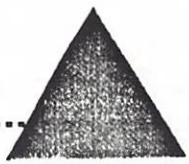
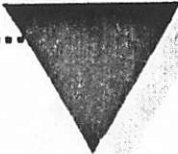


WHY IMPROVE PUBLIC TRANSPORTATION SERVICE IN SAN JUAN METROPOLITAN AREA?

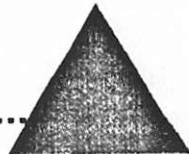
- ◆ 20% to 30% of households have no auto.
- ◆ Sprawl development makes accessibility worse for those without autos. Pedestrian access not adequate.
- ◆ Many households with an auto could use public transportation to advantage.
- ◆ Parking is scarce, over utilized.

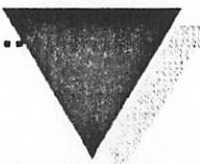
B. Cedeno





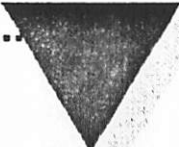
WHAT IS RELATIONSHIP OF BUS & PUBLICO SERVICE TO TREN URBANO?

- ◆ To complement Tren Urbano
 - ◆ To feed Tren Urbano
 - ◆ To compete with Tren Urbano and provide choice
 - ◆ To build public transportation image and mode share in advance of Tren Urbano Phase I and future phases.
- 

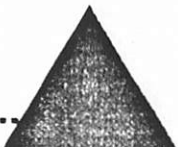


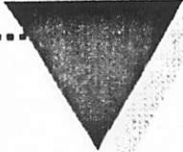
WHAT WAS NATURE OF PUBLIC TRANSPORTATION SERVICE IN 1980?

- ◆ AMA Service
 - Cheap, but unreliable
 - Direct, but very infrequent routes
 - Discipline questions undermine service quality
 - Growing congestion increases costs and undermine reliability and quality.
 - Riders seem as captive.
- 

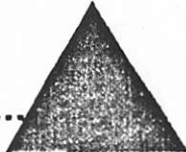


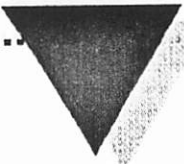
WHAT WAS NATURE OF PUBLIC TRANSPORTATION SERVICE IN 1980? (Cont.)

- ◆ Publico Service Modestly Expensive, but More Reliable
 - Unscheduled, reduced reliability late in afternoon.
 - Aging fleet, aging drivers.
 - Service quality undermined by congestion.
 - Riders seem as captive.
- 



INICIATIVE TO CHANGE REALITY AND PERCEPTION OF PUBLIC TRANSPORTATION

- ◆ Metro Bus I; Contraflow Lanes
 - ◆ Metro Bus II
 - ◆ Transit Centers
 - ◆ AMA Route Restructuring
 - Hub & Spoke.
 - Frequency A, B, C.
 - Public outreach, transition.
 - Public outreach new riders.
- 



NEXT STEPS

- ◆ AMA
 - ◆ Publicos
 - ◆ Contracted Services
 - ◆ Transfer Discounted or Free
- 



TREN URBANO, WORKING BACKWARD

- ◆ 13 C Requirements
 - ◆ Station Need for Feeder Service
 - ◆ Unique role of Kiss and Ride
 - ◆ Control of Tren Urbano Station
 - Design conflict
 - Operational control
- 