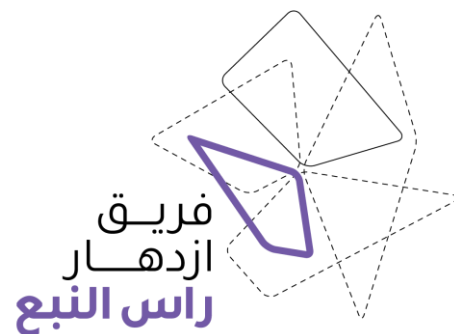


Neighbourhood Walkability in Ras El Nabaa, Beirut: Citizen Consultation and Recommendations for the Future of Toufic Salem Street

August 2024, amended in March 2025

قابلية المشي في رأس النبع، بيروت:
استشارات وتوصيات المواطنين
لمستقبل شارع توفيق سالم
آب 2024، عُدل في آذار 2025

LEBANESE
SPOTLIGHT



To be cited as

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I. Section One

A. Foreword

The following report documents the conditions of Toufic Salem Street in Ras El Nabaa in the summer of 2024, through observations, pedestrian counts, surveys, interviews and meetings with stakeholders and members of the community. Its purpose is to propose a street improvement project that will contribute to the walkability of the street.

While drafting this report, and approximately two months after data collection for the report concluded on August 7th, Israel targeted Ras El Nabaa multiple times in its continued aggression on Lebanon since October 7th 2023, causing human and infrastructural devastation. The first strike was on two residential buildings on October 10th, without warning, allegedly as an attempt to assassinate Wafiq Safa, Hezbollah's Liaison and Coordination Unit chief. The strikes killed five internally displaced individuals and their relatives who were hosting them (AlJazeera, 2024). Israel bombed Ras El Nabaa for the second time on November 17th, 2024, and again without warning. The Strike targeted the headquarters of the Syrian Baath Party, killing Hezbollah's Media Relations Chief, Mohammad Afif, as well as three other individuals and injuring fourteen others. Among those killed was the owner of a cafe whom the Citizen Scientists supporting the research for this project met during data collection. The third strike targeted the nearby area of Noueiri, located across Ras El Nabaa's western boundary. It took place on November 26th, the day before the announced ceasefire, killing at

least 7 people (Alameddine & L'Orient Today, 2024). Though the damages of the November 17th bombing of the Baath Party headquarters, just steps away from our street of inquiry (Toufic Salem), did not directly damage the street, we acknowledge the toll of these attacks on the neighborhood and its people.



Image 1: A building housing offices of the Syrian Baath Party in Lebanon, partially destroyed by an Israeli airstrike on Nov. 17, 2024, in the Ras El Nabaa neighbourhood of Beirut. (Credit: Matthieu Karam/L'Orient Today)

The war on Lebanon also caused the displacement of about 1.2 million people (or around 20 percent of the population) (Harb & Hariri, 2024). Many Internally Displaced Persons (IDPs) ended up

seeking refuge in Ras El Nabaa due to family ties, availability of apartments, and landlords' willingness to rent their properties to IDPs, as was the case other neighborhoods in Beirut (see storymap on Hamra IDPs by Beirut Urban Lab's Chedid et al. (2024)). Further inquiry into the subject will be necessary to understand the full extent of war-induced demographic changes within the area.

We dedicate this report to the Ras El Nabaa community and to all those who perished during the Israeli war on Lebanon.

B. Acknowledgments

PROCOL Lebanon would like to thank Chrysalis Centre and Lebanese Spotlight for hosting us at their Center in Ras El Nabaa for the duration of the project. We also thank Member of Parliament, Ibrahim Mneimneh, and his team including Lama El Wazzan for their enthusiasm and support for this project, as well as their help through its various phases. We wholeheartedly thank the Ras El Nabaa community for their cooperation and contribution to our research and their warmth and hospitality. We would also like to thank the Data team at the Institute of Global Prosperity, namely Nikolaos Tzivanakis, Jorge Perez and Nil Sari Aslam for offering their invaluable insights on the data collection process and their assistance in visualising the collected data for the report. Last but not least, we extend our appreciation to the Citizen Scientist team, also known as the Ras El Nabaa Prosperity team, for their hard work and dedication despite the challenging circumstances: thank you to Basheer Itani, Reina Banat, Enjeel Diab and Nour Abou Alwan.

We offer our condolences to the neighbourhood and hope for its swift recovery.

C. Core Team

The research was carried out as a partnership between PROCOL Lebanon, Lebanese Spotlight NGO, and the Institute for Global Prosperity (IGP). The team was led by Mayssa Jallad (PROCOL Lebanon). The research team included Balsam Gharib (PROCOL Lebanon), Ali Omar Ali (Lebanese Spotlight) and Nikolay Mintchev (PROCOL Lebanon, IGP). The team worked together with 4 citizen scientists and involved Ras El Nabaa residents in the activities. Quantitative research was supported by Nikos Tzivanakis and graphs were produced by Jorge Perez and Nil Sari Aslam from the Institute for Global Prosperity's data team.

D. Executive Summary

This report was initiated in response to a request from Mr. Ibrahim Mneimneh, a member of parliament aiming to improve Toufic Salem Street in Ras El Nabaa. Recognising the importance of aligning developmental efforts with community needs, PROCOL Lebanon proposed conducting research guided by a citizen social science methodology to understand the specific needs of the local population concerning pedestrian accessibility. Through a participatory research methodology, this study aims to capture the perspectives and needs of the residents, providing evidence-based recommendations for the municipality and other relevant stakeholders to guide a pedestrian-friendly design for Toufic Salem Street.

E. Notes

Arabic text is written in *aamiah* (dialect) or classical, depending on the Citizen Scientist's transcription while taking survey notes or transcribing interviews.

All images and figures are produced by PROCOL Lebanon (Institute for Global Prosperity), unless otherwise mentioned. The report presents a primary analysis of findings. For collaboration, please reach out to the authors at m.jallad@ucl.ac.uk and n.mintchev@ucl.ac.uk

II. Section Two

A. Introduction

A decent walking environment is a significant asset to any community, particularly in neighbourhoods with an ageing population like Ras El Nabaa. Having walkable streets is often associated with an increase in the physical activity of residents, less frequent usage of motorised vehicles, greater health and environmental benefits, along with better city livability (Said et al., 2020). Local businesses tend to also benefit since having an adequate urban and pedestrian infrastructure leads to higher walking activity, attracting more customers to shops (ibid). Unfortunately, Beirut is characterised as one of the most pedestrian-unfriendly cities in the world (Myntti and Mabsout, 2014). This has

induced many researchers and urban planners in Lebanon to give considerable attention to walkability and actively work on improving the pedestrian infrastructure locally. One prominent endeavour was the project to create Beirut's first barrier-free walkway on Jeanne D'Arc Street in the Hamra neighbourhood of Beirut. The project was led by AUB's Neighbourhood Initiative and yielded significant results following its completion in 2018 (for more info, see Said et al., 2020).

This report presents the findings of a research consultation with residents, shop owners, and key stakeholders in Ras El Nabaa¹ on how to improve walkability in Toufic Salem Street. Studies on Ras El Nabaa are scarce, especially when it comes to the urban quality of its streets. One recent study, carried out by Al Asmar (2019), presents an urban-based strategy to improve older adults' accessibility to the streets of the neighbourhood and notes numerous difficulties including the presence of multiple disconnections and obstacles on almost every street in Ras El Nabaa. The nature of the disconnections and obstacles vary, hence the study mainly notes poor sidewalk quality as a result of the presence of several obstructions, including public amenities, commercial amenities, and vehicular obstructions, exacerbated by the absence of proper maintenance from local authorities (ibid). This was made evident in the numerous observations the Ras El Nabaa citizen scientists and the PROCOL Lebanon researchers conducted in the neighbourhood. As such, we hope that the research findings presented in this report on people's needs regarding walkability in Toufic Salem Street would help produce a pedestrian-friendly model that caters to residents' preferences and

¹ We include people who are either from the area, or from elsewhere but live or work in Ras El Nabaa

has the potential to be replicated in other streets of the neighbourhood. We also hope that the participatory methodology employed in this study can be used as the basis for further research and interventions on Toufic Salem Street, and also serve as a framework for conducting similar walkability projects in the area and beyond.

For this report, we relied on two consultations with stakeholders, one consultation with Citizen Scientists, a pedestrian count, a pedestrian survey, and interviews with local shop owners . The report is divided as follows: First, it provides an overview on Ras El Nabaa and walkability in Toufic Salem; second, it describes the research methods employed in this research; third, it presents the data and research findings. The report concludes with a set of evidence-based recommendations for future improvements of Toufic Salem Street.



Image 2: Toufic Salem Main Street

Ras El Nabaa

Ras El Nabaa is a residential and commercial neighbourhood in the heart of Beirut. The neighbourhood's name, translated from Arabic as the 'head of the well', stems from its historic abundance of wells and springs and its higher altitude relative to the historic city centre. Before the 19th Century, the surrounding neighbourhoods of Msaytbeh and Ashrafieh in Beirut quarrelled over the water supply, namely coming from Ras El Nabaa (Rassi 1974/2006). However, with time, the essential features and characteristics of Ras El Nabaa changed, especially as the area witnessed serious urbanisation and immense rural migration in the 1960s. Today, most water in Beirut hails from the Jeita Spring as well as unsustainable private wells due to water rationing by the Lebanese Water Authorities (Korfali & Jurdi 2007). One striking change to the physical characteristics of the area ensued from the development of the Bechara El Khoury Boulevard in 1963 which cut through the core of Ras El Nabaa and resulted in the expropriation of around 600 homes locally (Chamaa, 2022). Our conversations with residents from the area and citizen scientists have shown that the construction of Bechara El Khoury Boulevard partitioned Ras El Nabaa, leading to a debate on whether the area west of the highway can still be considered part of the neighbourhood (**Figure 1**). Bechara El Khoury Boulevard became the neighbourhood's physical border and the most prominent primary road leading to different intersections into the neighbourhood (Al Asmar, 2019). As one government stakeholder mentioned, the area west of Bechara El Khoury was considered Noueiri and not Ras El Nabaa.

Similar to most highways developed to cater to the economic boom of the capital in the mid-20th century, the idea behind Bechara El Khoury Boulevard was for people to be able to go from the airport to the pines of Horsh Beirut and into the city centre in one straight line – a car-dependent model (Chamaa, 2022). Such thinking did not take into consideration how residents might be affected, as one stakeholder pointed out during consultation 1: “The lack of vision for this massive developmental undertaking caused it to become a site of sectarian strife, similar to a demarcation line, especially after the May 7th, 2008 unexpected conflict [between local Sunni and Shiite factions]”. Despite the contestation of Bechara El Khoury as a Western Border, the borders of Ras El Nabaa are Independence Street to the north, leading to Sodeco Square, Abdallah Yafi Avenue to the south, and Damascus Road – the infamous civil war demarcation ‘Green line’ – to the east.

Being on the Green line and around the zone of sectarian confrontation has recurrently exposed Ras El Nabaa to significant physical damage and exclusion from the real estate market for a long time. As one local community stakeholder noted during consultation 2:

“They forgot about us because we are on a demarcation line”

”نحن نسيونا لأن خط تماس هون ”

This exclusion seems to have persisted until the summer of 2006, when the war with Israel broke out. The quaint character of Ras

El Nabaa, previously characterised by small and medium-sized buildings, transformed quickly as towering buildings started emerging to cater to the high demand of growing displaced populations from the South of Lebanon (Saab, 2009). One member of the community noted:

“Ras El Nabaa’s old buildings remained [after the civil war], and the residents came back, but it didn’t see new construction until 2006 because there was an increased demand for housing in Beirut.”

”راس النبع ضلت بناياتها القديمة ورجعوا سكانها، بس ما شافت هالعمار والبناء الجديد لل 2006 لأن زاد الطلب عالسكن بيروت.”

Similar displacement was also encountered at the time of data collection for this report as the war on Gaza extended to the south of Lebanon and many residents of the south came to Beirut. One survey participant said:

“I am displaced from the South and staying here at my sister's house... and I will remain until the strikes on the South stop.”

”نازحة من الجنوب وقاعدة عند بيت اختي...حاليًا باقية هون ليخلص القصف.”

As the Foreword mentions, we observed a large influx of Internally Displaced Persons to Ras El Nabaa during the escalation of the war on Lebanon in October and November 2024, after the data collection phase, confirming pre-existing ties between both communities, such as mentioned in the anecdote above.

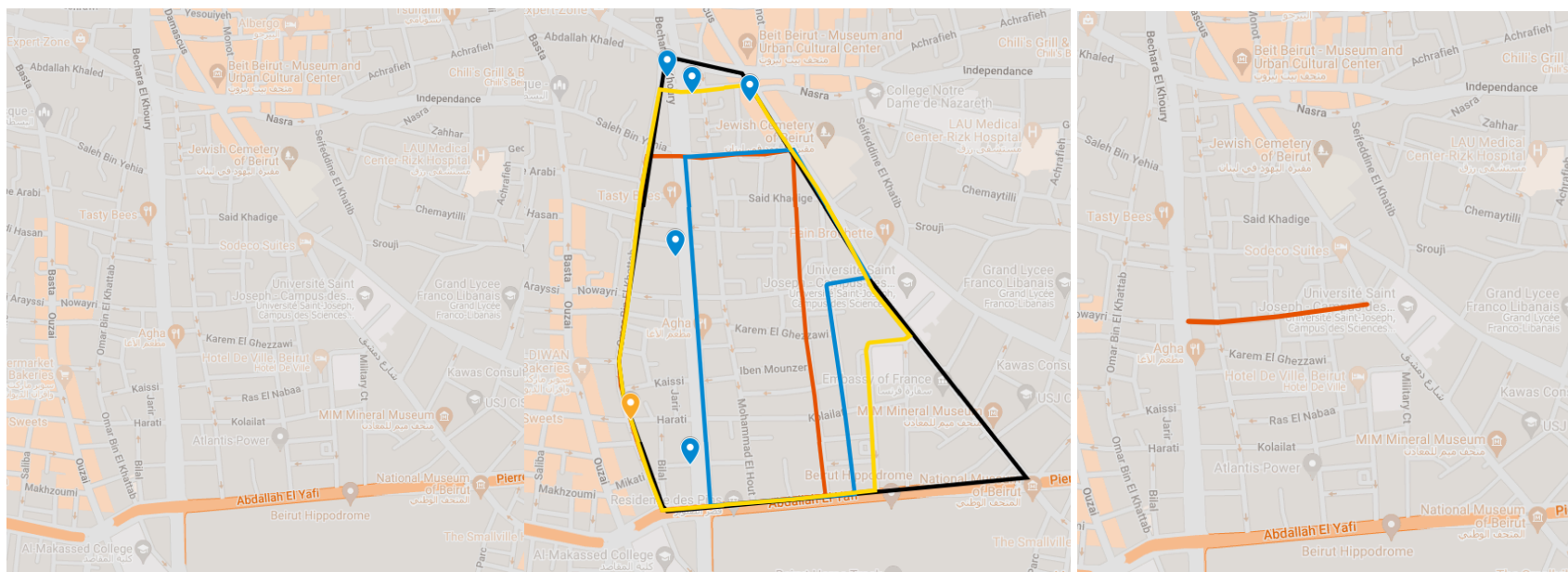


Figure 1: Ras El Nabaa Boundaries exercise with Citizen Scientists. In the second map, as shown by the different colors, CSs had different ideas about the boundaries of “Ras El Nabaa” as a neighbourhood. The third map shows the location of our street of interest, Toufic Salem



Figure 2: Toufic Salem Street Program (Source: Infrastructure Survey, August 2024)

Walkability in Toufic Salem, Ras El Nabaa

For the purpose of this research, the focus will be on walkability in Toufic Salem Street, located at the heart of Ras El Nabaa. It is a 400-metre, vibrant street on the East-West axis of the neighbourhood, connecting two main highways and intersecting the main street of Mohammad El Hout. The street begins at an intersection with the Bechara El Khoury Boulevard at Fransabank and ends at an intersection with Damascus Road near a stationary shop called La Photocopieuse². The street was specifically chosen as it has considerable on-foot traffic because of its institutions and mixed commercial and residential programming, wide sidewalks, and a friendly pedestrian scale (**Figure 2**). It also has a high concentration of essential shops that serve the daily needs of the community. As one stakeholder from the community pointed out:

"It is a very important street as it is located right in the middle of Ras El Nabaa and connects the main street with the Sodeco intersection [Damascus Road]... in addition, the street's merit, forget about its chaos, [is in its institutions]: there are clinics, a pharmacy, a school, a bank, a mosque, and it leads you to a church outside [at the intersection]."

"شارع مهم جداً يتساوى لأنه بوسط منطقة راس النبع وبين الخط العام وبيأخذك عالسودكو... بالاضافة إنه الشارع ميزته إنه إذا بتركزي فيه، انسي الفوضى اللي صايرة في، فيه عيادات، صيدلية، مدرسة، بنك، جامع، وبوصلك لبرا عالكنيسة"

Other stakeholders have pointed out that it has great potential to be improved due to the presence of deserted buildings and empty spaces which can be transformed into public spaces. In addition, one

government stakeholder pointed out the availability of very wide sidewalks on the street which allow for creating spaces for people to meet or take a break, unlike other streets in the area that tend to be very narrow. Additionally, one stakeholder in media saw a wider vision for the project:

"If this pilot project works, it would be very easy to replicate in other streets since the people of Ras El Nabaa are cooperative and the neighbourhood's terrain helps."

إذا انعمل نموذج مزبوط، سهل عراس النبع يطبق لأن العالم متعاونة وشكلها للمنطقة بتقدر تعمل منطقة نموذجية."



Image 3: Sidewalk Obstructions, Toufic Salem Street

² Upon request from institutions, we included the pedestrian crossing on Bechara El Khoury Boulevard until the intersection as part of our research area.

B. Research Methodology

Walkability can be measured using different criteria since what makes an area walkable differs according to walking purposes – whether it is for exercising, socialising, or commuting to work (Forysth, 2015). This study adopts the criteria employed by Said et al. (2020) in their evaluation of the Jeanne D’arc walkability project where walkability is assessed based on how “accessible, safe, and enjoyable” a walking environment is. The research was developed based on a consultative and participatory research approach, which takes into consideration the point of view and expertise of the local community so that the street improvements respond to the real needs of the community. This report will be accessible to members of the public and readily available for any stakeholder to implement the design improvements to the street.

Citizen Science

PROCOL Lebanon relies on Citizen Social Science (CSS) as a primary research method to understand different communities and their neighbourhoods. CSS can take many forms depending on the project’s scope and duration, but the way we practice it is through involving local researchers, whom we call citizen scientists, in every stage of the research process. There are no conditions set for being a citizen scientist besides having knowledge of the study area and being committed to positively impact the neighbourhood through research (Mintchev et. al, 2024). Citizen scientists are thus local

residents, based in or around the area of study, and whose knowledge, we believe, is essential to building the research project and working in any neighbourhood. As core members of the research team, we offer citizen scientists training in research methods and ethics to enable them to utilise and consolidate their own professional and personal experience into initiatives that inspire social change locally (Jallad et al., 2022).

For the purpose of this project, we partnered with Lebanese Spotlight, a Ras El Nabaa-based youth empowerment and development NGO that brings together hundreds of volunteers from all over Beirut. Five citizen scientists were hired for this project through a rigorous recruitment process and all of them are either from the neighbourhood or have close familiarity with it. To enhance both community engagement and the familiarity of citizen scientists with the community of Ras El Nabaa, the CSs carried out two projects in the area. The first project was the implementation of a social intervention called “Mayyel”, consisting of a support network and programme of social activities for elderly residents in the neighbourhood³. The second task of citizen scientists was co-leading the data collection on the walkability of Toufic Salem Street, as well as participating in a consultation for an urban intervention to enhance the walkability of the street.

³ This intervention was initially started by PROCOL Lebanon CSs in another site, Mar Mikhael, back in 2020. The success of the first Mayyel project in Mar Mikhael has inspired

the replication of the project in other neighbourhoods where PROCOL Lebanon teams are active on the ground.

Urban Intervention Consultation

Timeline	07/2024			07-08/ 2024	08/2024
Activities	Training and consultation of CS	Stakeholder Consultation 1	Stakeholder Consultation 2	Data Collection by CSS	Infrastructure Survey
Details	Consulting members of the community to refine the research questions and introduce the project			1-Pedestrian Count 2-Pedestrian Survey 3-Shop Owner Interviews	1- Sidewalk Conditions 2-Waste 3-Obstructions (street and sidewalk) 4-Electricity 5-Road Safety 6-Utilities 7- Positive Feature

Table 1: Timeline and Activities

The following sections detail the datasets collected by the CSS in July and August of 2024 and analysed in this report.

Pedestrian Count

Little to no data exists on Ras El Nabaa when it comes to traffic or pedestrian activity. For this reason, pedestrian counts were

conducted on Toufic Salem, as well as on Mohammad El Hout, which we considered a comparable “Control Street” due to its similar commercial and residential nature. Data collection on both streets took place during the second week of July, on Friday 19th, Saturday 20th, and Sunday 21st. The shifts were spread out during the day and night (8:00-10:00; 11:00 AM - 13:00; 16:00 - 18:00; 19:00-21:00).

Pedestrian Surveys

The pedestrian survey included demographic information, as well as some opinions about walkability in Toufic Salem based on 3 measures – Ease, Safety, and Enjoyability (adopted from Said et. al, 2020) – as well as modes of transport, and public transport in the neighbourhood (see Appendix A.1). Two additional criteria were added after the data was processed which are Street Cleanliness and Street Noisiness Level. The Ras El Nabaa citizen scientists collected 112 surveys in Arabic with a random sample of pedestrians passing by on Toufic Salem Street. Surveys were done in July and August 2024.

Shop owner interviews

As part of the qualitative research, the CSs conducted a total of 10 interviews with shop owners on Toufic Salem Street, since they are key stakeholders in this project and their input is a priority. Any improvements should cater to their preferences to ensure the project meets their needs and expectations as their livelihoods will be directly affected. It is worth noting that not all shops agreed to participate in the interview and many

were also closed at the time of data collection which posed a limitation on the number of interview responses received.

Stakeholder Consultations

Moreover, three consultations were conducted by the PROCOL team, two of which were with active institutions from/in the neighbourhood to gather their insights on how to improve walkability on Toufic Salem street. The third consultation was conducted with the citizen scientists during training.

Infrastructure Survey

Street and sidewalk conditions impede pedestrian flow. Inadequate sidewalk trajectories force pedestrians to walk on the street, a safety hazard and car traffic impediment. Improving the conditions of sidewalks and streets will make pedestrian movement smoother, safer and more pleasant.

In August 2025, a member of the PROCOL Lebanon team conducted an infrastructure survey on Toufic Salem Street with the assistance of two Citizen Scientists (Bashir Itani and Reina Banat). This included observations on street and sidewalk conditions, electricity conditions, waste and obstructions.

C. Demographics and General Findings

Pedestrian Count

One segment of the sidewalk was observed on both the treatment street, Toufic Salem and the control street, Mohammad El Hout. An

average of 417 pedestrians were recorded passing daily on Toufic Salem street. Of those passing by, 63 percent of pedestrians were observed using the sidewalk. In contrast, a greater number of pedestrians were recorded on the control street, with an estimated average of 499 pedestrians passing daily and average on-sidewalk pedestrian percentage of 86 percent, significantly higher than that of Toufic Salem, despite the sidewalk on the control street being nearly half the size. As for the number of assisted persons, 9 persons passed by Toufic Salem street over the course of 3 days (4 of them using the sidewalk), while 5 assisted persons passed on Mohammad El Hout (3 of them on the sidewalk). On Toufic Salem Street the assisted pedestrians recorded were 1 individual with a cane, 2 assisted toddlers, 3 babies in strollers, 1 wheelchair user and one with unknown needs. On Mohammad El Hout, 3 assisted pedestrians had a cane and 2 had unknown needs.

We observed a number of Pedestrian patterns: the number of pedestrians increased greatly at prayer time on Friday on both streets. Even though the sidewalk width on Mohammad El Hout was smaller than that of Toufic Salem, the number of people walking on the sidewalk was greater. Cars parked on Mohamad El Hout narrow the street, which in turn makes people less likely to walk off-sidewalk. In both streets, parked cars sometimes concealed the sidewalk, which forced pedestrians to often switch between walking on and off the sidewalk.

Pedestrian Survey

Demographics: 112 pedestrians were surveyed. The responses received were quite diverse as respondents were from all age

groups. Per **Figure 3**, the majority of respondents were males (64 percent) and the elderly group (55 and above) is the highest percentage of pedestrians, comprising 19.8 percent of males and 12.6 percent of females. According to the data visualised in **Figure 4**, 9.1 percent of pedestrians have a walking difficulty.

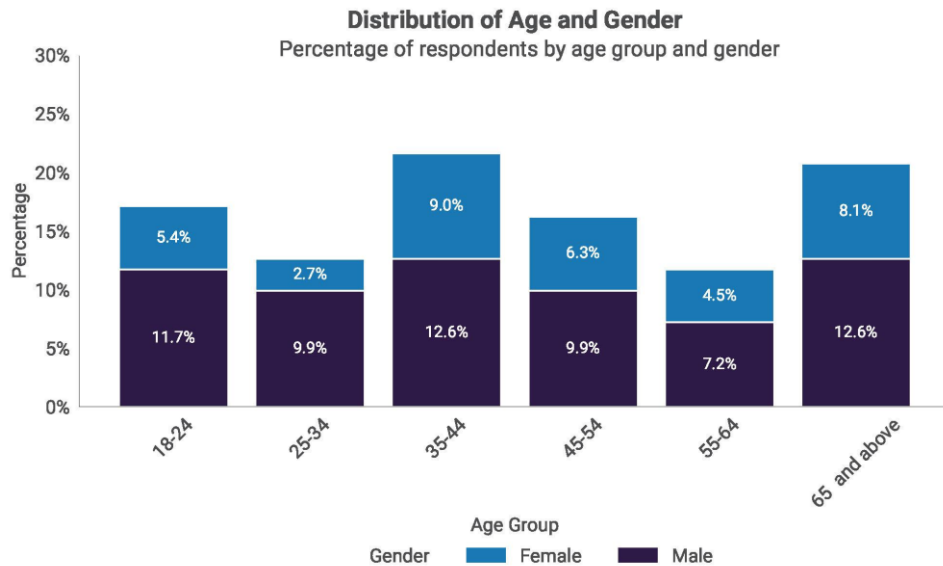


Figure 3: Respondents age and gender (Source: Pedestrian Survey, July-August 2024)

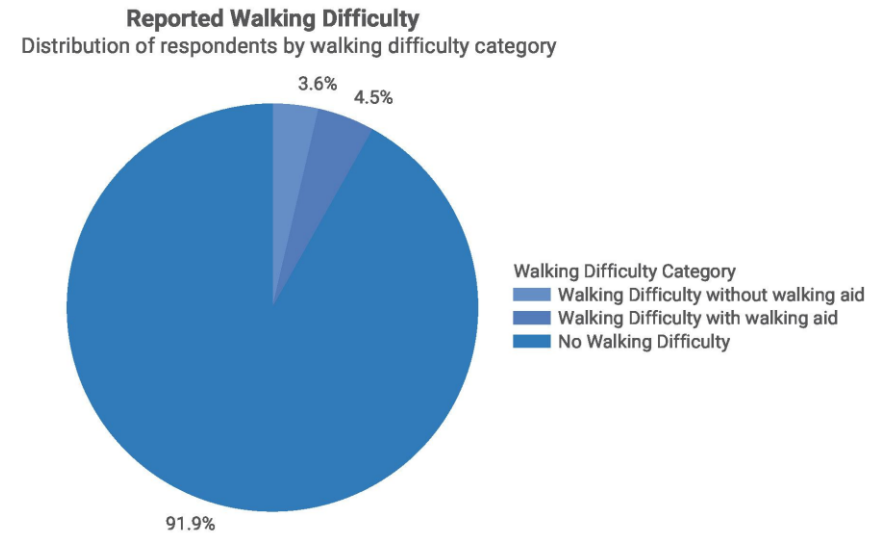


Figure 4: Reported Walking Difficulty (Source: Pedestrian Survey, July August 2024)

Respondents' connection to the street: 60.8 percent of surveyed pedestrians either worked or lived on Toufic Salem Street (**Figure 5**) which means this report yielded significant results due to the respondents' well-founded knowledge of the area and the street in particular. The rest of the respondents either lived, studied, or worked nearby (17.7 percent), were visiting family and friends (14.1 percent), or came to the street for its various services including shopping, going to the gym, and going to the mosque (7.4 percent). Notably, more than two thirds of respondents also reported visiting the street on a daily basis (**Figure 7**), with the top three reasons being commuting to work (33.3 percent), shopping (26.1 percent) and visiting friends or family (13.5 percent) (**Figure 6**).

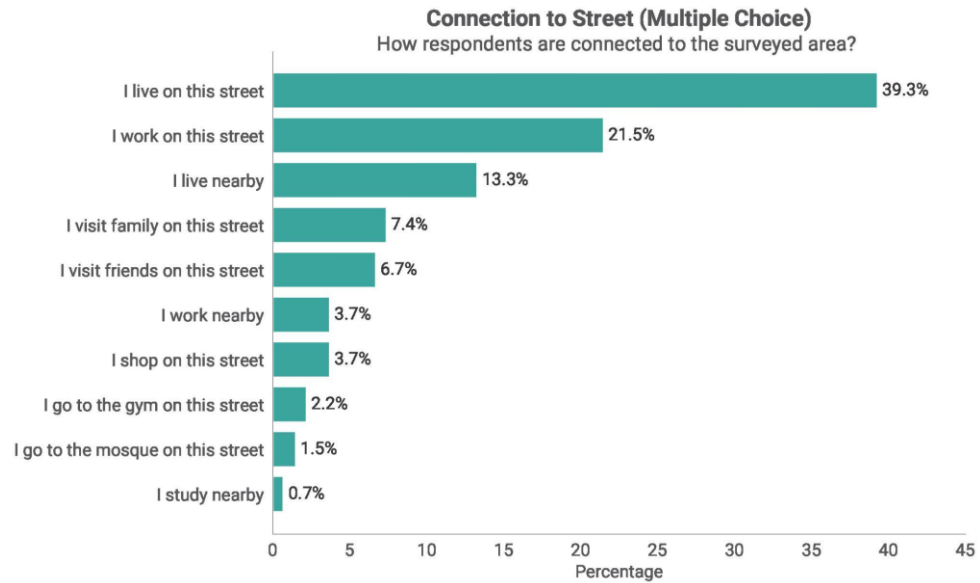


Figure 5: Connection to Street (Source: Pedestrian Survey)

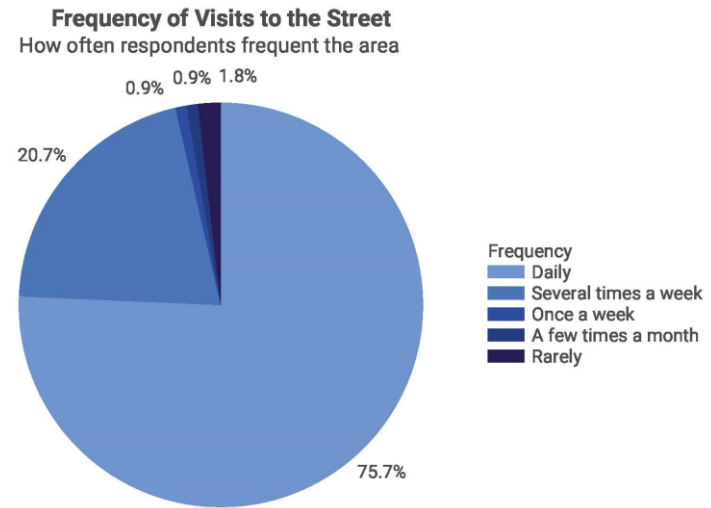


Figure 7: Frequency of visits to Street (Source: Pedestrian Survey)

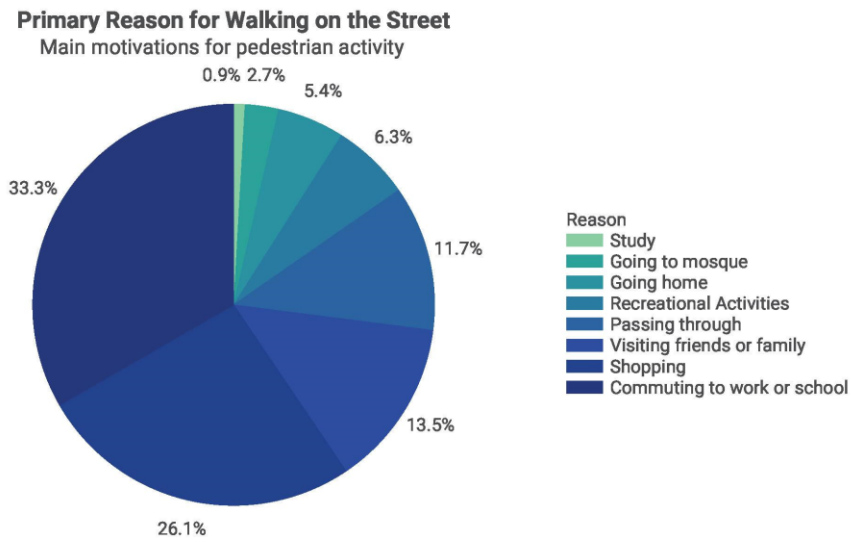


Figure 6: Primary Reason for Walking the Street (Source: Pedestrian Survey)



Image 4: Corner shop conditions, Toufic Salem Street

D. Report Findings

The neighbourhood of Ras El Nabaa is considered a fairly walkable area, with most of people's basic needs accessible within walking distance. It also has a flat terrain, allowing residents to walk through the neighbourhood without the challenge of steep inclines and declines. As one local group representative mentioned during consultation 2:

"The highest point above sea level is where Al-Shaar Pharmacy is located and the lowest point is the National Museum which makes it easy to walk."

"أعلى منطقة عن سطح البحر هي صيدلية الشعار وأوطى نقطة هي المتحف...وبالتالي سهولة للمشاة".

In addition, the results of the pedestrian count showing an average of 417 and 499 pedestrians passing daily on Toufic Salem and Mohammad El Hout Streets respectively, are indicative of high on-foot traffic for a primarily residential area. Nevertheless, the pedestrian network has been affected negatively over the years. Al Asmar (2019) determines in her urban planning research on Ras El Nabaa that the high level of traffic congestion along with the diverse land use (presence of military bases, schools, several political party bases, and ad-hoc parking spaces) have made the area less convenient for walking. These findings were also revealed by the people surveyed and interviewed as well as the institutions consulted to inform the study on walkability in Toufic Salem. Below is a demonstration of the findings of the study based on the five main recurring themes that emerged from peoples' responses.

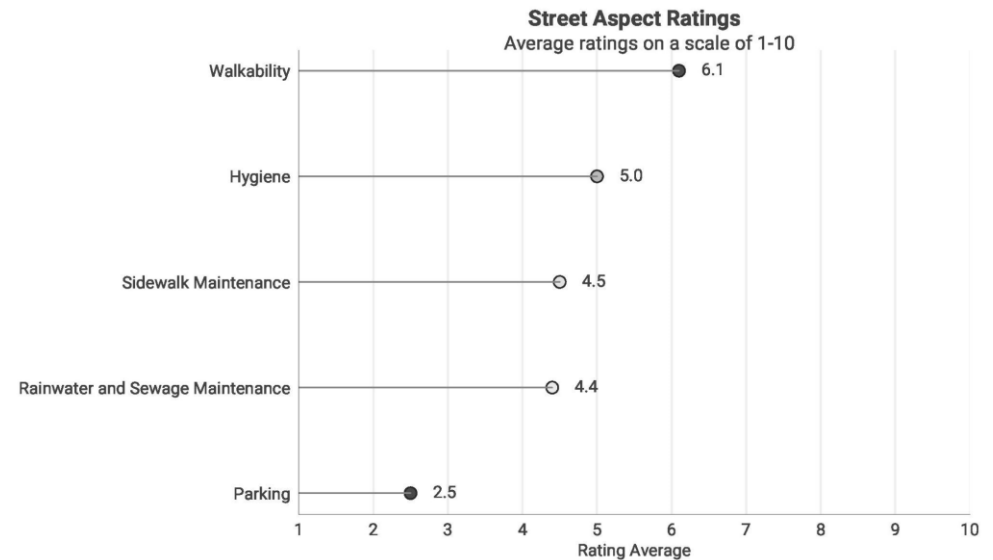


Figure 8: Street Aspect Ratings with average values (Source: Pedestrian Survey)



Image 5: Toufic Salem Street

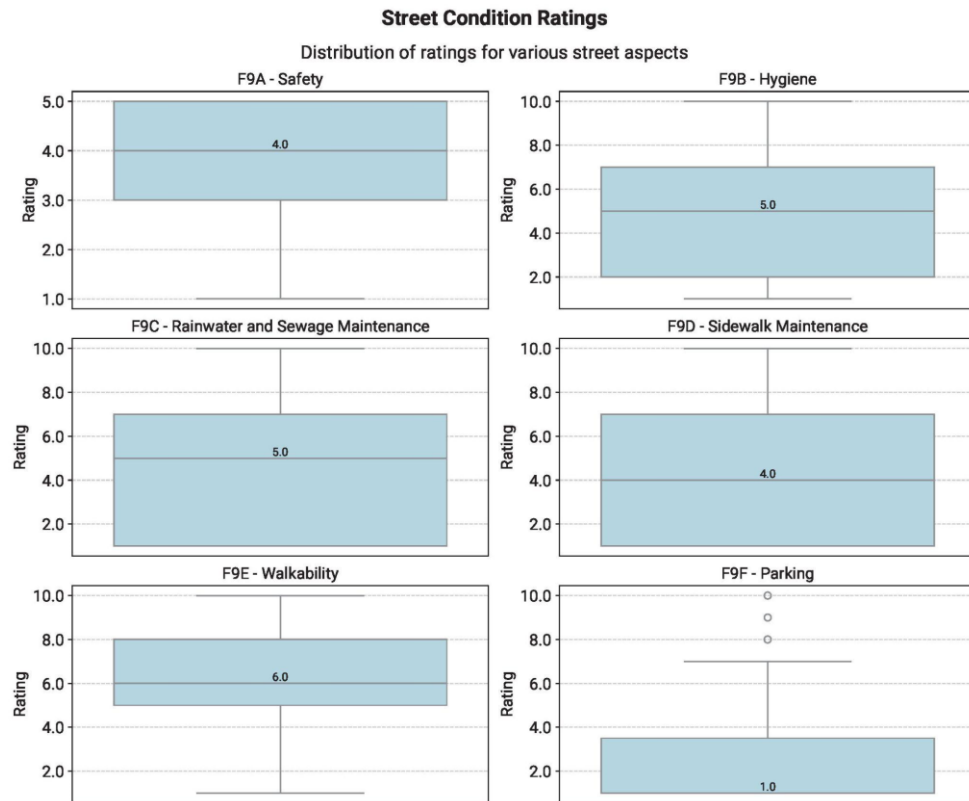


Figure 9: Street Condition Rating Boxplot⁴ with median values

According to **Figures 8 and 9**, Walkability (F9E) received the most positive ratings while Parking (F9F) is clearly the most problematic aspect (The outliers in the parking ratings suggest there might be specific locations with very good parking, while most areas have poor parking conditions). Safety, hygiene, and maintenance

⁴ In a boxplot, the box shows the middle 50% of data (interquartile range), the line shows the median, and the whiskers typically extend to the minimum and maximum values

aspects received moderate ratings. There's considerable variation in most ratings, indicating diverse experiences or perceptions.



within 1.5 times the interquartile range. Points beyond the whiskers are considered outliers

Image 6: Sidewalk View, Toufic Salem

Positive Aspects of the Street

During the Pedestrian Survey, participants were also asked about what aspects they consider positive about the street. The calmness of the street was the feature most appreciated by pedestrians followed by enjoyability per **Figure 11**.

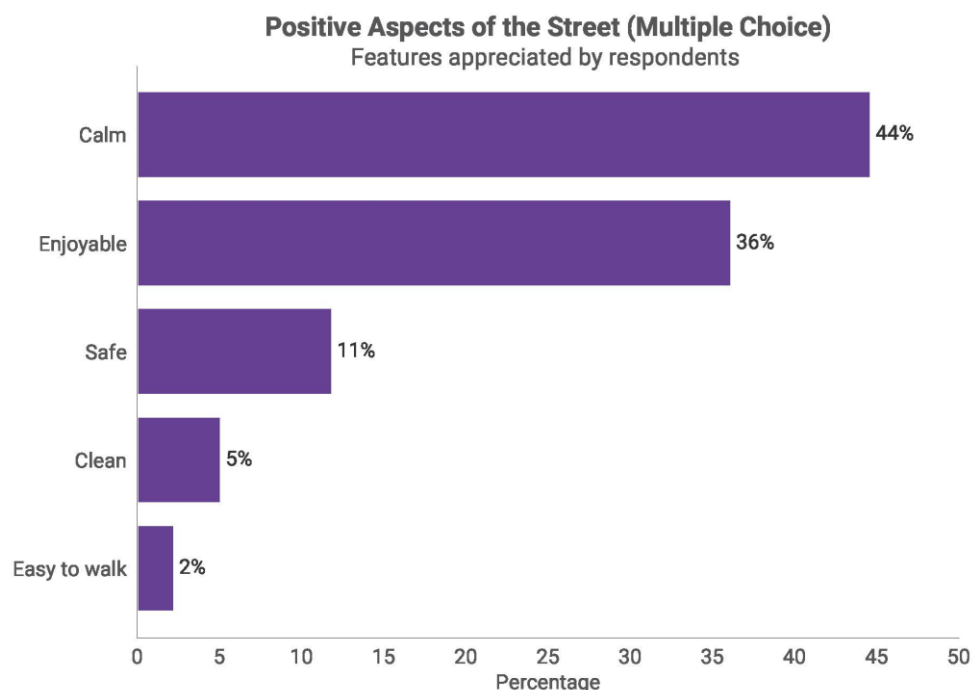


Figure 11: Positive aspects of the street: (Source: Pedestrian Survey)

On Street Noise Level

One of the most appreciated aspects about Toufic Salem is the low level of noise, with 44 percent of pedestrians appreciating the calm

(**Figure 11**). One survey respondent noted that the street is calm since it is predominantly home to elderly residents, an observation also noted by our Ras El Nabaa CSs. In contrast, only 7 percent found it noisy (**Figure 12**), with some respondents indicating that the noise level depends on the time. Others have said it is noisy due to the traffic congestion and the noise from motorcycles as well as the noise coming from the construction sites at the end of the street. Below are some comments from the pedestrian survey:

“There’s alot of traffic and noise during the day, especially from motorcycles” - “The elderly need a calm environment” - “The construction site is annoying, even during weekends”

“عجقة وضجة كثير بالنهار خصوصا من الموتويات” - “كبار السن بحاجة الى بيئة رايقة” -
“مشغل العمار مزعج حتى بعطلة آخر الأسبوع”.

On Enjoyability

Enjoyability was chosen as a broad theme encompassing the responses of people who preferred walking on the street for its greenery, diverse array of shops, proximity of shops, friendly people, and/or institutions that they like visiting. Indeed, according to the infrastructure survey, 47 trees have been planted by the municipality or placed in pots by residents on the sidewalks, without obstructing pedestrian movement (although some need trimming). About 36 percent of people found the street enjoyable to walk on (per **Figure 11**). One of the most common reasons cited for enjoyability was the warmth of the people on Toufic Salem Street. One survey respondent said that he is accustomed to sitting on a chair on the sidewalk and spends his time talking to people passing by. Indeed, at the time of

the infrastructure survey, 5 chairs were placed in front of shops and building entrances on Toufic Salem Street. Others mentioned that what they love most about this street and the neighbourhood in general is that it is more or less still inhabited by the same families from the old days - a rare and distinct feature compared to other neighbourhoods in the capital. This has also fortified people's sense of belonging and their preference to walk on Toufic Salem.

"On this street, you greet everyone while you're walking" - "We grew up in this area" - "The area, in general, preserved those residents who were here before and the old families that were here didn't change, which is a bit different than the rest of Beirut" - "I feel happy when I see people and the neighborhood's community" - "Old acquaintances" - "Neighbors all love each other, and care for each other" - "[The people here] are what I love the most, maybe it's the only thing I love here (I like greeting people while shopping)" -

"هالشارع بتسلم عالكل انت وماشي" - "المنطقة ترعرعنا وربينا فيها" - "المنطقة ضلت محافظة إجمالاً على سكانا اللي كانوا قبل والغيل القديمة اللي كانوا فيها ما تغيروا، هيدا شوي غير عن باقي مناطق بيروت" - "بنبسط بس شوف العالم وأهل الحي" - "معارف قديمة" - "الجيرة والجيران كلهم بحبوا بعض وقلبهم ع بعض" - "هذا {الناس} أكثر ما أحبه، وربما الشيء الوحيد الذي احبه (بكون عم سلم وجيب أغراضي)".

One stakeholder in media and activism also mentioned:

"براس النبع أهالي المنطقة بيتعاملوا معها كضيعة. يعني مثلاً بيت جدي بشارع وبيت أهلي بشارع وأنا اشتريت على توفيق سالم واختي وخالاتي وأولادن هون كمان. فحتى الاولاد والأحفاد بيبقوا هون. الشعور بالانتماء والولاء للمنطقة هو السبب."

"People behave like Ras El Nabaa is a village. My grandfather's house is on one street, and my parents street is on another, and I bought a

house on Toufic Salem and my sister and aunts and their children are here too. So even the kids and grandkids stay here. This is because there is a feeling of belonging and loyalty to the neighborhood."

One local NGO stakeholder mentions:

"في هذا الشارع يوجد كل شيء، خضرجي، قربه مكان للكي (بيكوي)، يوجد نادي، يوجد من يعلم العزف على البيانو مثل شارع الصيداني فالشارع مكتفي بحد ذاته. خلال المشي في الشارع يمكنه ان يكمل كل حاجياته."

"There's everything on this street: a greengrocer, near it a clothes ironing shop, a gym, someone who taught the piano on Sidani street. The street is self sufficient. When you walk on it, you can find all you need."

Many survey respondents shared that the presence of the Benawf Mosque is what makes them visit the street, especially since the mosque occasionally organises activities for kids.

Negative Aspects of the Street

Nevertheless, there were many people (almost 13 percent per **Figure 12**) who reported walking on the street as not enjoyable. Among the main complaints raised were the presence of certain political parties and the manifestations of sectarianism on the street through political party flags and posters. There were other comments from pedestrians about the presence of obstacles on the sidewalk and the presence of 'foreigners' which they found displeasing.

"فرض المظاهر من طوائف أخرى" - "صور لممثلين أحزاب" - "عوائق للمشاة على الرصيف" - "أغراض المحلات خارج المحل تضيق الرصيف".

"The imposition of some displays of sect, over another" - "Images of party leaders" - "Sidewalk Obstructions" - "Store Merchandise narrows the sidewalk"

Participants were asked about what they consider to be negative aspects of Toufic Salem Street. Per **Figure 12**, 36 percent of participants reported the issue to be lack of safety. Others disclosed that the street is dirty (24 percent), difficult to walk though (17 percent), and unenjoyable (13 percent).

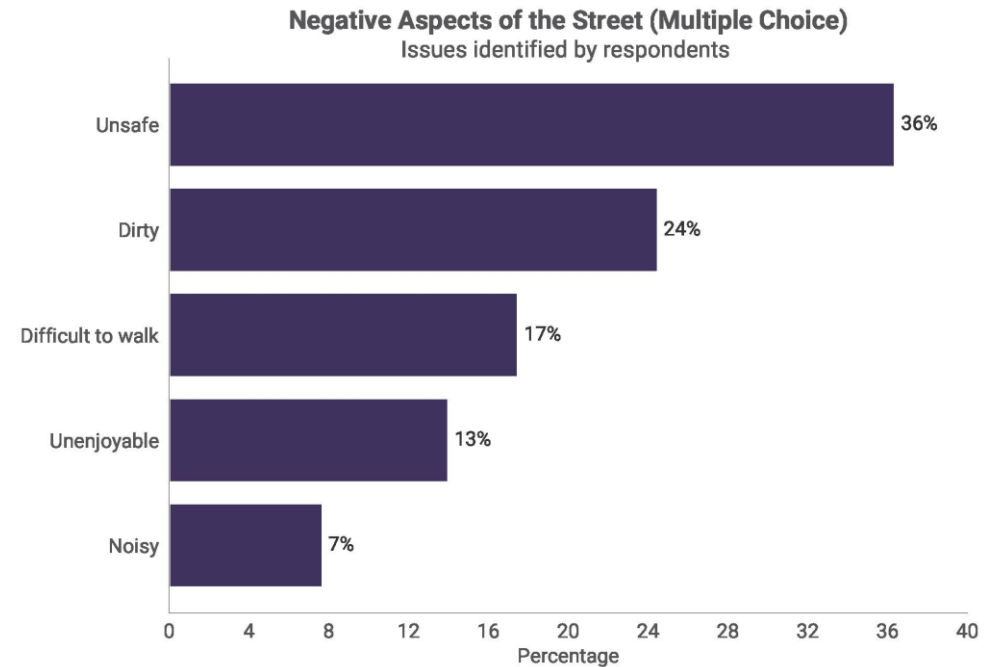


Figure 12: Negative aspects of the Street (Source: Pedestrian Survey)



Image 7: Sidewalk Obstructions at the Construction Site (Source: Basheer Itani)

On Safety

Lighting and Electricity

Numbering	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Location /Sidewalk	Toufic Salem / North sidewalk		Moham mad El Hout / West Sidewalk	Toufic Salem / North sidewalk	Moham mad El Hout / East Sidewalk	Toufic Salem / North sidewalk	Toufic Salem / South sidewalk	Toufic Salem / North sidewalk								
Orientation in relation to intersection	East of Bechara El Khoury Intersection	West of Moham mad El Hout Intersection	North of Toufic Salem Intersection	East of Moham mad El Hout Intersection	South of Toufic Salem Intersection	West of Rue 66 Intersection	East of Rue 66 Intersection	East of Rue 66 Intersection	West of El Abb Yacoub Intersection	East of Elia Abou Madi Intersection	West of Abdul Hafez Chaar Intersection	East of Abdul Hafez Chaar Intersection	West of Abdul Maoula Chaar Intersection	East of Abdul Maoula Chaar Intersection	⅓ between Abdul Maoula Chaar Int. and Damascus Int.	West of Damascus Road Intersection
Condition	Good						Bad (Tangled Wires)	Good								
Functioning Light? 03/2025	yes						Sometimes	no	yes			no	no	yes		

Table 2: Electric Poles **with Street Lighting**. Table numbering runs from West to East of Toufic Salem. (Source: Infrastructure Survey)

Numbering	1	2	3	4	5	6	7	8
Location/Sidewalk	Toufic Salem/South							
Orientation in relation to intersection	East/ Mohammad El Hout	half way between Rue 66 and El Abb Yacoub Intersections	East of Elia Abu Madi Intersection	half way between Abdul Hafez Chaar and Abdul Maoula Chaar Intersections	West of Abdul Maoula Chaar Intersection	1/3rd of the way between Abdul Maoula Chaar and Damascus Road Intersections	⅓ of the way between Abdul Maoula Chaar and Damascus Road Intersections	West of Damascus Road Intersection

Condition	Bad (Disorganised and Wires)	Bad (Disorganised Wires)	Bad (Disorganised Wires)	Good	Good	Good	Good	Good
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Table 3: Electric Poles **without Street Lighting**. Table numbering runs from West to East of Toufic Salem. (Source: Infrastructure Survey)

When asked about safety on the street of study, respondents most frequently cited inadequate lighting and the danger posed by cars and motorcycles driving haphazardly on the street. Around 36 percent of survey respondents said that Toufic Salem is an unsafe street to walk on, of which 20 percent associated being unsafe with the street being unlit.

"As long as there is daylight, there is safety, noting there are foreigners so people must take care," said one institution stakeholder.

طالما يوجد هناك شمس يوجد أمان، يوجد أجنب في المنطقة فيجب الانتباه للتحركات.

Another respondent from a local institution mentioned:

"It is a relatively safe street, but lighting is a prominent issue...the more street lights you have, the easier it is for people to walk and the less scared they'd feel about someone following them or robbing them".

"إيه، نوعاً ما [أمان]. بس في مشكلة الانارة. ... كل ما ضويتي كل ما العالم صار أسهل عليها انها تمشي وبقل عندها الخوف والهواجس إنه حدا يلحقني أو يسرقني."

This was quite clear in the responses of some pedestrians as well, with one respondent expressing fear of going out at night when the street is not lit:

"In some instances, if I really had to go to the pharmacy at night, I'd walk fast or run."

"اخاف، خصوصاً أن الشارع غير مضاء، مثلاً في بعض الاحيان اذا اضطررت للذهاب إلى الصيدلية امشي بسرعة أو اركض."

Several respondents pointed out that the Benawf Mosque at the entrance of Toufic Salem Street is the main entity lighting the street.

"The electric poles and the bulbs are present, but the electricity does not come... but the Mosque lights the street until late at night" -

"There is no lighting...when the mosque's lights are out, the whole street blacks out."

"العواميد موجودة بس الاضاءة غير موجودة واللمبات موجودين بس ما بضوو، الجامع بيضوي بالليل" - "مفي إضاءة.... بس يطفى الجامع يسير كلو عتم."

The severity of the situation has prompted one stakeholder to personally collect funds from family and friends for lighting some streets in the neighbourhood. They eventually managed to collect a good amount to install some projectors on electric poles across different streets. Yet, the interviewee also noted that the main issue with such an initiative is the sustainability of funds:

"In the end, we are 7 or 8 individuals that could buy a limited amount, such projects require sustainable funds and maintenance."

"بالنهاية نحن أفراد، 7-8 أشخاص وصرنا كل نتصل بأشخاص من المنطقة عايشين برا ويساعدنا نشترى عدد معين. فإيه كانت المشكلة الأساسية بالتمويل المستدام."

Vehicular Accidents

Taking matters into their own hands, one shop owner also narrated how the residents living close to the Abdul Maoula Chaar intersection

on Toufic Salem have raised funds for two plastic speed bumps which were placed to slow down vehicles and minimise accidents (See **Figure 10** Infrastructure Survey and **Image 8**). This intersection was highlighted a couple of times by respondents as they reported a high number of accidents happening there.

“Accidents happen here, at this crossing, every day at least two or three.”

“الحوادث هون على هيدي المصلبية ، يعني كل يوم عندك هيك تنين ثلاثة أقل إشي، بس هيدي هي”

This is a significant yet unsurprising finding as individuals, groups, and organisations in Lebanon have increasingly relied on themselves and their networks to resolve livelihood issues that are primarily the responsibility of local authorities.



Image 8: Abdul Maoula Chaar street with speed bump (Source: Basheer Itani)

In addition to the problem of inadequate lighting and speeding cars, one NGO stakeholder also mentioned the lack of street signage as a safety concern. He told a story about a man visiting him from France who wanted to buy a phone line [from the area] and got lost three times before he could come back.

Furthermore, respondents frequently highlighted cars and motorcycles moving in the wrong direction on Toufic Salem Street as a major safety concern as well.

“It’s simply that people drive in the wrong direction. They do not respect traffic laws. Cars obstruct the flow and sometimes people get into fights... it’s a problem that needs to be resolved.”

“والله هو قصة بس عكس السير... الناس هلق بتعرفي ما عم تتقيد بقوانين السير بيجوا مثلاً بيعجقوا الدني مثلاً السير خط واحد بيحي سيارة من هون سيارة من هون بيعجقوها يعني بصير شوي إشكالات بعض الأوقات... هي مشكلة يعني شوي بدھا حل.”

One local organisation stakeholders explained that in the past Toufic Salem was a two way street, but it was changed to become one way to cater to the increased use of the street as a connection to Damascus Highway. While these changes have made the street more convenient, several issues remain as flagged by respondents: (1) the absence of speed bumps, particularly at intersections; (2) vehicles, including cars and motorcycles, travelling in the wrong direction; (3) motorcycles driving on the sidewalk; and (4) the prominent presence of political parties and their affiliates on the streets.

On Street and Sidewalk Cleanliness

Since 2018, local firm RAMCO has taken over “garbage collection, transport, and road sweeping operations in Beirut”, and is paid by the

Municipality of Beirut (Alieh, 2018). One of the significant issues observed on the street and reiterated by the survey respondents, interviewed shop owners and consulted institution representatives alike is the lack of regular cleaning of the street and the noticeable absence of trash bins. Almost 22 percent of survey respondents chose 'dirty' when asked about the negative aspects of the street (Figure 12). The garbage problem was also emphasised in all interviews with shop owners on the street as residents and businesses on the street have taken it upon themselves to clean in front of their shops and buildings. In the words of one shop owner:

"Every day we clean around our shops and the concierges of buildings clean the sidewalk that they are responsible for. Even the cleaners sent from the municipality to sweep the street clean randomly. You have to call upon them and sometimes pay to get them to clean next to your shop."

"كل يوم منظم ومنملم ومنساوي لأن حوالينا يعني والنواطير بنظفوا حول البناية... حتى عمال البلدية محدديهم نقاط مثلاً بكنس من هون ومن هون ما بكنس وبدك تدفعي لحتى يكنس وهيك صارت كل القصص بحاجة ل فتّ لحتى تحقق لبدك ياه من ناحية النظافة."

"We sometimes give instructions to the municipality sweeper, even if we have to give him a little tip"

"ايه بده شوية نضافة {الشارع} يعني نحنا ايام منعيط ليلي يكنسوا بطريقة أو بأخرى انه تعالّموا هون فهمتي علي لو بدنا نكرموا المهم شي ينضف الوسخ."

"There are alot of cockroaches and insects in the area. When it gets dark, I don't walk my dogs in the area, I take them to Saifi. I'd rather walk them Downtown than here."

في صراصير و حشرات قد ما بدك بالمنطقة،مثلا انا عندي كلاب بس تعتم الدني ما بظهر
كلابي،بحطن بالسيارة و بنزلن عالصيفي،بمشيهم تحت ما بمشيهم بالمنطقة



Image 9: Dumping site at the parking lot edge, Toufic Salem, South Sidewalk, west of Damascus Road (Source: Basheer Itani)

In our observations of the street, we found that the only large trash bins available are on the other side of the highway at the end of Toufic Salem Street. This means that people have to cross to the other side of a relatively dangerous and busy highway to throw their garbage. As a result, respondents reported that many people either leave their garbage on the sidewalks until a garbage truck takes them or throw them in the abandoned building on Toufic Salem's north sidewalk, west of the Bechara El Khoury Intersection. One surveyed participant mentioned that she lives near those abandoned shops and suffers considerably from the subsequent smell and insects.

"Residents leave their garbage bags on the street" - "There's no place to throw trash, they need to go to the end of the street" - "People [don't have the patience to go to the end of the street to throw their trash. We end up cleaning that trash from in front of our shops"

"كياس زباله البيوت بحطوها علي الشارع" - "ما في محل لحدا بده يكب زباله؛ اذا بدن يكبو، بيطلعوا لفوق لآخر الشارع" - "إذا عالم عم تكب زباله ما ألن خلق يوصلوا هون ليكبوا (يشير على آخر الشارع) بصير نحنا بدنا ننضيف، أصحاب المحلات قدام المحلات."

"Yesterday, I cleaned the street because it is rare that we see the [municipality/RAMCO] cleaners clean. In the past, Sukleen [used to pass], but now we see the cleaners once or twice a week instead of every morning", says one shop owner.

"مبارح انا كنت الشارع. نحنا منكنسو، قليل ليجو [عمال النظافة]. كان قبل سوكلين ... بس هلق صار عمال النظافة... كانوا بالاول يمرقو من الصبح بكير هلق بالسبوع مرة او مرتين."

When asked about the street and sidewalk cleanliness, one concierge reiterated that only shop owners clean in front of their shops, and concierges – appointed and paid by residents of some buildings – clean the sidewalk outside their respective buildings. This

Solid Waste	Type	Amount	Location
Bad Practices	Garbage Bags on Sidewalk	2	1 Toufic Sallem, south sidewalk, in front of merchandise stand west of Mohamad El Hout intersection 1 Toufic Salem, South Sidewalk, west of El Abb Yaacoub Intersection (in front of School Wall)
	Dumping Site	4	1 Toufic Salem, in front of the second construction site between El Abb Yaacoub and Abdul Hafez Chaar intersections 1 Toufic Salem, in an abandoned building on the northern sidewalk west of Damascus street 1 Toufic Salem, in the hill of the parking lot on the southern sidewalk west of damascus street 1 Damascus Road, East Sidewalk, south-east intersection, behind the dumpster bings (scavengers extracting plastic)
	Garbage Blocking Stormwater Manholes with grills (cause bad smells)	15 out of 19	18 are on either side of Toufic Salem street 1 in the middle of the intersection with Mohammad El Hout Street.
Good Practices Both private garbage bins and dumpster bins are collected Monday to Sunday at 3:30am and at 12pm.	Private Garbage Bin	3	2 garbage bins in front of the mosque on the northern sidewalk east of Mohammad El Hout Street 1 in front of the grocery store (Khairat) on the northern sidewalk, midway between Abdul Hafez Chaar Street and Abdul Maoula Chaar
	Dumpster Bin (big, collected by RAMCO)	8	Damascus street, aligned with the Eastern sidewalk, across the street from Toufic Salem's East edge.

Table 4: Solid Waste (Source: Infrastructure Survey)

is indeed a standard practice that is not unique to Toufic Salem Street but characteristic of all neighbourhoods in the capital in the absence of proper systematic cleaning from local authorities. In addition, many survey respondents have emphasised the issue of dog waste on the streets and the lack of trash bins for proper disposal. Commenting on the issue of dog waste, one shop owner said:

"There are no small containers for waste, such as those attached to poles. These are very much needed since there are many people walking with their dogs and are forced to place the waste in the corner of the sidewalk."

"لا يوجد مستوعبات صغيرة للنفايات مثل تلك التي تعلق على الاعمدة، خصوصاً أنه يوجد الكثير ممن يمشون مع كلابهم فيضعون الفضلات في زاوية الرصيف."

Another shop owner also complained:

"One or two years ago, I was forced to place papers warning people not to throw dog waste on the street. However, these papers were ripped and thrown away after 15 to 20 days."

"عم بحكيك مرة من سنة أو سنتين حطيت وراق انه ما حدا يمشي كلابه أو يكب زباله، خلال ١٥ يوم ٢٠ نهار كانوا ممزقين الورق."

Furthermore, street littering blocks rainwater manholes (since their cover is usually grilled) and causes bad smells in the summer and rainwater flooding during the winter months. Per **Table 4**, 15 out of 19 manholes were blocked with trash during the infrastructure survey. One pedestrian remarked:

"They wait for the first rain, for the street to flood, to come fix the sewers. This is not acceptable. Do they have no one to follow a plan to clean up to avoid this regularly?"

"بينطروا لأول شتوي لتشتي الدني لتطوف ليجوا ينظفوا المجرور. لأ هالشي مش مقبول انه ولو
ماحدا عنده بيعرف يعمل خطة معينة لينظفوا و كل فترة؟"



Image 10: Dump site in Abandoned Building, Toufic Salem North sidewalk, West of Damascus Street (Source: Basheer Itani)

The infrastructure survey also highlighted the presence of 2 private drainage pipes which spill water directly on the south sidewalk of Toufic Salem, one leaning on an electrical pole midway between Elia Abu Madi and Abdul Hafez Chaar Streets and one on the sidewalk East of Abdul Maoula Chaar Street. These spillages are a slipping hazard and are considered both a form of littering and limiting ease of walking.

On Ease of Walking Conditions:

With one of the biggest sidewalks in the neighbourhood, Toufic Salem Street was thought to be one of the more pedestrian-friendly streets in the area. Yet, only 3 out of the 112 surveyed pedestrians chose ease of walking as a positive feature on the street. Those respondents were mainly emphasising the width of the sidewalk but also indicated the presence of street furniture (obstacles and shops' merchandise narrowing the sidewalk) as a negative factor impacting conditions of walkability on the street. Dissatisfaction with sidewalk maintenance was also quite apparent in the average rating of 4.5/10 as shown in **Figure 8**. This was clearly expressed by one shop owner who was frustrated by the quality of walking:

"I was born in Ras El Nabaa, married now and still living here and even my parents live here. We were among the people who used to enjoy walking around in the neighbourhood. But today, everyone does what they feel like doing: shops have their fridges outside on the sidewalk and others have their motorcycles ... there is one on the sidewalk right now ...so no I do not walk here anymore. If I want to walk, I'd go outside of the neighbourhood."

"انا هون بنت المنطقة، يعني خلقانة برأس النبع ومتجوزة وقاعدة هون، وأهلي كن هون قاعدين بالمنطقة، نحن من الاشخاص يلي كنا نمشي بالمنطقة... كان كثير حلو المشي رأس النبع. هالأ صار كل واحد حاطط على حسابو: يعني الي حاطط البرادات الدكاكين برا...الي عنده موتويات، هيا بوجك الموتو على الرصيف، لا ما بقى امشي بالمنطقة، صرت اضهر برا المنطقة لإمشي."

Sidewalk ramps on Toufic Salem Street are not unified in dimension and are placed haphazardly at intersections. If we follow

the example of the Jeanne d'Arc street rehabilitation, there should be 4 ramps if the intersection is continuous through both sides of the street, or 2 if it intersects with only one side of the street. Instead, only 3 sidewalk intersections have the adequate number of ramps and their dimensions are not uniform (See **Table 5**)

Intersection with Toufic Salem Street (west to east)	Existing Number of Ramps	Required Number of Ramps	Existing Ramp Dimensions (in meters)
Bechara El Khoury Boulevard	3	2	2x3; 1.7x4.6; 2.4x2.3
Mohammad El Hout Street	1	4	1.1x1
Rue 66 Street	2	4	0.6x1; 1.1x1.7
Dead End	2	2	1.1x1.3; 1.1x1.4
Abb Yaacoub Street	0	2	No ramps
Elia Abou Madi Street	1	2	1.1x1.5
Abdul Hafez AlChaar street	2	4	1.1x1.6; 1.1x1.5
Abdul Maoula AlChaar street	2	4	1.4x1.5; 0.8x1.6
Damascus Road	4	4	0.8x1.2; 0.75x1; 0.8x0.6; 0.8x1.2

Table 5: Existing Sidewalk Ramps at Intersections (Source: Infrastructure Survey)

The most recurring negative factors mentioned about walkability on the street include: the presence of motorcycles and cars parked on the sidewalk, potholes in the street, shops narrowing the sidewalk with their products, and construction sites that have been operating for years without making space for pedestrians to pass by. Three shop owners also mentioned that the sidewalks in the

past were of much better quality compared to what they are today, one of them noting:

"They replaced the traditional 'chert' tiling – the best type of rock – with regular concrete that cannot even be cleaned no matter how much you try... [They replaced it] instead of restoring and preserving it for the neighbourhood."

"يعني شو بدنا نحكي؟ الأرصفة اللي كانت موجودة أفضل من هيدا بمليون مرة... عملولن صيانة الأرصفة شالوا أحلى صخر، صخر صوان وحطوا حجر صب قد ما تنظف فيه بضل... بدل ما يرمموا ويضطروا ويخلوا بالمنطقة."

Riding motorcycles on the sidewalk was another issue observed by the PROCOL team and CSs during the pedestrian count, as well as a recurring complaint raised by pedestrians and shop owners alike. Emphasising that this is one of the most significant walkability issues, one shop owner shared:

"The worst thing is when someone rides their motorcycle on the sidewalk. I got into fights with several motorcycle riders passing on the sidewalk, but to no avail."

"أبشع شي هيدا اللي بسوق الموتو عالرصيف، كم مرة عملنا مشكل هون، ما عالرصيف يا خبي ما عم بفهم يعني، شو بدك تحكي معه."

Another shop owner also expressed his frustration with the street furniture on the sidewalk:

"It is not easy, there are a lot of obstacles such as electric poles and traffic lights on the sidewalk...for instance, many pedestrians have hit the pole outside because they have not been paying attention...at

least there should not be any obstacles if someone wants to walk [on the sidewalk]."

"لا مش سهل... في عوائق مثل عمود الكهرباء، اشارات السير يعني ليكي مثلا كيف حاطين على رصيف... مثلا هيدي صار كذا واحد فايت فيها بكون شارد بفوت فيها... عالقيلة يكون الرصيف ما في عوائق اذا بس الواحد بده يمشي [عالرصيف]."

The infrastructure survey revealed that the sidewalks and streets are in good condition generally, except for a major deformation at a construction site, as well as other randomly distributed holes. **Table 6** summarises observed deformations on Toufic Salem street.

	1	2	3	4
Sidewalk or Street	Sidewalk	Sidewalk	2 on street, 1 on sidewalk	Street
Location /Sidewalk	Toufic Salem/ South	Toufic Salem/North (in front of the building under construction)	Toufic Salem and Abdul Hafez Chaar	Toufic Salem/South
Orientation in relation to intersection	East of Rue 66 Intersection	East of El Abb Yaacoub Intersection	On the intersection	East of Abdul Hafez Chaar Intersection
Size	Moderate	Major	Moderate	Moderate

Table 6: Street and Sidewalk deformations (Source: Infrastructure Survey)

On the other hand, one pedestrian remarked that pedestrians with walking difficulties or in need of assistance such as babies in strollers experience the sidewalks very differently and have trouble navigating:

“Walking is only easy for young people and those who do not have problems. My sister has a little girl and suffers from the discontinuity of sidewalks when she takes her daughter out in a stroller.”

"المشي سهل للشباب والما عندو مشاكل، أختي عندها بنت صغيرة وبتتعذب بالطلعة والنزلة
عالرصيف بس تظهرها."

This was very evident in the responses of surveyed pedestrians with walking difficulties – one mother with a stroller, and several other respondents who either had problems walking or were using a type of walking aid – who notably faced a different kind of reality on Toufic Salem. In response to the question on the “ease of walking” on the sidewalk, the average rating given by pedestrians with walking difficulties was 4.75/10. Only one young man in a wheelchair assisted by his elderly mother gave sidewalk walkability a 10/10 because “he only uses a portion of the sidewalk which is equipped with ramps and is in good condition” They further explained that the sidewalk is wide, it has ramps and people always help him and know him. In our

observations, however, his elderly mother seemed to be struggling while she was assisting him. Assisted pedestrians have thus agreed that it is neither pleasant nor easy to walk on the sidewalk, as one of them criticised the “motorcycles parked and moving on the sidewalk, the lack of parking spaces causing some cars to also encroach on the sidewalk, and the ill sidewalk maintenance”.

The sidewalk quality along the road differs significantly from section to section, whereby some sections are easy to navigate while others are discontinuous and obstructed by street furniture. This prompted one stakeholder in media to say:

“The walkability problems on Toufic Salem can be remedied with proper organisation and awareness campaigns ... but people also have a role to play, and more awareness campaigns are needed so residents can understand that sidewalks are part of their living area.”

"شارع مهم جداً ... بس مشكلته الأساسية التي بحاجة إلها هو إنه حالياً مكرّب ... بالاضافة إنه
علاقة العالم مع الشارع والرصيف بحاجة لحملة توعية ليعرفوا إنه الرصيف هو جزء من محلة
أو جزء من بيت..."

Obstructive element	Total number	Location of Obstruction	Purpose
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Merchandise	1 obstructive, out of 9 total merchandise stands	Greengrocer: south sidewalk east of Rue 66	Displaying goods
Cars	14	<p>1 car parked between the two ramps on the southern sidewalk on Bechara El Khoury</p> <p>5 cars parked on the sidewalks at the Mohd El Hout intersection</p> <p>3 cars parked in front of the mosque in a supposedly no parking zone</p> <p>3 cars parked on the southern sidewalk between Mohd El Hout and Rue 66. These cars are overflowing from ground floor parking spaces under residential buildings</p> <p>2 cars parked at the entrance to a dead-end between Rue 66 and El Abb Yaacoub street</p> <p>12 cars parked behind the aforementioned 2. Residential buildings around this dead-end use it as an informal parking lot. They are not blocking pedestrians or car traffic , but impede traffic to exit.</p>	Parking at close proximity of destination
Motorcycles	15 (at the time of survey, during Friday evening prayer at the Benawf mosque)	The north-west corner of Rue 66 intersection is used for motorcycles to park	Parking at close proximity of destination
Plants	2	<p>1 Toufic Salem, south sidewalk, east of Bechara El Khoury Intersection (planter blocking sidewalk)</p> <p>1 Toufic Salem, north sidewalk, East of El Abb Yaacoub Intersection in front of 2nd building under construction</p>	Prevent cars from parking at intersections
Construction Site Wall Barrier	2	<p>1 North East corner of El Abb Yaacoub street and blocking ground floor of construction site east of intersection</p> <p>1 east of previous, smaller barrier blocking entrance to 2nd construction site</p>	Protect pedestrians from construction site / adding space to construction site
Security Barriers	5	<p>4 at the North East intersection of Abb Yaacoub street in the form of concrete, plastic and metal barriers</p> <p>1 open and closable barrier to control the passage of cars on El Abb Yaacoub street towards the Baath Party Headquarters</p>	Prevent cars from parking at Intersection to secure Baath Party Headquarters
Street Signs	3/23	<p>1 Empty Pole Toufic on the South East intersection with Mohammad El Hout Street</p> <p>2 overlapping signs on the South sidewalk halfway between Abdul Hafez Chaar and Abdul Maoula Chaar Streets</p>	Signage (disorganised)
Electrical Pole	2/24	<p>1 on the South East intersection with Mohammad El Hout Street</p> <p>1 on the South sidewalk halfway between Abdul Hafez Chaar and Abdul Maoula Chaar Streets</p>	Utility
Electrical Boxes	1/5	1 on the Southern sidewalk after the Abdul Hafez Chaar Street	Utility

Table 7: Sidewalk Obstructions to Pedestrians (Infrastructure Survey)



Image 11: Obstructive Planter



Image: 13: Obstructive street signs and electrical pole



Image 12: Obstructive electrical box and bollards

About Transport and Parking in Ras El Nabaa

Similar to many neighbourhoods in Beirut, the driving and parking arrangement in Ras El Nabaa is difficult. One fifth (21 percent) of survey respondents mentioned the lack of parking spaces as the most negative aspect of Toufic Salem and, as shown in **Figure 8**, the average rating given for the availability of parking was 2.5 out of 10. As one respondent put it:

"Every time I want to park, I circle the area for an hour...my dad frequently tries speaking with the municipality and local stakeholders to work on improving the neighbourhood but they are not responsive.
 "كل ما بدى صف، بدور ساعة على صفة... يتي بضل يحاول مع البلدية ومع المسؤولين هون لنحسن المنطقة بس ما في تجاوب خاصة بهالوضع".

Another respondent said that they'd delegate someone to reserve a spot for them every time they want to park. In addition, people either talk to the municipality to rent some parking spots or have to subscribe to private parkings in the area which are often too pricey. According to the pedestrian survey, 31 percent use a private car as a means of transport (**Figure 13**). The infrastructure survey revealed a considerably large number of parking obstructions on Toufic Salem Street (see **Table 8**). The issues with driving and parking have made walking the dominant mode of transport in the neighbourhood, with approximately 46 percent of survey respondents indicating that they only walk in the neighbourhood.

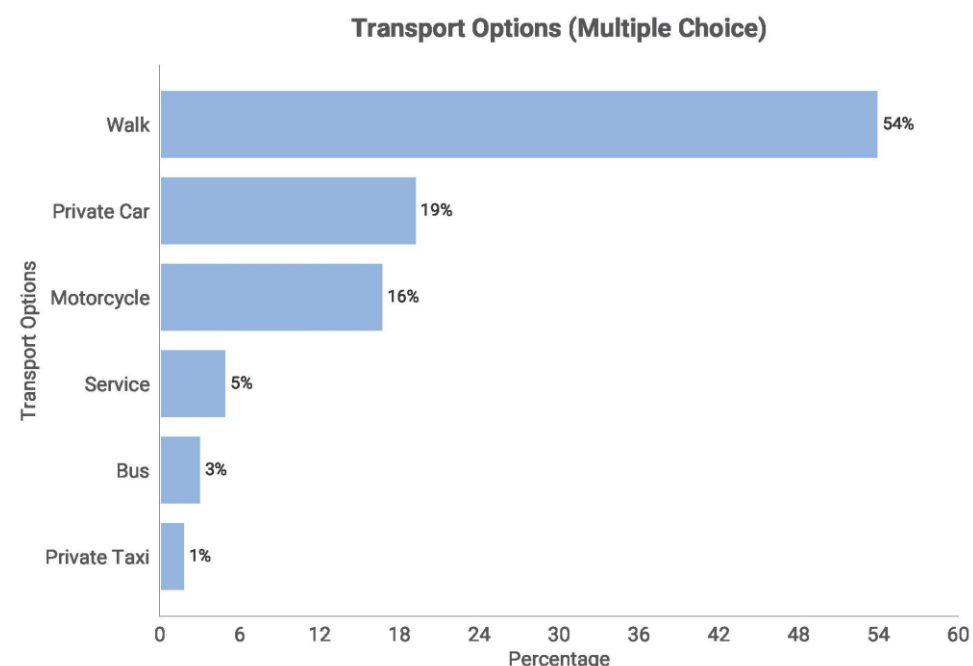


Figure 13: Transport options for pedestrians in Ras El Nabaa (Source: Pedestrian Survey)

Parking Obstructions	count	Locations	Notes
Bollards	78	Bollards are placed very irregularly on the sidewalks and intersections, with some sidewalk portions having regular bollards, and some sidewalks not having bollards at all. The corner of the dead-end between Rue 66 and El Abb Yaacoub Street has an excess of bollards to prevent cars from blocking the informal parking arrangement at a dead end street	Best practice is to place them 1 to 1.5 meters apart.
Bollards with Chains	4 bollards 2 chains 4 bollards 2 chains	On street: North-east Mohammad El Hout intersection. Though unable to prevent cars parking between and in front of them On Sidewalk: North-east Rue 66 intersection surrounding the ramp	

Parking Obstructions (continued)	count	Locations	Notes
Reserved Parking	26	<p>4 at the Mohammad El Hout intersection (3 on street 1 on sidewalk)</p> <p>4 east of Rue 66 (2 North sidewalk, 2 on street adjacent to south sidewalk, with a chain in between)</p> <p>1 west of El Abb Yaacoub Street, adjacent to north sidewalk</p> <p>Construction site:</p> <p>3 East of El Abb Yaacoub street, adjacent to north sidewalk, chain in between</p> <p>3 tires on barrels east of previous</p> <p>3 tires on barrels on north sidewalk east of previous</p> <p>2 on the intersection of Elia Abu Madi Street, adjacent to south east sidewalk</p> <p>2 north sidewalk midway between El Abb Yaacoub and Abdul Hafez Chaar</p> <p>1 on street adjacent to north sidewalk, midway between Abdul Hafez Chaar and Abdul Maoula Chaar</p> <p>2 on street adjacent to south sidewalk, east of Abdul Maoula Chaar intersection</p> <p>1 Toufic Salem, south sidewalk, East of Damascus Road</p>	<p>Objects such as cement blocks, traffic cones, and chairs are placed on the street near the sidewalk as a means to informally reserve parking or prevent people from parking.</p> <p>Construction Site: Objects prevent cars parking AND obstruct pedestrian flow</p>
Plants	3	<p>1 Toufic Salem, adjacent to North sidewalk, East of Mohammad El Hout Street</p> <p>2 Toufic Salem, South-west intersection of Abdul Maoula Chaar</p>	Mosque placed one long planter to prevent parking alongside main facade and entrance
Barriers	4	<p>2 at the North East intersection of Abb Yaacoub street in the form of plastic and steel removable barriers at the side of the construction site damaged sidewalk</p> <p>1 open and closable barrier to control the passage of cars on El Abb Yaacoub street towards the Baath Party Headquarters</p> <p>1 At the East sidewalk of the intersection with Damascus Road, for a police station</p>	These barriers also disrupt pedestrian flow

Table 8: Parking/driving Obstructions (Source: Infrastructure Survey)

About Public Transport

In addition to exploring existing experiences, our research also asked people about potential solutions, especially with respect to public transport - a service that is notably inaccessible and unavailable in many of Beirut's neighbourhoods. To study people's perception of public transport, surveyed individuals and interviewed shop owners and institutions were asked "If there was a bus station on this street, would it encourage you to use shared transportation? Almost half of the participants answered positively whereas 10 percent of respondents were hesitant about it and the rest answered 'no' (See Figure 14).

Would a Bus Station Encourage Shared Transportation Use?

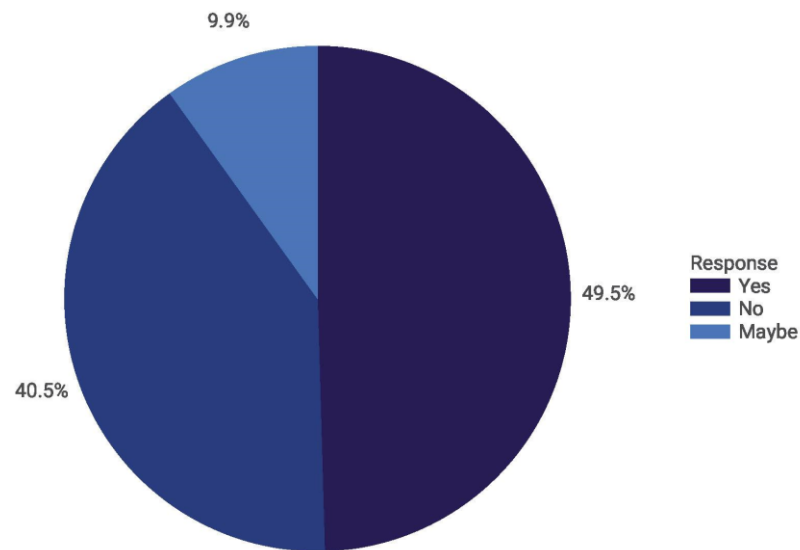


Figure 14: Answers to "If there was a bus station on this street, would it encourage you to use shared transportation?" (Source: Pedestrian Survey)

Notably, the negative perception of public transport is not necessarily indicative of the absence of need in the context of Lebanon. It can be interpreted in many ways as shared transport has long been absent from the transport sector locally and continues to lack a good reputation. For instance, when asking the Ras El Nabaa CSs if they use shared transport, one of them responded with a solid no, noting that his father did not allow him to take either vans or buses from a very young age. When asked about the reason, he explained that the drivers are not public employees, and the lack of government regulation makes them unsafe and gives them a bad reputation. One institution representative also mentioned:

"I do not use public transport but I see that there is a problem of safety in the available public transportation, I fear for my safety in the privately owned vans that are commonly used in Beirut."

"أنا ما بستعمل نقل عام بس بشوف إنو في مشكلة أمان، اللي بسوقوا الفانات بخوفوا وحالة الفان نفسها بتخوف."

Other CSs noted that they use the public-private buses which pass on Bechara El Khoury Boulevard, but they consider them very time-consuming since they do not have a fixed schedule. Another CS shared that she never had a problem or felt unsafe using these buses but also said they take a lot of time, especially since they make random stops and are not reliable in terms of their departure and arrival times. This was also agreed on by one shop owner:

"If there is time, I would definitely take the bus. But if I am in a hurry, I would use a motorcycle to save time in traffic... Now there are motorcycles that you can also rent for a ride just like a service⁵."

"إذا في وقت باص الدولة اكيد بس اذا واحد مستعجل ومضطر اكر شي عم نروح على الموتويات هلق كرمال الوقت وعجقة السير...هلق صار في موتويات مثل السيرفيسات منستأجر."

As such, many people tend to use a "service" or private taxi applications such as Bolt and Uber since they reportedly save time and are considered safer, knowing that all the driver's information gets saved on the application. The problem in Ras El Nabaa, however, is that it is heavily congested with vehicles, which makes a lot of private taxis charge more for going into the neighbourhood. One CS noted:

"For a service to accept taking you into Ras El Nabaa (Mohammad El Hout street), they would request 100,000 L.L extra or they'd suggest dropping you off outside of the neighbourhood (on Bechara El Khoury Boulevard). Some will even not take you at all if you request to go into Ras El Nabaa."

"عفكرة هاي شغله في سرفيس ما بيقبلو إذا بتقوليلو محمد الحوت أو بيطلبو اكسترا. أقل شي 100 ألف وفي كتر عالم ما بيقبلو يفوتو عمحمد الحوت. بحطك برا على (بشارة الخوري) بس ما بفوت."

The constricted and narrow space in Ras El Nabaa is also one reason why many individuals were not for the idea of a bus stop on Toufic Salem Street and encouraged having one outside, on Bechara El Khoury Boulevard, where, historically, the shared public bus used to stop. As one respondent put it:

"Even the school bus breaks our car mirrors, so I am not with the idea of a bus stop... the street is already narrow."

باص المدرسة اساسًا بكسرلنا مرايات السيارات لهيك مش مع فكرة محطة الباص والشارع. "ضيق"

Historically, the public transport bus stop used to be located at Fransabank, on the Bechara El Khoury Boulevard intersection with Toufic Salem Street. Many institutions and shop owners encouraged having it there again with one saying:

"We would wish and prefer to have a public shared bus again, just like the old days when we used to feel safe riding a governmental bus."

"اكيد اكيد نحن منتمنى ومنفضل يكون في شي للدولة نشترك فيه مثل أيام زمان الواحد بحس شوي بأمان انو راكب باص للدولة."

Only 3 percent of surveyed pedestrians use the bus to get around (**Figure 13**). At the present moment, bus number 10 (Dora-Airport) and van number 4 (Hamra-Hadath) pass by the Bechara El Khoury Boulevard and Toufic Salem intersection. As we learned, Van number 4 sometimes goes into Toufic Salem informally, if someone pays extra or if the driver wants to escape traffic on the highway. Bus number 2 (Hamra-Antelias) passes the northern border of Ras El Nabaa on Independence Street. Buses 6 (Cola-Bhamdoun), 3 (Cola-Chwit), 7 (Cola-Remhala-Majdeleya), 16 (Cola Qornayel), 15 (Dora-Ain Mreisseh) and 24 (Hamra-Badaro) pass by the Southern Border of Ras El Nabaa, on Abdallah El Yafi Street (Bus Map Project, N.d).

⁵ Taxi with carpooling

About Public Spaces

One issue witnessed not only in Toufic Salem but also throughout the neighbourhood is the lack of public spaces. "If I want to take a break, I'd go and sit in my car," said one pedestrian. Another institution representative also mentioned that he is part of a civil association and they have trouble finding a space to meet, noting that they can sometimes use the space provided by the Benawf Mosque on Toufic Salem, but there are reservations on what they can discuss as it is a religious establishment. As such, several pedestrians asked for a new intervention to include an outdoor space that is organised and well-kept so residents can meet with each other.

About Institutions

Our conversations with the residents of Ras El Nabaa have shown that citizens lost trust in the assistance of local authorities, primarily the Municipality of Beirut. Shop owners were asked about who they would contact in case of a problem related to the street and none of them mentioned reaching out to the municipality or any other public institution.

"The municipality is not an entity we can rely on", said one shop owner. "We have a pothole - just ahead of where we are - that stayed for three months, and people kept falling into it. At night, cars would fall in it as well since it was a really deep pothole. We reported it and contacted the municipality, and they came and worked on it for two or three days, but it sank again, worse than before."

"في عنا جورة هون قدام شوي ضلّت 3 أشهر والعالم توقع فيها وبالليل يمرقوا سيارات جورة غميقة كثير بعتنا خبر وتواصلنا معن واجو إشتغلوا يومين ثلاثة ورجعت خفست ونزلت أقوى من ما كانت فلذلك البلديات ما عم تتجاوب معنا للأسف يعني."

"With whom can you speak?... The municipality only exists as a name... their work suffices by cleaning the sewage once a year," says another shop owner.

"يعني مع مين بدك تحكي؟ بلديات بس بالاسم وقال بينزلوا ومثل ما بيقولوا بيكتفوا بتنظيف مجاري."

Shop owners also expressed their frustration at the neglect they felt by Internal Security Forces. A few shop owners made it clear that if an incident happens, they would either contact political parties or people with good connections to the municipality.

"This is how the country operates, if you request the internal security forces they would not come."

صراحه اول شيء مع أصحاب المعارف بعدين مثلا اذا صار في تكبير راس هيك مع الاحزاب لانه "البلد ماشي هيك لانه بتروحي عند الدرك وما بيجوا

"No one hears you...the other day there was a robbery at night. I called 112 [the police] and no one answered. The second day I called and they answered saying the important thing is that you handled it... To that I replied, so what do I do, I fire at him when you don't answer?

"لا ما حدا بيسمعك...متل هيداك اليوم عشية محاولة سرقة إلى دقيت شي الساعة 11 إلا على الـ 112 {الشرطة} ما حدارد تاني نهار عم دقلن قلّي أهم شي دبر راسك قتلوا انو بشيل بقوسوا يعني؟"

III. Section Three

A. Key Takeaways and Recommendations to Municipality & Relevant Stakeholders

The final section of this report presents recommendations for improving the walkability of Toufic Salem street. These are based on the preferences, demands, and complaints raised by pedestrians, shop owners and institutions, as well as the infrastructure survey of the street carried out as part of this project. These recommendations are for any stakeholder interested in implementing a pedestrian-friendly design of walkability on Toufic Salem Street. We also recommend that if and when such a design is prepared, shop owners on Toufic Salem along with the political parties and those deemed “politically responsible” of the street ought to be consulted with the design again. The design must be participatory, prioritising people’s needs and preferences, to ensure a smooth implementation and that no institution will object to it, therefore hampering the process. These recommendations thus serve as a foundation, reflecting the general opinion of pedestrians, shop owners, and some institutions regarding walkability on Toufic Salem along with our research team’s observations.

Sidewalk-specific challenges and recommendations

1. Maintenance

- a. **Construction Sites on Toufic Salem** (Toufic Salem North Sidewalk, East of El Abb Yaacoub St.): Restore the sidewalk, remove all obstructions and push away

the construction site barrier, while adding adequate cover to prevent debris from injuring pedestrians.

- b. **Sidewalk blocked by fixed elements** (Toufic Salem South Sidewalk, between Abdul Hafez Chaar St. and Abdul Maoula Chaar St.): Relocate electricity box, bollards, electricity pole and street signs or widen the sidewalk to walk around them
- c. **Deformations:** Repair deformations detailed on **Table 6**, on the sidewalks

2. Improvements

- a. **Mark pedestrian paths** with paint or tiling, for clear boundary: a minimum of 92cm of clearance
- b. **Widen every street intersection** to include 4 ramps and bollards on sides of ramps
- c. **Barrier-free sidewalk:** This means removing all obstacles mentioned in **Table 7**, through:
 - i. Regular Law enforcement
 1. Merchandise: Fine merchandise stands that do not allow a clear passage of 92 cm
 2. Cars: Fine cars parked on Sidewalk and corners and obstructing clear passage. Cars must respect the boundary of private lots in ground floor parking spaces.
 3. Motorcycles: Fine motorcycles on sidewalks, passing and/or parked
 - ii. Relocation of obstructive

1. Street Signs (and removal of empty poles)
2. Electrical Pole
3. Electrical Boxes
- iii. Maintenance
 1. Trimming plants and trees(ex. Toufic Salem, North sidewalk, east of Abdul Hafez Chaar street intersection)
- iv. Replacement
 1. Barriers: Replace construction site barriers with proper cover for debris
- v. Removal
 1. All planters blocking sidewalk
- d. **Bollards:** Organise bollards and make consistent the distance between them

Salem. The lack of garbage dumpsters has led to the abandoned shops (at the end of the street) to be used as an informal dumping site, resulting in a very bad odour and attracting insects. This requires immediate attention, possibly through organising cleaning campaigns for the street and treating these sites specifically

- c) **Bad Sewer Smells:** Clean grills blocked with trash regularly. Trash must not be directed towards them while sweeping.
- d) **Drain pipes:** Reroute drains that spill directly on the sidewalk to the street.
- e) **Deformations:** Repair deformations detailed on **Table 6**, on the street

Street-specific challenges and recommendations

1) Maintenance

- a) **Inadequate lighting:** Implement a sustainable street lighting design, particularly to enhance visibility and safety during nighttime. The street is relying on the lights of the Benawf Mosque and is in need of additional renewable power sources.
- b) **Poor street hygiene:** Add outdoor trash containers, including pole-mounted trash receptacles to be collected by RAMCO, since the only “formal” ones available now are the dumpsters located on the east sidewalk of the Damascus highway, across from Toufic



Image 14: Private drainage pipes spilling on sidewalk (Source: Basheer Itani)

2) Road safety, Law enforcement

- a) **Intersection of Toufic Salem and Abdul Moula Chaar streets:** There are already two speed bumps at that intersection, but they were reportedly replaced by ineffective low-quality plastic bumps by the

municipality. Respondents have thus suggested fixing these speed bumps to limit accidents at this intersection. We observed that drivers are currently going in the wrong direction (in the North direction on Abdul Moula Chaar) to avoid the congestion on Damascus Street, causing accidents. We suggest transforming this street into a two-way street, with the adequate street curves, width

- b) **Intersection of Toufic Salem and Bechara El Khoury Boulevard:** Crossing the boulevard has been deemed a life-threatening issue by the Ras El Nabaa CSs, institutions and pedestrians alike due to cars running red lights and the lack of a clear pedestrian pathway. Any street improvement project should design clear pedestrian pathways at this intersection, and address the obstructed island barriers. Additionally, the design should include installing **timed stop lights** that help slow down drivers and reduce the likelihood of running red lights – an idea also reiterated by one institution representative during one of the consultations.

3) Improvements

- a) **Shared Bus Stop:** Many respondents have recommended restoring the shared bus stop in its historical location on the intersection of Toufic Salem and Bechara El Khoury Boulevard. This is preferable to a bus stop that would narrow Toufic Salem Street and cause traffic.

- b) **Greenery:** Several respondents recommended having more trees planted on the street to enjoy walking. We encourage new greenery as long as it does not impede pedestrian flow. We suggest checking where residents have already placed their own planters to inspire new locations for trees.

Infrastructure Specific

1) Maintenance

- a) **Manholes and Electrical Boxes (see Table 9):** conduct regular maintenance, cleaning and repair wiring when necessary
- b) **Electrical Poles, with and without lighting (see Table 2 and Table 3):** conduct regular maintenance and repair wiring when necessary

Manholes and Electrical Boxes	Amount	Locations
Electrical Boxes	5	2 at the Bechara El Khoury intersection 1 on the northern sidewalk after the Mohammad El Hout Inters. 1 on the Southern sidewalk after the Abdul Hafez Chaar Street (PEDESTRIAN OBSTRUCTION) 1 on the south-western sidewalk at the Damascus road intersection.
Electric Manholes	4	Toufic Salem northern sidewalk, east of Abdul Maoula Chaar Street
Telephone Manhole	6	Toufic Salem Souther Sidewalk
Sewer Manhole	8	haphazardly placed, sometimes on the sidewalks, sometimes on the streets
Building Utility Grill	1	Toufic Salem northern sidewalk, east of Abdul Maoula Chaar St

Table 9: Manholes and Electrical Boxes on Toufic Salem Street (Source: Infrastructure Survey)

Recommendations related to institutions and shops

1. Programs

- a. Medical centres and Dispensaries: We encourage the ministry of Health to open a new center on Toufic Salem Street. We suggest this medical center includes a cultural component with a pleasant and dedicated space for the elderly to meet, socialize and play while they wait for appointments.
- b. Public Spaces: Suggested by one survey respondent, rehabilitating the open space North East of Al-Najat Church, so it can be a calm and safe space for children, parents and elderly to meet
- c. Indoors Cafe: Per stakeholders' recommendation, we encourage the creation of a cafe on Toufic Salem Street, so long as it doesn't hamper sidewalk walkability or disturb the calm of the neighborhood. People value the calm and quiet nature of the street. Indoors cafes are encouraged.

2. Local Groups

- a. Encourage existing and new local groups and committees, with direct contact with government, to
 - i. Voice any concerns about issues on the street
 - ii. Organise events such as festivals, souks and tournaments
 - iii. Transform existing open spaces temporarily for events, such as the street, parking lots
 - iv. Lobby for the rehabilitation of open spaces and the creation of above mentioned new programs

As one stakeholder recommended:

"Every neighbourhood should have committees, like a neighbourhood working group, as these committees work more effectively than the municipality. We need to revive the committees and bring them back, not just in Ras El Nabaa. The committees know the problems of the area and each other which could help in facilitating street related issues. "

"In Sodeco, a simple souk was organised, it had alot of impact and revitalised the area. There should be exciting activities, like a Barjees or backgammon tournament between the elderly for example. Transforming parking lots and open spaces into public saces and gardens... the closest park is Sioufi or Kaskas..."

مثل ما حصل في السوديكو، في السوديكو، تم تنظيم سوق، هذا السوق جدا بسيط لكن أثر على المنطقة بطريقة جدا ايجابية خلق حياة في المنطقة، يجب أن يكون هناك أنشطة حيوية، مثلا مسابقة برجيس، طاولة زهر، منافسة للمسنين مثلا تحويل المواقف والمساحات الفارغة الى اماكن عامة وحدائق، أقرب حديقة هي السيوفي وقصقص

3. Parking Incentives

- a. Incentivise young people to park their cars in lots rather than on the street by offering discounts or free parking upon showing student ID
- b. Raise awareness on giving priority to elderly and parents to park their cars near their homes
- c. Raise awareness of young people to cycle, run and walk in the city, rather than spending their allowance on

gym memberships. Better for the city, the environment and their pockets.

B. Feedback from survey and interview participants

The Public Perception of a street improvement project was positive, although approached with caution. Some participants did not think it would be possible to implement the project, while many others encouraged the idea, highlighting its importance for the public good. No participant rejected the project. A few notable individuals said that we can improve the street but we should not forget that the real problem is the government's absence. The government is irreplaceable.

نحن منتمى يصير في تحسين هيدا الشي ببعود بالخير على سكان المنطقة وعلى أصحاب
100٪ المحلات يعني خطوة كثير مهمة يقوموا فيها ونحن منشجعهم على هالشي، اكيد طبعا

"We hope there will be improvements as this will benefit the residents of the area and the shop owners. It's a very important step for them to take, and we encourage them to do so, 100%."

"هيدا الشي لازم يصير، أنا كنت من الأشخاص إستعمل موتسيك هلق صرت إستعمل المشي
صحي وبتصيري تشوفي، الواحد لازم يمشي ضروري/ شجر حاطين شجر بس في أماكن بدها
شجر بيعتبروا فيّ وظل كثير حلو."

"This needs to happen, I used to be one of the people who used to take a motorcycle, but now I walk. It's healthier, and you'll see the difference. It's essential for a person to walk."

"اي واحد يتمنى بدك مين يكون في ليعمل هالشي."

"Anyone would wish for that, but you need someone to make it happen."

"يعني هو الإنسان بحب يتطور على كل المجالات بس هل يا ترى هالشي حيتحقق ام حيضل
حلم يعني ان شاء الله ان شاء الله شكرا لك."

"A person loves to develop in all areas, but will this actually happen or will it remain a dream? I hope, God willing. Thank you."



Image 15: One Sidewalk on Toufic Salem Street, Residential Building

IV. References

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