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# Multi-benefit Approaches to Public Transportation in Amman

Resilience by Design University Workshop

**Team Leads**

Prof. Deyala Al-Tarawneh

Hazem Zureiqat

Fawzi Masad

**Report Prepared by**

Jude Abdeen and Haya Al Natour

Saturday, October 14, 2017

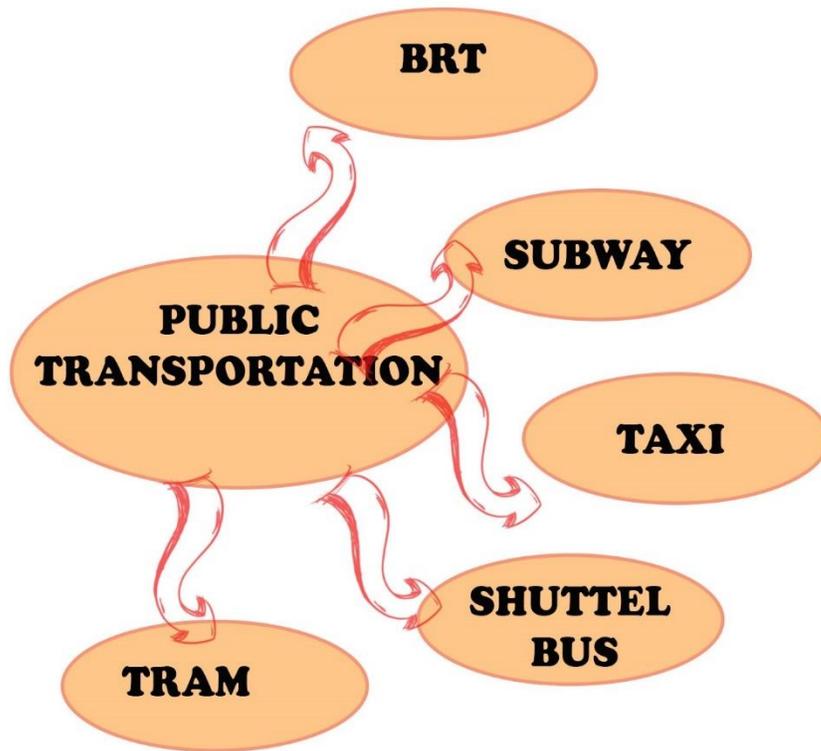


# TRANSPORTATION

Our project concentrates on Amman's transportation system.

First, we decided what are the resilience outcomes that we want to accomplish after solving the current problems. Amman is a very compact city, with high traffic during the day and specifically in the rush hours, which is in the early morning, and at the leaving hours for schools and different jobs since the leaving hours for most jobs are same, which cause a problem for students and working people. We first highlighted the main and major streets in Amman, and started planning after that for the resilience outcomes that we had perforation "top down approach," we wanted to divide Amman's urban lands in to urban center vs neighborhood center. Which means that all the government institutions and departments in special areas easy to get to, far from residential neighborhood, this concept can be realized in two terms ; **changing in land use and land readjustment** .

Second resilience outcome is the **park and ride** term which motivate the concept of using public transportation, which is our goal because we find that parking your private car and riding a public transportation would be very helpful to reduce traffic and the large number of cars in the streets.



Third resilience outcome is the **P.P.P (PUBLIC PRIVATE PARTNERSHIP)** the government support to solve the community cost.

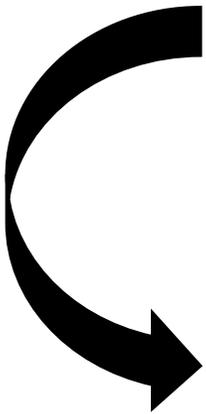
The barriers are summarized in the cost, lack of awareness and mentality, infrastructure and old regulations.

As for the leverage point, we have to set our priorities and the public interest.

Awareness is the greatest agent for change.

Eckhart Tolle

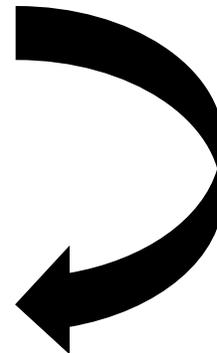
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Improving public transportation

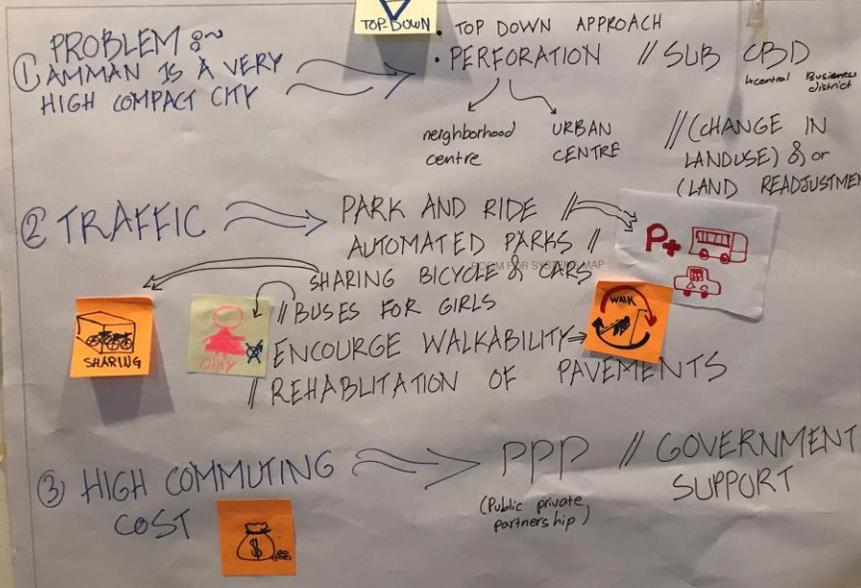
Improving WALKABILITY

Until reaching **RESILIENCE**



# RBD UNIVERSITY EXERCISE 1 sheet 1

1. The first question we will meet the challenge. The aim of this session is to learn to understand, analyze and integrate complex systems.  
 2. In order to address them with the complex reality between the different components of a system, and the agency that design can have on these systems.  
 3. The design process is a complex one, and will be the components of the system around the city's challenge in one category, agency (establishment or actors), theme (cultural or environmental) and context (climate).  
 4. Step 1: (10 min) (10 min) (10 min)  
 5. Step 2: (10 min) (10 min) (10 min)  
 6. Step 3: (10 min) (10 min) (10 min)  
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 12. Step 9: (10 min) (10 min) (10 min)  
 13. Step 10: (10 min) (10 min) (10 min)



- REILIENCE OUTCOMES**
- PERFORATION → neighborhood centre → urban centre
  - SUB CBD
  - TOP-DOWN APPROACH
  - PARK AND RIDE
  - AUTOMATED PARKS
  - PPP

- BARRIERS**
- COST
  - LACK OF AWARENESS
  - MENTALITY
  - INFRASTRUCTURE
  - OLD REGULATIONS

- LEVERAGE POINTS**
- We have to set our Priority
  - Public interest

2 sheet 1 2 sheet 1

**TYPOLOGIES OF EXISTING UNWID SPACES**

**ACTIVITY PROJECTS**

- 1] AL-MANAR NODE → REMOVE TRAFFIC → PEDESTRIAN-FRIENDLY
- 2] Ring Roads + sidewalks
- 3] DECENTRALISED NODES
- 4] TEMPORARY USE OF VACANT LOTS
- 5] ADAPTIVE REUSE OF INNER UNWID COURTYARDS

**ACTIVITY PROJECTS**

- 1] REVIVING OLD ABANDONED BUILDINGS FOR CULTURAL ACTIVITIES
- 2] MULTIFUNCTIONING OF MAIN DISTRICTS (LABORES) → TO REACT CITIZENS
- 3] INFRASTRUCTURE PLANNING

**ACTIVITY PROJECTS**

- 1] IMPROVE PUBLIC TRANSPORTATION

**REBUILDING NEW SPACES FOR PEOPLE**

