# Urban space
# &
# Sustainable Mobility in Beirut

# ESCWA
## Thursday, May 23 - 2019

# Diagnosis of the current situation

o  Predominance of Private cars due to several factors (mainly a failing transit system)

o  Ignoring soft modes in urban development and projects (with rare exceptions)

o  General behavior of various users  unfavorable to cohabitation between modes

# Diagnosis of the current situation

Beirut (with some exceptions: seafront, Downtown) has become an aggressive city toward pedestrians:

*Rare developments facilitating cycling (not in dense zones):*

# Diagnosis of the current situation

*Malfunctions of the facilities provided to pedestrians:*

Layer quality often degraded; discontinued footpaths; numerous obstacles; unsecured pedestrian crossings; Illegal parking on sidewalks…

# Diagnosis of the current situation
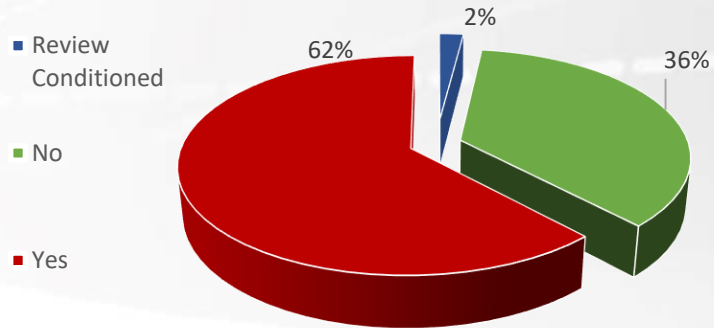
## *Dysfunctions related to traffic*

Road regulations frequently violated; total lack of consideration for pedestrians from motorized users; insecurity around schools; very low share of PT facilities …
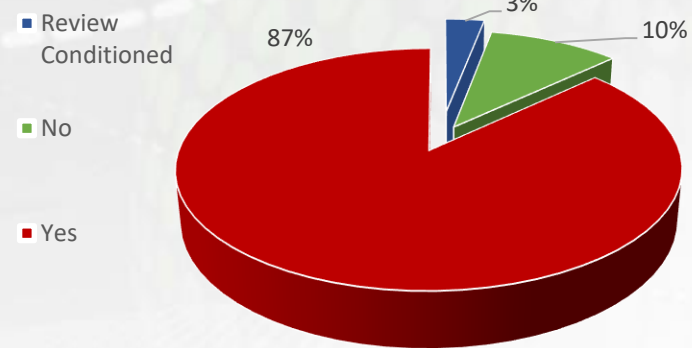
# Encouragement of soft modes

o However, studies shows wiliness to walk - good acceptance the use of soft modes:

## Acceptance of cycling

- Review Conditioned
- No
- Yes

2%
62%
36%

## Acceptance of walking

- Review Conditioned
- No
- Yes

3%
87%
10%

## Classified by importance of the barriers

| | |
|---|---|
| road improvements | ~29 |
| Security | ~21 |
| habit and behavior | ~18 |
| interaction bike/pedestrians | ~17 |
| weather or land | ~14 |

Y-axis values: 0, 8, 15, 23, 30, 38
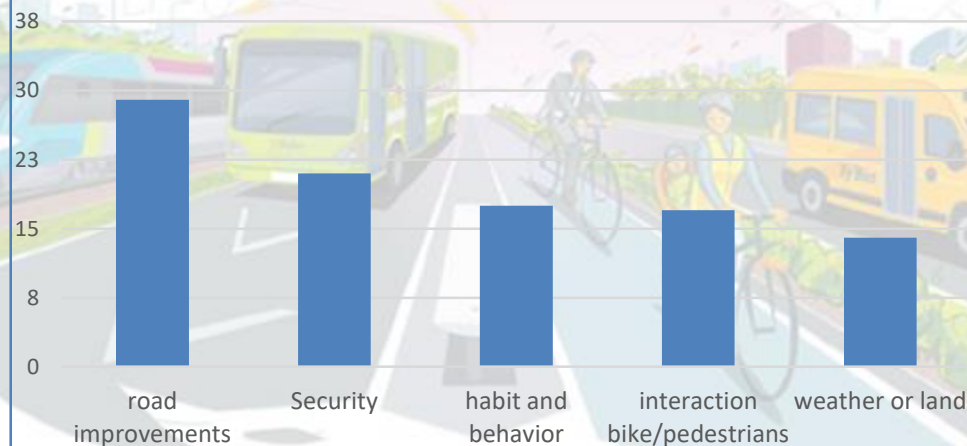
# The "Mobility for All" Concept

o Accessibility is a crucial parameter of a city's image; several internal and external aspects affect accessibility

o Importance of PT system in urban space structuring (mass transit; tramway; dedicated lanes for buses; or BRT)

o Issues of road safety and congestion stimulated actors to promote preventive actions

o Preserving cities' economic social and cultural potential is essential

# The "Mobility for All" Concept

o **Actors – Challenges:**

**Economic Challenge :**

improving the competitiveness of a city / urban area; jobs creation…

**Social Challenge:**

equality among neighborhoods; equity for different social classes; cultural diversity…

**Politic Challenge:**

cohesion; equal opportunities; development of services for all citizens

# The "Mobility for All" Concept

o **On the institutional and decision making level:**

Accessibility primarily reflects an urban policy and a concept of services

Confusion and difficulties in role distribution: Governance Problems

Various actors' objectives are often quite contradictory. Arbitrations are increasingly difficult.

Offering fair solutions to all users requires commitments.

# Achieving "Mobility for All"

o **Geographic accessibility**

  Structuring the space and organizing multi-modal transportation.

  Priorities of transport modes will vary according to the general vision for each concerned area.

o **Physical accessibility**

  Accessibility for all users in all modes

  Eliminating physical obstacles and enabling movement and access to facilities

  Providing equal opportunities, and encouraging positive economic, social, and cultural participation

o **Social accessibility**

  Eliminating social and economic inequalities

  An urban space accessible to all modes and all users

# Technical measures to secure soft modes

o **Pedestrians Zone:**

Authorize the use of low-speed bike,
Facilitate pedestrian movement
temporarily or permanently

o **Mixed Zone:**

It allows pedestrians to walk non-stop on
the route , and sets vehicles' maximum
speed at 20 km / h

o **Zone 30:**

Reduce vehicles' speed to
a maximum of 30 km / h
to facilitate pedestrians' and cyclists' crossing.

# Strategic Guidelines

o   Geographical continuity and hierarchy of routes

o   Reclassification of urban roads and public spaces

o   Reduction of social separation

o   Support pedestrian trips in all neighborhoods

o   Achieving this strategy requires:
   A clear political will
   Adapting regulations and institutional context
   Support from users

# Cornish Pierre Gemayel
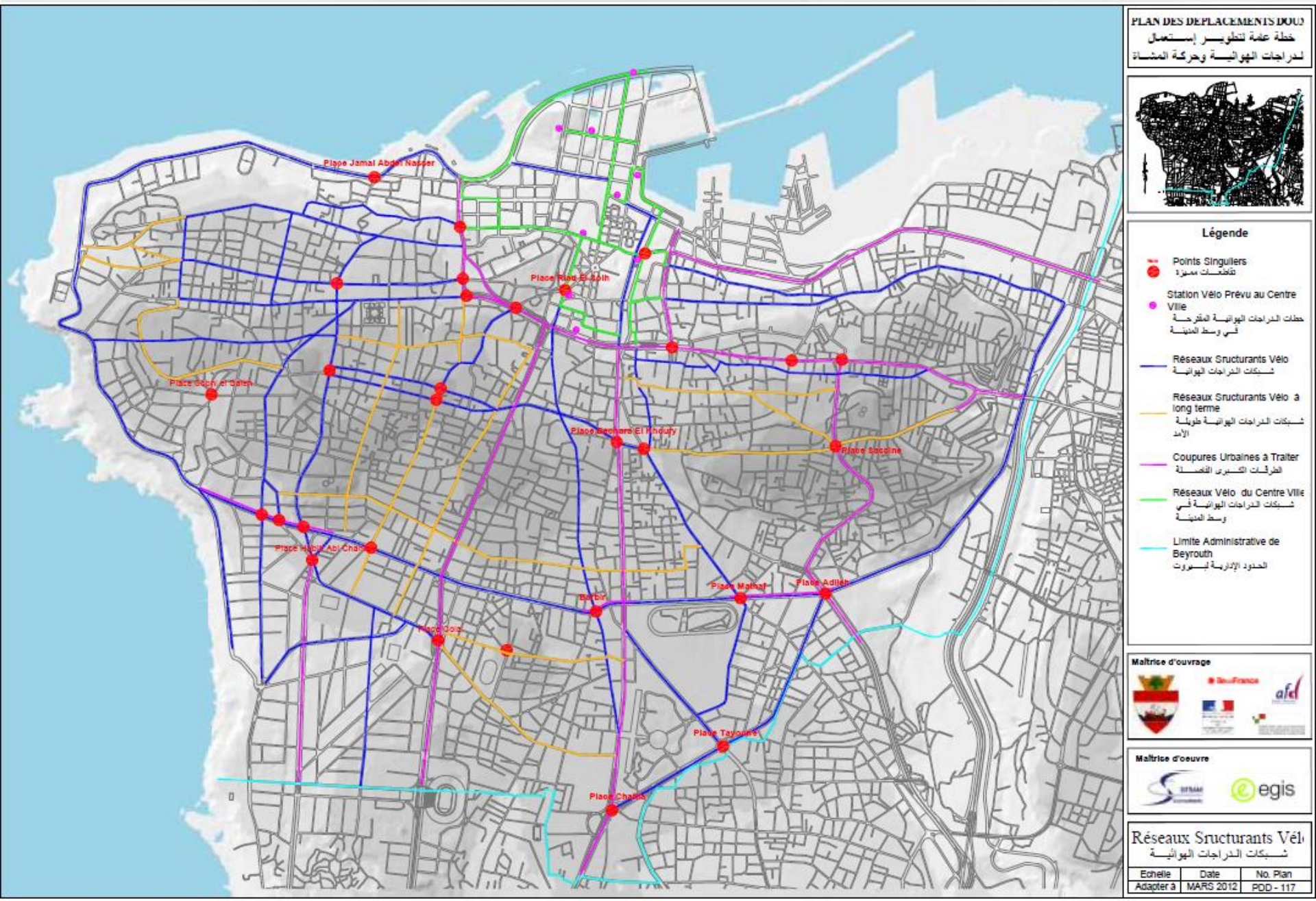
# Verdun

# Algeria Street

# Cornish

# Armenia Street

# Bliss Street

# Conclusion

o    Beirut is becoming increasingly aggressive to pedestrians; streets are oversaturated, Public Transport and soft modes have been ignored.

o    Contrary to common assumptions , there are a real opportunities to promote a new Mobility Vision.

o    Based on the PDD study surveys (2013), Beirut residents have a strong desire to practice soft modes much more frequently in their daily trips.

o    Achieving " Mobility for all" will ensure social equality and accessibility for different transport modes.

o    Road security, pollution mitigation, and car use reduction are prerequisites to initiate this change.

o    A clear political will, users' support, and adequate institutional environment are essential to implement this concept.