

Abstract

Transit oriented development is an approach that sets criteria to develop cities and countries in an environmental and social aspects. The first part of this report provides a general view of transit oriented development and transit oriented communities. summarizes TOD definition, history, standards, principles, and benefits and bad impacts. It also provides some information on public transportation in general and in Palestine in specific. Moreover, it describes the planning and design of a transit oriented community with its components and features. Planning and design includes both detailed and general guideline.

The second part of the project provides a full comprehensive diagnosis for the city of Nablus by studying the current situation of transportation with the importance of the city. The diagnosis provides information about the importance of Nablus city and its effects and influence on West Bank. Also, it provides information about roads, topography, land use, and demography. After the diagnosis, analysis was made to find the shortage in service and the needs. A short strategic plan that provides the main aims, goals, and strategies was prepared. Its main needs are : Equity, Stewardship, Integration, Accountability, Residential Diversity, Mix of Commercial, Usable Open Space, Complete Streets, and Intermodal Connectivity. The resulted issues that need to be solved are: A need for traffic calming and safety requirements in residential areas. Low accessibility levels between residential neighborhood. Air and noise pollution on main roads. A shortage in parking. The diversity in vehicles classification on each route. A need for various routes for regional services. High traffic congestion on main connecting roads. Streets landscaping needs. The unsuitable terminals locations. City topography transportation issues. The absence of public transportation. And Car dependency. The vision statement is : Vision statement: A PROSPEROUS SUSTAINABLE MODEL FOR DEVELOPING A TRANSIT ORIENTED CITY.

After the strategic analysis, a transit plan was prepared by preparing many ideas and choosing the most suitable one. The transit plan was prepared to achieve high accessibility that the residents and the un-residents do not need to ride many transit modes. The plan consists of bus routes (main routes that lie from east to west to serve main areas on Rafedia street and Haifa and Faisal streets, local streets that serve local residential areas) that arrive to main areas in the city with three main routes and other local routes that are connected with the main routes. Each route has specific stops with timetables that show the times that each bus arrive the stops. Main routes are divided into two types, some stop only on main stops and others stop every 700 meters. Other than the master plan, there are the terminals for buses, the project also provides detailed designs for these terminals with specifying the roads that each route use to reach the terminals. The outside terminals are also planned in the given places by Nablus municipality with the roads that each route have. This project can convert Nablus city from car dependency to public transportation dependency by providing the ease of movement, each person can ride the nearest local bus to reach the main routes that reach all main activities such as Najah Academy, Old campus, Hijjawi college, and other activities. However, the project does not only focus on transit, but also it provides a full view on the high quality of life enhancement. This is provided by preparing a detailed plan for the central business district. The CBD`s plan changed some roads from vehicular roads into pedestrian roads and gave some roads new movement direction. Pedestrian zones are the focus point in the CBD planning to make it more pedestrian friendly by providing special roads for pedestrian and lanes for bicycles.