

# URBAN TRANSPORT AND THE POOR: SOME NOTES

Ralph Gakenheimer

[rgaken@mit.edu](mailto:rgaken@mit.edu)

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# Items

1. Fragmentation: a long future period of coexistence between auto users and non-users
2. Transit coverage of low income communities
3. Finance of transit equipment
4. Transit system integration
5. The two wheeler problem
6. Infrastructure corridors for future development?

# Coverage: Reaching Communities

- Reaching sprawling new development
- Shuttles to intercity routes
- The uphill problem and teleferic dream (La Paz and Medellín)
- Isolation (Durán to Guayaquil)

# Equipment Finance

- Public institutions for equipment finance
- Value of medallions
- Problem of collateral
- Import duty problems--vehicles, parts

# System Integration

- Long term ambition at last making headway (Bogotá, Guayaquil, etc.)
- Explanations and plans? Impelled by BRT?
- Problems with the concessionary system and turbulence of the sector

# Area 1: Transit Administration and Regulation

A contrasting experience with bus regulation:

	<b>México</b>	<b>Santiago</b>	<b>São Paulo</b>	<b>Bogotá</b>
<b>70s and before</b>	Private Operators, some regulation	Public operation, some regulated private operators	CMTC, Municipal Bus Company operated main lines, and subcontract other	Private Operators subject to control from the Ministry of Transportation
<b>80s</b>	Government takes over all routes, Ruta-100 is created	Total privatization and liberalization	Increase in the proportion of lines operated by CMTC. Initial BRT corridors and trolleybuses were	In 1987, regulation of urban buses is transferred to municipalities
<b>90s</b>	Ruta-100 goes bankrupt, explosive growth of informal transit	Strong move towards government's regulation of private operators, route bidding process	Privatization of Municipal Public Bus Company. SPTRans, an agency in charge of transit planning and management, is created	Municipality allowed three fare levels according to level of service to encourage fleet renewal. Restrictions to the import of new buses were lifted.
<b>2000s</b>	Government trying to control informal transit	Route associations becoming formal firms, international operators moving in, integration with subway	Working toward fare integration. New BRT lines being built.	<i>Transmilenio</i> is launched. Fare integration with other private operators.

# The Two-Wheeler Problem

*Massive mobility at high  
environmental cost--*

**Chennai more motorized than  
Mexico City!!**

Table A.1 Overview of main traits of developing country city cases

City	Belo Horizonte	Chennai	Dakar	Kuala Lumpur	Mexico City	Mumbai	Shanghai	Wuhan
Region	Latin America	South Asia	Africa	South East Asia	Latin America	South Asia	Asia	Asia
GDP per Capita (US\$)	\$6,000	\$800	\$1,500	\$8,000	\$7,500	\$1,200	\$4,200 (2000)	\$2,000
Population Millions	4.2	7	2.5	4	18-23	18	13-17	4-8.5
Average Annual Growth Rate	1.5%	2.4%	3.2%	2%	2%	3%	0.42%	1%
Density (Population/Hectare)	4-63	59-288	35	10-58	50-120	120-460	14-460	10-160
Age Distribution	26%<15 4%>65	26%<15 8%>60	43%<15 5%>55	27%<15 4%>65	30%<15 5%>65	26%<15 6%>60	12%<15 12%>65	16%<15 12%>65
Trip Rate (Trips/Day)	1.43 (1995)	1.24 (1993)	2.3 (1998)	2.4 (1997)	1.2-1.4 (1994)	1.26	1.95 (1996)	2.25 (1998)
Personal Vehicles/1,000 Pop.	225 4-Wheelers 22 2-Wheelers	40 4-Wheelers 171 2-Wheelers	42	300 4-Wheelers 170 2-Wheelers	110 8 2-Wheelers	27 4-Wheelers 25 2-Wheelers	4-20 4-Wheelers 35 2-Wheelers	14 4-Wheelers 31 2-Wheelers
Rail Transit	1 line metro	1 line metro 3 suburban rail	1 suburban rail	3 lines LRT 2 suburban rail	11 line metro	2 suburban rail services 3 lines	3 metro lines	none
Fare (US\$)	\$0.30	\$0.10		\$0.20-0.60	\$0.20		\$0.12-0.50	
Non-Motorized Transport	5-7% (1995)	44%	44%	NA	NA (possibly 15%)	NA (26% in 1981)	72% (1995)	61%
Public Transport	69% (1995)	47%	45%	20% (of motorized)	70% (of motorized)	88% (of motorized)	17% (1995)	22%





**Public  
Transportation  
10~20% and  
declining**

**Bicycle Traffic  
50~60%**

**Car Traffic  
15~20% and  
rising**

**Others  
10~15%**

# “Infrastructure Corridors?”

- Corridors at urban fringe to provide informal settlement with r/w for roads and other infrastructure. Provides r/w, creates a settlement geometry without complex planning decisions. Promotes planning by revealing expected urban extension.



# Milagro





Evolución urbana en Ciudades  
Intermedias del Ecuador  
Análisis de alternativas de grillas  
de infraestructura

# Durán



Duran



# Rumiñahui

Expansión urbana en Ciudades intermedias del Ecuador  
Preparación de alternativas de grillas de infraestructura

## Rumiñahui

Quito 19/12/06

