

The Emergence of Seoul Subway Line 2 and the Formation of a New Transportation Hub

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In the twenty-first-century supercity of Seoul, subways are the primary mode of public transportation. This essay examines the development and construction of Seoul Subway Line 2, a crucial line of the Seoul subway system. This essay focuses on two key areas of analysis. First, during the development of Line 2, expert opinion was divided regarding potential line routes. That is, while some argued that a north-south line was needed to redistribute the population of Seoul and stimulate urban development, others asserted that a circular line would be more advantageous. Ultimately, Line 2 was constructed as a circular line—an outcome that was strongly influenced by the mediating role of the Seoul City Government. Second, Seoul Subway Line 2 also functioned as a transportation initiative intended to catalyze development of the area south of the Han River in Seoul. Through the construction of Line 2, the Seoul City Government changed the urban landscape of Seoul. Additionally, the integration of existing modes of public transportation with the new circular Line 2 precipitated a significant transformation of Seoul's urban transportation system.

Keywords: Seoul Subway Line 2, circular subway route, Seoul's three city centers, subway stops, urban planning

Introduction

Streetcars, which first appeared as part of the urban renovation efforts of the Korean Empire during the late nineteenth century, played an important role in the transformation of Seoul into Gyeongseong, the capital of colonial Korea under Japanese domination, and subsequent changes to the city's urban structure and transportation systems. During the colonial period, the rail network of

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