
Transportation accessibility defines the structure of urban form. This thesis evaluates how the deregulation of transportation service in Gran Santiago, Chile affected its accessibility and the impact it had on the spatial distribution of various income groups. The degree and locations of clustering before and after the deregulation is presented here with respect to mobility indices, modal split, major transportation nodes, and housing rent. Through this, one may observe whether the transition in the organizational form of transportation service delivery impacts not only accessibility but also choices in residential locations per income group presented in clustering patterns. As a result, it is determined that the differentiated transportation accessibility exerted its impact on differentiated clustering patterns of income groups. The policy recommendations resulting from this research include; public bus transportation service as an effective ‘alternative’ for private vehicles and an increase in cooperation among transportation, housing and land use planning sectors.