Improving Access by Integrating Transportation Options

Paola Tapia Salas
Transportation and Communications Minister
MOBILIZE SUMMIT JUNE 2017
Activities are spread throughout the territory and the Integrated Public Transportation System is essential to achieve an adequate connectivity and integration level.
Public transportation is a transportation mode that generates less externalities and one that is most often used by low income residents.

Improving and subsidizing public transportation is always a progressive measure.
Public transportation must be a response to a problem and instead of a preconceived solution that may generate more problems.

Integration must be a response to a problem and instead of a preconceived solution that may generate more problems.

Public transportation integration must improve system coverage, without incrementing travel and waiting time.

Integrating public transportation

- Safe
- Reliable
- Comfortable

Quality

- Integrating public transportation
- Physical
- Accessible
- Fare
- Affordable

Coverage
Integrating public transportation

Integration must address two dimensions

- Increase the influence area of system entrances.
- Diminish transfer inconvenience.

Use bicycle and car parking, public bike share systems, better pedestrian corridors, among others.

Through public space intervention, one takes into account intermodal and transfer areas or stations.
Integration examples in Chile

INTEGRATION TRANSANTIAGO

COMPLETE fare integration for bus-bus transfer and a small surcharge for bus-metro transfer

Allows up to three transfers

Fare INTEGRATION Bus-Metro SYSTEM

Fare integration has mainly benefitted citizens living in the periphery.
Integration examples in Chile

Integration Merval- Ascensores- Troles Valparaíso

**METRO + ASCENDORES**
- Full fare: US$ 2,00
- Integrated fare: US$ 1,33
- Savings: 34%

**METRO + TROLES**
- Full fare: US$ 1,64
- Integrated fare: US$ 1,33
- Savings: 19%

**METRO + ASCENDORES**
- Full fare: US$ 1,56
- Integrated fare: US$ 1,33
- Savings: 15%
Physical Integration

Intermodal Stations Plan

**Intermodal spots in Great Santiago**

**Adequate connection Buses – Metro – Taxi - Bicicletas**

**Short Term:** Management interventions in congested spots in the city, low investment and high impact.

**Medium Term:** Transportation projects interventions (e.g. Metro).

**Long Term:** Comprehensive Intermodal Plan, analyzing mobility needs, available modes and their interrelationship.
In Valparaíso, in 2014, 164 bicycle parking spaces were installed. Nowadays, 18 out of 20 stations have bicycle parking. Since 2012, bicycles are allowed in Metro Valparaíso during the weekends and holidays.
The CITY is a source of opportunities

Access with equal opportunities