

New Urban Design Strategies for pedestrian safety in Tehran

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Abstract

Modern approaches of urban design and traffic engineering has divided the streets of Tehran into automobile oriented spaces that are safe only for motorists. Traditional separation between traffic and people in urban areas of Tehran had made congested streets and unsafe urban spaces. Surveys of residential districts show that this principle, which in theory appears to improve traffic safety, functions poorly in practice because pedestrians follow shorter routes rather than safer, more lengthy routes. (Gehl 1987) ?

A new paradigm for traffic in towns suggests a way to move towards a continuous ,coherent, unsegregated public realm ,where cars no longer divide neighborhood from neighborhood?(Hamilton and Jones 2005) This paper presents the new experiences and strategies of urban design and traffic engineering in Tehran ,which are more pedestrian oriented. Some case studies such as HasanAbad Square , ValieAsr pedestrian space , Navab bridgemarket (Polbazar), Sarsabz Metro(underground train) station market has been discussed. The early results of the study show that the city of Tehran has been made from a traffic engineering approach .The human aspects of urban spaces had

neglected in the making of streets ,so, the city is unsafe for pedestrians. We need to new human urban design strategies to make more pedestrian oriented urban spaces that are not necessarily carfree spaces but are pleasant,safe and enjoyable for both motorists and pedestrians.