



MUNICIPALITY
OF
BARCELONETA

Feasibility Study For A Mass Transit System From Hatillo to Bayamón

NEWSLETTER # 2

FEBRUARY 2010

PROJECT GOALS AND OBJECTIVES

- **Improve the mobility and connectivity within the North Central Area;**
- **Improve regional access;**
- **Provide a major expansion to the capacity of the public transit service;**
- **Improve the public transit service efficiency, convenience, and reliability;**
- **Minimize the impacts on the environment;**
- **Support the economic growth in the Area;**
- **Reduce roadway congestion;**
- **Serve as a feeder to the existing Tren Urbano**

STUDY PURPOSE

Transportation is one of the infrastructure systems that have major implications concerning land uses, not only due to the fact that it consumes large amounts of land, but because accessibility is a major determinant of the uses given to certain terrains. Main public road systems and mass transportation systems constitute a basis for the economic and social development of a populated area within a country. Puerto Rico is no exception to this statement. Since most of the people who comprise the workforce in Puerto Rico have

to travel long distances to reach their workplaces, the country requires a good system of roads and efficient mass transportation systems. Therefore, the municipality of Barceloneta in conjunction with seventeen northern and central area municipalities, and the Northern Technology Initiative Consortium (INTENOR) have teamed up to prepare a Feasibility Study for a Mass Transit System extending from the municipality of Hatillo to the municipality of Bayamón. The purpose of the Hatillo-Bayamón Mass Transit System

Alternative Analysis Study (MTSHBAAS) is to identify and study potential transit solutions to connect the north central municipalities and the Metropolitan area of Puerto Rico. The project proposes a transportation system to provide residents, workers and visitors with a safe efficient, economical, and integrated transit connection that offers convenient and accessible mobility within the study area and that in turn supports the environment and promotes economic investment in the community.

The Scoping Process

Scoping is a study process designed to inform public interest groups and participating agencies about the proposed project, potential alternatives under consideration, and issues needing review and input. The goal is to encourage early and active participation in the decision-making process. The scoping process is required to ensure that the public and the appropriate governmental agencies are involved while project alternatives are developed and refined, and before detailed environmental assessment begins. The process will inform the public about the alternatives under study, activities for public involvement during the Draft EIS process, and how the alterna-

tives will be evaluated for the potential social, economic, and environmental impacts. The scoping process will be carried out through a series of meetings with the proper agencies and the public. It also provides the opportunity for any interested party to submit their written comments in a specified period of time during the process. Public scoping meetings to accept comments on the study will be held on the following dates:

In addition, a scoping meeting will be held for governmental agencies:

**April xx, 2010
10-12 pm
Teatro Ernesto Ramos
Barceloneta**

Written and e-mailed comments on the scope of study, including the alternatives to be considered, and the impacts to be assessed, should be sent to:

Esther Ruiz
P.O. Box
Barceloneta, P.R. 00

Email: comments@mtshb.org

**April xx and xx, 2010
6-8 pm
Teatro Ernesto Ramos
Barceloneta**

OPPORTUNITIES FOR PUBLIC INVOLVEMENT

The Municipality of Barceloneta and INTENOR welcome your participation to help identify important issues and to bring fresh ideas and suggestions to our attention.

The public involvement program has consisted of a series of public meetings, newsletters, press releases, a web page and comment cards collected at the meetings or by mail.

HOW TO GET INVOLVED

Your opinion is important to us! You can get involved in the following ways:

- Attend a Workshop
- Visit our **website** at: mtshb.org
- Watch for information in local newspapers and in your municipalities.
- e-mail your comment to us at: comments@mtshb.org

GET INVOLVED!!!

Alternatives Under Consideration

The Hatillo-Bayamón Mass Transit System is considering three alignments evaluating various technologies for a total of twelve alternatives. These alignments are the existing PR-22, the existing PR-2 and a proposed intermediate alignment between both roads.

Alternative 1: No Build-The No-Build Alternative would assume no future improvements beyond what is currently planned in the 2030 Puerto Rico Long Range Transportation Plan

PR-22 Alignment Alternatives

- Alternative 2:** TSM on PR-22
- Alternative 3:** BRT on PR-22

- Alternative 4:** LRT on PR-22
- Alternative 5:** HRT on PR-22

PR-2 Alignment Alternatives

- Alternative 6:** TSM on PR-2
- Alternative 7:** BRT on PR-2
- Alternative 8:** LRT on PR-2
- Alternative 9:** HRT on PR-2

Intermediate Alignment Alternatives

- Alternative 10:** BRT on Intermediate Alignment
- Alternative 11:** LRT on Intermediate Alignment
- Alternative 12:** HRT on Intermediate Alignment

TSM alternatives would attempt to address the project purpose and need without a major investment in a fixed guideway system or major capital improvements.

BRT alternatives would consider Bus Rapid Transit for the full length of the alignment.

LRT alternatives would consider Light Rail Transit for the full length of the alignment.

HRT alternatives would consider Heavy Rail Transit for the full length of the alignment.

Transit Technologies

The twelve alternatives that have been defined for consideration in the Hatillo-Bayamón Mass transit System Universe of Alternatives make use of four distinct transit technologies. They are:

TSM—Transportation System Management - TSM alternatives employ bus service operations in mixed traffic. The buses are rubber-tired vehicles and will be similar to those used for general transit service.

BRT—Bus Rapid Transit – BRT alternatives includes standard, articulated, and to a lesser

extent, double-articulated buses that can provide more capacity than it is possible with a conventional bus system. They can have comparable quality to rail service with the flexibility of buses. BRT systems operate optimally on exclusive transit ways or dedicated bus lanes with controlled access.

LRT—Light Rail Transit—LRT is an electrically powered solution utilizing power fed from an overhead contact wire with the running rails serving as electrical return conductors. LRT is a very flexible rail trans-

it solution that can be applied in a wide range of situations from exclusive right-of-way with full Automatic Train Protection (ATP) features provided, to simpler street-running solutions on rails embedded in pavement.

HRT—Heavy Rail Transit—HRT is utilized to serve the highest passenger demand corridors. The term “Heavy” generally refers to the higher capacities that can be achieved with this technology through the use of longer train consists and fully grade-separated right-of-way.

Next Steps

The alternatives analysis, data collection, and impact assessment process begins at the completion of the formal scoping process. Preliminary analyses will be performed on the alternative alignments and their various

modal options so that they can be taken through a screening process to identify those alternatives that best meet the goals and objectives of the Mass Transit System from Hatillo to Bayamón Project.



TSM



BRT



LRT



HRT

