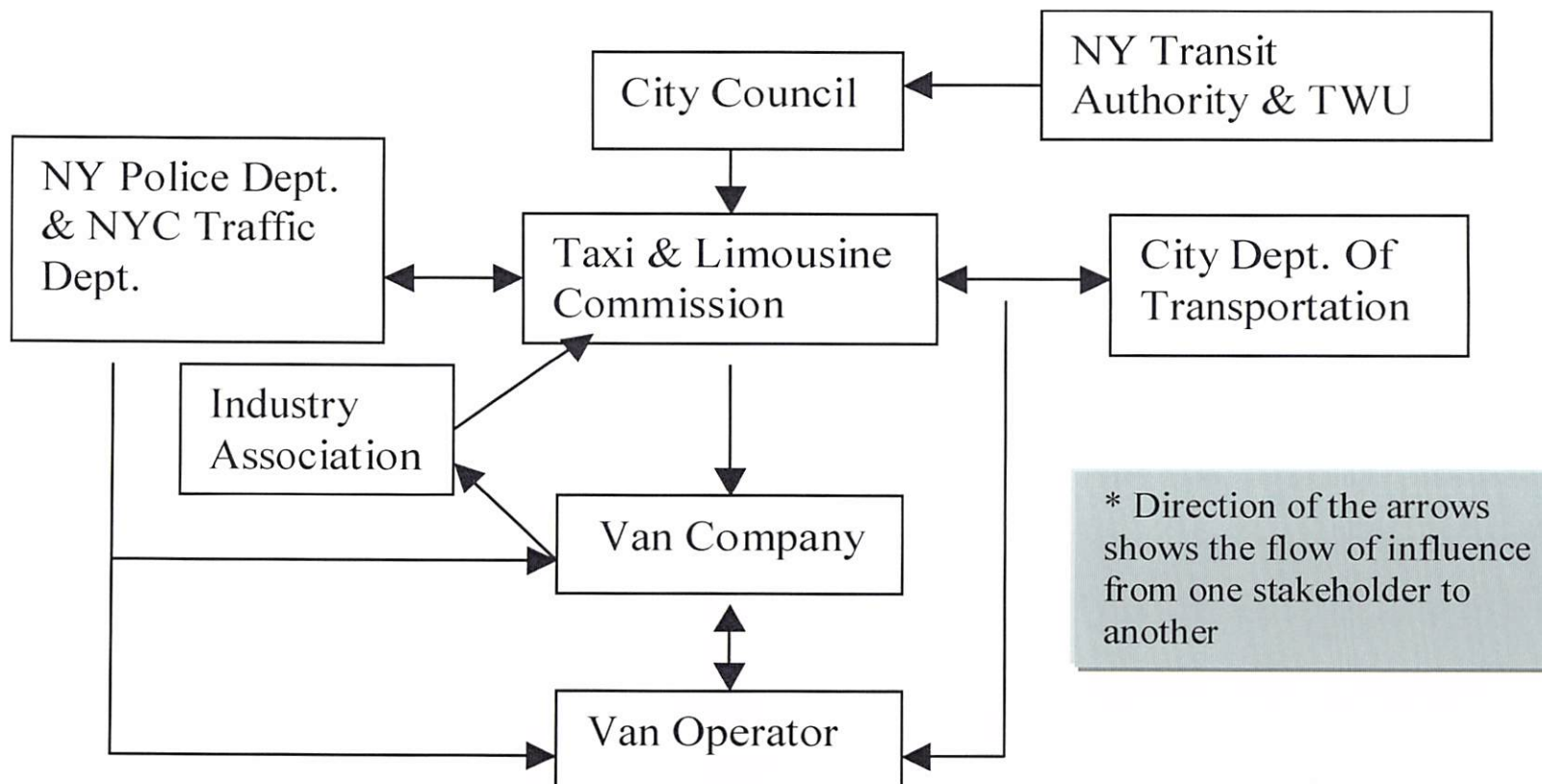


- A field comparison of jitney service in North America:
 - San Juan
 - New York City
 - Miami
 - Atlantic City
- From a service and organizational standpoint

Regulation and Self-Policing: The New York City Example



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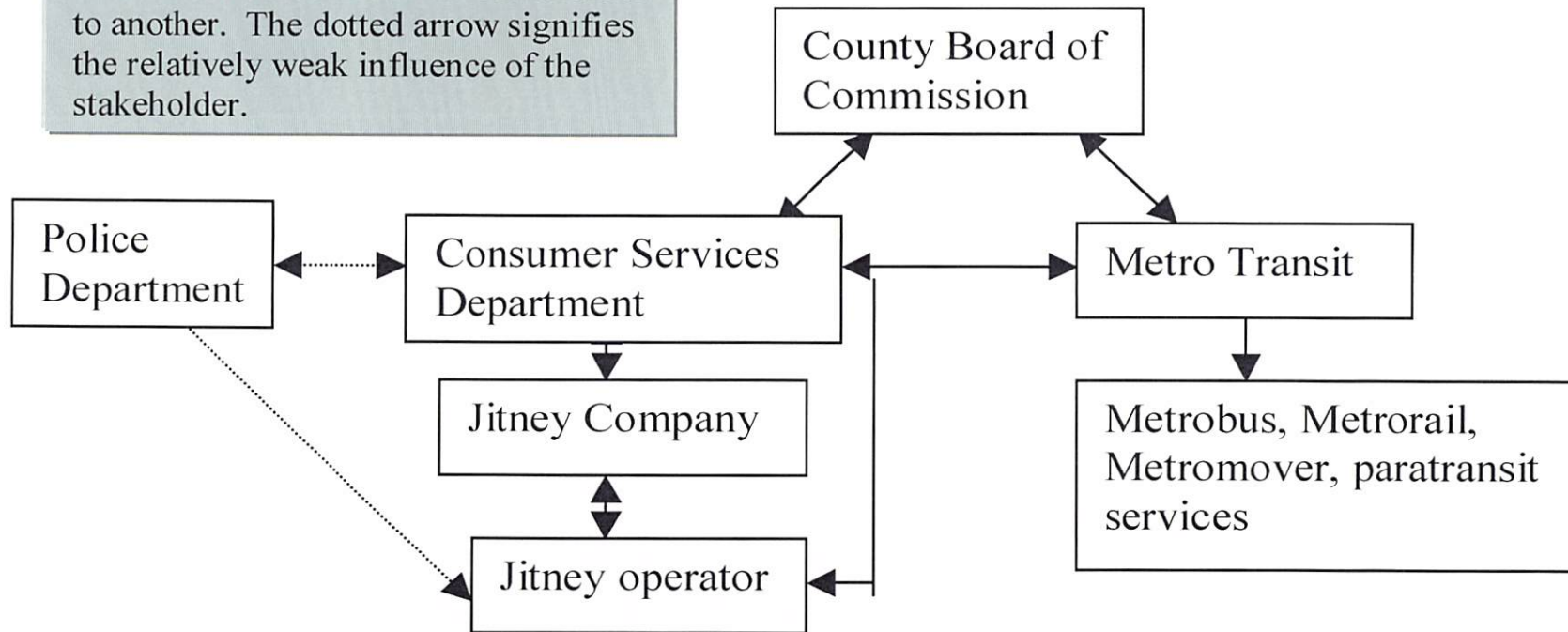


Regulation and Self-Policing: The Miami Example



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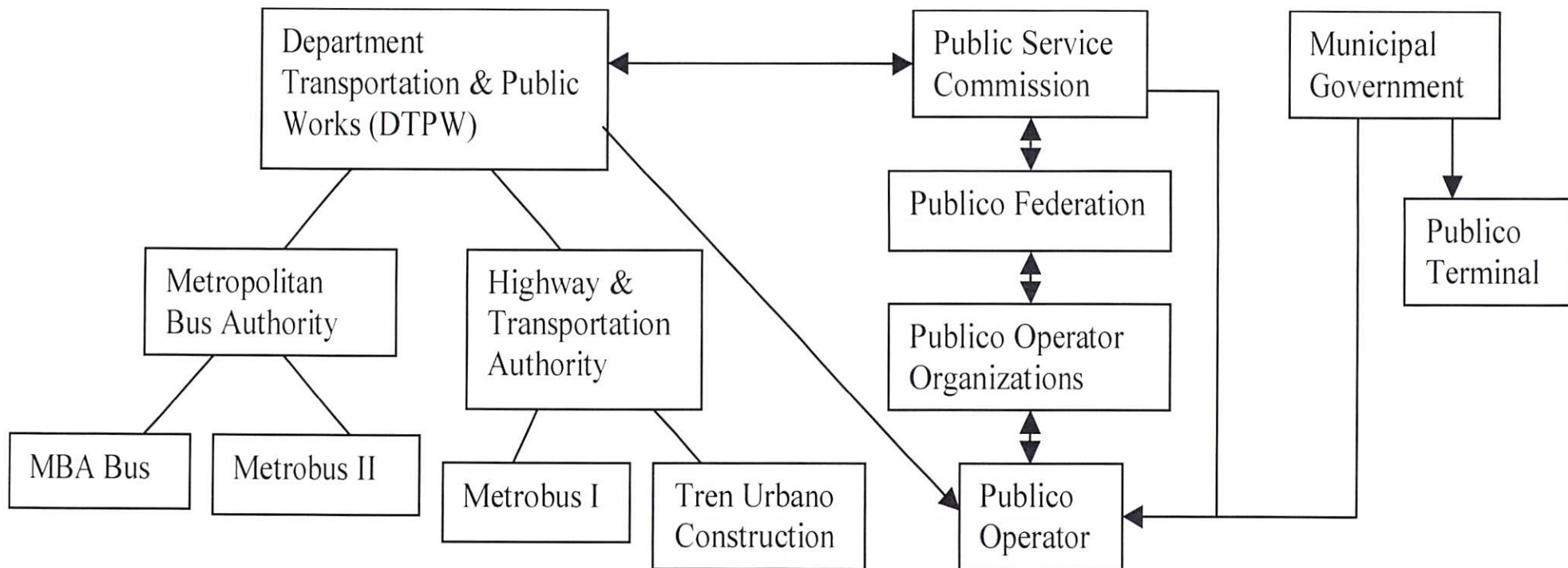
* The Direction of arrows shows the flow of influence from one stakeholder to another. The dotted arrow signifies the relatively weak influence of the stakeholder.



Regulation and Self-Policing: Públicos stakeholders relationships



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Regulation and Self-Policing: Cross-comparison - Gvt Regulation



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	New York	Miami	San Juan	Atlantic City
Entry	Y	Y	Y	Y
Routes	Y (by territory)	Y	Y	Y
Fare	N	N	Y	Y
Type of service	Y - prearranged only	N	N	Y - jitney stops only
Age of vehicle	N	15 year	N	N
Multiple drivers	Y	Y	N	N
Vehicle Forfeiture	Y	Y	N	N
Monitoring & Enforcement	Strong	Strong	Weak	Neutral

Regulation and Self-Policing: Cross-comparison - Self-Policing



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	New York	Miami	San Juan, PR	Atlantic City
Unit of Organization	Company	Company	Route association	Industry association
Membership %	100%	100%	Vast Majority	100%
Form of Governance	Autocracy	Autocracy	Elect representative	Elect representative
Benefits to drivers	None	None	Few	Few
Rules of conduct				
Shift	No	Conchita's Transit has a master schedule	No	Rotating Shifts
Queuing protocol	First in/first out	First in/ first out	Variable (first in/ first out, random)	No
Dispatching	Regular dispatch of vehicles	Regular dispatch of vehicles	Time intervals or max. passenger loads	No
Set standards	Must comply with authorities	Must comply with authorities	Varies depending on association	Must comply with authorities
Monitoring	Peer monitoring, president oversight	Peer monitoring, president oversight	Peer monitoring	Peer monitoring, officer monitoring
Field Complaints	Y	Y	Variable	Y
Enforcement Activities	Warning, suspension, expulsion	Warning (only Conchita's imposes monetary fines), suspension, expulsion	Monetary fines, suspension, expulsion	Monetary fines, suspension, expulsion, traffic court
Strength of Enforcement	Strong	Strong	Variable	Strong