



# Appendix: Chapter 2 - About Our Home

# Assessment of Current Conditions and Options

As part of the initial tasks for developing of the 2050 LRTP an analysis of the Base Conditions and Options was performed. The main objective of this task is to capture an objective picture of available data related to the transportation system in Puerto Rico. This chapter is divided into 4 sections:

- LRTP 2045 Report and Model Assessment;
- Existing Conditions Assessment;
- Data Available for the 2050 LRTP by Source

As part of this analysis the following documents were reviewed:

- The previous version: 2045 Puerto Rico Long Range Transportation Plan (2045 LRTP) report, model and related files;
- PRHTA Construction Improvement Program (CIP);
- Heavy vehicles federal requirement files;
- Recent transit demand files for AMA;
- Data related to the effects of Hurricane María on the transportation infrastructure;
- Public Participation Plan (Plan de Participación Ciudadana, DTOP);
- Geographic Information System (GIS) files related to existing infrastructure;
- Latest version of the Unified Planning Work Program (UPWP);
- Various versions of the Statewide Transportation Improvement Program (STIP); and
- The PRHTA Fiscal Plan.

Additional information from existing traffic counts was obtained from the Data Collection Office of the PRHTA and their consultants. It includes data from the Highway Performance Monitoring System (HPMS) and the Surface Transportation Program (STP).

This chapter includes a summary of the general findings related to the reviewed data.

## LRTP 2045 Report and Model Assessment

The files from the previous LRTP were the starting point of the 2050 LRTP report. The report was published in 2018 and consisted of four main publications:

1. Puerto Rico 2045 Island-wide Long-Range Transportation Plan;
2. San Juan Transportation Management Area;
3. Aguadilla Transportation Management Area; and
4. Other urbanized areas.

The new 2050 LRTP is an update of the previous plan and is based on the Vision Goals and Objectives from the 2045 LRTP. Adjustments to these were made considering the new local conditions in Puerto Rico and the requirements under federal regulations. These changes were validated with the LRTP stakeholders including the general public, the MPO and the project committees.

The model is a traditional trip-based model which has four sequential steps (see Figure 1) that represents the trips for Puerto Rico on a typical weekday with a base year of 2016 and forecasted years in xxx. Geographically, it includes mainland Puerto Rico, Vieques and Culebra islands, with its seven

Metropolitan Planning Organizations (MPO). To represent trip patterns, the island is represented by 4,296 Transportation Analysis Zones (TAZ), which are mostly associated with Census block groups<sup>1</sup>.

The model represents the day by dividing it into four time periods:

- AM Peak: 7:00 – 9:00 h.
- Midday: 9:00 – 15:00 h.
- PM Peak: 15:00 – 18:00 h.
- Night: 18:00 – 7:00 h.

The demand is represented through seven trip purposes:

**Table 1: Trip purposes**

Trip purposes	Description
Home-based work	Further disaggregated into three subgroups based upon income level - including trips from home to workplace or from workplace to home
Home-based retail	Trips from home to shops or restaurants
Home-based school	School trips from home to K-12
Home-based university	Trips from home to university, mainly during off-peak
Home-based other	All home-based trips beginning or ending at places not listed above
Non-home based	Trips with home as neither the origin nor the destination
Non-household-based vehicle classes	Commercial vehicles, medium weight trucks, and heavy trucks trips

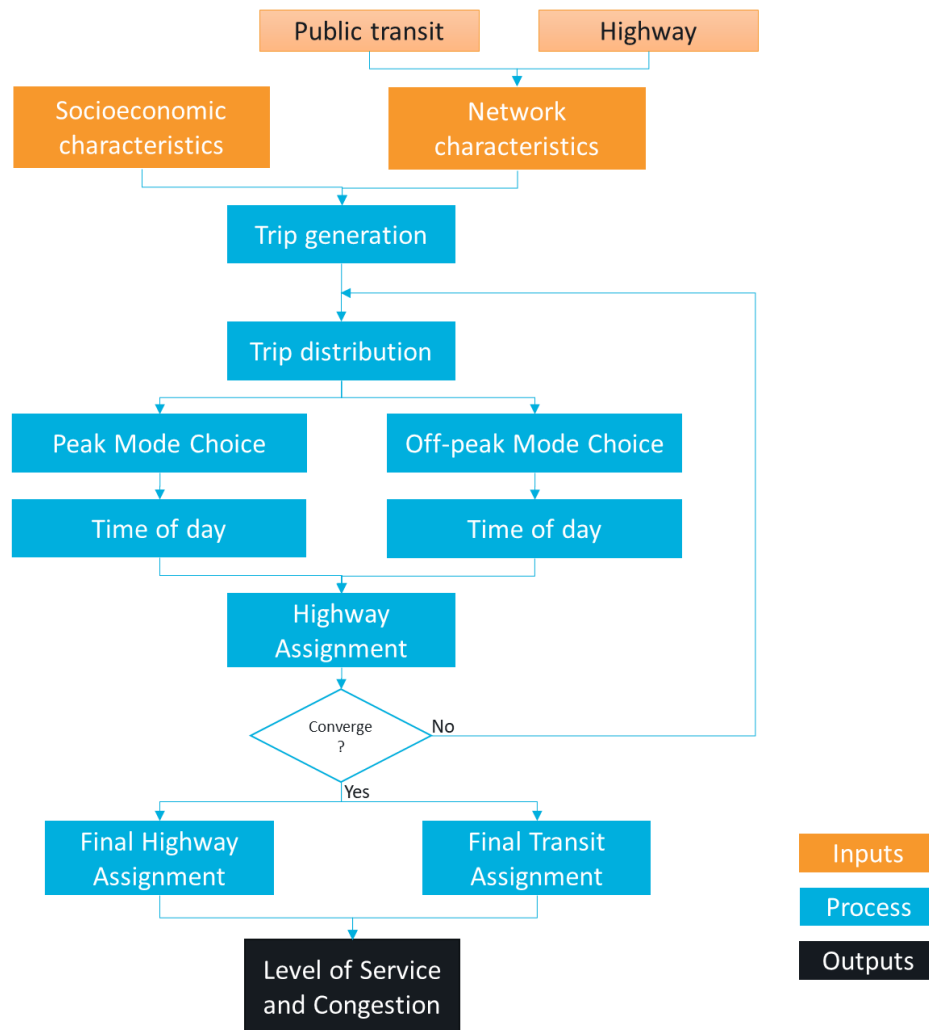
Source: Steer

Traveler’s household characteristics are represented through:

- Household size (1,2,3,4+)
- Income group (\$0-\$25,000, \$25,000-\$75,000 and \$75,000+)
- Number of workers (0,1,2,3+)
- Number of children (0,1,2,3+)
- Presence of Senior citizens (Yes, No)

<sup>1</sup> Corresponding to 2010 Census, which was the latest available by the time the model was developed.

**Figure 1: Model Structure**



Source: Steer

This section includes a brief description of each major model component, as follows:

- Socioeconomic inputs.
- Trip generation.
- Trip distribution.
- Mode and time of day choice.
- Trip assignment

### *Socioeconomic Inputs*

The travel unit for the PR LRTP Model is households, i.e., the model estimates the production of trips in a particular zone based on household characteristics (e.g., size, income, etc). In order to do so, it starts with a sample distribution of households by the established demand segments, and a household synthesizer estimates the number of households by each segment, per TAZ.

**Table 2: Socioeconomic data inputs**

Data	Level of detail	Source LRTP 2045
Population	Census block group	U.S. Census Bureau Annual Estimates 2010
Income	Census tract	ACS 5-year estimates 2009-2015
Total Households	Census block group	ACS 5-year estimates 2010-2015
Households by: -Household size -Household income -Number of workers -Number of children -Seniors in the household	PUMA geographic areas	2016-2020 ACS 5-year PUMS
Total Employment and Employment by: -Retail -Services -Manufacturing -Government -Others	TAZ	- Puerto Rico Dept of Labor - 2000 Census Journey-to-Work - BLS Data (ES 202) - Dun and Bradstreet Database - National Land Cover Database (NLCD) from ArcGIS Online - Land use data from PRHTA
School enrollment	TAZ	- Puerto Rico Department of Education - ESRI – National Center for Education - Middle States Association of Colleges and Schools - National Center for Educations Statistics

Source: Steer

### *Trip Generation*

The trip generation model contains six statistical sub-models. The end-product of the trip generation component is a table of productions and attractions by trip purpose for each TAZ in the model, where the descriptive variables are income group, household size, numbers of workers, children and seniors as a function of a household’s average size and income group, and the number of vehicles per household.

The attraction and truck models are primarily derived from external sources and publications, applied directly to TAZ-level variables.

The production models, however, used variables at the individual household level, and therefore require a two-step process: i) step 1: population synthesizer, and ii) step 2: calculation of each TAZ’s productions.

Table 3 below shows the components of the trip generation model and the purpose of each component.

**Table 3: List of Sub-Models within the Trip Generation Component**

Model(s)	Data Set	Estimation Method	Purpose
Household Size and Income Group Models	Census Tract	Linear regression of average household size / income on size / income group distribution	Disaggregate households into the 384 types by size, income group, numbers of workers, children, and seniors
Household Composition Models	Public Use Microdata Sample (PUMS)	Cross-classification with household size and income group	
Household Auto Ownership model	Public Use Microdata Sample (PUMS)	Logit	Estimate probability of having 0, 1, 2 or 3+ autos per household for each household type
Production models for each trip purpose (other than truck trips)	2011 Puerto Rico Household Travel Survey (HHTS)	Linear regression of trips generated on household characteristics derived from PUMS / IPF process	Generate productions by TAZ
Attraction models for each trip purpose (other than truck trips)	NCHRP 3652	n/a	Generate attractions by TAZ
Truck productions / attractions model	External Models	n/a	Generate truck productions and attractions by TAZ

Source: Steer

### *Trip distribution*

Trip distribution links trip productions in the model region with trip attractions to create matrices of inter and intra-zonal travel flows. The results of trip distribution are used as inputs to mode choice and later assigned to highways and/or public transportation systems to determine the travel demand constrained by the supply capacities of the underlying facilities.

Trip distribution is a standard gravity model that distribute trips from each origin zone to each destination zone in the model region by trip purpose and income group. The number of trips between zones is a function of the attractiveness of a zone and the travel impedance between zones:

<sup>2</sup> National Cooperative Highway Research Program (NCHRP) Report 365: Travel Estimation Techniques for Urban Planning, 1998 ([http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_rpt\\_365.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_365.pdf))

$$T_{ij} = P_i \frac{A_j F(C_{ij}) K_{ij}}{\sum_{j=1}^n A_j F(C_{ij}) K_{ij}}$$

Where:

- $T_{ij}$ : trips from zone i to zone j;
- $P_i$ : trips produced from zone i;
- $A_j$ : trips attracted to zone j;
- $F(C_{ij})$ : generalized cost friction factor; and
- $K_{ij}$ : zone-to-zone calibration factor, which adjusts the attractiveness from zone i to zone j.

$$F(C_{ij}) = t^b \times e^{ct}$$

Where  $t$  is the travel impedance, and  $b$  and  $c$  are parameters to be calibrated. The model also includes MPO pair K-factors, which are calibrated to match totals.

The general process to produce each trip matrix follows these three steps:

- Step 1: Calculate the generalized impedance for each origin-destination pair in peak and off-peak;
- Step 2: Calculate the friction factors by trip purposes; and
- Step 3: Distribute trips.

## *Mode and Time of Day Choice*

### Time of Day Choice

Both trip generation and trip distribution were developed on a daily basis. Daily demand is segmented into peak and off-peak periods in preparation for mode choice, and after mode choice, auto and truck trips are further disaggregated into finer time periods for highway assignment (AM Peak, Midday, PM Peak, and Night).

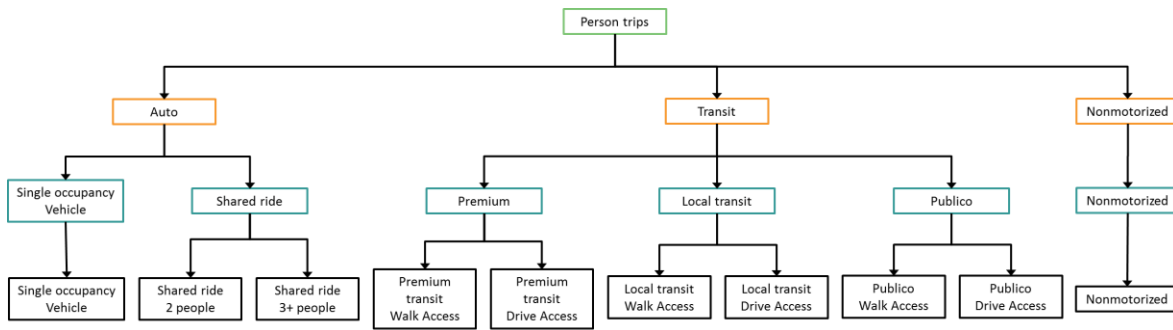
### Mode Choice

The mode choice is the third key stage in the operation of the LRTP travel demand model, following the trip generation and trip distribution steps. The purpose of this stage is to split the forecast trip demand into different modes.

The mode choice model produces, for all trip purposes, mode shares for both peak and off-peak periods to account for the differing congestion and transit availability during peak and off-peak periods. This is important both to understand the current behavior and so that the attractiveness of future year interventions can be better understood.

Mode choice is estimated through a three-tiered nested multinomial mode choice model, which is used for each of the seven trip purposes.

**Figure 2: Mode Choice Hierarchy**



Source: PR LRTP Model

The generalized cost equations in the mode choice are reproduced below.

$$GC_{Auto,P} = a \cdot IVT + b \cdot OVT + c \cdot Cost + k_{Auto,P}$$

$$GC_{Transit,P} = a \cdot (IVT + 0.7 \cdot IVT(Premium) + 5 \cdot Transfers) + b \cdot OVT + c \cdot Cost + k_{Transit,P}$$

$$GC_{Nonmotorized,P} = b \cdot OVT - Distance^3 + k_{Nonmotorized,P}$$

Where:

- $M$  refers to each mode and  $P$  to each purpose of the trip,
- $a, b, c$  are the coefficients for in vehicle time (IVT), out of vehicle time (OVT), and Cost; and
- $k_{M,P}$  is a real number constant.

For each trip purpose and time of the day, the process for producing each trip matrix follows the three general steps:

- Calculation of utilities by mode;
- Calculation of mode choice split for each mode;
- Calculation of total trips for each mode.

### ***Trip Assignment***

#### **Transit Assignment**

The Puerto Rico multi-modal model uses a simple uncrowded, multiuser class assignment for each trip purpose, time of day and primary transit mode.

The public transit assignment occurs in two stages within the model:

- Network building and skimming, and
- Final assignment

#### **Highway Assignment**

The PR LRTP model incorporates a multiclass assignment for auto (SOV, HOV2, HOV3+), commercial vehicles, medium trucks, and heavy trucks, in four periods of the day; AM Peak, PM Peak, Midday and Night.



Travel times are estimated based on the volume-delay relationship, which is implemented through the volume-to-capacity (V/C) ratio on each link of the network. The PR LRTP model uses the traditional Bureau of Public Road (BPR) formula.

$$T_c = T_0 \times \left( 1 + \alpha \times \left( \frac{V}{C} \right)^\beta \right)$$

Where:

$T_c$ : Link congested travel time

$T_0$ : Link free-flow travel time

$\alpha, \beta$ : Alpha and Beta constants

$V$ : Link volume in passenger car equivalents

$C$ : Link capacity

## Existing Conditions Assessment

The 2045 LRTP was developed under a local context affected by the economic situation and the effect on local mobility and socioeconomic trends after Hurricane María.

The 2050 LRTP was developed under a new local context:

- Hurricane Fiona affected Puerto Rico on September 18, 2022. This Category 4 hurricane with 165 mph winds bisected the entire island having catastrophic effects.

In terms of the transportation network there were not many projects that were not already part of the existing conditions presented in the 2045 LRTP model:

- The team reviewed the main roadway network model and no major changes were logged; only some roadway improvements that have been completed have been included; and
- The bus transit network was updated considering new routes of state metropolitan bus network (AMA) and the major municipalities bus services.
- Road's speed and capacity were updated
- Toll fares and locations, Dynamic toll location using average toll during period and lane reduction were reviewed and updated.

Traffic counts were obtained from Traffic Study and data Collection Office ( Oficina de Recopilación de Datos y Estudios de Tránsito) in PRHTA for the years 2021 and 2022.

# Data Available for LRTP by Source

## 2045 LRTP

Steer developed the 2045 LRTP and because of our Quality Management System (QMS) we still have all the data and documentation.

1. Long Range Transportation Plan 2045
2. Cube Model - 2045 LRTP

## Data received from the client

1. Data – ACT – Infraestructura - 2022
  - i. ACT\_CARRETERAS\_SEGMENTADAS\_JUL\_2018
    - a. ACT\_CARRETERAS\_SEGMENTADAS\_JUL\_2018 (shapefile)
  - ii. ARNOLD – ALL ROADS
    - a. ARNOLD\_2016
  - iii. DATA ACT INFRAESTRUCTURA - GENERAL
    - a. Areas\_Descanzo\_ACT (shapefile)
    - b. ARNOLD\_2016\_FUNCTIONAL\_CLASS (ArcGIS Layer)
    - c. CarreterasEstatales\_SistemasViales\_ABR\_2022 (shapefile)
    - d. NUMEROS-SALIDAS-AUTOPISTAS (shapefile)
    - e. PLAZAS\_PEAJES\_2017 (shapefile)
    - f. Plazas\_Peajes\_2022 (shapefile)
    - g. PRDOT\_INTERSECCIONES\_SEMAFORIZADAS\_ABR\_2018 (shapefile)
    - h. PRDOT\_STATE\_ROADS\_CLASS\_JUL\_2018 (shapefile)
  - iv. INFRA\_ACT\_MUNICIPIOS
    - a. INFRA\_CARR\_EST\_ACT\_MUNICIPIOS
    - b. Adjuntas\_clip (shapefile)
    - c. Aguada\_clip (shapefile)
    - d. Aguadilla\_clip (shapefile)
    - e. Aguas Buenas\_clip (shapefile)
    - f. Aibonito\_clip (shapefile)
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    - i. Añasco\_clip (shapefile)
    - j. Barceloneta\_clip (shapefile)
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- s. Cayey\_clip (shapefile)
- t. Ceiba\_clip (shapefile)
- u. Ciales\_clip (shapefile)
- v. Cidra\_clip (shapefile)
- w. CLIP\_CARR\_EST\_MUN (ArcGIS Toolbox)
- x. Coamo\_clip (shapefile)
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v. INFRA\_PUENTES\_ACT\_MUNICIPIOS

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- xxx. Vieques\_clip (shapefile)
- yyy. Villalba\_clip (shapefile)
- zzz. Yabucoa\_clip (shapefile)
- aaaa. Yauco\_clip (shapefile)

vi. PUENTES

- a. PR\_BRIDGE\_INVENTORY\_FEB\_2018 (shapefile)

vii. REGIONES MPO

- a. Aguadilla\_Urbanized\_Area\_(AUA) (shapefile)
- b. Manati (shapefile)
- c. MAPAS MPO.pptx
- d. MPO-AUA - ESP - Shortcut.lnk
- e. MPO-AUA - ESP.jpg
- f. MPO-AUA - ESP.mxd
- g. MPO-AUA.jpg
- h. MPO-AUA.mxd
- i. MPO-Nonurbanized - ESP.jpg
- j. MPO-Nonurbanized - ESP.mxd
- k. MPO-Nonurbanized.jpg
- l. MPO-Nonurbanized.mxd
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- p. MPO-SJUA.mxd
- q. MPO-UZA - ESP.jpg
- r. MPO-UZA - ESP.mxd
- s. MPO-UZA.jpg
- t. MPO-UZA.mxd
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- v. Municipality\_Union (shapefile)
- w. Nonurbanized\_Area (shapefile)
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- y. REGIONES\_MPO - ESP.mxd
- z. REGIONES\_MPO.jpg
- aa. REGIONES\_MPO.mxd
- bb. San\_Juan\_Urbanized\_Area\_(SJUA) (shapefile)
- cc. Under\_(UZA)\_-\_Aguadilla\_(AUA) (shapefile)
- dd. Under\_(UZA)\_-\_San\_Juan\_(SJUA) (shapefile)
- ee. Under\_200,000\_Population\_(UZA) (shapefile)

2. Oficina de Recopilación de Datos

- i. 2019 tabla 1(Liza).xls
- ii. Ave. Condado
  - a. ClassReport Ave. Condado.xls
  - b. SpeedReport.xls
  - c. VolumeReport.xls
  - d. WeeklyVolumeReport.xls
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  - c. VolumeReport Ave. los Angeles.xls
  - d. WeeklyVolumeReport.xls
- vi. Ave. Magonlia
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  - b. SpeedReport AVE MAGNOLIA BAYAMON ENTRE PR-167Y PR-5.xls
  - c. VolumeReport AVE MAGNOLIA BAYAMON ENTRE PR-167Y PR-5.xls
  - d. WeeklyVolumeReport AVE MAGNOLIA BAYAMON ENTRE PR-167Y PR-5.xls
- vii. Ave. Paz Granela
  - a. ClassReport AVE PAZ GRANELA.xls
  - b. SpeedReport.xls
  - c. VolumeReport.xls
  - a. WeeklyVolumeReport.xls
- viii. Ave. Pontezuela
  - a. ClassReport Ave. Pontezuela.xls
  - b. SpeedReport.xls
  - c. VolumeReport.xls
  - b. WeeklyVolumeReport.xls
- ix. Ave. Sanchez Osorio
  - a. ClassReport AVE SANCHEZ OSORIO CAROLINA.xls

- b. SpeedReport AVE SANCHEZ OSORIO CAROLINA.xls
  - c. VolumeReport AVE SANCHEZ OSORIO CAROLINA.xls
  - d. WeeklyVolumeReport AVE SANCHEZ OSORIO CAROLINA.xls
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- a. ClassReport.xls
  - b. SpeedReport CALLE BALDORIOTY CAYEY ENTRE CALLE BARRERAS Y CALLE BARBOSA.xls
  - c. VolumeReport CALLE BALDORIOTY CAYEY ENTRE CALLE BARRERAS Y CALLE BARBOSA.xls
  - d. WeeklyVolumeReport CALLE BALDORIOTY CAYEY ENTRE CALLE BARRERAS Y CALLE BARBOSA.xls
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- a. ClassReport CALLE COMETA FAJAR.xls
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- xii. Calle Esteban Padilla
- a. ClassReport CALLE ESTEBAN PADILLA BAYAMON ENTRE PR-2 Y PR-5.xls
  - b. SpeedReport CALLE ESTEBAN PADILLA BAYAMON ENTRE PR-2 Y PR-5.xls
  - c. VolumeReport CALLE ESTEBAN PADILLA BAYAMON ENTRE PR-2 Y PR-5.xls
- xiii. Count Stations Location Log.xlsx
- xiv. LOG DE NOVIEMBRE 2021.xlsx
- xv. PR-1
- a. ClassReport NB PR-1 CAGUAS ENTRE PR-798 S Y PR-52.xls
  - b. ClassReport PR 1 entre PR-169 y PR-20 SUR.xls
  - c. ClassReport PR-1 entre PR-169 y PR-20 Norte.xls
  - d. ClassReport PR-1 CAGUAS ENTRE PR-798 S Y PR-52 SB.xls
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    - 1.1 ClassReport PR-1 KM 16.40 NB.xls
    - 1.2 ClassReport PR-1 KM 16.40 SB.xls
    - 1.3 SpeedReport SB.xls
    - 1.4 SpeedReportNB.xls
    - 1.5 VolumeReport SB.xls
    - 1.6 VolumeReportNB.xls
    - 1.7 WeeklyVolumeReport SB.xls
    - 1.8 WeeklyVolumeReportNB.xls
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- ii. WeeklyVolumeReport PR-9959 ENTRE PR-3 Y PR-3.xls

## Other organizations

1. The National Performance Management Research Data Set (NPMRDS)
  - i. Contents (text document)
  - ii. TMC\_identification (workbook)
  - iii. Speeds (workbook)
  - iv. Travel times (workbook)
2. AMA Rutas 2022
  - i. AMA Rutas 2022 (KMZ)
  - ii. AMA Schedule (wkds Sat) (workbook)
  - iii. Demand Response FY 21-22 Pasajeros (workbook)
3. Publicos Rutas Tarifas Viajes Flota
  - i. Inventario de Carros Publicos (workbook)
  - ii. Publicos Rutas y Tarifas
  - iii. Viajes Direccionales Diarios por Ruta FY 21-22
4. Alineación de rutas
  - i. First Transit 2022 (shapefile)
  - ii. Lancha Metro (shapefile)
  - iii. Rutas AMA 2022 (shapefile)
  - iv. Tren Urbano (shapefile)
5. Datos de embarques
  - i. Entries and Exits by Station 2022-08-05 (workbook)
6. GTFS – First Transit
  - i. Agency (text document)
  - ii. Calendar (text document)
  - iii. Calendar\_dates (text document)
  - iv. Feed\_info (text document)
  - v. Routes (text document)
  - vi. Shapes (text document)
  - vii. Stop\_times (text document)
  - viii. Stops (text document)
  - ix. Trips (text document)
7. Itinerarios
  - i. Itinerarios FT (workbook)
  - ii. Itinerarios Lancha Metro (workbook)
  - iii. Itinerarios Lanchas isla (workbook)
  - iv. Tren Urbano Seasonal WD Schedule (workbook)

- v. Tren Urbano Weekday Regular Schedule (workbook)
- vi. Tren Urbano Weekend Schedule (workbook)

8. Paradas

- i. Estaciones Tren Urbano (shapefile)
- ii. Paradas AMA 2022 (shapefile)
- iii. Stops FT (shapefile)

9. Paradas AMA 2022 (KMZ)

10. Tarifas

- i. Tarifas AMA (workbook)
- ii. Tarifas FT (workbook)
- iii. Tarifas Lancha Metro (workbook)
- iv. Tarifas Lanchas Isla (workbook)
- v. Tarifas TU (workbook)