



PROGRAM

International Symposium, January 18-19, 2018

ACTIVITIES AND INFORMATION

Plenary sessions and Workshops

INTRODUCCIÓN

El simposio **‘CIUDADES INTELIGENTES Y VALOR DEL TIEMPO DE VIAJE: PLANIFICACION DEL TRANSPORTE PARA LA SOCIEDAD EN MOVIMIENTO’**

abarcará temas de realidad Dominicana, y cómo satisfacer la demanda transporte y necesidades de los usuarios. Se debatirá el valor del tiempo de viaje como medida práctica, que indica el valor de una hora de viaje para cada usuario. Este tiempo de viaje interactúa con la elección modal. El usuario ‘promedio’ busca minimizar el tiempo de viaje. El término ‘on move society’, se refiere a la multi-actividad, desplazamiento simultáneo a otras tareas (trabajo, conversación telefónica, lectura, etc.), que el usuario puede permitirse, por ejemplo, en el transporte público. Sin embargo, en la República Dominicana, principalmente en su capital, Santo Domingo, la congestión de tráfico y el alto número de viajes realizados diariamente en transporte público es un desafío.



Este simposio destacará la multimodalidad y optimización de la red de transporte, modelización, uso de big data, y GPS data para la solución de problemas del transporte. Así como también se tratarán: el rol crucial del transporte público para la reducción de los tiempos de viaje y la productividad; seguridad vial y accidentalidad de la República Dominicana. Integrando así la planificación de la red de transporte como parte vital de la reducción de tiempo de viaje. Igualmente, la República Dominicana es uno de los países con más alta tasa de accidentalidad vial en las estadísticas mundiales.

El presente simposio centra su atención en los temas de congestión y accidentalidad, que constituyen focos principales de la problemática actual de transporte. Este evento se propone como un simposio internacional, al cual son invitados expertos en el sector transportes para contribuir al debate de planificación del transporte, de acuerdo a las necesidades de la sociedad ‘en movimiento’.

Fecha: 18-19 Enero, 2018; Lugar: Instituto Tecnológico de Santo Domingo, INTEC. Av. Los Próceres, Galá.

MAIN TOPIC

Travel time and activity time have been treated as separate notions, albeit with some assumed interdependencies. But, previous studies show that people accept noticeable higher travel time ratios when travelling by public transport compared with travelling by car. The cost of travel time is reduced as travel time is converted as activity time (towards the productive use). Furthermore, the impact of a high quality journey is an important issue in lifestyle and distribution of activities. The efficiency, safety and productivity of the journey can be expected to impact the value of time. And, the proportion of travel time saved, which can be used for other activities might have positive effects on the quality of life. In recent years some significant ICT-related innovations have been introduced to large shares of society, but research on the current relation between characteristics of ICT-use and its impact on mobility is limited.

Development of smart cities and urban living labs is strongly affected by the ICT use and mobility patterns, as urban living labs co-create new products from collaboration between public, private and civic partnerships. At the same time, in certain self-constrained environments, activity duration has many effects in travel patterns for out-of-home activities. Use of big data to model travel behaviour might bring important implications for individual mobility. Similarly, traffic safety and management of transport infrastructure are a main concern for government decisions in developing countries. This symposium aims to contribute to the debate on planning transport system and urban development according to the needs and activities undertaken by citizens of the modern 'on move' society.

08.30 Registration and take places

OPENING SESSION

09.00 – 10.00

Room: Sala Julio Ravelo

- Welcome words, Rector INTEC Rolando Guzmán
- Agreement INTEC-CND, Ing. Claudia Franchesca de los Santos, INTRANT
- Abel Martínez, Alcalde de Santiago
- Franklin León, Presidente Grupo León Jiménez

COFFEE BREAK 10.00 – 10.30

PLENARY SESSION KEYNOTE SPEAKERS

10.30 – 12.30

Room: Sala Julio Ravelo

Chair: Lissy La Paix

- 10.30-11.30: Inspirational talk University of Twente, Master programs
Implementations of GPS data in transport. Prof. Dr. Karst Geurs, University of Twente, the Netherlands
- 11.30- 12.30: Transport networks design, Prof. Dr. Francesc Robusté, Universidad Politécnica de Cataluña,
Barcelona

LUNCH BREAK

12.30 - 13.30

Included in full registration – Edificio Eduardo La Torre

“Almuerzo libre” for unregistered participants and reduced registration

PLENARY SESSION KEYNOTE SPEAKERS

13.30-15.30

Room: Sala Julio Ravelo

Chair: John Pritchard

- 13.30- 14.30: Value of travel time and public transport. Dr. Ing, Lissy La Paix,
University of Twente, the Netherlands
- 14.30-15.30: Transportation management and financing, public private partnerships and road safety,
Dr. Thais Rangel, Universidad Politécnica de Madrid.

COFFEE BREAK 15.30 – 16.00

PLENARY SESSION KEYNOTE SPEAKERS

16.00-17.00

Room: Sala Julio Ravelo

Chair: John Pritchard

- 16.00-17.00: Accessibility, equity and inclusion in society. Dr. Ing. John Pritchard. Researcher,
University of Twente, the Netherlands

EVENING PROGRAM

- 19.00 Walk colonial zone (transport departs 17.30 from INTEC)
- 20.00 Dinner colonial zone

FRIDAY 19TH DAY 2
WORKSHOP PARALLEL THEMATIC SESSIONS
9.00-12.30
Chair: Leonel Ramírez - Sala Julio Ravelo (English session)

Thematic session	Title/Name speaker	Institution/ company
Traffic Safety and the role of infrastructure management	Road safety together for safer roads/ <i>Antonio Totaro Neto</i>	ABInbev Global Corporate Affairs
	Traffic Safety and the role of infrastructure management/ Prof. Francisco Alonso.	Universidad de Valencia
Major Roads, social exclusion and accessibility analysis for scenarios of transport infrastructure	Movilidad para la Supervivencia / Prof. <i>Jorge Eliecer Córdoba</i>	Universidad Nacional de Colombia
	Major Roads, infrastructure investments and access management / <i>Leonel Ramírez</i>	EPSALABCO ingenieros consultores
	Detecting causes of low urban accessibility: comparative approach /Dr. <i>Marcin Stepniak</i>	Universidad Complutense Madrid, Spain

11.00 – 11.30 Coffee break 30 min – Sala Julio Ravelo

WORKSHOP PARALLEL THEMATIC SESSIONS
9.00-12.30
Chair: Victor González - Auditorio García de La Concha

Thematic session	Title/Name speaker	Institution/ company
Public transport and multimodality	Estatus del Observatorio Nacional de Logística y Movilidad / <i>Victor González, Pamela Sánchez</i>	Observatorio de logística INTEC
Urban living labs and new urban developments in the context of developing countries	Sistemas de Información Geográfica para el Transporte Inteligente. / <i>Eva Mejía</i>	Geomática y Tecnologías GMT
	Movilidad urbana, cuenca Ozama. / <i>Patricia Cuevas</i>	URBE
	Edificios inteligentes auto abastecidos en Energía, alimentos y servicios. <i>Dr. William Camilo, Enma Encarnación</i>	UNAPEC
	Evaluación de Ecociudades o Ecobarrios y su posible traslación al contexto Latinoamericano. <i>Héctor Castillo</i>	UASD

12.30 Closing ceremony: Summary/ Future collaborations

Drinks and snacks – Sala Julio Ravelo

KEYNOTE SESSIONS

IMPLEMENTATIONS OF SMARTPHONE-BASED DATA COLLECTION IN TRANSPORT

Prof. Dr. Karst Geurs, University of Twente, the Netherlands

This presentation examines the usability of Smartphone-based data collections in transportation research, based on a number of studies conducted at the Centre for Transport Studies of the University of Twente. The studies have used smartphones as research tools to monitor of travel behavior and policy tools to change travel behavior.



A large scale 3-year smartphone-based panel study, the Dutch Mobile Mobility Panel, recorded departure and arrival times, origins, destinations, modes, and travel purposes were during four weeks period in 2013, 2014 and 2015 using the MoveSmarter app for a representative sample of over 600 respondents, yielding over 125,000 thousand trips. During the monitoring period, respondents also participated in a web-based prompted recall survey and answered additional questions. This enables a comparison between automatic detected and reported trips. A number of studies have been conducted using the data from the panel. Firstly, research has been conducted to examine the accuracy of trip detection. Results showed that most trips were detected with no clear biases in trip length or duration, and transport modes were classified correctly for over 80% of these trips. In the Dutch Mobile Mobility Panel, trip rates are substantially higher than trip-diary based travel surveys in the Netherlands, in particular for business and leisure trips which are often irregular. Secondly, The Mobile Mobility Panel data have also been used to examine intrapersonal and interpersonal variation in mode choice in the Netherlands and route choice of cyclists. Results show that that intrapersonal mode choice variation is significant in the Netherlands and strongly depends on trip distance. Intrapersonal variation is relatively high for short distance trips (less than 2 km) as travelers with the car as a dominant mode also regularly walk and/or bike, especially for non-work trips. Thirdly, route choice of cyclists have been studies. Multinomial logit models have estimated and shown that for repeated trips, the shortest route option tends to be chosen more: frequent cyclists, on systematic trips, tend to optimize their trip and to prefer the shortest routes. In the case of leisure trips, people tend to choose a more personalized route, instead of the shortest.

A number of studies have been conducted where smartphones have been used as in instrument for transport demand management in the Twente Region in the Netherlands. In the Smart Enschede project and the European project EMPOWER smart phone apps are used to deliver positive incentives aiming to persuade people to make changes in their transport choices. Smartphone users receive information, feedback on their travel behavior and gamification is used to stimulate users to use environmentally friendly transport modes.

The main conclusion from the set of smartphone studies is that firstly smartphones are efficient and effective data collection tool and provides rich data for studies to study inter-personal and intra-personal variation in route choice, mode choice and destination choice. There is also strong evidence that smartphone-based trip detection can help to improve the accuracy of travel surveys, reduce underreporting of trips which is a common phenomenon in travel surveys. Secondly, experiments with positive incentives to promote cycling (social rewards, in-kind gifts, money, competition and cooperation) show that positive incentives may encourage non-cyclists to start cycling if distances are short and travel costs are an important consideration in their travel choices. But positive incentives do not seem very effective to reduce car use.

TRANSPORTATION NETWORKS DESIGN

Prof. Dr. Francesc Robusté, Technical University of Catalonia - BarcelonaTech

The presentation will start with an introduction to networks design: shape-demand vs. serve-demand networks, flexible networks, hub&spoke networks and peddling services. After reviewing the concept and axioms of distance L_k ($L_1 =$ grid metric, $L_2 =$ Euclidean metric), we'll briefly see some concepts about location (center of gravity, median problem, competition and multicriteria selection) and Voronoi diagrams since we'll have to locate transportation terminals and stations or stops: we'll learn that a bus station has to be close enough to the center but not on the center. We'll devote some slides to graphs, a schematic representation of networks first formalized by Euler (1736) to solve the "7 bridges of Königsberg path problem". We'll review the concept of isochrones, accessibility, degrees of separation and topology indexes (Kansky's indicators for networks analysis). We'll see how some transportation network models can be formulated as mathematical programming problems and we'll briefly review transportation demand models and cost benefit analysis indicators. At this point, we are ready to formulate the objective function (minimization of total costs for the users, the operator and externalities) and constraints to define a transportation network "optimal" in some sense.



Several applications will deal with "tramway" vs express services, feasibility thresholds for a new high speed rail line, layout of hub airports, bus stations in Barcelona and Donosti, design of the new orthogonal bus network of Barcelona (implemented) and the new radial bus network of Lleida (implemented), and design of the L9 metro line in Barcelona (under construction). Finally, the presentation will include some reflections about on-demand services, a-modal services (definition of services regardless of the mode).

VALUE OF TRAVEL TIME AND PUBLIC TRANSPORT.

Dr. Ing, Lissy La Paix, University of Twente, the Netherlands

This presentation approaches two objectives: theory and practice of value of time. In the theoretical point of view the presentation discusses travel time and activity time. Those concepts, travel time and activity time, have been treated as separate notions, albeit with some assumed interdependencies. But, literature show that people accept noticeable higher travel time ratios when travelling by public transport compared with travelling by car. The cost of travel time is reduced as travel time is converted as activity time (towards the productive use). Furthermore, the impact of a high quality journey is an important issue in lifestyle and distribution of activities. The productivity of work done while traveling, relative to at work places; and the proportion of travel time saved, which can be used for leisure might have positive effects on the quality of life. Therefore, the opportunity to use travel time productively can be expected to impact the value of time.



In recent years some significant ICT-related innovations have been introduced to large shares of society, but research on the current relation between characteristics of ICT-use and its impact on mobility is limited. Activity fragmentation means to split one activity into several smaller pieces. The society 'on the move', experiences high fragmentation of activities, for example while commuting, or business trips or working from home. ICT enables the activities' fragmentation, for example, phone calls while traveling, etc. Therefore, fragmentation is directly linked to multiactivity, the higher multiactivity the larger fragmentation. Also, there is a "private" strategy in fragmentation of activities which influences car as mode choice. High activity fragmentation implies different valuations of travel time (VTT) and Value of Comfort (VOC).

Regarding the empirical part, this presentation quantifies the various factors that influence access and egress mode choice to railway stations, and their subsequent influence on train use. A stated choice experiment was conducted with over 1,500 respondents in the Rotterdam–The Hague metropolitan area in the Netherlands. The experiment included cost and time factors as well as factors describing the quality of pedestrian and cyclist infrastructure. A set of mixed logit and multilevel hierarchical mixed logit models was estimated for access and egress mode choice to train stations. A first important finding of this study is that the value of travel time estimates for all access and egress modes substantially varies with in-train travel time and journey type. Travel costs of access by BTM increase as the in-train time increases, up to 60 minutes of in-train time. A second conclusion is that the characteristics of egress journeys are of less importance to train users than those of access journeys; the value of travel time for bicycle users is 20% lower for egress journeys, the demand for egress transport modes varies less with bicycle-related cost, and quality attributes of pedestrian egress routes are insignificant. Thirdly, this study confirms the significant role of bicycle parking costs in the selection of the bicycle as access mode.

**TRAFFIC SAFETY AND THE ROLE OF INFRASTRUCTURE MANAGEMENT.
ANALYSIS OF ROAD SAFETY INCENTIVES IN PUBLIC PRIVATE PARTNERSHIPS.**

Dr. Thais Rangel, Technical University of Madrid.

The presentation focuses on the implementation of road safety indicators in Public Private Partnerships (PPPs) in Spain. It starts with an introduction of PPPs and we see some examples in Spain. One of the principles of PPP contracts is to pay the contractor according to the service provided. To that end, a set of performance-based indicators is defined in these contracts in such a way that a better fulfilment of these indicators would entitle the contractor to receive a higher payment. These performance-based indicators intend to reflect the quality of service to the user by measuring lane availability, state of the pavement and signalling, road safety, etc. The presentation focus on road safety indicators.



We analyze two aspects: (1) how the road safety incentives are defined and (2) how the road safety indicators are designed in the contracts.

The road safety incentives refers to any kind of economic profit with which the concessionaire will be rewarded according to the contract if its performance is good enough. The main reason behind introducing incentives in toll concession contracts is to encourage the contractors to provide a better service by aligning the social and the private benefits in order to produce a more efficient outcome to society.

The road safety indicators are defined in such a way that if the contractor performs below a certain quality threshold, the contractor will be penalized while if the contractor does it above a certain quality threshold, it will be rewarded. The design of the road safety indicators is quite heterogeneous. We analyze all safety indicators in PPP contracts. There are differences both in the variable adopted to measure the outcome and in the final formula employed. Most of the contracts include number of injuries, number of fatalities or a combination of number of light accidents serious accidents and fatal accidents to build the indicator. Besides it is a generalized practice to include exposure to risk expressed by traffic (risk expressed by traffic on the road). Finally, the presentation include some reflections about the effectiveness of the road safety incentives in PPPs.

ACCESSIBILITY, EQUITY AND INCLUSION IN SOCIETY

Dr. Ing. John Pritchard. Researcher, University of Twente, the Netherlands

One of the overarching aims of transport policies should be to improve accessibility. Accessibility is a key concept that has become central to physical planning and in spatial modelling for more than fifty years. Many different accessibility indicators have been developed, typically focused on one or more of the four components of accessibility (i) the land-use component (reflecting the amount, quality and spatial distribution of opportunities), (ii) the transportation component (describing the disutility of travel in terms of time, cost and effort) (iii) the temporal component (reflecting the temporal constraints and variability), and (iv) the individual component (reflecting the needs and abilities of individuals). The growing abundance of detailed spatial data and real-time transport datasets provides many opportunities for improved accessibility modelling, in particular in terms of the temporal and individual components of accessibility, which have often been overlooked in the measures due to data constraints.



The most commonly used accessibility models are static measures of access, since the score for a particular location does not vary temporally. As a result these models may not suitably represent the actual levels of access for different population groups and activity purposes. In this presentation we will present our case for relying on accessibility instead of mobility and value of time measurements in order to have a better hope of achieving more equitable outcomes as the result of transport policies. In addition to this, dynamic accessibility measures will be presented that allow us to explore the impact of time on accessibility at different points of the day and reveal how this can lead to unequitable outcomes for certain population groups, that would be otherwise hidden in static accessibility measures.

WORKSHOP ABSTRACTS

MAJOR ROADS, SOCIAL EXCLUSION AND ACCESSIBILITY ANALYSIS FOR SCENARIOS OF TRANSPORT INFRASTRUCTURE

Movilidad para la supervivencia con aplicaciones a ciudades inteligentes

Prof. Dr. Jorge Eliecer Córdoba Universidad Nacional de Colombia, Colombia

La movilidad para la supervivencia surge como respuesta para resolver principalmente los problemas de accidentalidad y contaminación y se basa en la realización de siete acciones estratégicas que son: planificación integral, supervivencia y sostenibilidad, educación, control y sanción, decisiones políticas basadas en estudios técnicos, empresarios responsables y sociedad participante. Una vez resuelto los problemas de accidentalidad y contaminación, aplicando las acciones estratégicas de la movilidad para la supervivencia se llega a la movilidad sostenible y finalmente mediante la aplicación de la tecnología y algunas de las acciones estratégicas de la movilidad para la supervivencia se puede llegar a una movilidad para el bienestar social, que cuide el medio ambiente y favorezca el crecimiento económico; lo que podría corresponder a la movilidad que se desarrolla en una ciudad inteligente.

Detecting causes of low urban accessibility: comparative approach

Marcin Stępnik, Borja Moya-Gómez, Javier Gutiérrez Puebla. Transport, Infrastructure and Territory Research Group (t-GIS), Universidad Complutense de Madrid

Accessibility becomes a crucial factor for well-being and fully-fledged citizenship, while its constraints limit full participation in the social and economic activity of a given society, becoming the main factors responsible for social exclusion. A proper identification of the causes of an unfavourable accessibility pattern should facilitate the formulation of the most efficient policy response in order to improve the level of accessibility, diminish its inequalities and improve quality of life of inhabitants. However, the geographical approach in accessibility analysis is usually directed towards the detection of spatial pattern in this phenomenon, leaving apart the underlying mechanisms which produce limited accessibility. The presented study attempts to fill this gap, taking the advantage of the emergence of new data sources, including big and time-sensitive transport data.

Keywords: accessibility; spatial and temporal analysis, public transport, speed profiles, GTFS

PUBLIC TRANSPORT, VALUE OF TIME AND MULTIMODALITY OF TRANSPORT NETWORKS

Estatus actual del ONLT-RD

Víctor González/Pamela Sánchez Observatorio de logística INTEC

El ONLT-RD, lanzado mediante un acuerdo entre el INTEC y el MEPyD, ha establecido un portal dedicado a logística y transporte de carga con el objetivo de reunir informaciones clave referente a estos sectores. El Observatorio ha desarrollado un amplio espectro de actividades, tales como un “Diplomado Internacional de Logística”, formación a otros países en formación de observatorios, conferencias relacionadas con el tema por parte de catedráticos de la Universidad Politécnica de Valencia, misión técnica a España para conocer la experiencia del Observatorio de ese país, así como del Puerto de Valencia, cadena de suministro de Ford, operadores logísticos, etc.

TRAFFIC SAFETY AND THE ROLE OF INFRASTRUCTURE MANAGEMENT

Seguridad Vial en Rep. Dom., Oportunidad de Cambio

Ing, Alexandra Cedeño, INTRANT

En esta exposición se habla de la seguridad vial en país, desde varios componentes: institucional, viendo el marco jurídico que lo sustenta. También desde la colección de la data, el transporte de personas y mercancías, la educación, la salud, la infraestructura vial, el medio ambiente y la vigilancia y control. Se abordaran la tendencia de la seguridad vial en los países del mundo, pero en especial en América Latina y el decenio de acción para la seguridad vial 2010-2020, declarado por la ONU. También se hablará en qué posición se encuentra el país en comparación con otros de acuerdo a la tasa de muertes por cada 100 mil habitantes. En el componente institucional, se abordará de cómo se ha evolucionado desde el marco jurídico la regulación para la seguridad vial (leyes que la sustentaban) y como ha cambiado con la aprobación de la nueva ley 63-17.

En el componente de colección de data, abordaremos como actualmente se colecta la data y la diversidad de formato en la captura de la fuente primaria para el análisis de los accidentes y las investigaciones que se realizan a los fines. También con la información disponible, que se puede usar para los análisis. Y las funciones que tendrá el Observatorio Nacional de Seguridad Vial a partir de su creación con la ley 63-17.

GIS and transport: Sistemas de Información Geográfica para el Transporte Inteligente

Eva Mejía, Geomática y Tecnologías GMT

GIS-T es uno de los principales campos de aplicación de los Sistemas de Información Geográfica. Muchas aplicaciones GIS-T se han implementado en varias agencias de transporte y empresas privadas. Cubren gran parte del amplio alcance de transporte y logística, como planificación y gestión de infraestructura, análisis de seguridad de transporte, análisis de demanda de viaje, monitoreo y control de tráfico, planificación y operaciones de transporte público, evaluación de impacto ambiental, sistemas de transporte inteligente (ITS), enrutamiento y programación, seguimiento y despacho de vehículos, administración de flotas, selección de sitios y análisis del área de servicio, y administración de la cadena de suministro (Shaw y Rodriguez, 2017).

Las industrias de aplicación de los GIS-T son la aviación, puertos marítimos, vías férreas, carreteras y transporte público, donde la gestión de activos, el seguimiento de operaciones, conformidad con regulaciones, seguimiento de cuadrillas, derechos de paso (ROW), diseño y planificación de infraestructura, son parte de las aplicaciones de los Sistemas de Información Geográfica. El reto para los profesionales de gestión del transporte es poder hacer uso de la tecnología para poder convertir estas enormes montañas de datos en informaciones que puedan transformarse en acciones positivas y mejore la toma de decisiones. Los GIS-T continúan transformándose para que esto sea una realidad.

URBAN LIVING LABS AND NEW URBAN DEVELOPMENTS IN THE CONTEXT OF DEVELOPING COUNTRIES

Edificios inteligentes auto abastecidos en Energía, alimentos y servicios.

William Camilo, PhD., Dr. Enma Encarnación, UNAPEC

Esta impronta trata de innovaciones en la: producción alimentaria con hortalizas, legumbres, frutos, así como también en la producción de peces, pollos, conejos, et. A través de "fincas de penthouse" sobre los techos, innovaciones en los colectores de energía termosolar, y en las materias primas que se utilizan como agregados de construcción, etc. Se pretende el que mediante el uso racional de los recursos y reciclaje de los residuos orgánicos allí producidos, se produzca el abastecimiento de las necesidades perentorias de los inquilinos en: alimentos, combustibles, y energía eléctrica, entre otros. Cabe destacarse reinterpretando al ilustre romano Marco Aurelio: que "Lo que beneficia a la colmena también beneficia a la abeja".

Palabras claves: seguridad alimentaria, fincas penthouse, edificios ecosostenibles, inmótica, corrientes ecológicas.

Evaluación de Ecociudades o Ecobarrios y su posible traslación al contexto Latinoamericano. Caso de la ciudad de Santo Domingo.

Héctor Castillo, UASD

Por medio de esta investigación se estudiara la estructura urbana de los ecobarrios que se han desarrollado en Europa en los últimos años, ver los elementos trasladables, no trasladables o condicionados que pueden ser aplicables a ciudades latinoamericanas dentro de su contexto social, político y económico. Luego estudiaremos la ciudad de Santo Domingo y se analizará la estructura e historia urbana de la ciudad para desarrollar unas tablas indicativas que nos muestren la realidad de la ciudad al momento plantear una propuesta de ecobarrios y crear una proyección de la ciudad hacia nuevos modelos de desarrollo más eficientes y sostenibles. Se pretende que la investigación sirva como un incentivo para que en países latinoamericanos como la República Dominicana se empiece a trabajar bajo este nuevo modelo de estructura urbana y que se puedan establecer indicadores de sostenibilidad en la movilidad, el crecimiento periférico de la ciudad y el proceso de transformación de los asentamientos ya consolidados que tiene la ciudad, explicando cuáles elementos de las propuestas de eco ciudad pueden ser aplicables y trasladables al contexto de ciudades latinoamericanas y lograr que la proyección futura de la ciudad de Santo domingo sea más humana racional y funcional para el desarrollo de sus actividades, alcanzando mayores niveles crecimiento en su economía y unas condiciones de vida más sanas a sus ciudadanos.

Infraestructura en Vía Principal, Inversiones & Gerencia De Accesos

Ing. Leonel Ramirez, Epsalabco Ingenieros Consultores

Al hablar de vía principal, los que ya conocen la República Dominicana, piensan en la Autopista Duarte. Por ser esta la de mayor tránsito vehicular (125,500 vehículos por día), constituye uno de los más importantes accesos a Santo Domingo, capital de la Republica Dominicana. Sin embargo, su capacidad se encuentra mermada por un creciente número de accesos adyacentes a la misma y los cuellos de botella que la afectan, en forma de intersecciones, reducciones de número de carriles y paradas no reguladas de transporte público. En términos de inversiones en infraestructura, fue la primera autopista en la Rep.Dom. en disponer de pasos a desnivel con tres (3) carriles por sentido. Sin embargo, aún se registran retrasos considerables al transitar la vía. Estaremos evaluando si el plan de inversión realizado sobre la vía representa un cambio significativo en los usuarios. En esta presentación se mostrará la situación actual de dicha vía, desde diferentes puntos de vista relacionados al tráfico, tales como la demanda y la capacidad, así como la accidentalidad en comparación a otras vías y la cantidad de accesos en la misma. Los resultados indican que con la aplicación de algunas políticas generales, así como con algunas mejoras en la geometría de la vía, se puede reducir grandemente la congestión en esta importante vía. Igualmente, la cantidad de accidentes que ocurren en la misma sería disminuida.

INFORMATION:

ROOMS LOCATIONS

Adjunto encontrarán el mapa del Instituto Tecnológico de Santo Domingo (INTEC)

TRANSPORT/ TRANSPORTE

Uber: 40 RD\$ base fare + 5 RD\$/min; 70RD\$ cancelation fee. *40 pesos (tarifa base) + 10 pesos (p/ Km) + 5 pesos (p/ min). Tarifa mínima y tarifa por cancelación: 70 pesos*

Metro Santo Domingo: 200RD\$ per transport card, including 7 journeys and 60RD\$/card. 1 trip= 20\$RD; round trip 40RD\$; 10- trips 185RD\$. *El costo de un viaje por metro es de precio de compra de la tarjeta: RD\$200 (RD\$60 por la tarjeta + RD\$140 válido para siete viajes).* Recarga 1 viaje: RD\$ 20. Recarga Ida y vuelta: RD\$ 40. Recarga 10 viajes: RD\$ 185 (ahorro RD\$ 15).

NORMATIVA DE PAGOS

Existen tres tipos de entradas:

- Inscripción (oyente, sin certificado de participación ni comidas) / Gratis
- Inscripción Reducida (solo certificado, no incluye ni refrigerios ni almuerzos) / 10 dólares
- Entrada completa (certificado+refrigerios+almuerzo) / 45 dólares

Ponentes no pagan inscripción.

El enlace para comprar las entradas al evento es el siguiente:

<https://www.eventbrite.es/e/entradas-smart-cities-and-value-of-time-public-transport-planning-for-the-on-move-society-36421734388?ref=ebtnebtckt>

Cuentas para realizar los pagos

A nombre de: Instituto Tecnológico de Santo Domingo

No. De cuenta: 701858342 /BANCO POPULAR en pesos /Cuenta corriente

No. De cuenta: 0000998-002-4 /BANCO BHD en pesos /Cuenta corriente

No. De cuenta: 0000998-020-2 /BANCO BHD en dólares/ Cuenta ahorro en US\$

Nota: Al momento de realizar su transferencia favor enviarnos la notificación al correo: tesoreria@intec.edu.do Y a pamela.sanchez@intec.edu.do

En la descripción de la transferencia bancaria, favor incluir su número de ticket de event brite y concepto Simposio Smart Cities.