



Connection of Spaces cultural in Guayaquil, Ecuador (August 2023)

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Abstract— Summary. The following text is based on the proposal of an urban route that connects different points of cultural spaces in the city of Guayaquil; it is carried out using sustainable tourist transport corresponding to the distances of the cultural spaces and thus modifying surrounding streets with inclusive mobility and more than anything sustainable because the city does not have pedestrian transfer systems suitable for the different mobile deficiencies of the inhabitants. It aspires to promote the importance of the various cultural spaces that Guayaquil offers and encourage citizens to nourish themselves with culture in a comfortable, efficient, and functional way. As part of the solution, information is also offered on the application of a method of urban regeneration: multimodal streets; it consists of intervening in strategic roads of the city, creating a system of semi-pedestrianization in previously studied streets, and encouraging citizens to walk and, in turn, through the previously proposed connection of cultural spaces, creating curiosity towards the Guayaquil culture. The investigation declares information about the different route points that join, clarifying why these spaces were chosen. It is proposing a type of research of a qualitative nature due to the analysis conducted. As a helpful tool, the research provides information provided by Saldarriaga and considers the Sustainable Development Goals established by the 2030 Agenda.

Keywords: Urban, multimodal streets, transportation, cultural spaces, connection.

I. INTRODUCTION

According to historians, Guayaquil was founded as a city in 1547 by the Spanish conquistadors; Guayaquil has a very suggestive history of urbanization and architecture. During the colonial period, Guayaquil began to expand towards Cerro Santa Ana. It became a city of great mercantile significance during the seventeenth century and stood out as a fundamental shipyard. The city was invaded by violence, so the city's inhabitants decided to change it to what was then understood as "La Sabana" (today the center of the city). That said, the city doesn't have a "historic" place, reflecting commercial rather than cultural traditions. Guayaquil has systematically eliminated its historical or heritage spaces in favor of commercial spaces or tourist production, changing the physiognomy of what is traditionally considered a city worldwide. In this way, the powerful commercial element meets events that give rise to similar urban dynamics while destroying parts of the city. [1][2]

Develop urban cultural spaces that serve to create frequent cultural identity. The idea is inscribed in its potential for the form of a common identity and in the connection that is established between the way of living in the urban, where the relationship between the environment, citizens, and space converge. Through a proposal of nodes in strategic places in which they encompass spaces where culture can be carried out in the city of Guayaquil through transportation. To generate a cultural impact in the city, due to the little relevance given to these spaces, causing a decline in the urban image and social and economic problems, focusing on the social and cultural renewal of the city, generating a decentralization. Culture is considered to be actions, the demonstration of knowledge, and the interaction of individuals in society is culture.[3]

II. MATERIALS AND METHODS

a. Accessibility Strategies: Sustainable Public Transport

The project will be carried out by placing different bus stops at the points specified above and will intervene in the streets, creating mobility with sustainable development. As the significance of mobility in topics such as anthropogenic impact, equity, and health eventually becomes known, sustainable urban transportation is increasingly becoming a focal point in the world's cities. The relevance of sustainable transport has been ensured globally through arrangements. The Sustainable Development Goals, within the 2030 Agenda, identify the need to "provide access to all safe, affordable, accessible and sustainable transport systems,

improving road safety, particularly through the expansion of public transport." ". transport, paying particular attention to the needs of vulnerable people, women, children, people with disabilities and the elderly" section 11.2 [5]

ACCESSIBILITY

Micro Accessibility

The physical and psychological ability to maneuver through the transportation system at interface and interchange points is commonly associated with problems experienced by people with reduced mobility or sensory limitations.

Meso Accessibility

The suitability of the street network for local journeys, especially on foot, includes aspects of connectivity and the breadth and quality of sidewalk provision, the latter of which can be captured through a "walkability" assessment.

Macro Accessibility

The ease with which people can access locations, goods, and services, traditionally physically, but recently virtually. It depends on the physical distribution of land uses and associated facilities. It is dependent on transport networks.

b. Semi-pedestrianization.

The city presents a problem with the absence of pedestrians in the streets and the presence of vehicles predominates; cities began for the function of the citizen since the city revolves around the vehicle, thus eliminating the pedestrian issue. One proposed solution is for certain streets to be semi-pedestrian in strategic areas of the city center, which benefits the economy and social cohesion of the city. Semi-pedestrianization includes improving road sections, widening sidewalks, creating recreational areas and, as an essential measure, limiting vehicular traffic on the roads to a certain extent, that is, opening up part of these roads to pedestrians. The idea of "semi-pedestrianization" arose in urban planning, along with the promotion of sustainable mobility (as a product of cause and effect), contributing to its development and promotion as a means of improving noise and air pollution in urban areas. This term has changed the understanding of walking as a natural means of travel in cities, where motorized vehicles are no longer dominant. [7]

c. Points to intervene

It consists of joining strategic points where culture is carried out through an extensive route where the facilities and cultural facilities that surround the streets the center of Guayaquil will be taken advantage of to create a route that covers the following points: Urban Art Gallery Street, Centennial Park, Seminary Park, Municipality of Guayaquil, University of the Arts, Nahim Isaias Museum, Malecón 2000, Aerial road, Huancavilca Central Park.



Fig. 1: Connection of Cultural Spaces. Own elaboration

In this sense, those successful mobility actions, in which the political consistency of transport and coherent urbanism. It is a fundamental aspect of urban life and the social and economic rhythms in which the different technological, urban, and economic actors operate. [4]

III. METHODOLOGY

A qualitative methodology of research and descriptive analysis of the process of this proposal is contemplated. According to the qualitative aspect, the study of data is one of the most significant moments of research, it is a group of ideas suitable for giving the data meaning and preserving its textualization without including statistics. Qualitative research is perceived as one of many ways of acting, feeling, and thinking in the face of reality. It can study a lived experience, behavior, organization, social influences, and cultural manifestations [8].

Starting from the beginning in terms of functions, the development of activities, and architectural design, among others, the places where any type of art is made in the central area of Guayaquil were identified, and connections were established, taking into account conditioning factors such as the size and direction of the roads, the influx of people in them and the insecurity index.

Improve the routes in the city's cultural facilities, facilitating a dynamic route that optimizes vehicular and pedestrian travel times for citizens and tourists and generates mobility through urban interventions. It is proposed to use the application of multimodal streets on certain roads of the route presented because apart from using sustainable transport, it is also necessary for the city to have a semi-pedestrianization plan that returns the protagonist to the pedestrian. In Guayaquil, a thriving urban regeneration project in which semi-pedestrianization was included is "Panama Street."

Multimodal streets help make cities more efficient. Reducing personal vehicles on the road directly relates to limiting greenhouse gas emissions allied to global warming (cause and effect). It also helps increase space for commerce and public use, while helping to restore quality of life and economic development. Space in a multimodal way, understood as specific, clear, compelling, and meaningful interventions to describe and explain what happens when a space in the city and mobility in it coincide in a space-time at a point in the territory, according to the pattern of modal exchange and potentially create elements of concentration, formation or consolidation of activities. Restoration and regeneration of urban areas. [9]

The Global Street Design Guidelines discuss potential infrastructure changes, considering the design of existing streets and project objectives. These improvements allow cities to use public spaces better, renovate existing locations, and boost economic activity.

These changes make it possible to promote road safety and the efficient movement of all modes of transport. In a multimodal street, the capacity of the street is increased by a more balanced distribution of space for each mode. This redistribution of space allows for various activities that do not involve movement, such as sitting and resting, bus stops, trees, green spaces, and other green infrastructure strategies. The illustrations show the capacity of the three-meter-wide runway (or equivalent width) for different modes under normal operating conditions and high demand. [10]

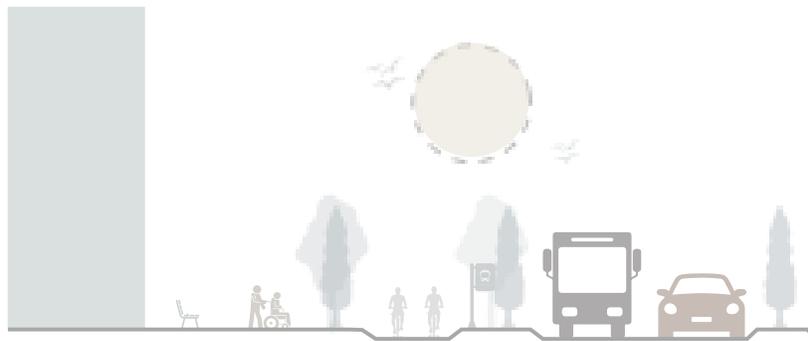


Fig. 2 Multimodal street. Note: Illustrator processing by authors.

IV. RESULTS

The proposal is to generate a public transport network that connects the cultural spaces located in the central area of Guayaquil, establishing specific routes and stops so that the community can easily access the spaces.

Improve the infrastructure to integrate the roads and associate them with the route through the design of the route to increase the state of life of a community in terms of perception and encourage creativity and social connection.

a. Av. Simón Bolívar.

The importance of Avenida Simón Bolívar in Guayaquil for commercial and residential purposes is well known. Numerous businesses, shops, restaurants, shopping malls, and residential structures can be found in parts of the city; it is also a crucial route for public and private transportation. In addition, it has wide sidewalks and vegetation, making it a pleasant place to walk and enjoy the surroundings.



Fig. 3 Multimodal street. Note: Illustrator processing by authors.

b. Av. 10 de agosto.

Avenida 10 de Agosto is a major thoroughfare in the city of Guayaquil, Ecuador. Extending from the center of Guayaquil to the north of the city and running through various points of the city, ending in the historic center of Guayaquil, the neighborhood of Urdesa, La Alborada, and the urbanization of Ciudad Celeste, it connects the various commercial, residential and industrial areas. It is the main thoroughfare of the city and has several vital crossroads and crossroads.

c. Av. Pedro Carbo Noboa

It is one of the roads considered for pedestrian use because three cultural centers are located together, such as the Municipality, the University of the Arts, and the Nahim Isaías Museum. The 18.50m street was named in honor of the mayor of Guayaquil in 1883 and the creator of the Municipal Library in 1862. The street is currently home to the city's iconic church and government offices, as well as several plazas.

V. DISCUSSION

This article proposes the creation of urban cultural spaces that not only preserve but also strengthen the identity of Guayaquil, one of the most important cities in the country. Urban cultural spaces should be considered more than just spaces where cultural activities occur. But also to be regarded as nodes that contribute to generating a collective identity of citizens and promoting the social cohesion of a city. Culture is not only limited to the arts and artistic manifestations but also includes everyday social interactions, demonstrations of knowledge, and the collective actions of the inhabitants. This broad conception of culture highlights the relevance of cultural spaces as facilitators of community life and the construction of a shared identity among citizens.

This article proposes interconnecting strategic points where culture is carried out in Guayaquil, such as art galleries, parks, museums, and cultural centers, through a sustainable public transport system. This would create a route that enriches the cultural experience of users and promotes new forms of urban mobility. Such a cultural route would not only benefit residents but would also facilitate access to the city's cultural offerings for tourists. On the other hand, a vital component of this proposal is the implementation of multimodal streets that balance the road space for different means of transport increase efficiency and road safety. In addition, they promote a more vibrant and versatile use of public space.

VI. CONCLUSION

In conclusion, the study on the development of urban cultural spaces and the promotion of sustainable mobility in Guayaquil offers citizens an in-depth look at the challenges and opportunities faced by this city in its quest to consolidate a solid cultural identity and raise the quality of life of its inhabitants. Guayaquil, with an outstanding legacy of urbanization and commercial vocation, has undergone a transformation that has put the economy before the cultural, eliminating historical spaces in the process. However, through the strategies and methods outlined in this article, promising ways to renovate the city and restore its cultural identity while optimizing urban mobility can be glimpsed.

The central idea of developing urban cultural spaces as strategic nodes emerges as a viable solution to rekindle the relevance of culture in Guayaquil's daily life. It is necessary to conceive of culture beyond the arts: it also implies social interaction and demonstrations of knowledge between citizens. This broad vision emphasizes the need for environments where the community can engage in cultural activities, connecting with its history and collective identity. Cultural spaces thus become places to learn, enjoy, and strengthen the sense of belonging.

The transformation of Guayaquil into a city where culture, sustainable mobility, and quality of life are intertwined can have a significant impact on social cohesion and citizen perception. The recovery of public spaces and improving infrastructure can revitalize the city and boost economic activity. The implementation of these strategies would not only benefit current citizens but would lay the foundation for a more sustainable and culturally enriched future for the next generations in Guayaquil.

VII. REFERENCES

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