

2.2. ADDITIONAL STUDIES

2.2.3. PEDESTRIAN-ORIENTED DEVELOPMENT IN BEIRUT

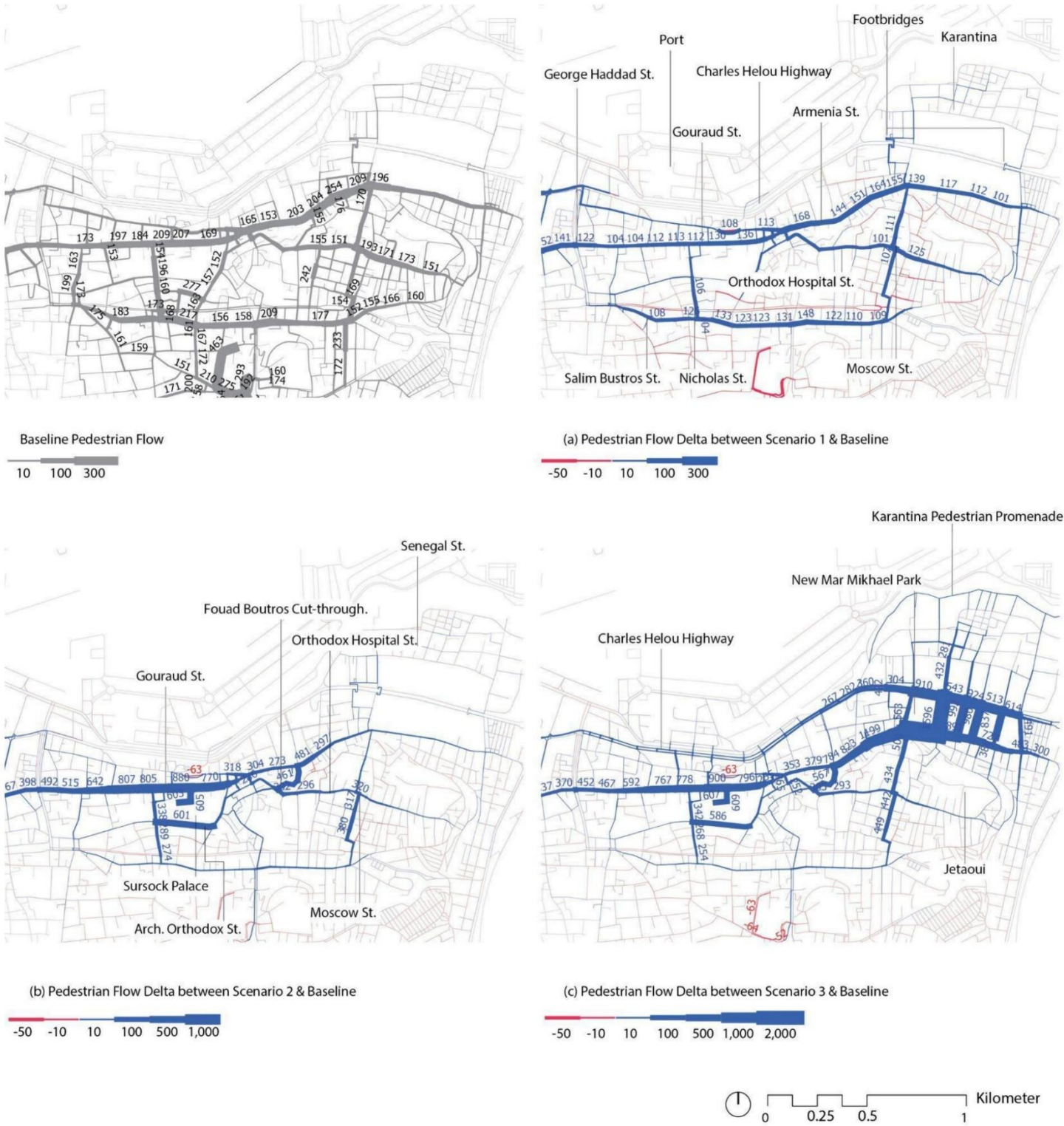
SEVTSUK ET AL, 2024

Another seminal research produced in the wake of the 2020 Beirut port explosion. This one focuses on pedestrians in the city of Beirut, presenting a critical understanding of the current state of things in terms of planning.

We are inspired by the route analyses presented by the study but also by the pedestrian urban design impact assessment.

The calibrated pedestrian flow analyses can serve in targeting tactical nodes especially in projects with slim resources and funding.

This is a joint project by the MIT urban lab and the AUB School of Architecture and Engineering. An extensive GIS database has also been publically shared in the context of this research, however it touches on very little areas we’re working on.



## 2.2. ADDITIONAL STUDIES

### 2.2.6. THE BUS MAP PROJECT: A GRASSROOT INITIATIVE

@BusMapProject, 2017

The BusMap.me is a grassroots map of Lebanon's formal and informal public transport. Buses don't pick up passengers at fixed bus stops. People can hop on or off at any point on the bus route. As for scheduling, there are no fixed or written timetables for the great majority of buses or vans; in other words, unlike in predominantly formal systems, there are no predetermined departure or arrival times per journey. This makes the system seem overly-chaotic at first glance, though it is a functional system once you learn how it works.

#### TYPES OF SHARED TRANSPORT

There are four kinds of buses and vans in Lebanon:

- The most common is a 24-seater minibus, usually a Mitsubishi Rosa. These are the sort of buses that the state-owned OCFTC also operates.
- On some routes, the most common is the 10/12-seater mini-van.
- There are also a few old-school buses which are refurbished Fargo buses that can carry up to 50 passengers. These used to be a lot more common, but still operate on some routes.
- Finally, there are a few routes that feature larger Coaches ("Pullman"), such as Connexion and LTC.

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*This map weaves together many stories. Stories of a dozen grassroots mappers who believe that public transport in Lebanon cannot be improved if it is misunderstood or dismissed. For some, mapping these routes meant riding the bus for the first time; for all, riding the bus meant connecting more deeply with wider communities.*

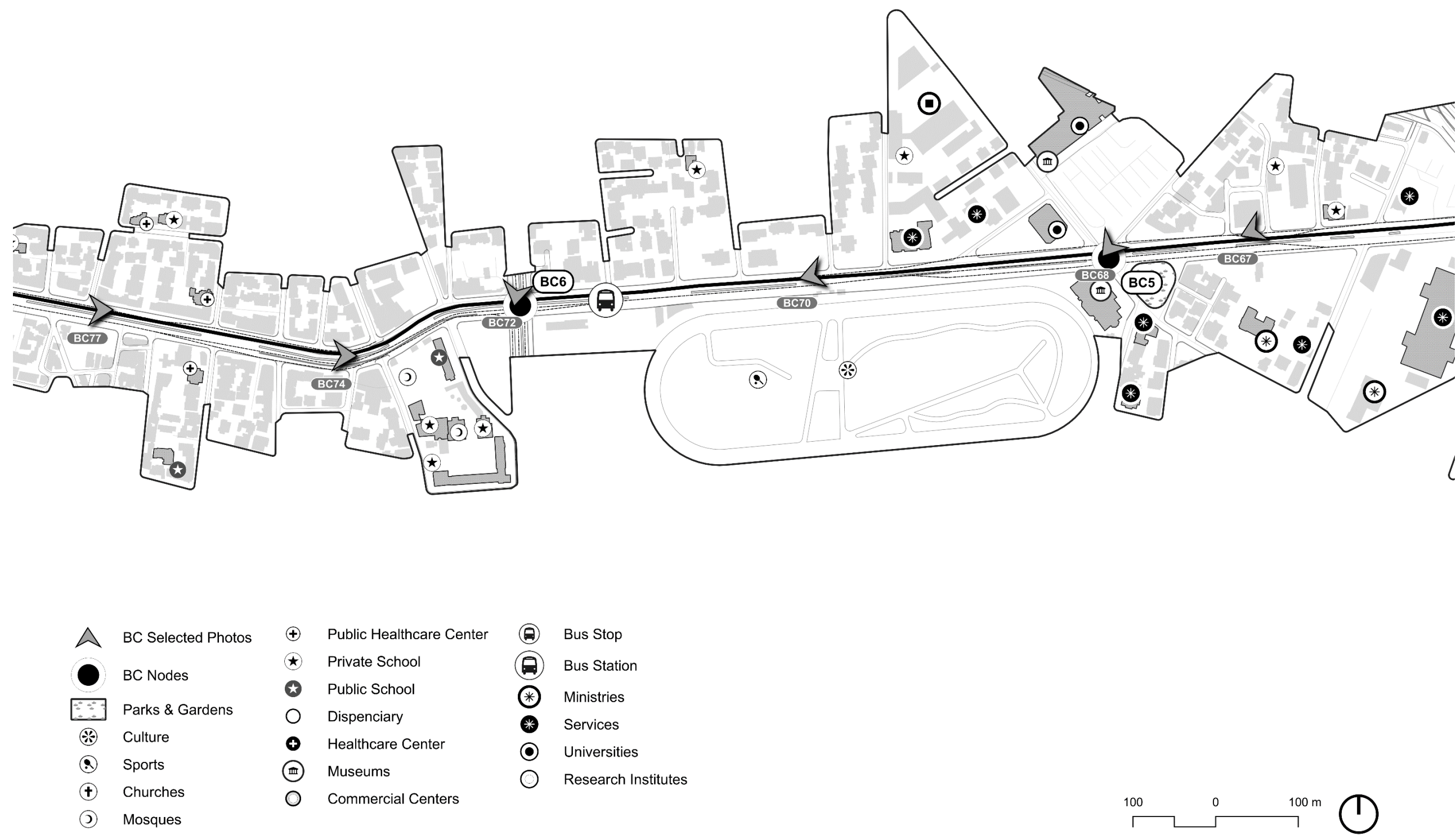
The mappers





3.5. SECTION 5: BEIRUT CORNICHE [BC]

3.5.11.URBAN COMPONENTS SECTION BC5-BC6





3.5. SECTION 5: BEIRUT CORNICHE [BC]

3.5.12.INSPECTION AND ASSESSMENT SECTION BC5-BC6

BC74



URBAN SEGMENT [BC5-BC6]

We approach Barbir and witness a flow of pedestrians walking back where we just came from.

Mazraa is the densest strip on the Beirut cornice, a place where urban life and pedestrianization are dominant.

The sidewalks around the Makased school complex are in poor conditions, punctured every now and then by signage and missing elements.