

Analysis and evaluation of pedestrian-oriented policies in historical textures with emphasis on Pedestrian Streets (Case study: Southern Khayyam Pedestrian Street of Urmia)

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Abstract

Among the new movements in the field of urban transportation, aimed at promoting pedestrian staging in the city and reducing vehicle dominance, are pedestrian-oriented and policies of making pedestrian street. However, the implementation of pedestrian streets in different cities has been accompanied by a variety of results; To the point where some pedestrian streets have failed and they have been opened again on the cars. In the present study, the evaluation of the policies used in the southern khayyam pedestrian street of urmia projects is being addressed. In this study, the analysis and evaluation of the strategies and policies used in the southern khayyam pedestrian street and the comparative analogy with the standard components and standards of pedestrian spaces attempts to identify the strengths and weaknesses of the axis and to solve its deficiencies. The research method is descriptive-analytical and based on documentary and field studies. In order to make a better comparison, Friedman's test has been used to rank the criteria and criteria. The results of the study indicate that southern khayyam pedestrian street quality is moderate and in some criteria it is not favorable. paying attention to the needs of the stakeholders, diversifying the design and creation of facilities for attracting different users, flexibility of the plan, decisive handling of unauthorized motorcycles and the like, The use of indigenous patterns with the cultural and historical context is one of the ways in which they can create more vibrant, more relaxing pedestrian walkways.

Introduction

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Investigating the growth of cities in different decades shows that the combination of modern technologies and social-cultural behaviors on the one hand, and the pliability of planners in relying on the movement of the cavalry and responding to the thesaurus derived from it, on the other, causes oblivion Spaces, in particular, have been walking in cities and have made numerous intra-city trips. Pedestrian streets are the highest socially important places that can bring life and life to the city, encourage people to volunteer in the city and, as a result, ensure the city's stability. Pedestrian paths are roads with the highest degree of social role in which they have full mastery of pedestrians. The above paths can be a tool for community work that enhances environmental quality and fosters social peace. A pedestrian often involves equipment for wider, wider and closer social connections. In response to urban problems such as environmental pollution and disturbance, the pedestrian approach was proposed in various cities of the world in order to provide suitable conditions for encouraging people to take a walk and reduce motor transport. Therefore, attention to the issue of improving the quality of urban environments is important in improving the satisfaction of individuals from these environments in different ways. However, the implementation of walkways in different cities has been accompanied by a variety of results, to the point where some sidewalks have failed and have been opened again on the cavalry. Perhaps the first life sparks on urban streets could be found in the book *The Death and Life of American Major Cities* by Jacobs. Introducing the term "Street View Observer", he highlights the improvement of urban street quality for pedestrians and emphasizes the role of the street as a public space in creating social interactions. Al-Hagla has compared the two streets by identifying twelve indicators for pedestrian crossings. Among the indicators used in this research are the attractiveness, safety, extension of the parts, complete pedestrian, land use, number of creeping lines, the existence of privacy, speed limit, retreat of buildings, retreat of the route, park The margin, the brightness, the number of street trees, the roadways and the.

Materials and Methods

In the present study, the evaluation of the policies used in the southern khayyam pedestrian street of urmia projects is being addressed. In this study, the analysis and evaluation of the strategies and policies used in the southern khayyam pedestrian street and the comparative analogy with the standard components and standards of pedestrian spaces attempts to identify the strengths and weaknesses of the axis and to solve its deficiencies. The research method is descriptive-analytical and based on documentary and field studies. After extracting the main indicators of pedestrian assessment from reliable sources, they were assessed through questionnaires and interviews. The population consisted of the population of residents of surrounding neighborhoods, whose sample size was 377 according to the Cochran formula. The data are estimated by Likert scale and also used to compare the

Friedman test to ranking the criteria and designs. The results of the study indicate that Khayyam pedestrian quality is moderate and in some criteria it is not favorable.

Results and Discussion

Comparison of policies shows that the safety and security index has a significant improvement in the current roadway design, with a fourth rank with an average rating of 3.7 to the first rank with an average rating of 4.8, But the environmental index has fallen from the fifth rank with an average rating of 2.7 to the last rank with a mean score of 1.7. Based on the overall results of the overall assessment, the previous plan with a mean score of 1.53 is slightly better than the current plan with an average of 1.47 and better than citizens.

Conclusions

Decide better policies to increase security and not clear the face of the problem, such as removing furniture, paying attention to the needs of the stakeholders, diversifying the design and creation of facilities for attracting different users, flexibility of the plan, decisive handling of unauthorized motorcycles and the like, the use of indigenous patterns with the cultural and historical context is one of the ways in which they can create more vibrant, more relaxing pedestrian walkways.

Key words: Pedestrian Street, pedestrian-oriented, historical context, Friedman, Southern Khayyam of Urmia

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