



Assessment of urban mobility needs, gaps and priorities in Mediterranean partner countries - Main findings and the methodology implemented in Israel

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- Information gathering methodology and some conclusions for Israel

- The single city perspective - Haifa

Thematic clusters under consideration

Cluster 1: Public transport



Cluster 2: Transport infrastructures



Cluster 3: City logistics



Cluster 4: Integrated planning / Sustainable Urban Mobility Plans



Public transport + Transport infrastructure in Haifa Metropolitan

Cluster 1: Public transport



Cluster 2: Transport infrastructures



Matronit - Haifa BRT



General

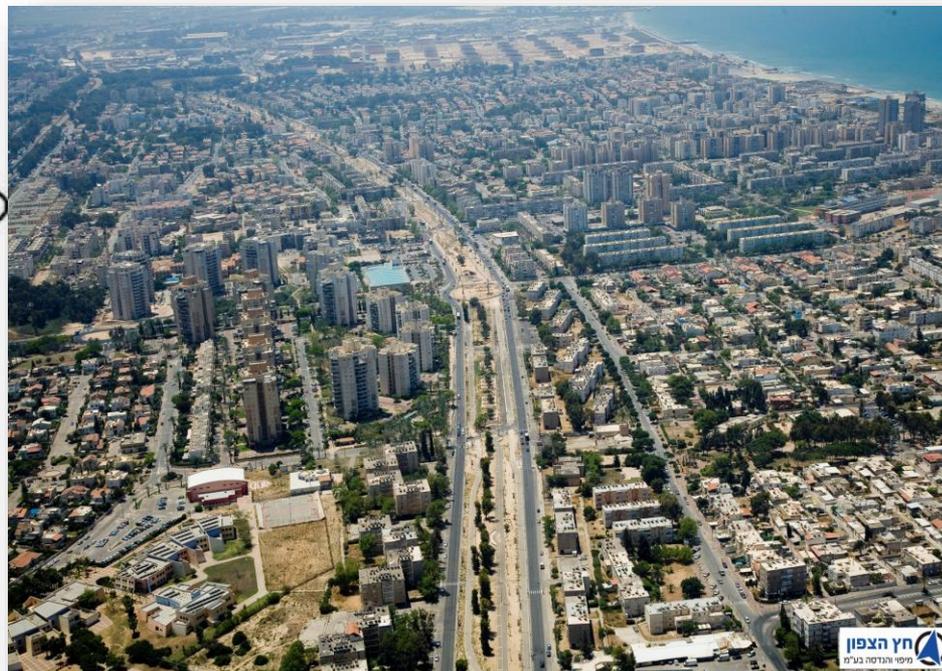
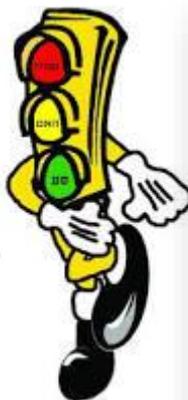
- Exclusive Left lane
- 7 cm higher lane
- Long platforms

Vehicles

- Euro 5
- 90 vehicles –(vehicles 6 hybrid)

Technologies

- Automatic Vehicle Location
- Ticketing on platforms
- Online passenger Information System
- Priority in signalized intersection
- Automatic Passenger Count System
- 280 Cameras on platforms



Public transport + Transport infrastructure in Haifa Metropolitan

Cluster 1: Public transport



Cluster 2: Transport infrastructures



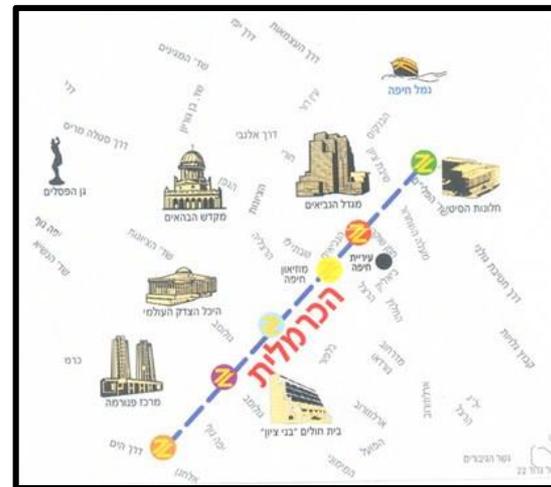
integrated fare system



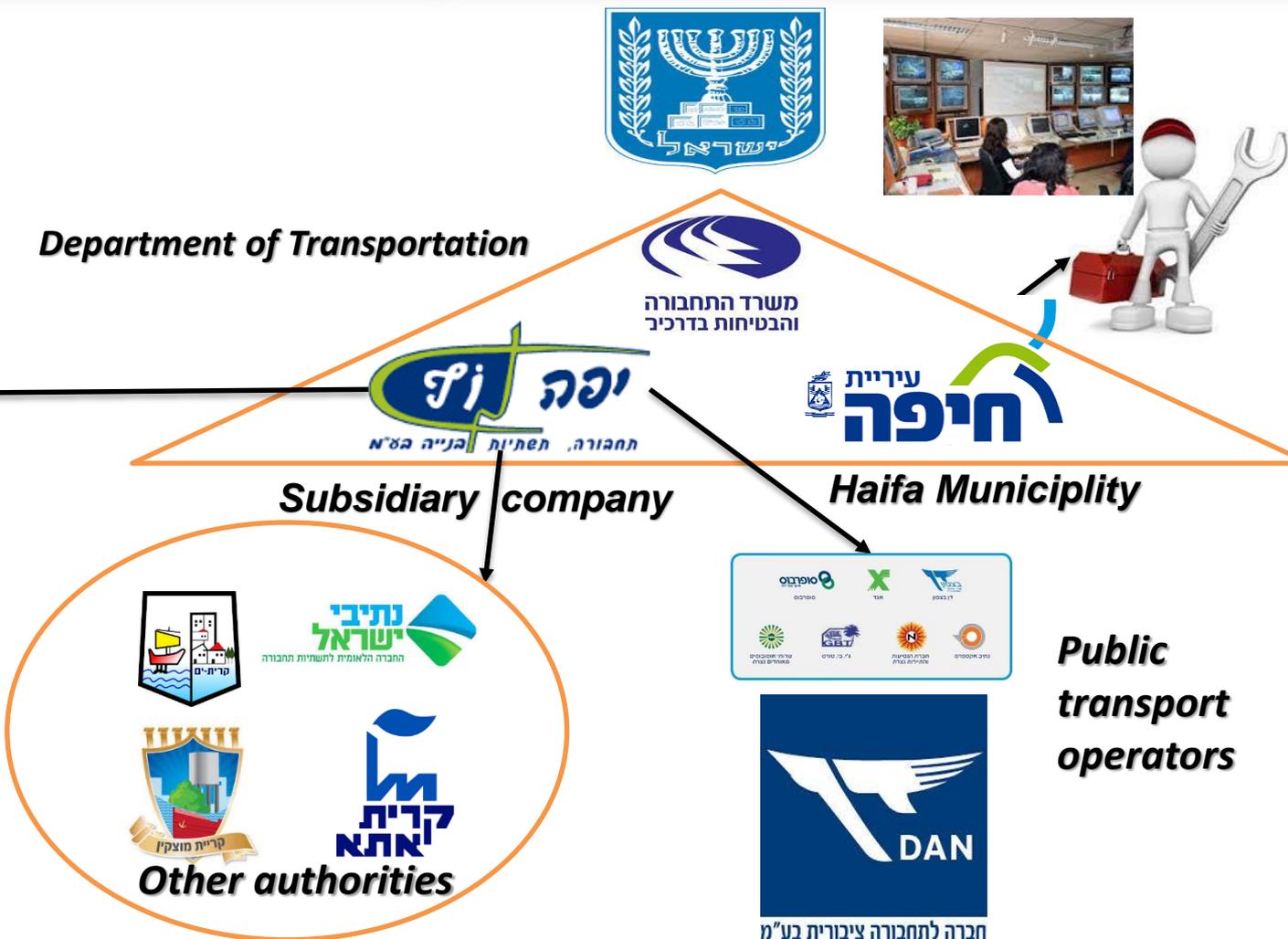
Bike sharing – Not yet but soon



Carmelit – Haifa underground



Sustainable urban mobility plans in Haifa Metropolitan



City logistics in Haifa Metropolitan

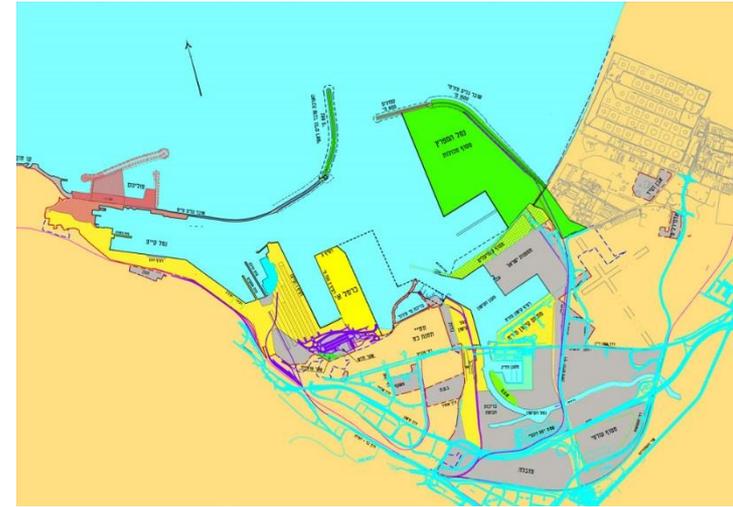
Cluster 3: City logistics



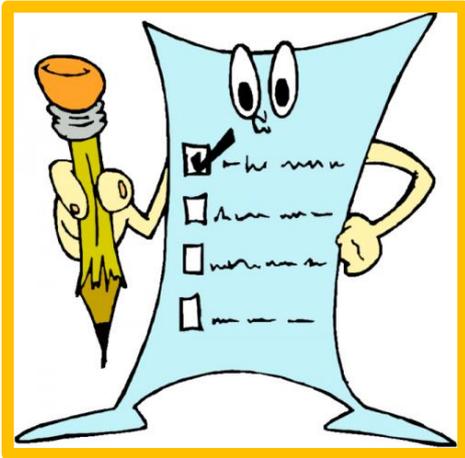
Carmel Tunnel



Port of Haifa



The Overall National Scope



- Semi structured questionnaire**
- 7 interviews (9 interviewees)**
- Local authorities, Ministry of Transport and Road Safety, Israel National Road Safety Authority**



Israeli Workshop, January 2015

- ❑ 12 representatives from authorities & academia
- ❑ 7 project partners



Alternative Solutions for Each Cluster



Bike sharing

BRT system

PT priority at intersections

integrated fare system

Electric and hybrid PT vehicles

Dedicated bus lanes

Inter-modal interchanges

Cycle paths

Shared space

Pedestrian infrastructure

Pricing schemes, taxes and tolls

Low emission zones

Promotion of off-hour deliveries

Networks of pick up points

Nighttime truck parking lots





Pick the most important category of solutions

Promotion of off-hour deliveries
100



Networks of pick up points
400



Nighttime truck parking lots
200

Pick the least attractive solutions from those unchosen

Public Transport
100



Infrastructure
500



Logistics
200

Bon Voyage
→

DRT
100



Bike sharing
300
(500 if Cycle Path)



Integrated fare system
500

Cycle paths
400



Pedestrians infrastructure
100



Dedicated bus lanes
700

Pick another solution from those unchosen

Supporting Preconditions

Barriers

CLUSTER

PT

Infra-structure

Logistics

Prioritizing between clusters



**Dedicated
Bus Lanes**



**Promotion of
off-hour
deliveries**



**BRT
System**



Prioritizing PT Solutions

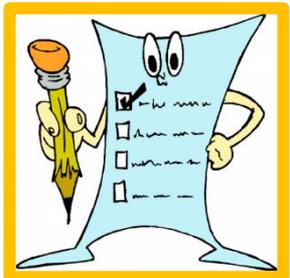
Integrated fare system

BRT system

PT priority at intersections



Bike sharing



- Mass transit systems - Broad agreement
- Payment schemes
- Bike share



Prioritizing Transport Infrastructure Solutions

Cycle paths



2

Dedicated bus lanes

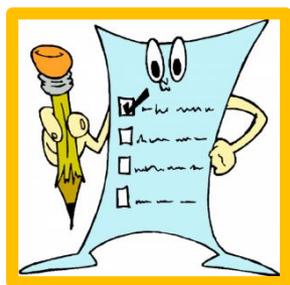


1

Pedestrianisation of city centers & streets

3

Bikers & pedestrians → safety challenge.



- Dedicated bus lanes
- Cycle lanes
- Shared space and prioritizing pedestrians & cyclists

Prioritizing City Logistics Solutions

Low emission zones

Promotion of off-hour deliveries

Forums, portals & training programs

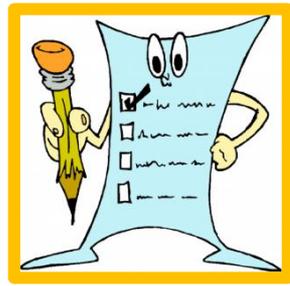
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3

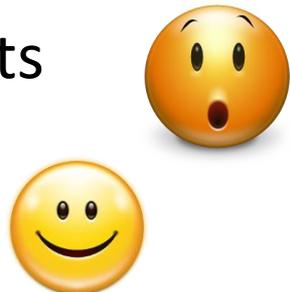


Nighttime parking lots



➤ Nighttime truck parking lots parking lots

➤ Off-hour deliveries in certain areas.



The inevitable conclusion

Coherent
transport
policy

SUMP

Strong local
authority
(mayor)



The use of two information-gathering techniques

