

¿CÓMO INFLUYE EL LUGAR DONDE VIVIMOS EN NUESTRA FELICIDAD?

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Ministra



12 junio 2019



CONTEXTO Y TENDENCIAS

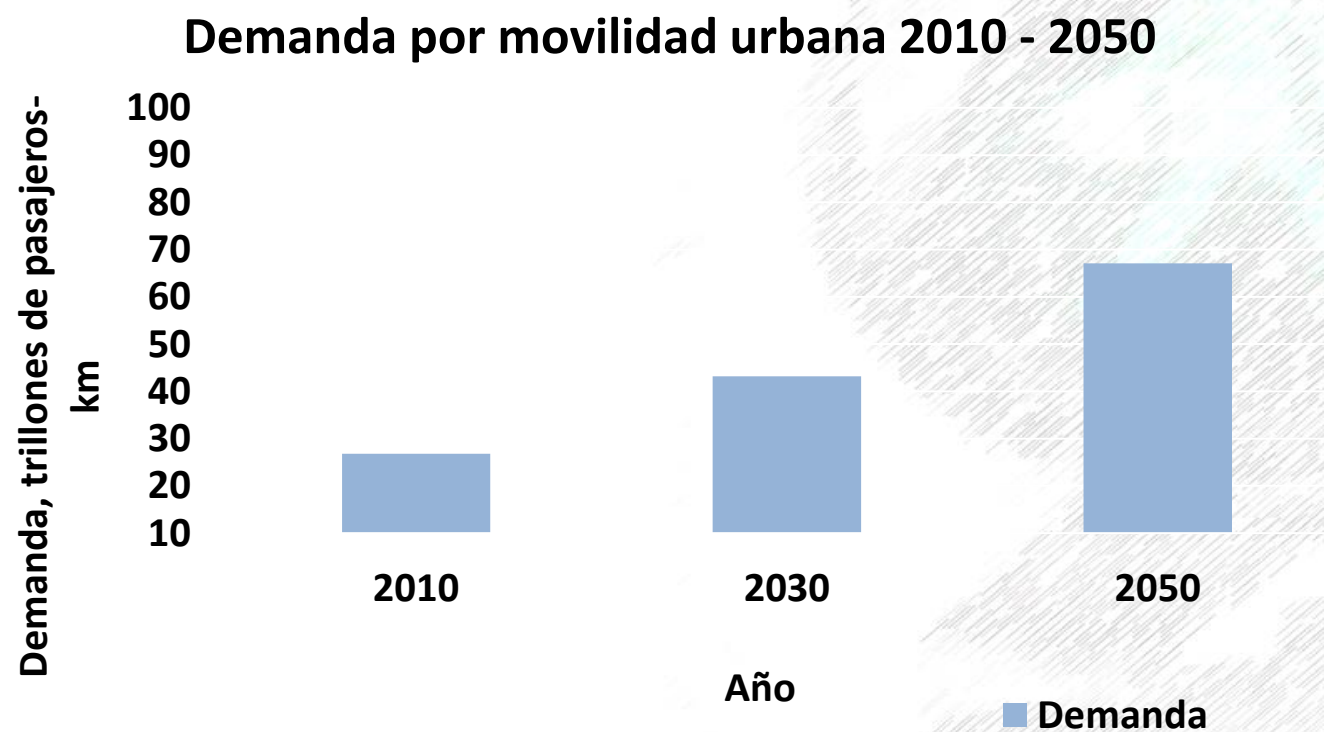
URBANIZACIÓN

Población urbana y rural en el mundo,
2010-2050



El mundo será
crecientemente
urbano

MOVILIDAD



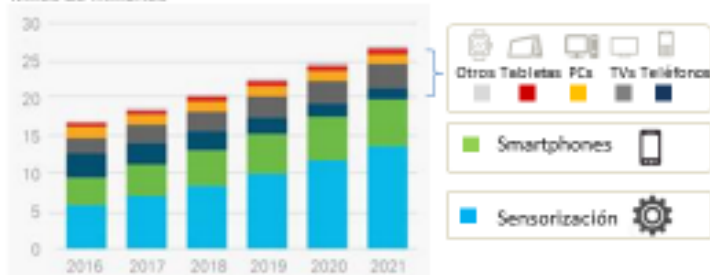
Explosivo
crecimiento de la
movilidad urbana

MAYOR MOVILIDAD FÍSICA Y DIGITAL

Crecimiento exponencial del tráfico y de dispositivos a nivel mundial

Dispositivos digitales en el mundo

Miles de millones



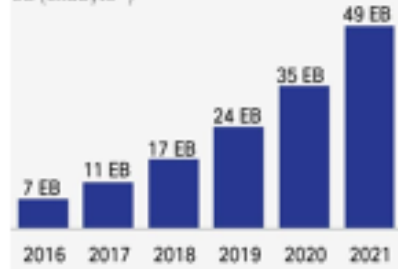
Fuente: Adaptado de Cisco con base 2016

- Creciendo aplicaciones que requieren calidad de servicio (ej. video 4K**)
- Masificación de IoT (Internet de las cosas). Se esperan 20 mil millones de dispositivos conectados al 2023 ***

(***) Fuente Ericsson

Proyección mundial de tráfico de móviles

EB (exabyte*)



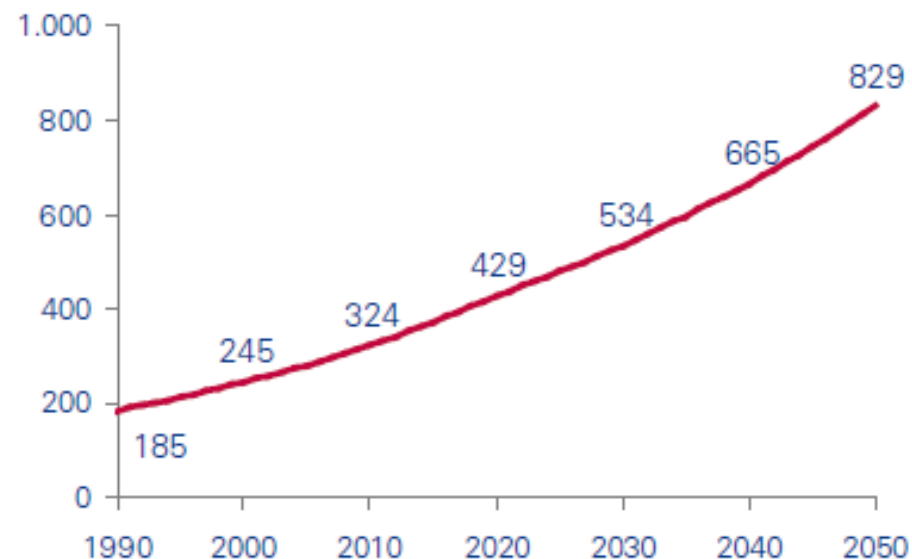
Fuente: Cisco 2017, tráfico mensual

Si no hay cambio de tecnología la mayor demanda de datos móviles congestionará las redes actuales.

Se requiere disponer de redes con mayor capacidad.

[*] 1.000 millones de Gigabyte. (**) El año 2015 el 54% del tráfico mundial de datos era 4K.

Global urban mobility investment volume in bn EUR



- In 1990 investment amount in global urban mobility equaled 185 bn EUR
- For 2050 the need of 829 bn EUR is being forecasted (growth by the factor 4.5)



CHILE

DENSIDAD URBANA

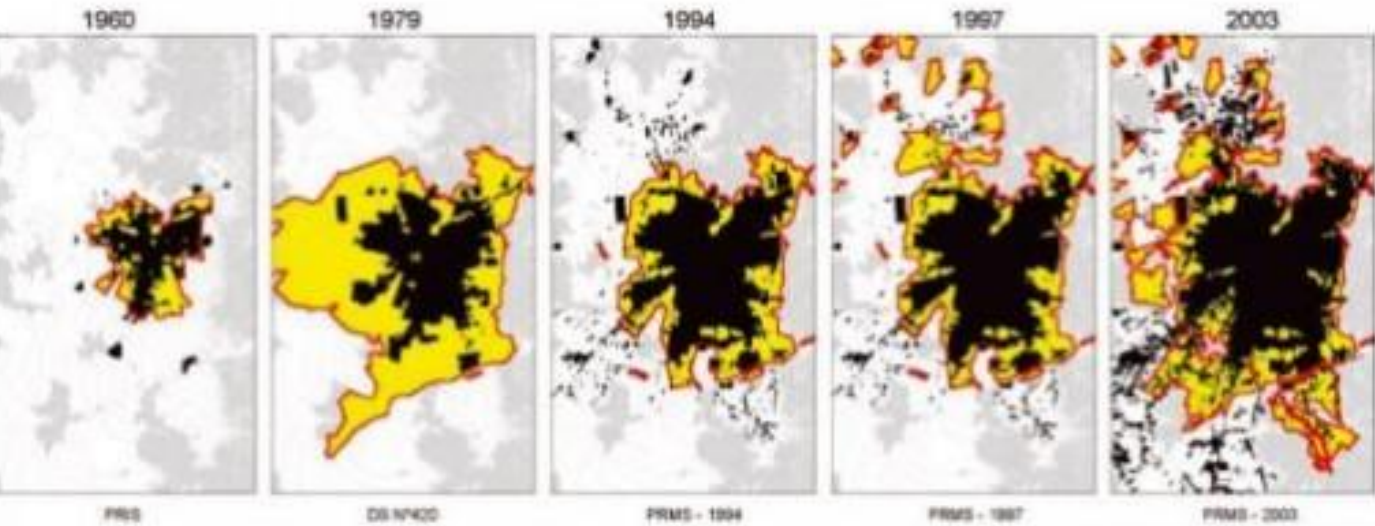
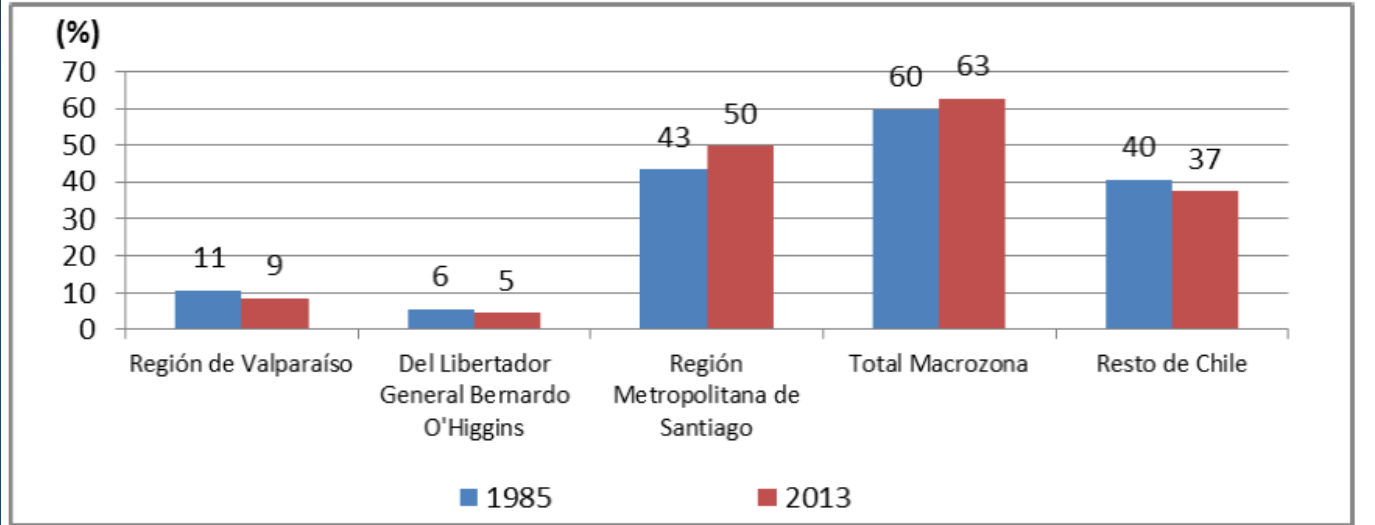
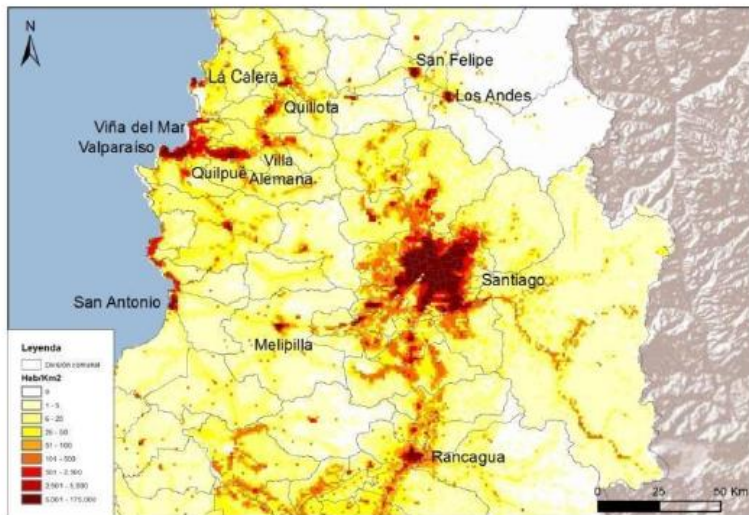


Gráfico 1: Proporción del PIB nacional: Total Macrozona, sus regiones y el resto de Chile



Fuente: Elaboración propia en base a datos del Banco Central de Chile proporcionados por el proyecto Fondecyt 1141157.

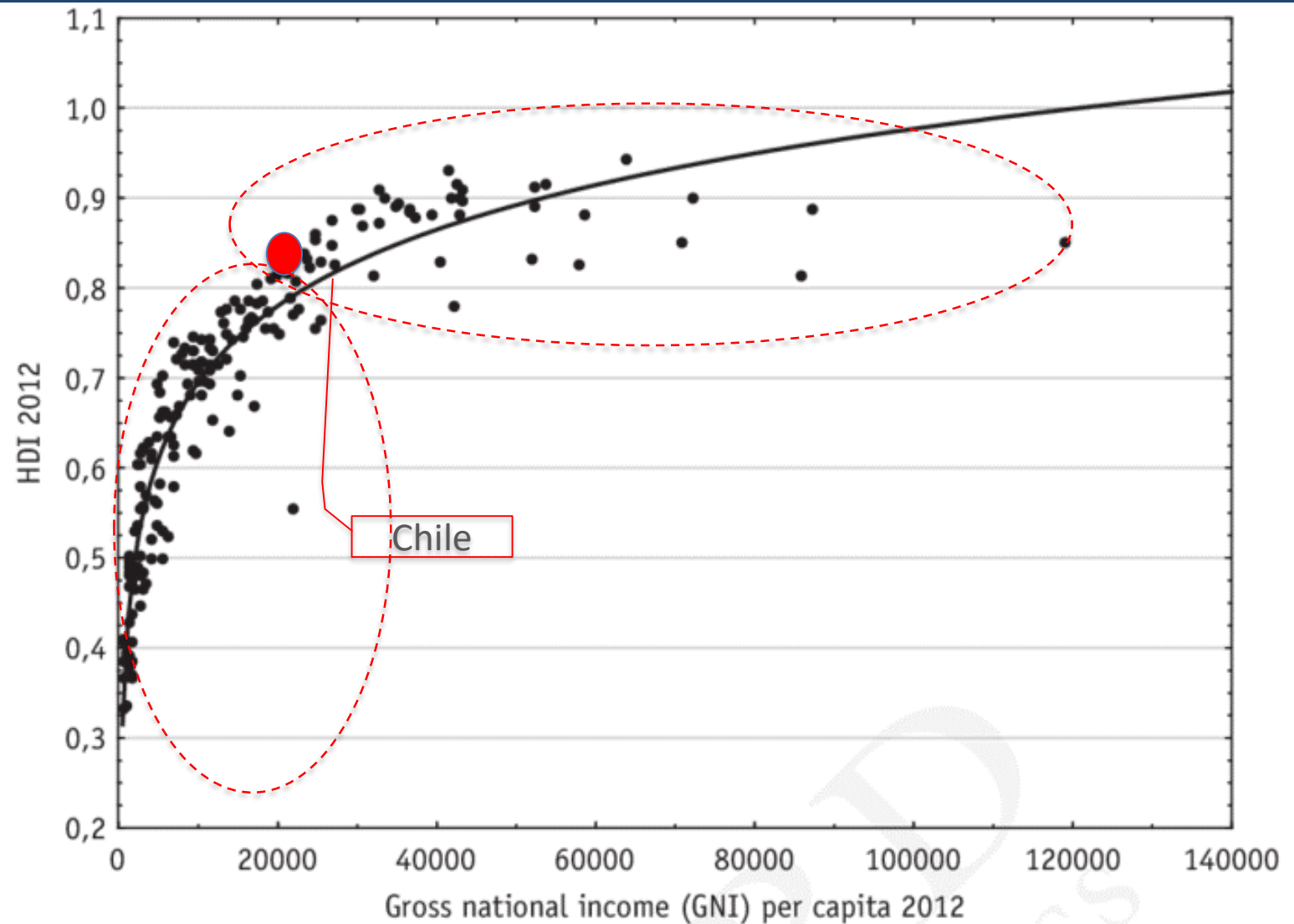
Ilustración 9 - Visualización de densidad poblacional



CONTEXTO

ETAPA DE DESARROLLO

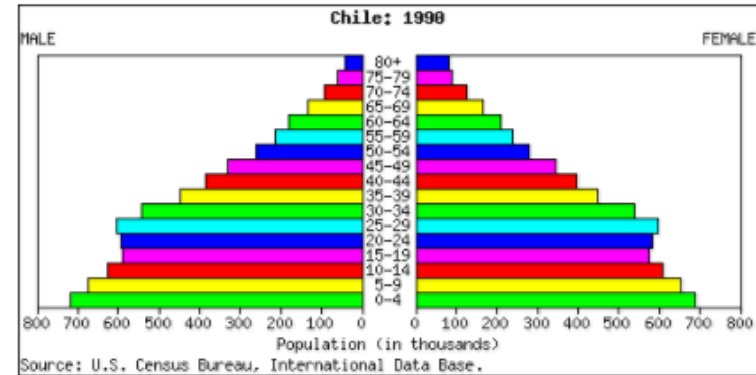
Índice de
Desarrollo
Humano
(HDI) vs.
Producto
Interno
Bruto (PIB)
per cápita



CAMBIOS DEMOGRÁFICOS

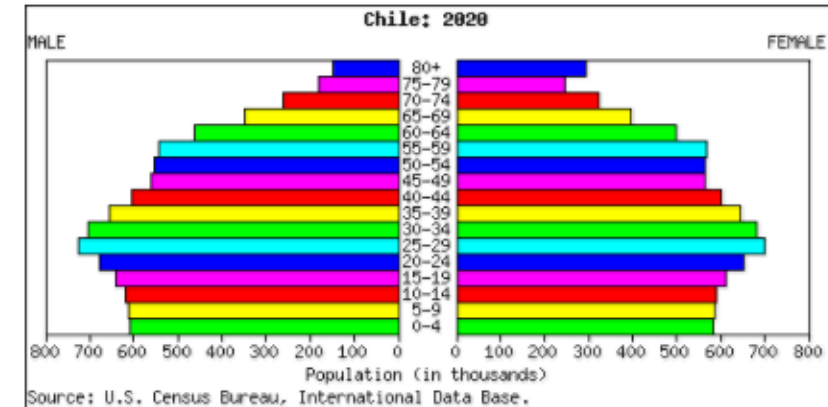
Chile Population Pyramid for 1990

Age and sex distribution for the year 1990:



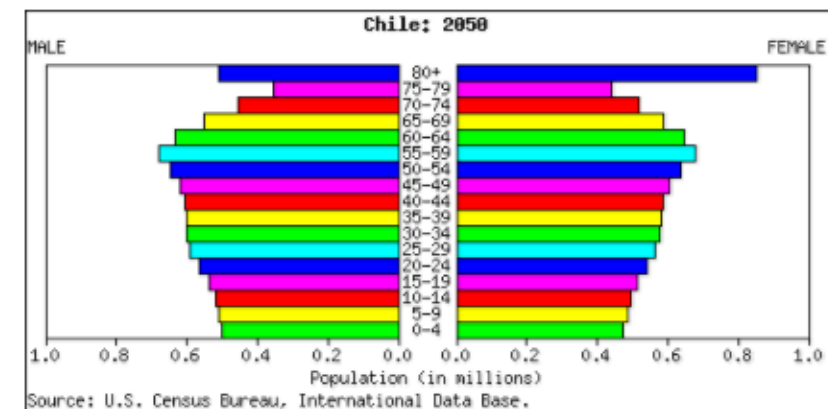
Chile Population Pyramid for 2020

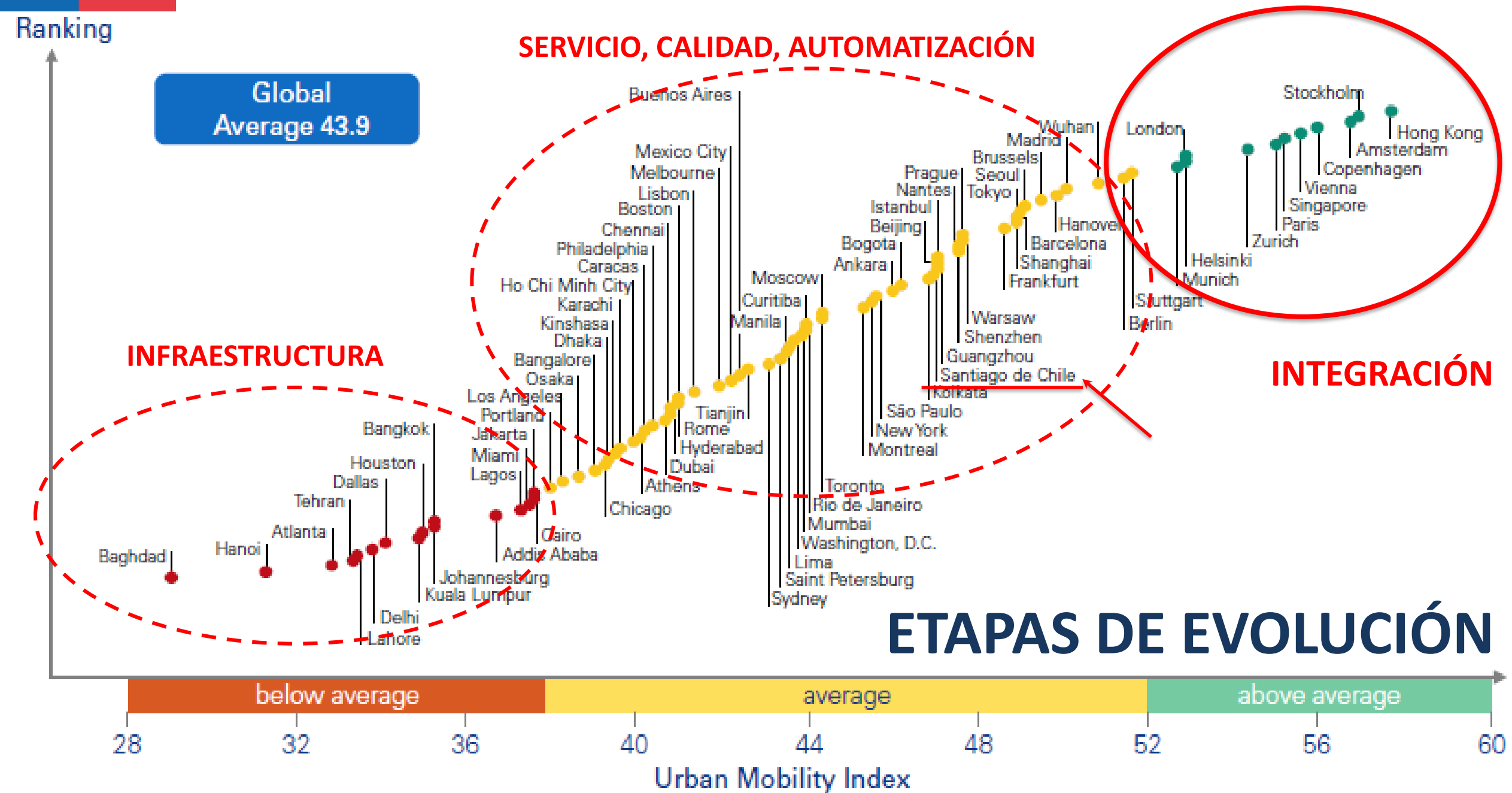
Predicted age and sex distribution for the year 2020:



Chile Population Pyramid for 2050

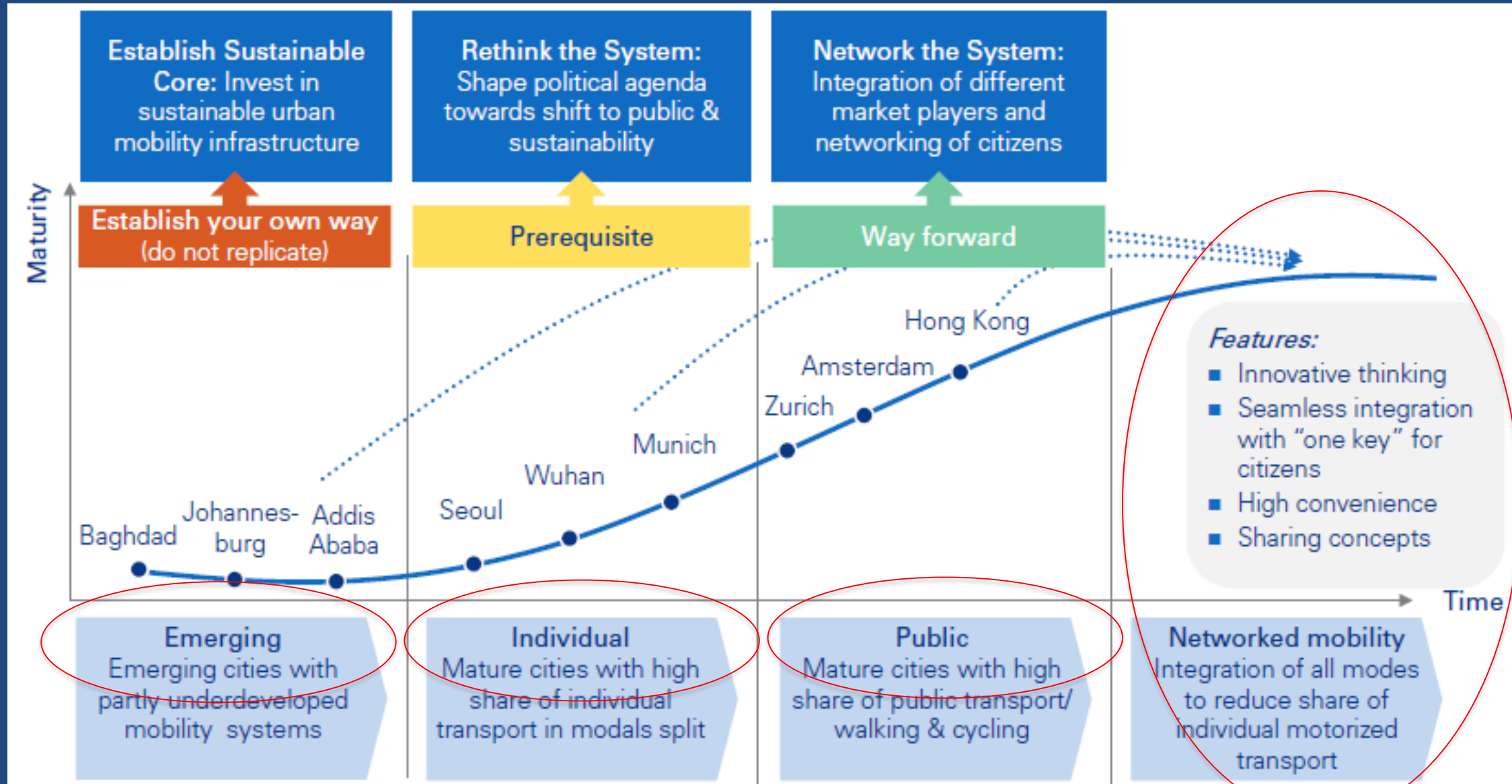
Predicted age and sex distribution for the year 2050:





Source: Arthur D. Little Urban Mobility Index 2.0; UITP is independent of this index, which does not necessarily reflect its opinion; 100 index points for city that would achieve best performance on each criteria.

MOVILIDAD

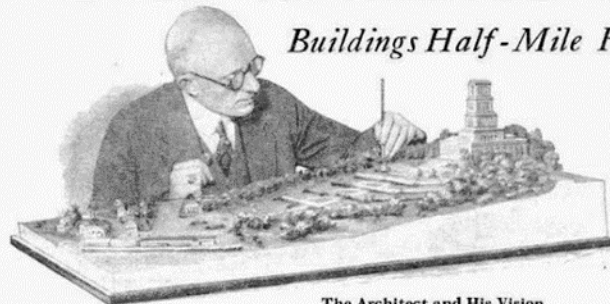




INNOVACIÓN Y EL FUTURO

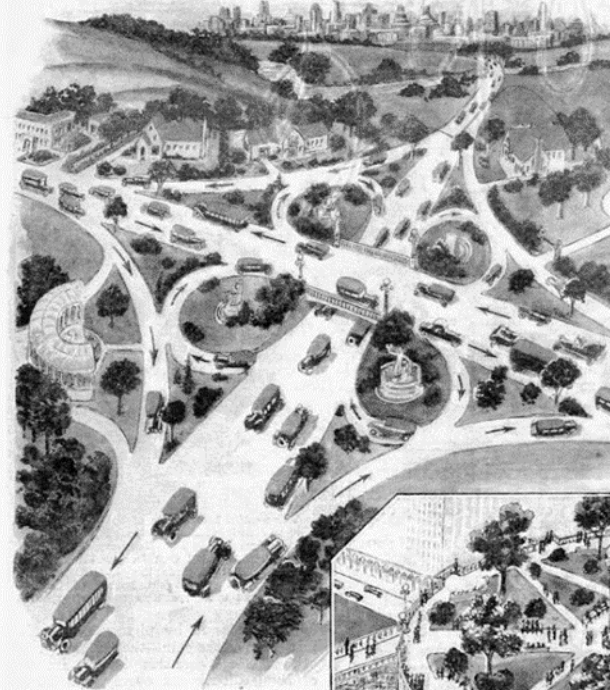
The Wonder City You May Live to See

Buildings Half-Mile High and 4-Deck Streets May Solve Congestion Problems



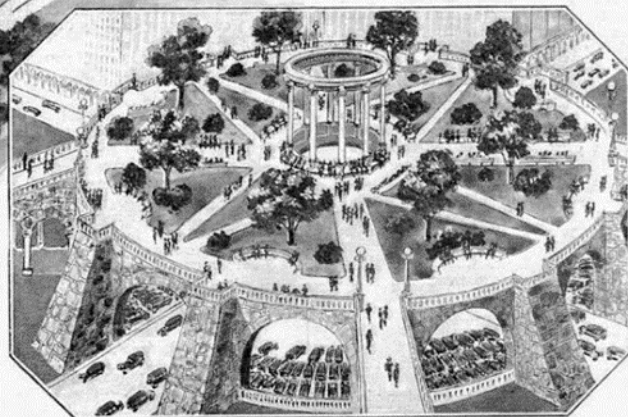
The Architect and His Vision

Harvey W. Corbett, noted American architect, at work on one of his models depicting his conception of the future city



Safe Highways—Elevated Parks

Above is a conception of how highways from the city of the future will be arranged to prevent congestion. Notice how the cross highway is elevated, with an ingenious system of curved ramps leading from one highway to the other. If you follow the arrows you will see how a car traveling in either direction on either road could pass readily to the intersecting highway without danger of accident. Mr. Corbett foresees future city parks raised to the level of elevated streets, as shown at right, with convenient auto parking space beneath



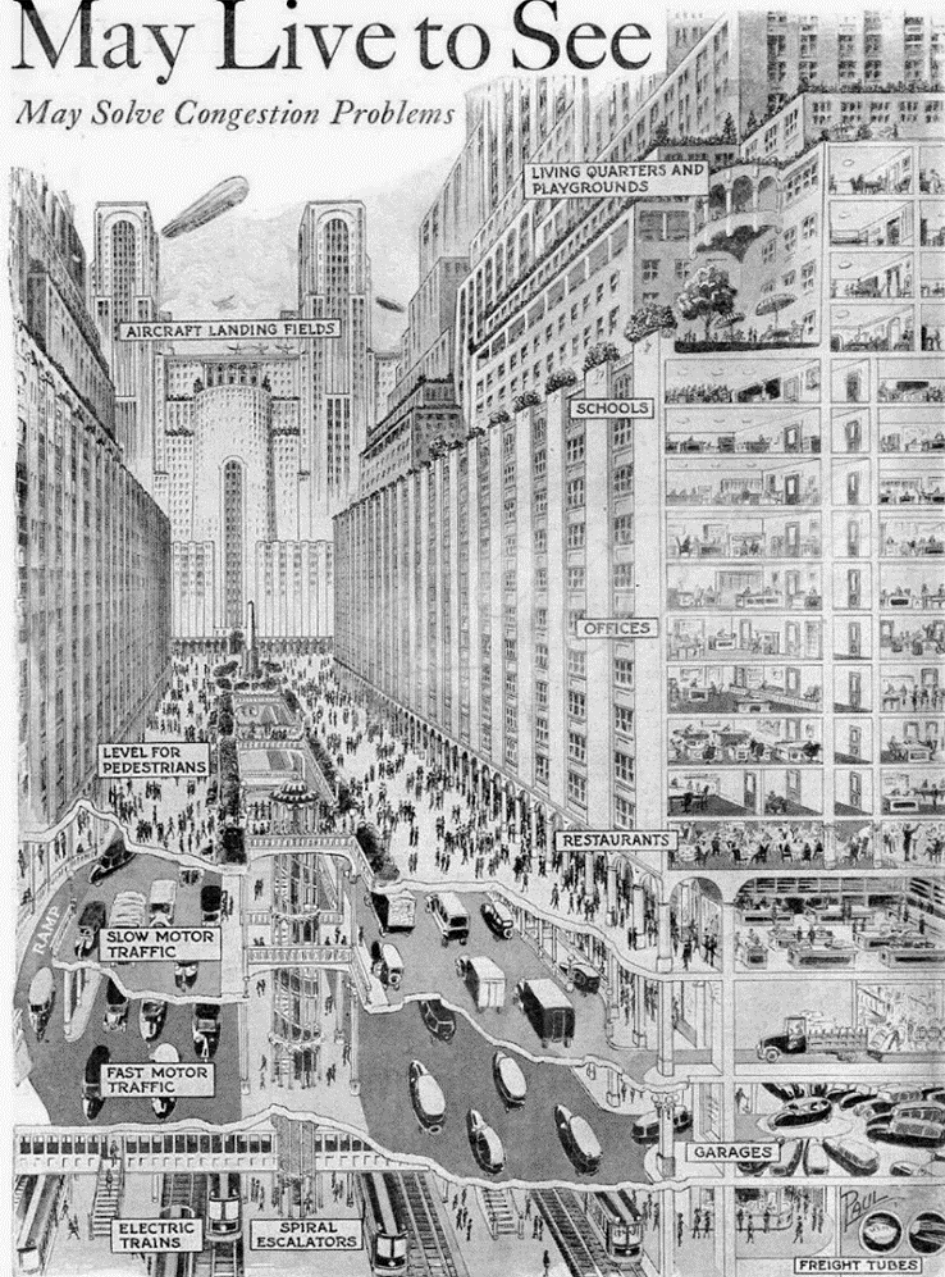
THE amazing pictures on these two pages were drawn from suggestions made by Harvey W. Corbett, president of the Architectural League of New York. They are a vivid, graphic expression of Mr. Corbett's mental conception of the typical American city of the future—the place in which most of us will be living in a quarter of a century or so.

Unlike many other experts, Mr. Corbett does not believe that the future will bring the "decentralization" of our big cities. On the contrary, long study of modern trends in architecture, city planning, and business and social life has convinced him that our cities will become more and more crowded. And, facing this contingency, he believes, we of this generation should begin now to plan buildings and highways with an eye on the problem of handling people and traffic of the future.

THE streetcar and elevated railway, Mr. Corbett says, will disappear. Streets will consist of four or more levels, respectively for pedestrians, slow motor traffic, fast motor traffic, and electric trains, the uppermost level being raised above the present street level.

Buildings will be half a mile high or more, containing offices and commercial establishments on the lower floors, and dwellings and amusement places on the upper. These latter will be reached by spiral escalators and will be supplied with pure air piped from the country.

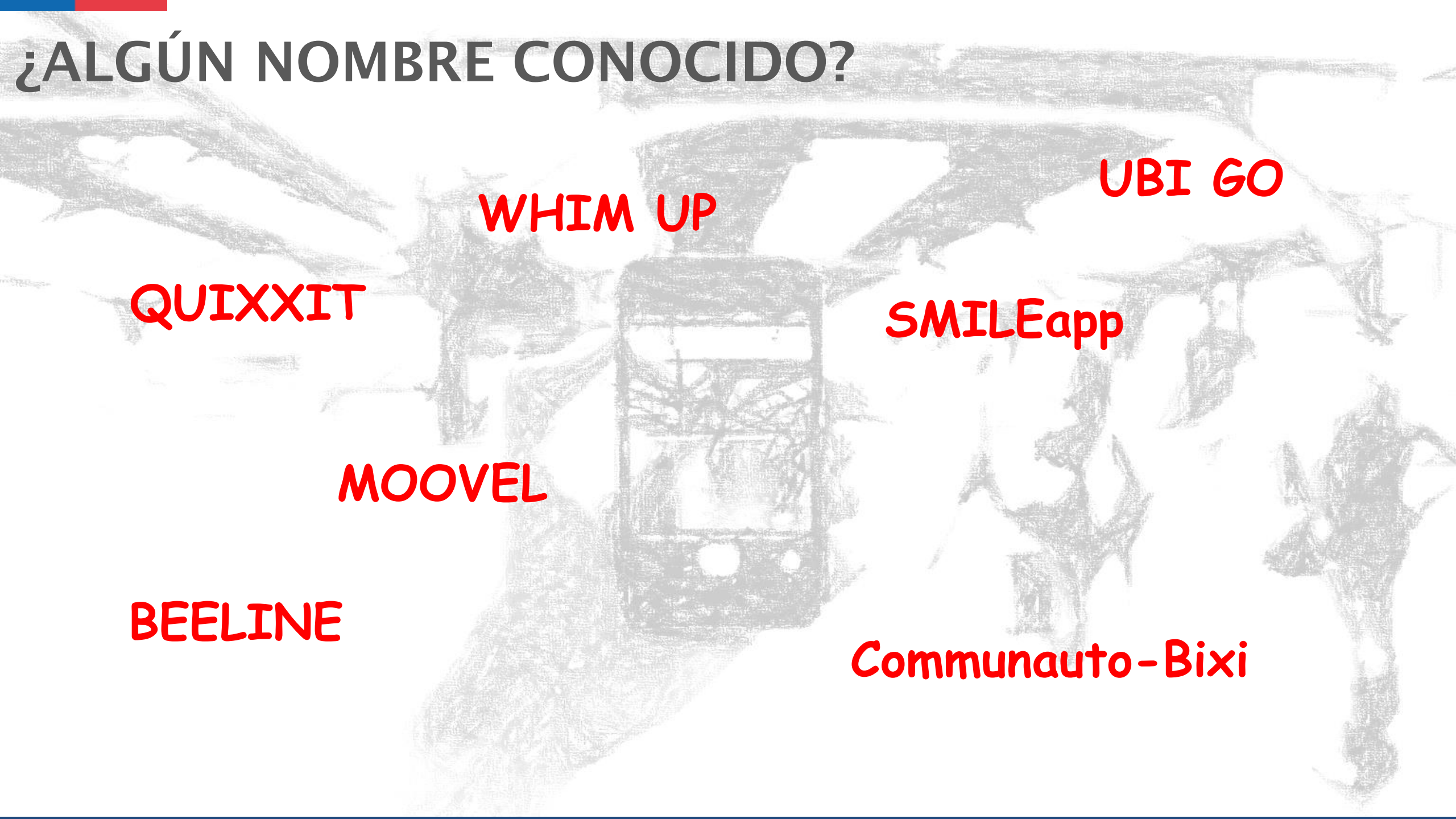
Though Mr. Corbett's vision of the future city contains much imagination, it is in no sense fantastic. It is supplied by a practical man and a noted architect. His ideas are worthy of sober study. A picture of the present-day metropolis, with its skyscrapers and subways, would have seemed scarcely more remarkable 50 years ago than his conception of the future city seems today.



How You May Live and Travel in the City of 1950

Future city streets, says Mr. Corbett, will be in four levels: The top level for pedestrians; the next lower level for slow motor traffic; the next for fast motor traffic, and the lowest for electric trains. Great

blocks of terraced skyscrapers half a mile high will house offices, schools, homes, and playgrounds in successive levels, while the roofs will be aircraft landing-fields, according to the architect's plan



¿ALGÚN NOMBRE CONOCIDO?

WHIM UP

UBI GO

QUIXXIT

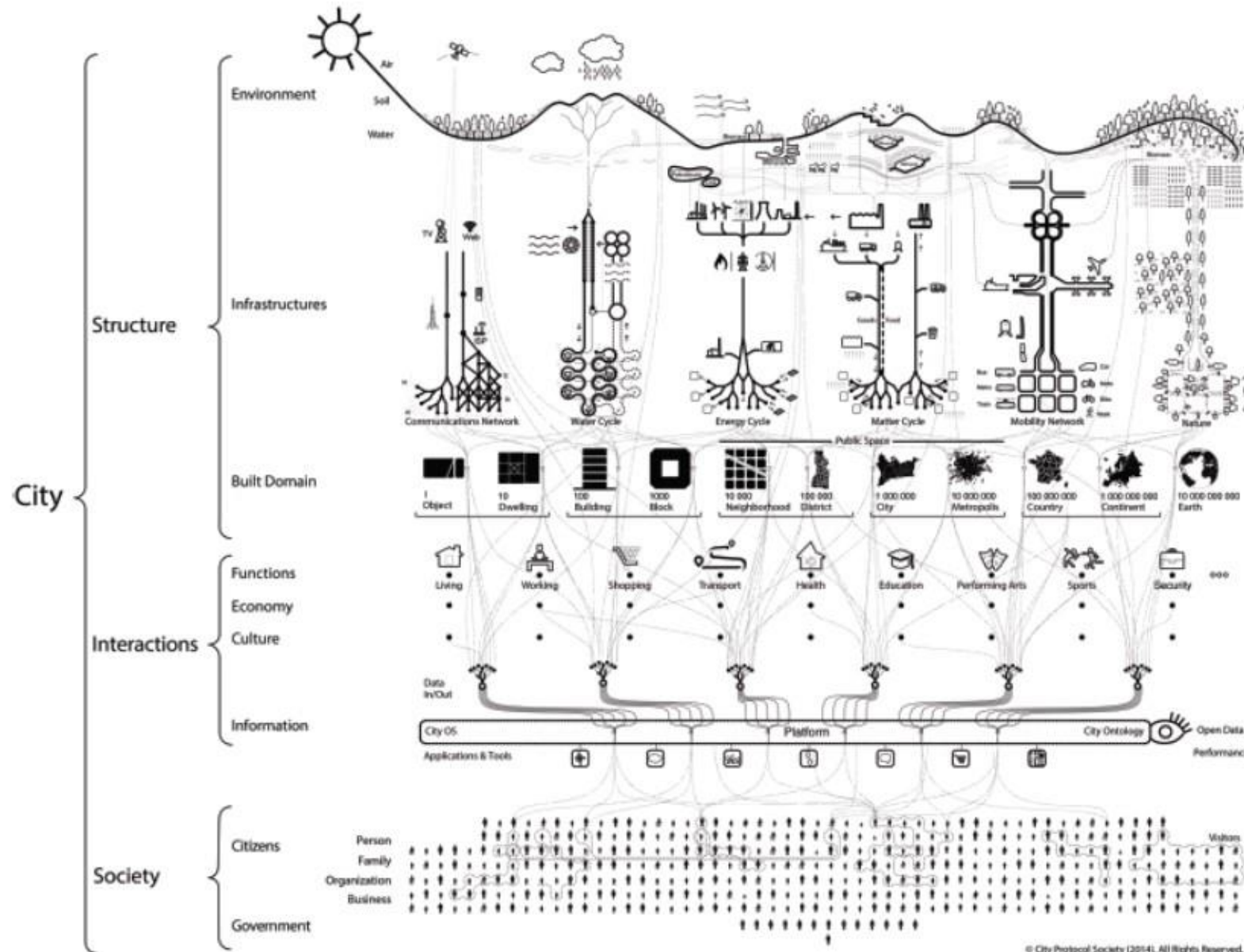
SMILEapp

MOOVEL

BEELINE

Communauto-Bixi

PLATAFORMAS DE INTEGRACIÓN: CITY PROTOCOL



DOS CONCEPTOS CLAVE EN MOVILIDAD FUTURA

☐ MOBILITY AS A SERVICE
(MaaS)

☐ SEAMLESS INTEGRATED MOBILITY SYSTEMS
(SIMSystems)



FUNCIÓN VS MATERIA





ADENTRO
VS
AFUERA



POLITICA PÚBLICA

ÁREA METROPOLITANA DE SANTIAGO

680 km²

7 millones
Habitantes

18,5 millones*
Viajes diarios

7 Operadores de buses
+ Metro & Trenes urbanos



2,5 millones
Usuarios transporte público

4,6 millones*
Viajes diarios T
Público (40,7%
motorizados)

20 km/h
Velocidad promedio de
operación

PRIORIDADES

No motorizado:
Ciclovías y peatones



Automó
viles



Público en superficie



Automó
viles



No motorizado:
Ciclovías y peatones



Público masivo en
subterráneo





SANTIAGO DOMINGO 9 DE JUNIO
13:30 - Providencia

DOS COMUNAS
SEPARADAS POR
20 MINUTOS DE
VIAJE POR
MODERNA
AUTOPISTA

SANTIAGO DOMINGO 9 DE JUNIO
15:30 - Renca



EL TRANSPORTE PÚBLICO CIERRA BRECHAS (Recuperar la dignidad)

NUEVOS BUSES OPERANDO EN PROVIDENCIA

NUEVOS BUSES OPERANDO EN
RENCA





ESPACIO PÚBLICO

- Abundante
- Dedicado
- De alto valor estético

ACCESO GRATUITO A LA BELLEZA

“El secreto de la **felicidad** no se encuentra en la búsqueda de más, sino en el desarrollo de la capacidad para disfrutar de menos”. **Sócrates** (470 a. C. - 399 a. C)

LA CIUDAD JUSTA

Seguridad

Espacio público
compartido

Diversidad

Integración

Densidad



COMPROMISO DE ACCIÓN PÚBLICA

Soluciones de transporte como
fuentes de bienestar
y desarrollo económico y social

GRACIAS



DENSIDAD URBANA

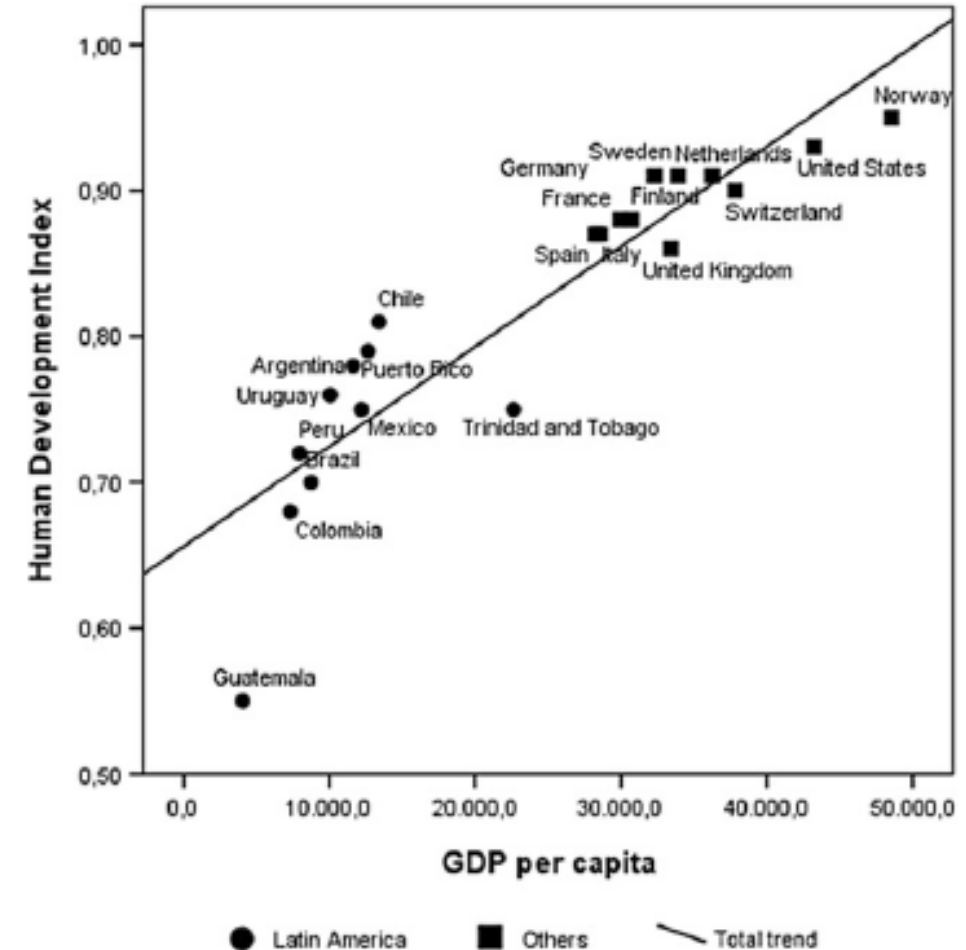


Fig. 2.1 Relationship between GDP per capita and Human Development Index (Data source: UNDP. Data of HDI and GDP are for each country in the year of latest data of happiness in the World Values Survey (1999–2008) (Survey year for each country: Argentina 1999, Brazil 2006, Chile 2005, Colombia 2005, El

Salvador 1999, Finland 2005, France 2006, Germany 2006, Guatemala 2005, Italy 2005, Mexico 2005, Netherlands 2006, Norway 2008, Peru 2008, Puerto Rico 1995, Spain 2007, Sweden 2006, Switzerland 2007, Trinidad and Tobago 2006, Uruguay 2006, United Kingdom 2006 and United States 2006))