

March 26 - 27, 2012
La Bellevilloise, Paris

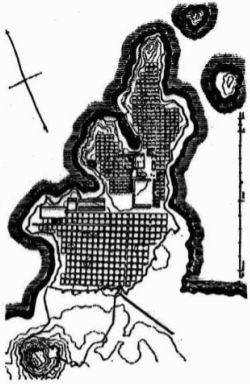


North–South connectivity in Buenos Aires: A tale of many actors

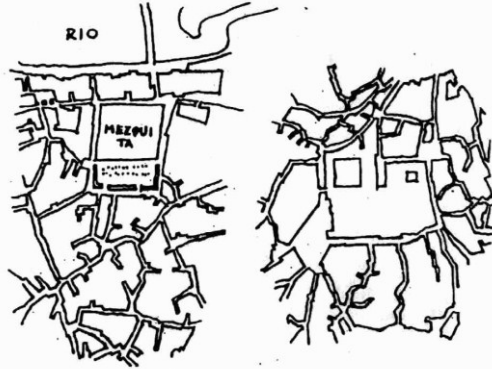
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Cities are a product of mobility, and its structure is defined by its transportation networks.

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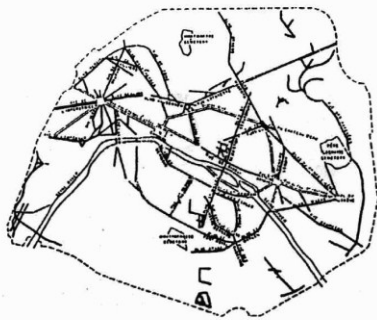
Racionalismo griego: estructura en damero (Mileto)



La ciudad islámica: desarrollo orgánico (Córdoba y Toledo)



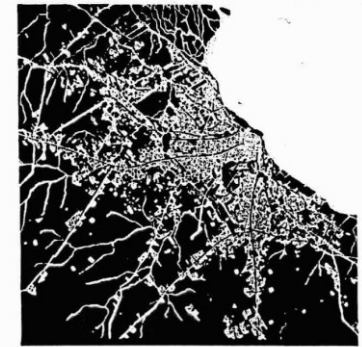
La ciudad medieval: estructura radioconcéntrica y en espina de pez (Lugignano y Francavilla a Mare)



La ciudad barroca y racionalista: perspectivas, grandes avenidas y plazas (París y Washington)



Ciudades americanas: crecimiento por ejes (Chicago y Buenos Aires)



The way that cities solve their mobility is an important part of its personality,

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and it helps to explain the evolution of the land uses.



THE GEOGRAPHIC FRAMEWORK: BUENOS AIRES METROPOLITAN AREA

A continuous and physically integrated urban space.

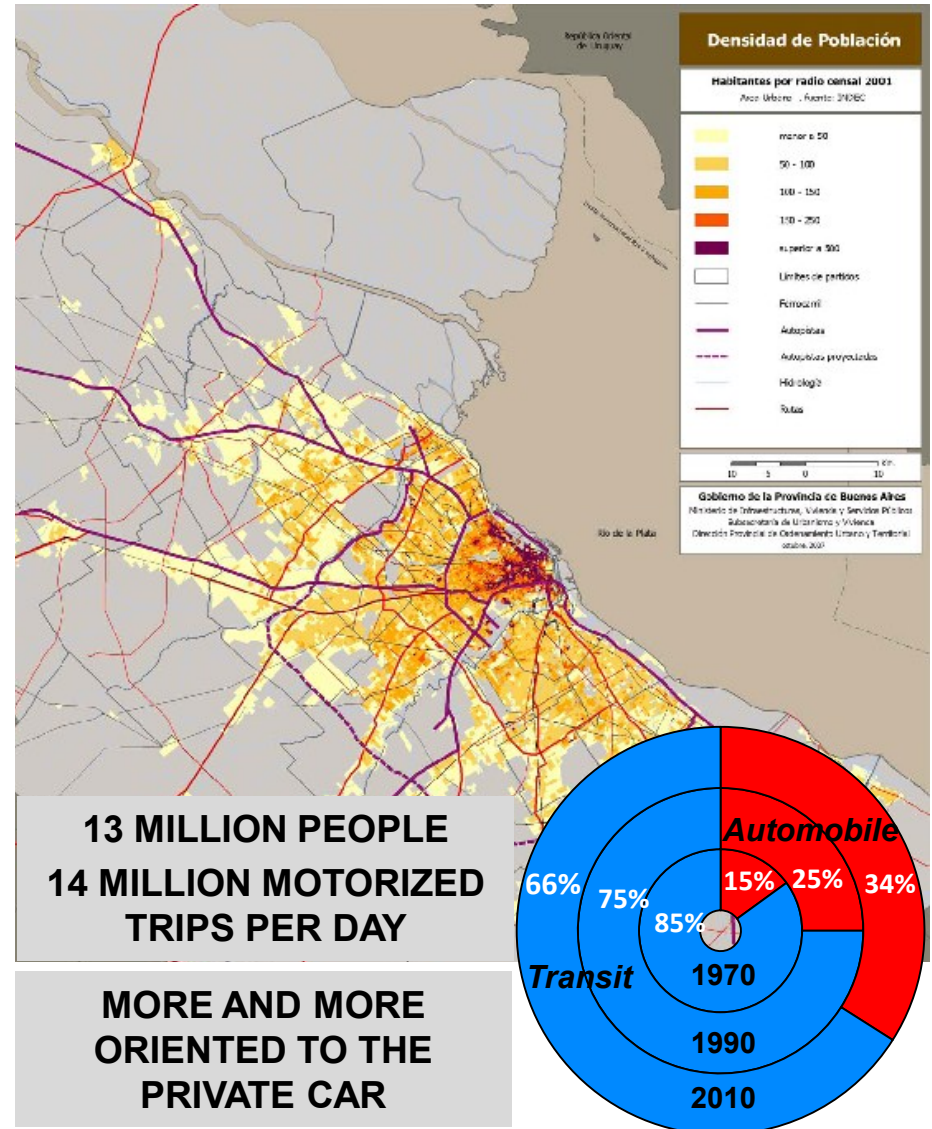
Several jurisdictions:
National, Provincial and Local
(City of Buenos Aires and other cities)



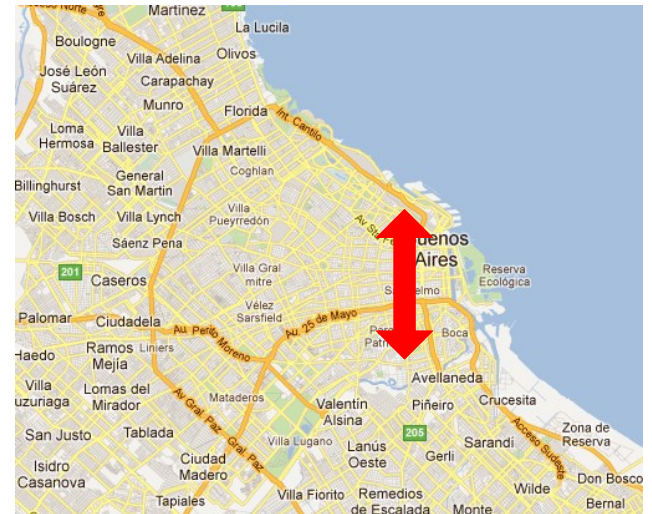
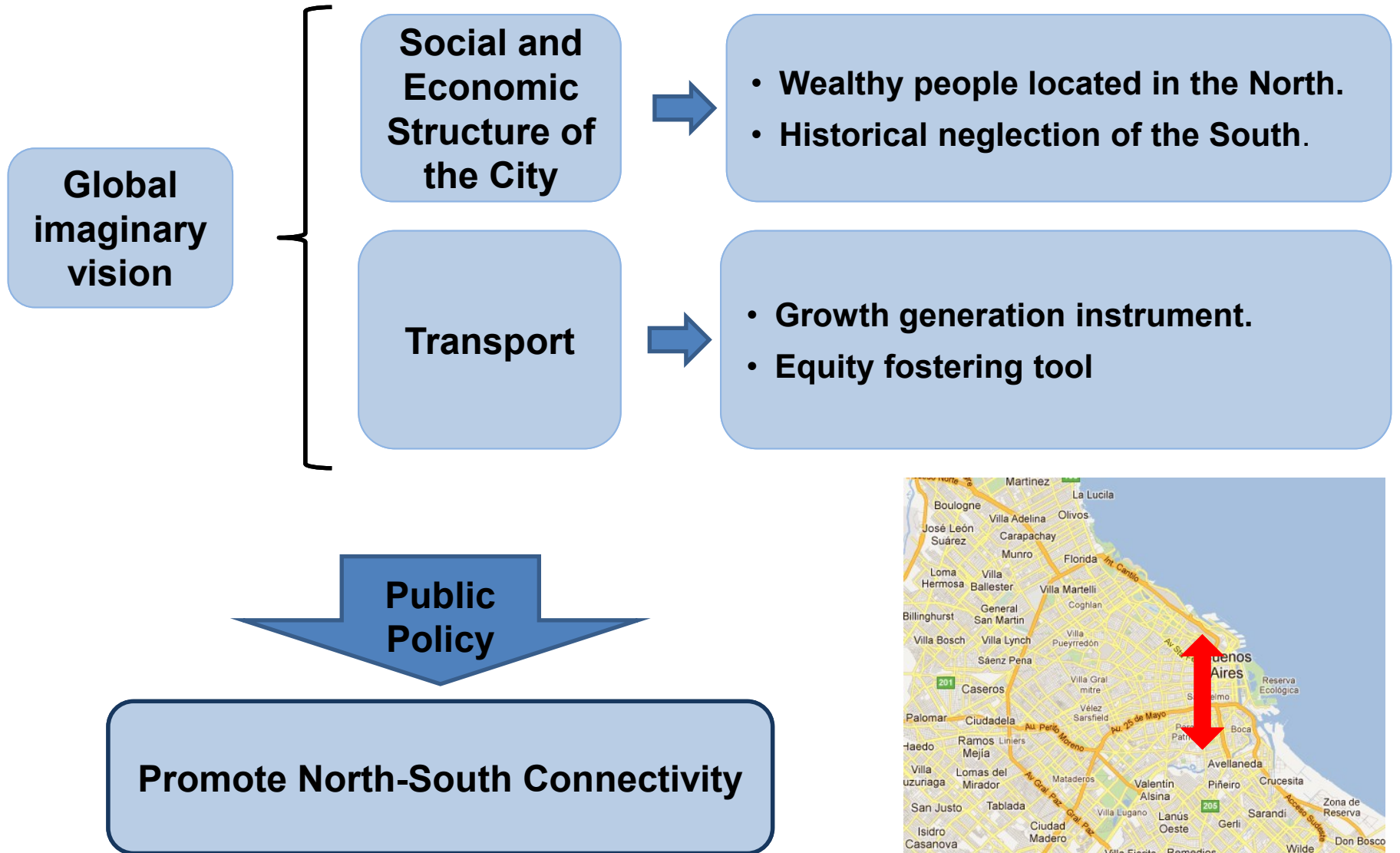
Sustain different strategies and
planning efforts (if any).



Jurisdiction barriers interfere with an
efficient mobility policy.

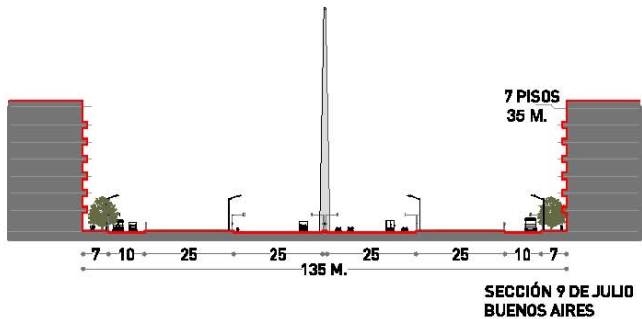
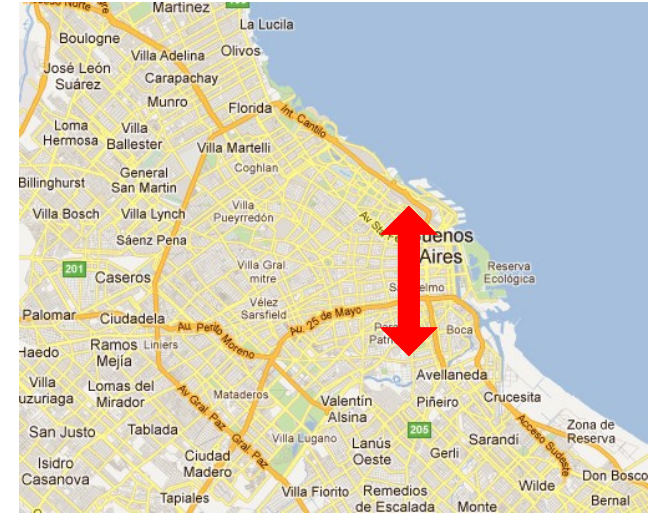


THE PROBLEM: N-S CONNECTIVITY OF THE DOWNTOWN AREA



9 DE JULIO AVE. CORRIDOR

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THREE PERSPECTIVES

HIGHWAY

SUBWAY

RAILWAY

Downtown

Ribereña Motorway

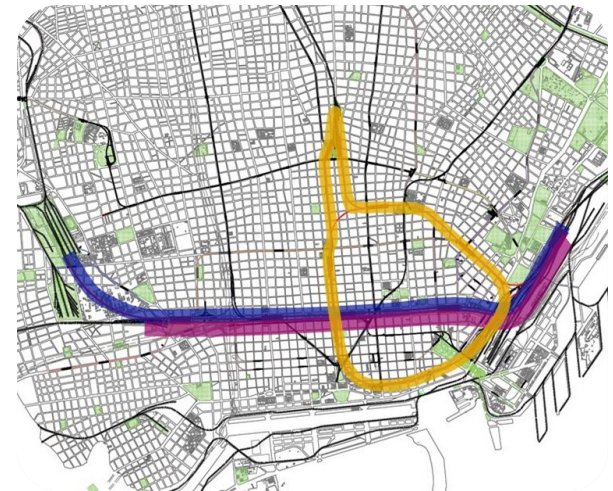
Tunnels under 9 de Julio Avenue

Ave. General Paz Extension

Camino del Buen Ayre Extension



EXPANSION OF THE SUBWAY







RED EXPRESA REGIONAL



HIGHWAY PERSPECTIVE

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Project	Description	Considerations
<p>Ribereña Motorway</p>  <p>• Extensión de la autopista: 4,6 km. • 4 carriles por sentido. • Unirá la Autopista Buenos Aires-La Plata con la Autopista Illia.</p>	<p>Freeway on the eastern edge of the city to channel the by-passing traffic</p>	<ul style="list-style-type: none"> • It consume urban space basically for automotive transport in a high density area. • Different technical alternatives are considered (underground, viaduct, etc.). • Neighborhood resistance. • Requires political agreements between National and City's governments.
<p>Tunnels under 9 de Julio Avenue</p>  <p>DOS TUNELES BAJO LA 9 DE JULIO Con la construcción de estos túneles se reducirá el tiempo de tránsito en el área de 10.000 coches por hora más.</p> <p>SEÑALADO NOROCCIDENTAL Longitud: 0,825 m Vehículos: 2.000 Hora pico: 0,390</p> <p>SEÑALADO NOROCCIDENTAL Longitud: 0,825 m Vehículos: 2.000 Hora pico: 0,390</p> <p>Unidad de tránsito entre las intersecciones 9 de Julio y 25 de Mayo. Tiempo promedio de tránsito: 10 minutos.</p>	<p>Tunnels that connect Illia highway with South 9 de Julio freeway</p>	<ul style="list-style-type: none"> • Financially feasible through other toll revenues. • It <u>does not require any agreement</u> between jurisdictions. • Supported by some interest groups due to its political feasibility. • In general resisted by the academia.
<p>General Paz Ave. Extension</p> 	<p>Through the suburbs towards Quilmes</p>	<ul style="list-style-type: none"> • Land expropriations already performed. • The delay generated a progressively intrusion of the right of way, with the consequent social and environmental impact.
<p>Camino del Buen Ayre Extension</p>  <p>Tercer anillo vial</p>	<p>Camino del Buen Ayre extension to La Plata</p>	<ul style="list-style-type: none"> • La Plata neighbors opposed for environmental reasons. • Crosses rural areas. • Always in the media spotlight.

SUBWAY PERSPECTIVE (I)

**Few lines that
connect north-south**

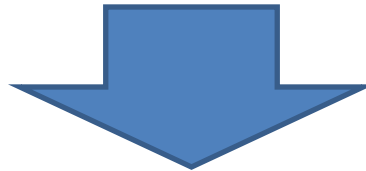


- Line C
- Line H (currently under construction)

2001 Act 670
25-km extension of
the network



New cross-lines



Line F	<ul style="list-style-type: none"> • Under Callao Av. – Entre Ríos Av. • Particularly promoted during the '70s
Line I	<ul style="list-style-type: none"> • Joins secondary nodes but: <ul style="list-style-type: none"> – low population density. – Low traffic estimated.

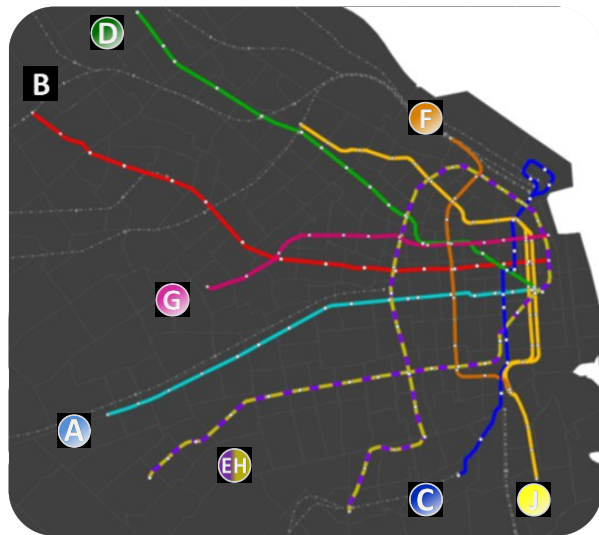
2001 Act 670 Network



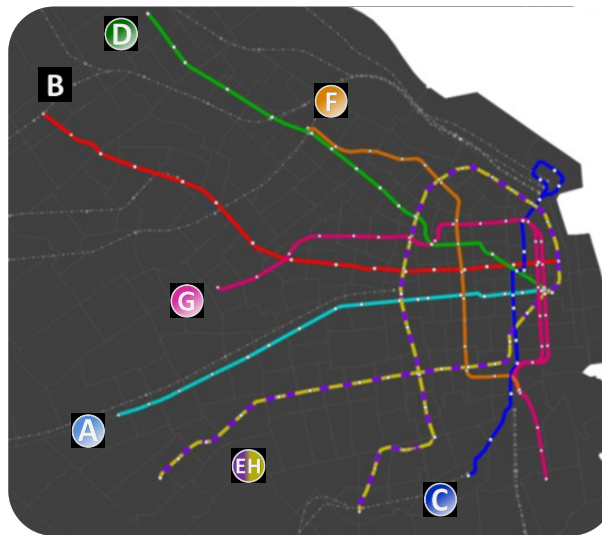
SUBWAY PERSPECTIVE (II): SOME NEW IDEAS

The study *PETERS* (*Plan Estratégico y Técnico para la Expansión de la Red de Subterráneos*) developed three new networks in order to:

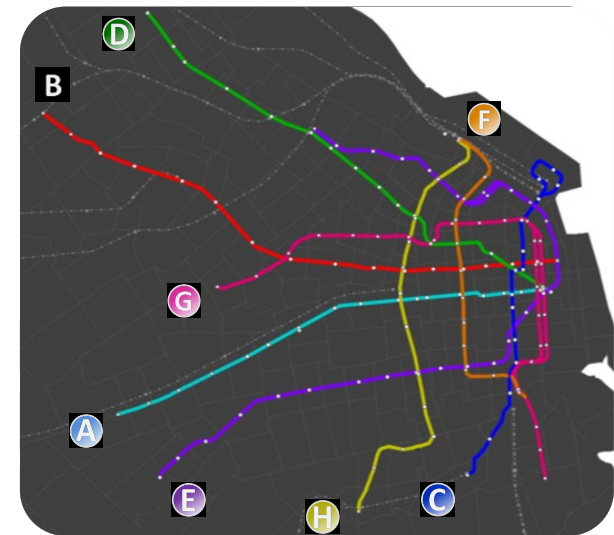
- Solve the problem of insufficient connectivity North–South.
- Improve the subway accessibility to the CBD.
- Reduce the number of terminals in the CBD.
- Improve the situation of congestion of some lines (B, C, D).



NETWORK 1 (88km)



NETWORK 2 (84km)



NETWORK 3 (87km)

**Structural
project**



Red Expresa Regional (RER)
Réseau Express Régional
Regional Express Network

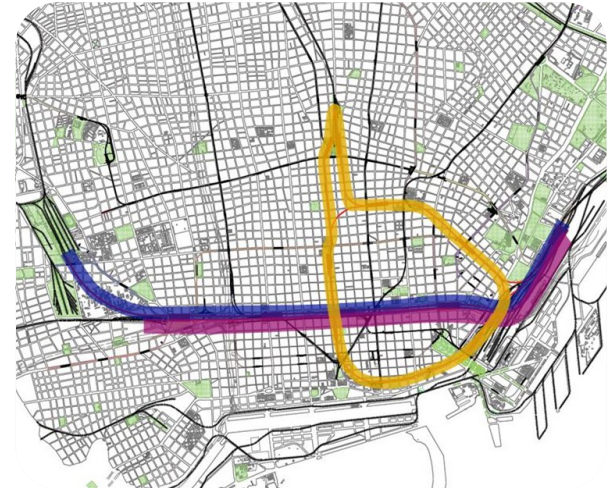
**Complex
solution**



- Financially.
- Technically.

- **Institutionally straightforward:** *the National Government can act by its own.*
- **Politically difficult:** *different parties, different political interests.*

Possible layout for a RER



INTERACTION BETWEEN SOCIAL ACTORS (I)

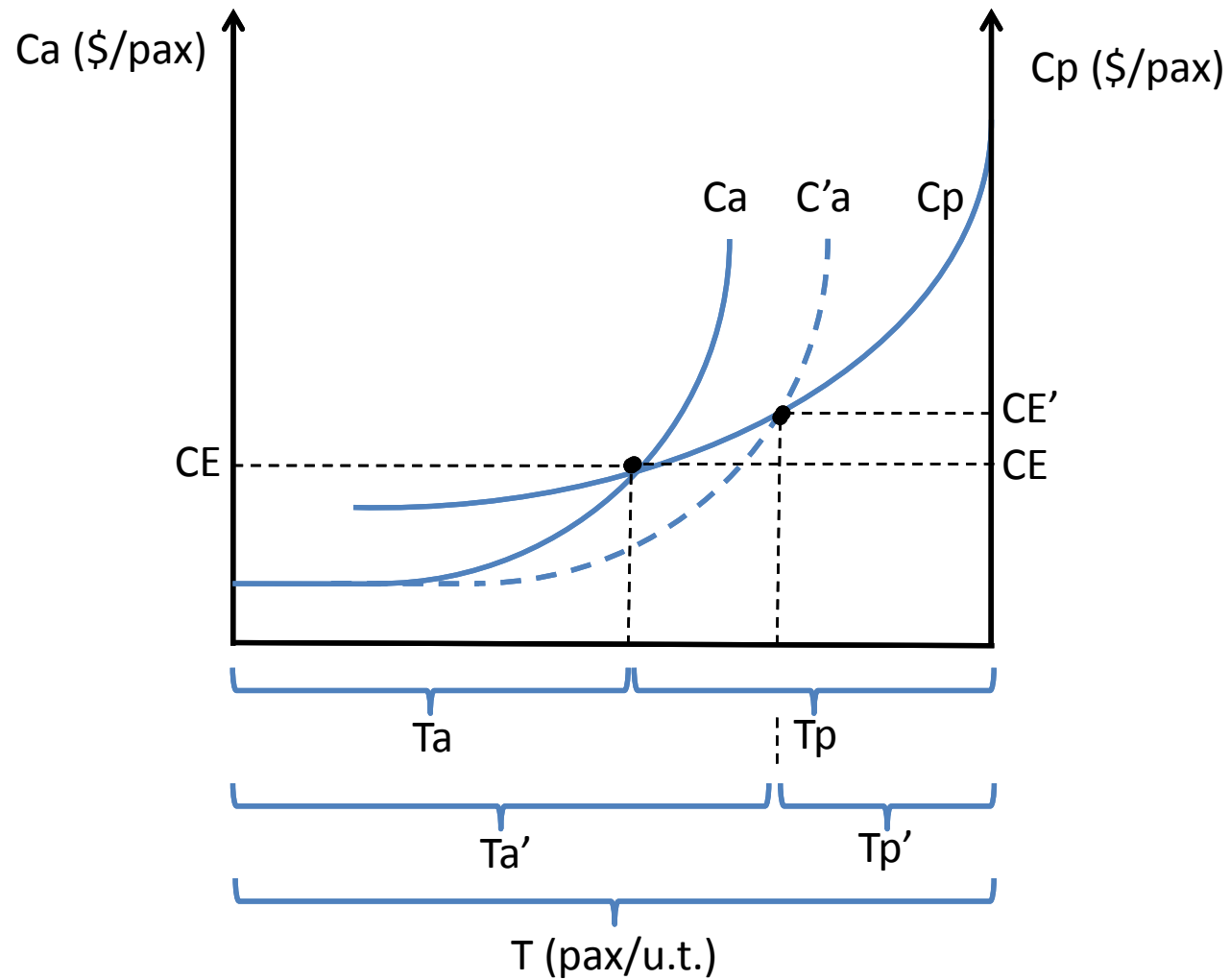
Actor	Consideraciones
National Government	<ul style="list-style-type: none">• Federal.• It influences many local decisions, particularly in Buenos Aires City.• Political rationale (electoral).• Up-to-down administration style.
Buenos Aires City government	<ul style="list-style-type: none">• Local.• Political rationale (national vocation).• Frequent rivalry between areas administration style.
Buenos Aires Province Government	<ul style="list-style-type: none">• Regional.• It influences many local decisions.• Political rationale (local leaderships).
Other municipal governments	<ul style="list-style-type: none">• Strictly local.• In general: lack of technical capacity.• Political rationale (local).

INTERACTION BETWEEN SOCIAL ACTORS (II)

Actor	Considerations
Public services concessionaires	<ul style="list-style-type: none">• National acting locally.• Regulations and subsidies induce them to include political considerations in their commercial behavior.
Political parties	<ul style="list-style-type: none">• National acting at every level.• Normally moved by a political-electoral rationale• Support projects related with their own leadership.
Labour unions	<ul style="list-style-type: none">• Up to now weakly balanced by the subsidy policy.• In the future probably balanced by fiscal constraints.
Neighbours associations and NGOs	<ul style="list-style-type: none">• Growing support and lobbying capacity.
Building contractors	<ul style="list-style-type: none">• Support and lobby projects with a short term logic based in political feasibility.
Academia and consultants	<ul style="list-style-type: none">• Must learn to cope with political and profit maximizing rationales.

- Competition between projects over the base of:
 - ✓ Favor of beneficiary groups.
 - ✓ Economic resources.
 - ✓ Urban space.
- The competition for the urban physical space is one of the most relevant in a congested urban area and frequently it is not explicit and does not appears as a relevant issue for the decision-makers.
- Wrong infrastructure decisions (due to different reasons) lead to obstruct better technologies and could also aggravate the problems, increasing the number of trips by automobile (*Mogridge Paradox*).

MOGRIDGE PARADOX



Dominant discourse:

To support mass transit and non motorized technologies.

Frequent fact:

Public desitions that favor automobile and consume valuable pedestrian and/or transit space.



1) Easiestness of execution.

(short term sectorial benefits)

2) Hanlon`s Razor:

“Never attribute to malice that which is adequately explained by stupidity.”

(or may be real ignorance of the effects)



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Thank you !

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