

Resumen de Tesis Doctoral



UNIVERSITAT POLITÈCNICA DE CATALUNYA
BARCELONATECH

Escola de Doctorat

DNI/NIE/Pasaporte

Nombre y apellidos

Título de la tesis

Unidad estructural

Programa

Códigos UNESCO

(Mínimo 1 y máximo 4, podéis verlos en <http://doctorat.upc.edu/gestion-academica/carpeta-impresos/tesis-matricula-y-deposito/codigos-unesco>)

Resumen de la tesis de 4000 caracteres máximo (si se superan los 4000 se cortará automáticamente)

In the present investigation the mass public transport system of Guayaquil "Metrovía" and its relationship with the immediate public space is analyzed, through study nodes that allow the study of the mobility and accessibility of the user to the different points of the city.

The nodes are defined according to the uses, activities and equipment that are located around each of the stations or stops. The analysis is performed for two different time periods. Before and after the start-up of the Metrovía system.

This research analyzes the impact on the urban structure of the city of Guayaquil by the implementation of a mass transport system considering how public urban spaces have evolved and how the quality of life of the inhabitants has improved. Mobility in the city depends a lot on the car and is directly related to it, in such a way that the system seeks the reduction of this excessive use, with a system of trunk axes that move from one point to another by an exclusive lane or in lanes shared, and in a smaller amount of time. However, since the 7 trunk roads are not implemented, the system has not been able to satisfy the need for displacement of the current population, nor to reach all points of the city.

The methodology used is of qualitative - descriptive type, implementing participant observation and contingent valuation for a better result of the study. To apply the previous methods, surveys were designed that were applied to two different types of users, those that use mass transportation and those that use the private vehicle, in order to identify the different dynamics that occur.

Finally, conclusions are generated that determine that the mass public transport system has not been developed as an integral mobility project since it does not generate modal changes in its stop connection axes, despite the fact that they have stipulated it in the mobility plan of the city.

Lugar

Fecha

Firma