

Designing Transit Corridors as Major Public Spaces

Ganar la calle

Diseño y gestión de calles más inclusivas



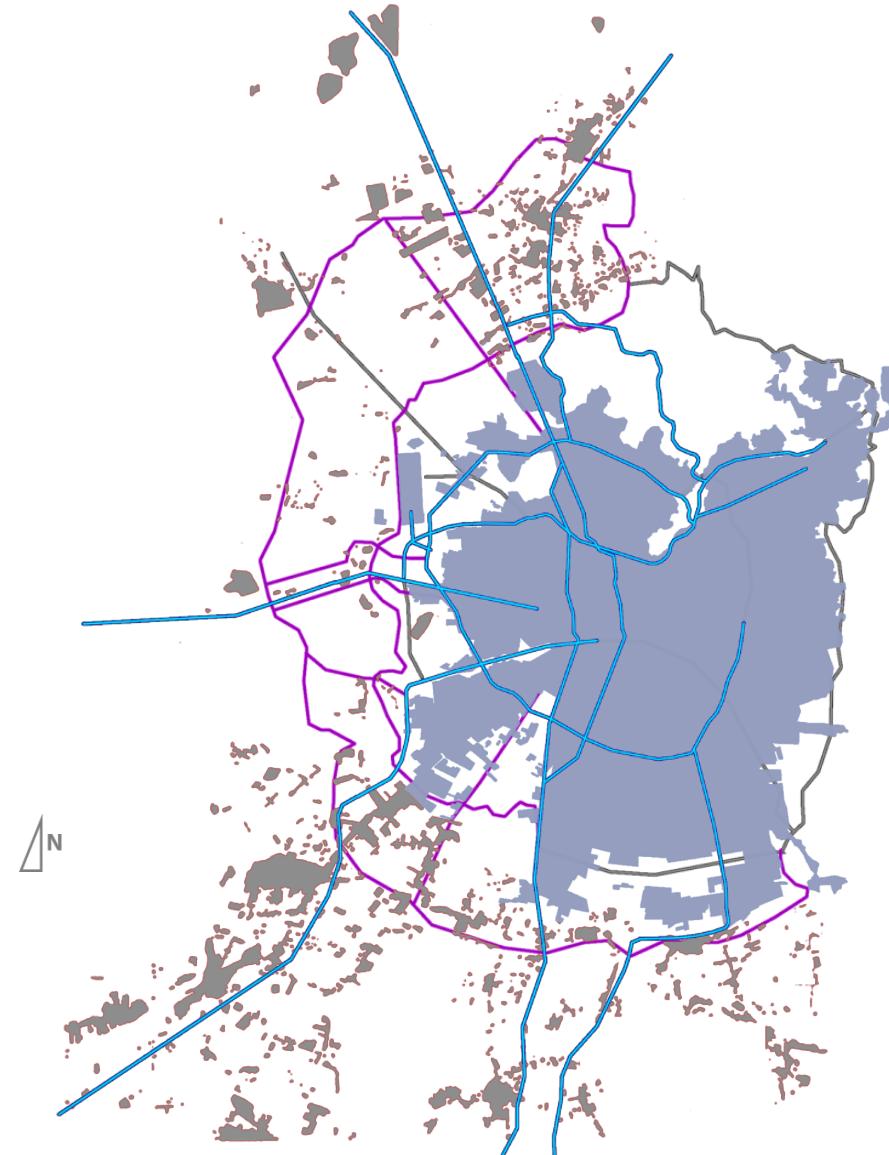
Santiago

contrasts in
transportation
decision-making



Santiago

Contrasts in transportation decision-making



Parque Automotor de Santiago

1.325.000 vehículos particulares

Crecimiento de más del 6% anual durante la última
década

Fuente: Cerdá, R. & Sottorf, S. (2010, 2 de noviembre). Periodo de tacos
vehiculares crece, y capitalinos deberán salir a las 6:30 de sus hogares. *El
Mercurio*, p. C7.

Transantiago

An integrated transit system at metropolitan scale



Santiago

Contrasts in transportation decison-making



Social segregation:

vehicle drivers –
middle income
dwellers

transit drivers – low
income dwellers



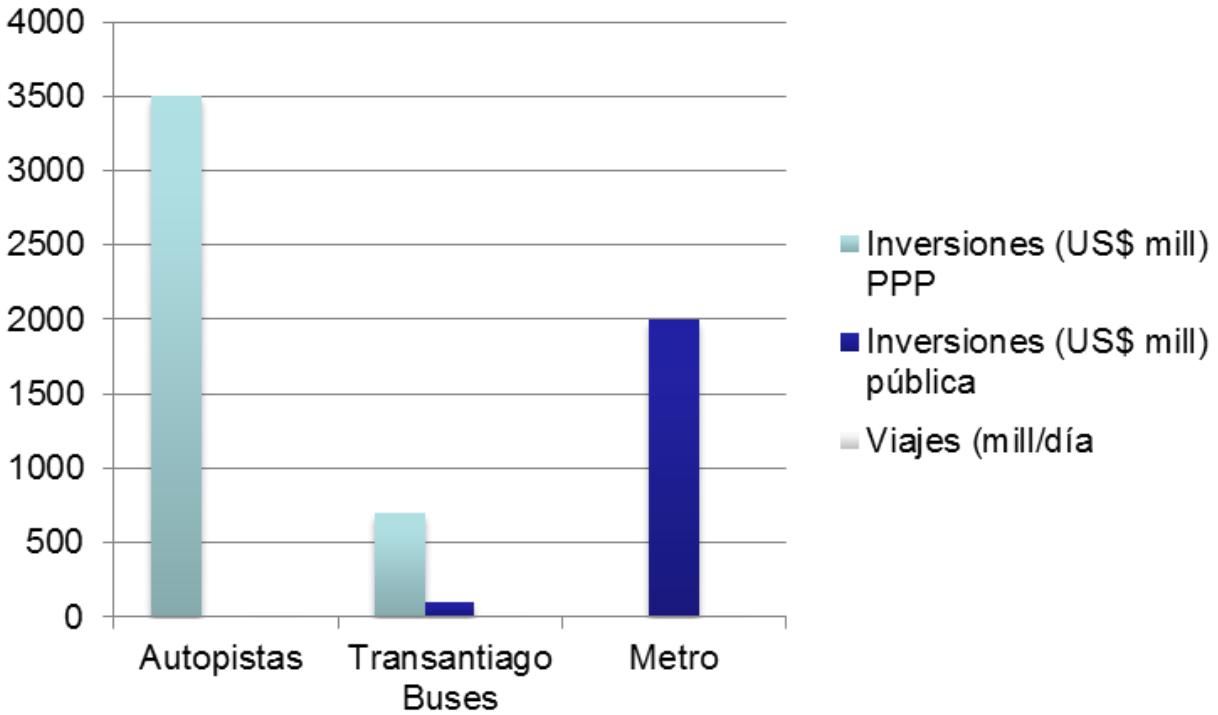
Estimated impact of transportation costs on families incomes (2009)

Categorías	Ingreso promedio hogar - RM (Autónomo)	Ingreso promedio hogar (Monetario)	Número de personas en el hogar - RM (Promedio)	Estimación de impacto de transporte en ingreso familiar**
I	\$ 118.402	\$ 152.394	3,56	53% 59%
II	\$ 267.251	\$ 292.713	4,25	28% 31%
III	\$ 369.335	\$ 388.023	4,10	21% 23%
IV	\$ 428.411	\$ 442.732	3,97	18% 20%
V	\$ 555.488	\$ 568.863	3,72	14% 16%
VI	\$ 686.115	\$ 696.660	3,76	12% 13%
VII	\$ 869.688	\$ 876.130	3,64	9% 10%
VIII	\$ 1.086.842	\$ 1.092.840	3,49	7% 8%
IX	\$ 1.694.934	\$ 1.697.368	3,21	5% 5%
X	\$ 4.297.644	\$ 4.299.039	2,85	2% 2%
Total y Promedio	\$ 1.037.308	\$ 1.050.563	3,57	8% 9%

*Fuente: Casen 2009. Moneda actualizada según IPC

**: Considera el costo de transporte de dos adultos y dos estudiantes, esto entre \$80.640 y \$89.600 por mes.

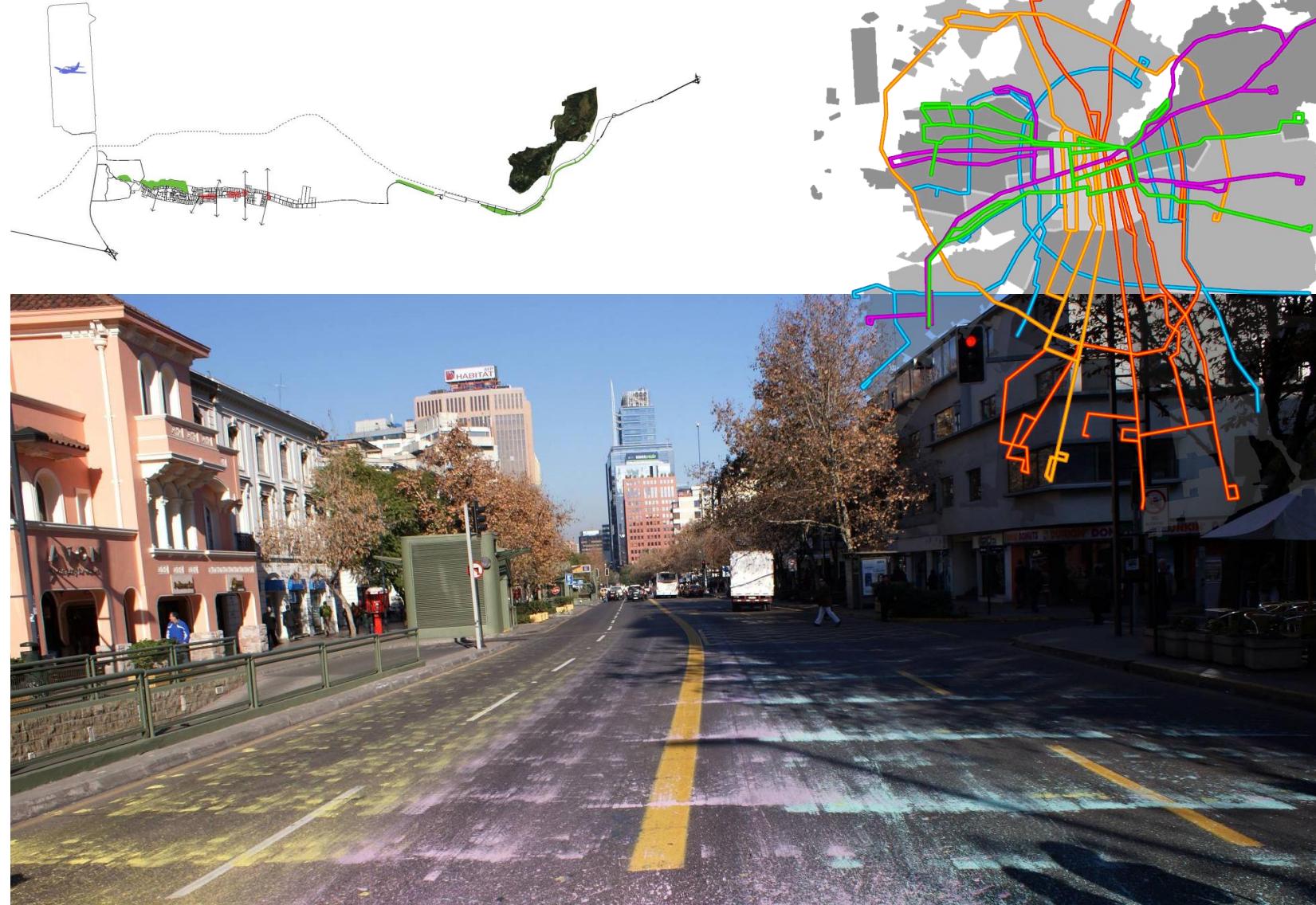
Public investments in transportation



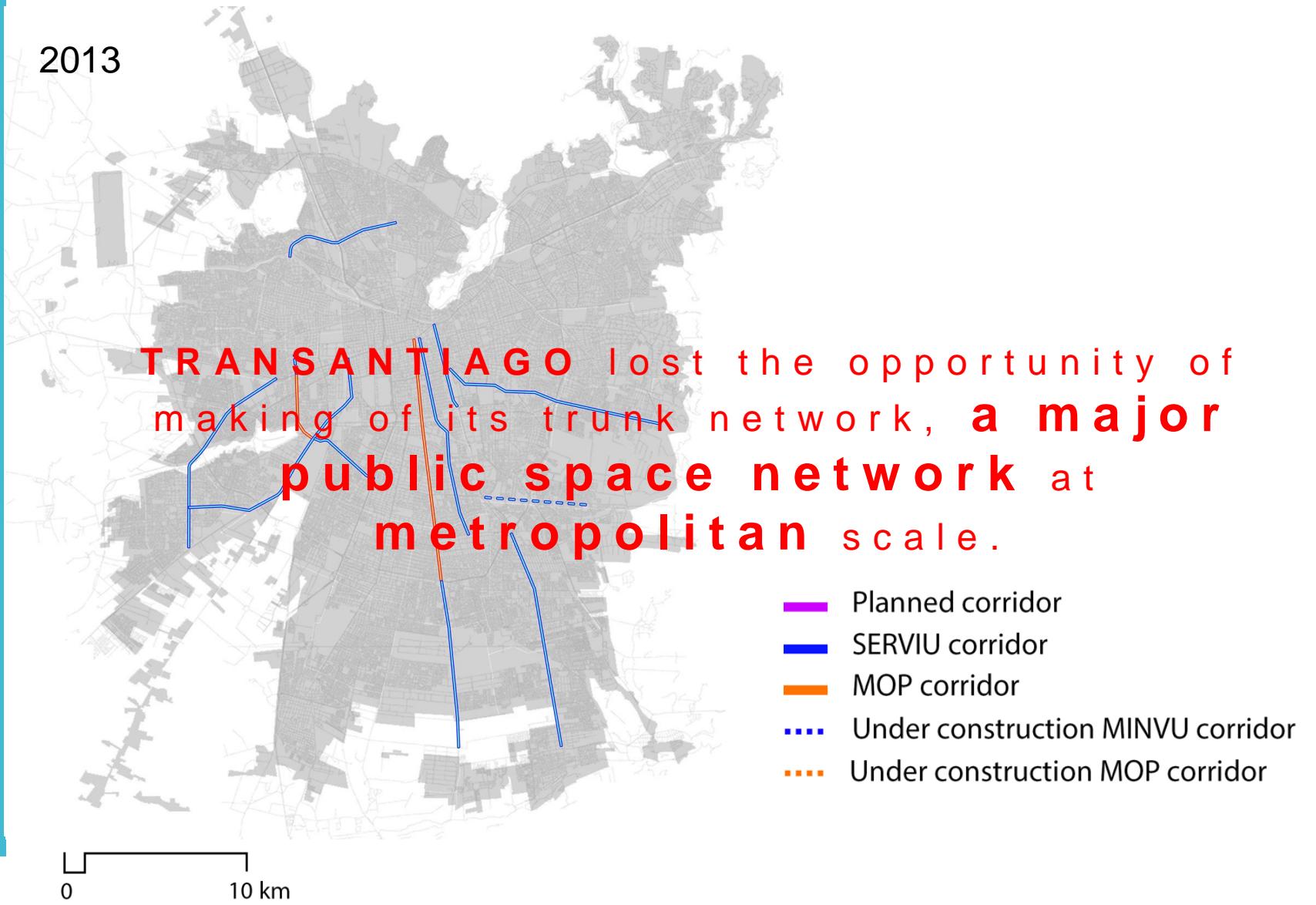
	Autopistas	Transantiago	Buses	Metro
Inversiones PPP (US\$ mill)	3500	700	100	2000
Viajes (mill/día)	2001	?	4,27	0,75
	2009	?	3,78	2,24

Transantiago: The challenge of corridors design

An unexpected opportunity for redesigning its street network as livable public spaces at metropolitan scale



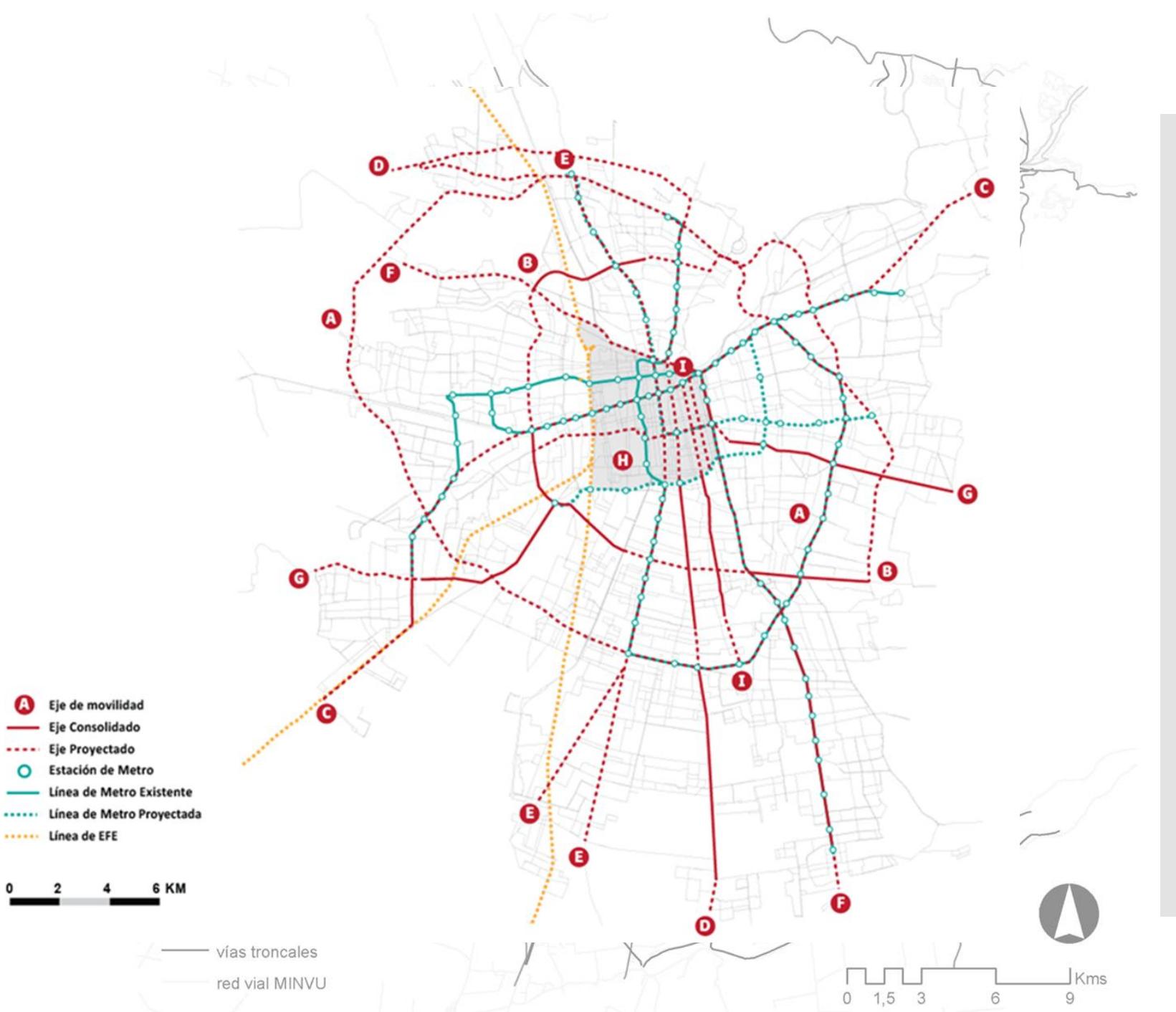
The facts



Some consequences of the misconception of streets design



There's still a great open opportunity



The “Gran Avenida” Street design Project

This project focuses on the relationship between **the design of transit systems** and **the design and development of the urban environments in which they exist**, paying particular attention to the **design of the street as a complex space that fulfills multiple functions beyond traffic and mobility**

PUC-MIT collaboration :
the design of the Urban Ring in Boston – the Gran Avenida in Santiago

An academic interdisciplinary effort for bringing the issue to the public debate scene by the means of a project.

Street design

Place making and Transit space

Urban design and Sustainable urban development

URBAN DESIGN

The Street as livable and significant public space:
Social and cultural exchange
Civic and political expression
Economic exchange
Recreation / Health
Street landscape and design

The Street as a space of movement:
Priority to pedestrians
Encouraging bicycle riding
Assuring public transport performance and comfort

PLACE MAKING

Improving everyday-life quality and built environment design

Improving the urban context
Mixed activities and land use:
Public services, Commerce,
Housing, Recreation

TRANSIT SPACE

URBAN DEVELOPMENT

How to define the Street design criteria?

First of all it is **a political question**

It concerns all kinds of **users of the Street**
as well as **local and metropolitan governments and administrations**
SOME QUESTIONS...
A question of **participation and governance**

And then it is **a technical question**

How to preserve
the quality of
places?

How to avoid the
mono-functional
logics of the
transit system?



Intermodality

the importance of the relationship between transfer and public space quality



L4./22. Espacio Público y Movilidad

REGISTRO FOTOGRÁFICO.

Lab en Proyecto Urbano.- Tomás Franke.



REGISTRO FOTOGRÁFICO.

Lab en Proyecto Urbano.- Tomás Franke.

How to share the street space?

The Street as a complex space that fulfills many functions beyond the transportation



Women's mobility and safe public spaces

- Desventajas en el mercado de trabajo: menores salarios, mayor inestabilidad.
- Trabajo de tiempo parcial, en localizaciones diversas, a horarios diversos.
- El cuidado y acompañamiento de los hijos y adultos mayores.
- Dependientes de la (in)accesibilidad de los servicios públicos
- Cautivas del desplazamiento a proximidad.
- Redes sociales y elecciones reducidas.



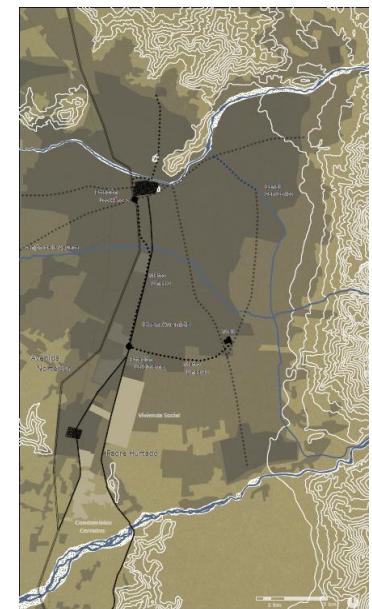
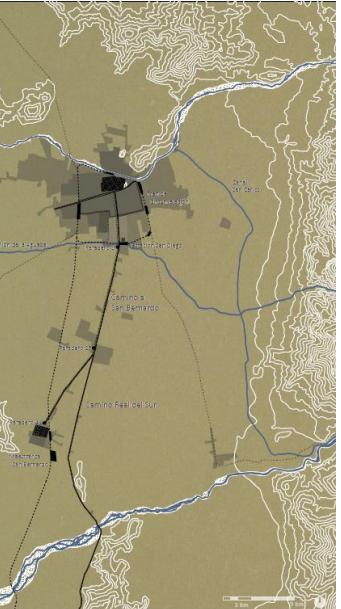
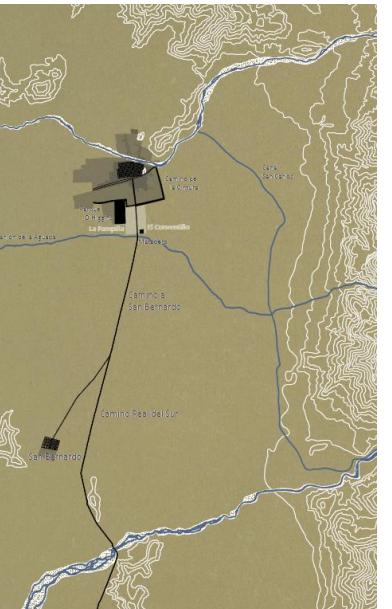
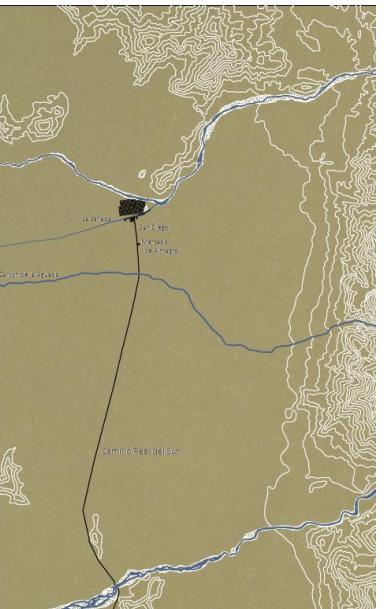
Informal workers and public space

- Trabajadores ambulantes
- Los que hacen desplazamientos intercomunales entre domicilio y trabajo: largos tiempos de viaje.
- Los que cambian de trabajo con frecuencia (interim)
- Los part-time que trabajan en diferentes localizaciones y a horarios discontinuos.



The Street as place of informal comercial exchange





The avenue as connector: from neigbourhoods to metropolis

Conectividad de áreas adyacentes.

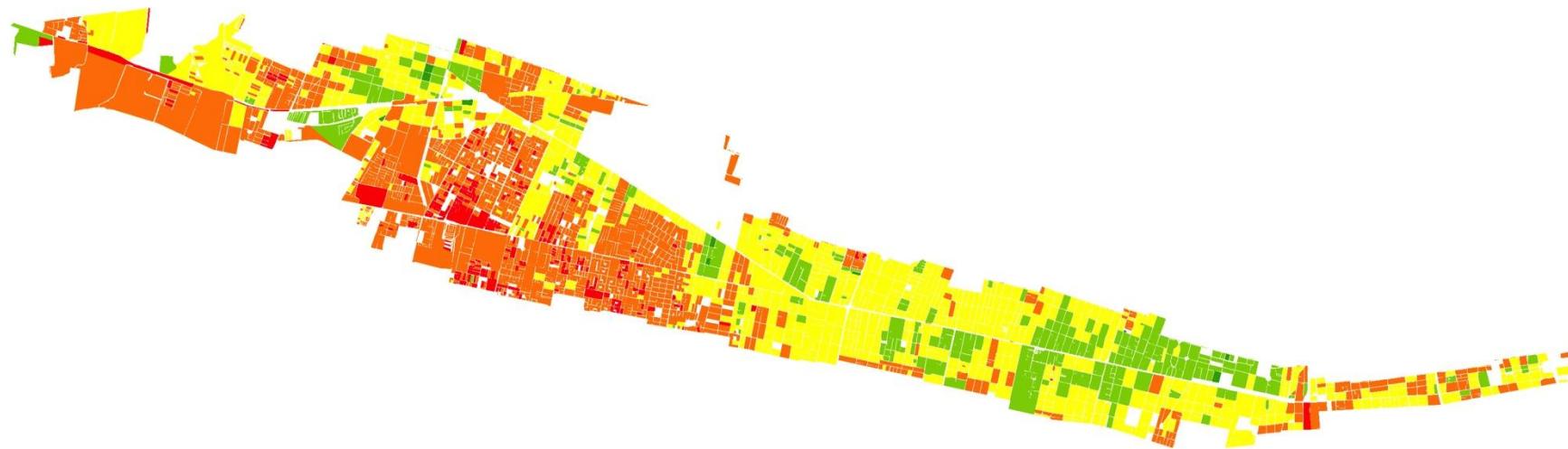
Potencial de regeneración de áreas deprimidas, mejoramiento de la accesibilidad de sectores vulnerables.

The avenue as
connector:
from
the
neighbourhoods
to
the metropolis



Neighbourhoods connected by the corridor:
800mts

Morphology
Public facilities
Demography + poverty rates +
income + education rates



800mts = 392655 habitantes



Gran Avenida

Central Commercial core



Gran Avenida

Pericentral Residential area



Gran Avenida

Peripheral Residential neighborhoods

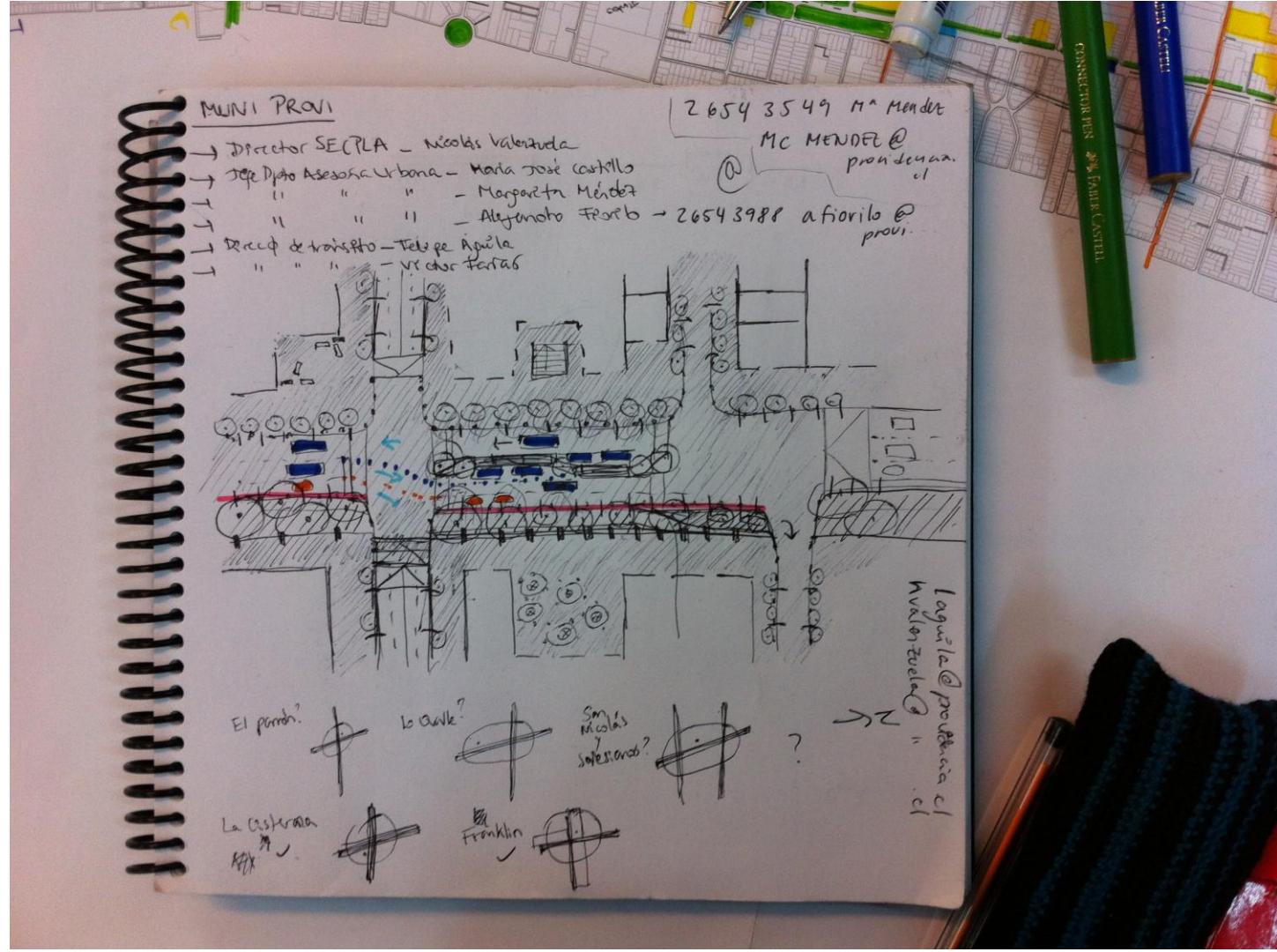


Gran Avenida

Greenfield Brownfield



Gran Avenida



Gran Avenida Central core





