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The Need for Developing our Urban Streets

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ABSTRACT

Streets have many functions. They are social spaces, parking spaces, service routes and traffic routes. They form the largest part of the public land. Streets must be designed as places first, even when they are also paths for people and goods to get from A to B. Not only do streets connect us to the places we want to go, they are the places where everyday life unfolds. Streets are more than just sidewalks and facades—they are what enables cities to become more human and the entirety of public life to take place. They allow us to connect with the identity of a city and with each other. In especially dense urban areas, streets provide essential space for living - effectively functioning as backyards and garages. In Libya, we need to update street design standards to be consistent with citywide goals for safety, economic growth, development, and urban design. These standards should attempt to capture the unique local relationship between the built land and the surrounding streetscape, encapsulating the varying scales at which motorists, bicyclists, and pedestrians interact with individual corridors as well as the overall street network. Around the world, many cities have developed street classification systems specific to their local needs. These classification systems generally combine 2–3 variables that guide decision-making: Street type and usage _ Urban design context and built environment_ Overlays, including modal priorities, special uses, and historic designations. This study looks at the possibility of improving our streets to meet the everyday living requirements, by comparing what we have with what many surrounding countries have as well as looking at the principles of urban street design.

Keywords: Urban design, living street, social spaces, improve existing streets.