Graduation project
Nablus transit city

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First stage:

Current situation of Nablus city and its importance
The importance of Nablus city on the National level
The city boundaries during the British governance period.
The city boundaries during the Jordanian governance period.
The city boundaries during the Palestinian governance period

المصدر: النتية، حباص، اسامة، البلديات وهيئات الحكم المحلي في فلسطين، مشروع المجلس الاقتصادي للتنمية والإعمار (بكدار)، 2004، ص.240.
Nablus governorate location according to other West Bank governorates. The center of the northern part.
No regional roads connect Nablus city with its surrounding. In comparison to other main cities “Ramallah with many regional roads” main roads are the serving roads which by future cannot be enough.
Nablus governorate is the FOURTH largest governorate in area.
Nablus governorate is the THIRD largest governorate in population.

Nablus governorate population "2015" in comparison to other west bank governorates

Legend "thousand"
- Nablus city
- Nablus Governorate

<table>
<thead>
<tr>
<th>Population 2015</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>52</td>
<td>11%</td>
</tr>
<tr>
<td>52 - 64</td>
<td>14%</td>
</tr>
<tr>
<td>64 - 70</td>
<td>23%</td>
</tr>
<tr>
<td>70 - 110</td>
<td>15%</td>
</tr>
<tr>
<td>110 - 182</td>
<td>7%</td>
</tr>
<tr>
<td>182 - 216</td>
<td>7%</td>
</tr>
<tr>
<td>216 - 311</td>
<td>2%</td>
</tr>
<tr>
<td>311 - 380</td>
<td>2%</td>
</tr>
<tr>
<td>380 - 419</td>
<td>2%</td>
</tr>
<tr>
<td>419 - 706</td>
<td>12%</td>
</tr>
</tbody>
</table>

West Bank governorates
1:600,000
Nablus governorate is the FIFTH largest governorate in density.
Nablus governorate is one of the main governorates in providing jobs for other governorates “especially in the city”. Qalqilyah, Tulkarem, Jenin, Salfit, and Tubas, depend heavily on Nablus jobs. Main attractive jobs are: An-Najah University, Hijjawi college, Paltel, and many other companies.
Nablus governorate is one of the main governorates in providing health services for other governorates since there are many governmental hospitals. Qalqilyah, Tulkarem, Jenin, Salfit, and Tubas, depend heavily on Nablus city. Main hospitals are: Rafidia hospital, and An-Najah University hospital.
Nablus governorate is one of the main governorates in providing education services for other governorates since there are the two campuses of An-Najah National University “new and old campuses” and Hisham Hijjawi college. Qalqilyah, Tulkarem, Jenin, Salfit, and Tubas, depend heavily on Nablus city.
Nablus governorate is one of the main governorates in providing trade facilities for other governorates.
Nablus governorate is in the second place in the number of vehicles after Ramallah. Private cars have the highest percentage with 81%.

Palestinian central bureau of statistics 2014

<table>
<thead>
<tr>
<th>Type of Vehicle</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private cars</td>
<td>81%</td>
</tr>
<tr>
<td>Commercial trucks</td>
<td>11%</td>
</tr>
<tr>
<td>Public taxi</td>
<td>6.5%</td>
</tr>
<tr>
<td>Public buses</td>
<td>0.3%</td>
</tr>
<tr>
<td>Trailers</td>
<td>0.4%</td>
</tr>
<tr>
<td>Private buses</td>
<td>0.8%</td>
</tr>
</tbody>
</table>

Licensed road vehicles in Palestine by governorate and type of vehicle, 2014
Both Nablus and Ramallah governorates have the highest counts of accidents in the West Bank.
The importance of Nablus city on the Regional level
Cities that have spatial interaction with Nablus city "connected directly to Nablus city by main ro regional roads"
Value of registered exports and imports in the West Bank northern governorets, 2013

The importance of Nablus city on the Sub-Regional level
Communities that are connected to Nablus city "by PUBLIC TRANSPORTATION"

Legend
- communities
- Nablus city

Roads Types
- Main
- Regional
- Nablus Governorate

1:400,000
Nablus city is located in the north eastern part of the governorate. It is surrounded by many communities, such as: Beit Iba, Sarra, Roujeeb, etc. The distances between it and the governorate communities vary according to communities locations.
Nablus governorate roads
"roads that connect Nablus governorate communities"
Communities that have high spatial interaction with Nablus city

Legend
- governerate roads
- spatial interaction
- Nablus city
- Nablus Governorate

1:150,000
The spatial interaction and the community dependency on Nablus city decrease as the distance between them increases.
The importance of Nablus city on the Local level
Nablus city coordinates are:
32.2203° N, 35.2789° E
Historical expansion of the city of Nablus. “Nablus municipality”
Nablus city expansion during the years

Nablus 1944
Atlas of Palestine “Arij”

Nablus 1997
Atlas of Palestine “Arij”

Nablus 2016
Google map
مخطط مدينة نابلس المركزي 2013
Nablus city Topography

Legend
- Nablus city
- Topography Value
  - High: 931.29
  - Low: 233.737

1:60,000
State lands locations in Nablus city

Legend
- Nablus city
- State Land
- Roads

Needed for stations locations

1:50,000
Roads Diagnosis
Internal roads width in Nablus city
Maximun capacity on Nablus city streets "VPH"

Legend
- 0 - 229
- 229 - 674
- 674 - 1484
- 1484 - 5448
- 5448 - 19676
- Nablus city

1:50,000
Services that attract people from outside the city of Nablus

Legend
- Al Quds Open University
- College: Hisham HaJawi
- Old Najah Campus
- New Najah Campus
- Paltel
- Hospital
- Terminals location
- Roads cannot be widened
- Nablus city
- Streets

1:50,000
Roundabouts and traffic signals locations on Nablus city streets "Speed Decelerators"
Public transportation movements analysis
The start point for roads that connect Nablus with other communities

Legend

- **Terminals**
- **From**
  - Western cities terminal
  - Eastern terminal
  - Western villages terminal
- Roads
- Nablus city

1:57,924
CBD to West area movement
Between An-Najah campuses
Between old campus and CBD
Al-Quds street

Between Faisal street and Al-Quds street
Main roads classification according to traffic volume
Main roads that have high traffic volume

Legend

- roads
- very high traffic
- Nablus city

1:40,000
Population studies

Nablus city population

Population growth rate
Expected city population in 2026: 186,673

Expected counts of vehicles in 2026 in Nablus Governorate:
- Private cars
- Commercial trucks
- Public taxi
- Public buses
- Trailers
- Private buses
• Second stage: Analysis and vision statement
Strength

1. The location of some attractive services on main roads and the ability to be reached by different roads
2. The availability of shared taxis in the main areas of the city
3. The availability of state lands in some areas
4. High capacity for some streets
5. Commercial uses lie on main roads “Rafedia and Haifa streets”
6. Main roads lie along the city from east to west “availability of main roads nearly in all parts of the city”
7. All the city parts are served by roads
8. The availability of detour roads
Legend

1. Attractive activities
2. Shared taxis routes
3. Nablus city
4. High capacity
5. Commercial area
6. Main roads morphology

1:32,393
Weaknesses

1. The location of terminals inside the CBD
2. Main and secondary streets are NARROW and cant be widened
3. High traffic “very long delay periods” on Faisal street and some main streets
4. Trucks pass through the CBD
5. The absence of state lands in some areas
6. The concentration of traffic signals in the CBD
7. The use of some secondary “residential roads” as pass by roads
8. The absence of speed calming on residential roads
9. No public transportation available in the city
10. High percentage of private vehicles on Nablus roads “81%”
11. High pollution in the CBD and some residential areas “high carbon emission”
12. A lack in greenery on streets “aesthetic views”
No state land
Traffic signals
concentration
High traffic and
trucks pass
Residential roads
used as by pass
roads used as by pass for shared taxis
Limited width
Nablus city
Streets
1:32,393
# Main Goals

<table>
<thead>
<tr>
<th>Economic Benefits</th>
<th>Social Benefits</th>
<th>Environmental Benefits</th>
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<tbody>
<tr>
<td>Reduced development and service costs</td>
<td>Improved transportation options and choices</td>
<td>Green space</td>
</tr>
<tr>
<td>Consumer transportation cost savings</td>
<td>Community cohesion</td>
<td>Reduced air pollution</td>
</tr>
<tr>
<td>Increased costs to provide public services</td>
<td>Increased physical activity and health</td>
<td>Reduced resource consumption</td>
</tr>
<tr>
<td>More efficient transportation</td>
<td>Congestion reduction</td>
<td>Reduced water pollution</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Reduced “heat Island” effect</td>
</tr>
</tbody>
</table>
Main needs

Equity: Connecting all residents to opportunities such as good jobs, transportation choices, safe and stable housing, a range of parks and natural areas, and vibrant open spaces.

Stewardship: Using resources prudently to help ensure the region’s financial, social and environmental sustainability now and for future generations.

Integration: Aligning and coordinating policies, plans, resources, and actions.

Accountability: Identifying appropriate indicators and measuring outcomes to evaluate the effectiveness of goals and policies.

Residential Diversity, Mix of Commercial, Usable Open Space, Complete Streets, and Intermodal Connectivity.
1. A need for traffic calming in residential areas
2. Low accessibility levels
3. Air and noise pollution on main roads
4. A shortage in parking
5. The diversity in vehicles classification on each route
6. A need for alternative roads for regional services
7. High traffic congestion on main connecting roads
8. Streets landscaping needs
9. The unsuitable terminals locations
10. City topography transportation issues
11. The absence of public transportation
12. Car dependency
13. Safety requirements
Vision statement

A prosperous sustainable model for developing a transit oriented city
<table>
<thead>
<tr>
<th>What does the vision mean!!</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Prosperous</strong></td>
</tr>
<tr>
<td>• Energizing the Commercial Core, A Comprehensive Retail Strategy, Clean and Safe</td>
</tr>
<tr>
<td><strong>interconnected</strong></td>
</tr>
<tr>
<td>• accessible neighborhoods by using multilevel stations</td>
</tr>
<tr>
<td><strong>Walkable city</strong></td>
</tr>
<tr>
<td>• Building On Transit, Bicycle City, Park The Car Once</td>
</tr>
<tr>
<td><strong>Diverse City</strong></td>
</tr>
<tr>
<td>• Downtown Living, A Family-Friendly Place, Embracing Adjacent Neighborhoods</td>
</tr>
<tr>
<td><strong>Distinctive city</strong></td>
</tr>
<tr>
<td>• CULTIVATING A MOSAIC OF URBAN DISTRICTS</td>
</tr>
<tr>
<td><strong>Green city</strong></td>
</tr>
<tr>
<td>• Sustainable Use of Resources</td>
</tr>
</tbody>
</table>
Transit oriented Nablus

Dependency on transit
- Connected zones
- Multimodal transit

Pedestrian friendly
- Auto-free zones
- Pedestrian streets

Parking
- Off and on street parking
- Terminals and stations
Dependency on transit

- Connected zones
- Multimodal transit

Reduce Auto Dependency
- Integrated, balanced transportation system
- Expanded mobility options

Promote Transit Usage
- Transit access to major destinations
- Integrate transit network

Reduce Conflicts Between Modes
- Safety
- Equitable allocation of street space

Enhance Links
- Connected neighborhood
- Multiple route choices

Support multimodal access
- hierarchy of access
- parking facilities
Manage Parking Facilities

- Off and on street parking
- Terminals and stations

- Less traffic
- More parking options
Pedestrian friendly

Auto-free zones

Pedestrian streets

Introduce Bike Friendly Streets

Encourage livable communities

Make Nablus Walkable Circulation

- Connected bike network
- Safe facilities

- Safe, convenient, and comfortable place to walk
- Walking the mode of choice for short trips