

Reactivation of inner city railway tracks for light rail systems in Mexican cities. A transport-urban analysis using the example of the “Río Hondo Corridor” in Greater Mexico City.

Abstract

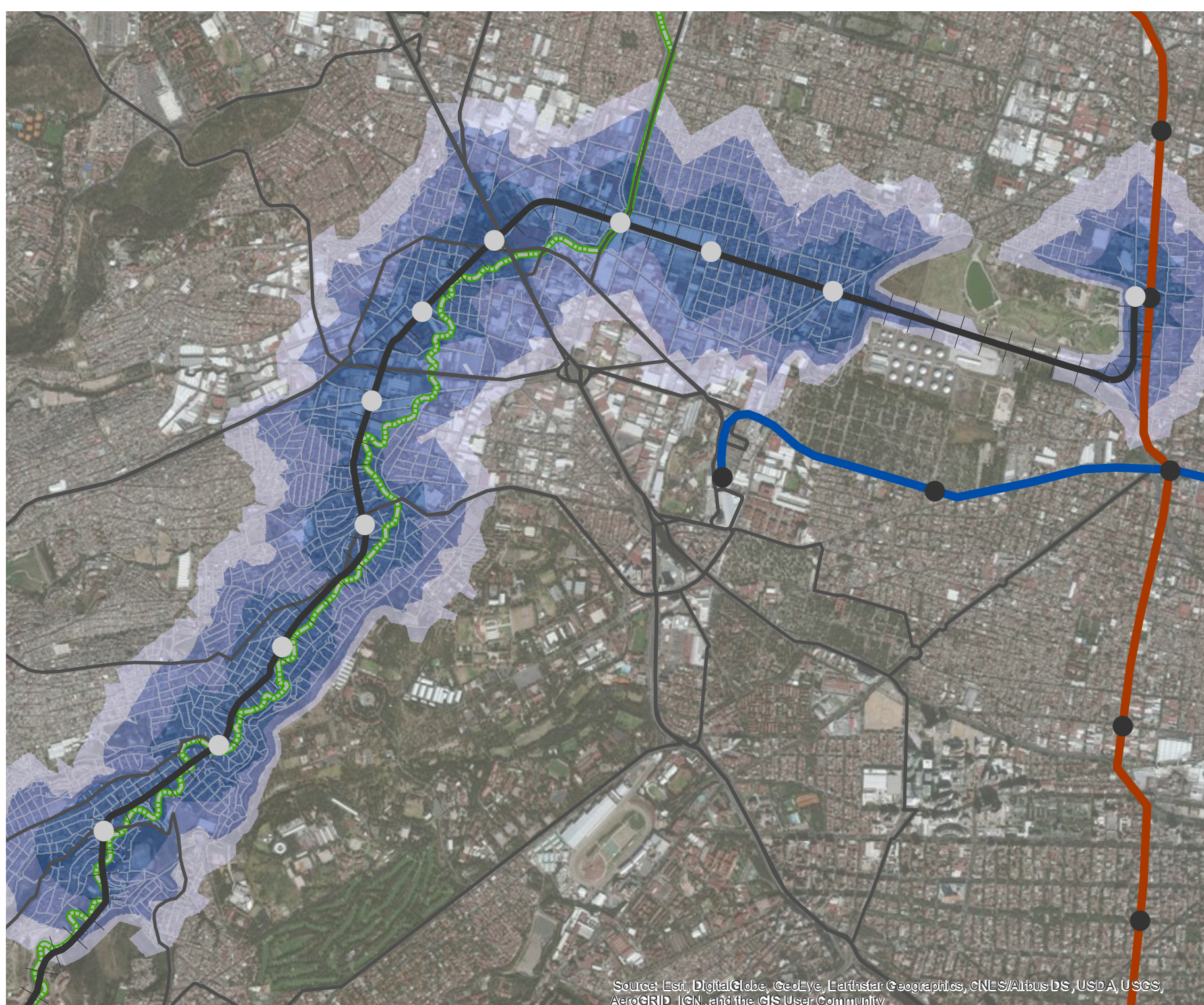
The privatization of the railway system in Mexico led to the concession of its assets and infrastructure; however, several lines were abandoned due to low profitability. Many of these lines are located within consolidated urban areas.

Recent studies have shown that some of them have the potential to enable the implementation of LRT systems that could improve the connectivity and mobility of people living around them. Nevertheless, the implementation of such systems would affect both urban and social structures. This research aims to analyze, the possible improvements needed in order to implement a LRT system in the “Río Hondo” corridor through the concept of the “applicability gap”.

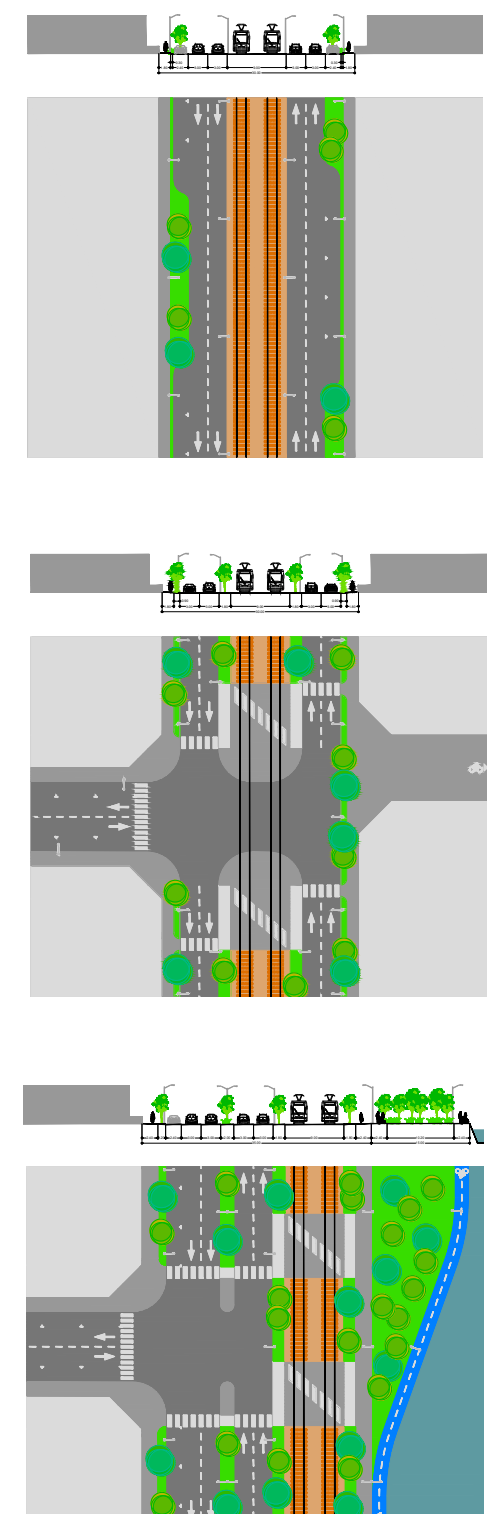
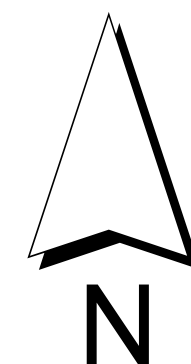
The Mexican Government is already working toward better urban development based on the TOD concept, and developing guidelines and standards for the railway sector. The success of such guidelines depends to a large extent on the coordination of all involved sectors, through a social perspective. If both urban and transport planning alone would not solve all social infrastructure problems in the country, internal social factors and system failures could be attended through active social participation and the so-called “state of exception”.



Photo: Jonathan Chávez Curiel



Proposed location for stations with 500 m, 800 m and 1,000 m service area (source: author, 2018)



Street section proposals for the Río Hondo avenue (source: author, 2018)

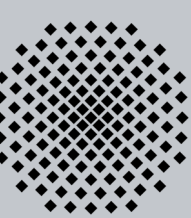
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