POLIS
CITIES AND REGIONS FOR TRANSPORT INNOVATION

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#POLIS2022

Re-allocating the Public Sphere

Tel Aviv Light Rail Project

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Mass Transit Unit

Tel Aviv- Yafo Municipality

This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement nº814910

Sprout

Sustainable Policy RespOnse to Urban mobility Transition

SPROUT - Main objectives:

- Understand the transition in urban mobility, by quantifying the current status and defining the main drivers of the transition.
- Foresee and identify the impact of the drivers of urban mobility transition on cities' policies and measures for urban mobility.
- Formulate a city-led innovative policy response, which can be applied widely to cities in Europe and beyond.
- Provide tools to contribute to an evidence-based policy-making and enhance local policy making capacity.
- Navigate future policy by channeling project results into future EU policy initiatives.

Pilot cities:

- Padua, Italy
- Valencia, Spain
- Budapest, Hungary
- **Tel Aviv, Israel**
- Kalisz, Poland

Tel Aviv - A city in transition

Photo: NTA

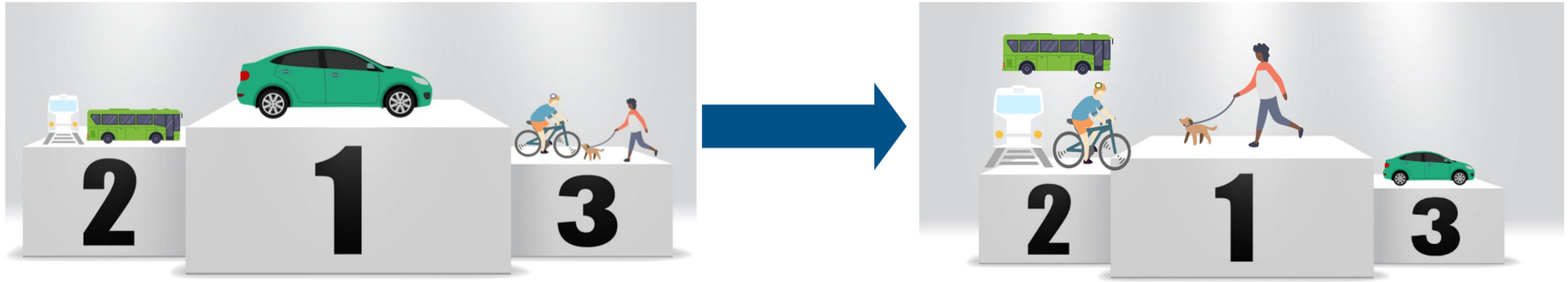


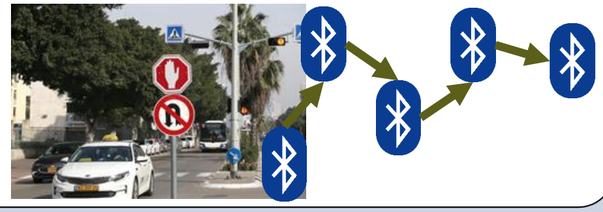
Photo: GeoDanya construction

City under construction

Tel Aviv - 3 use cases

Strategic level

Data-driven analysis of current travel behavior patterns



Tactic level

Re-allocating the public sphere: safety vs. liveability

Operational level

Prioritizing vulnerable road users at signalized intersections

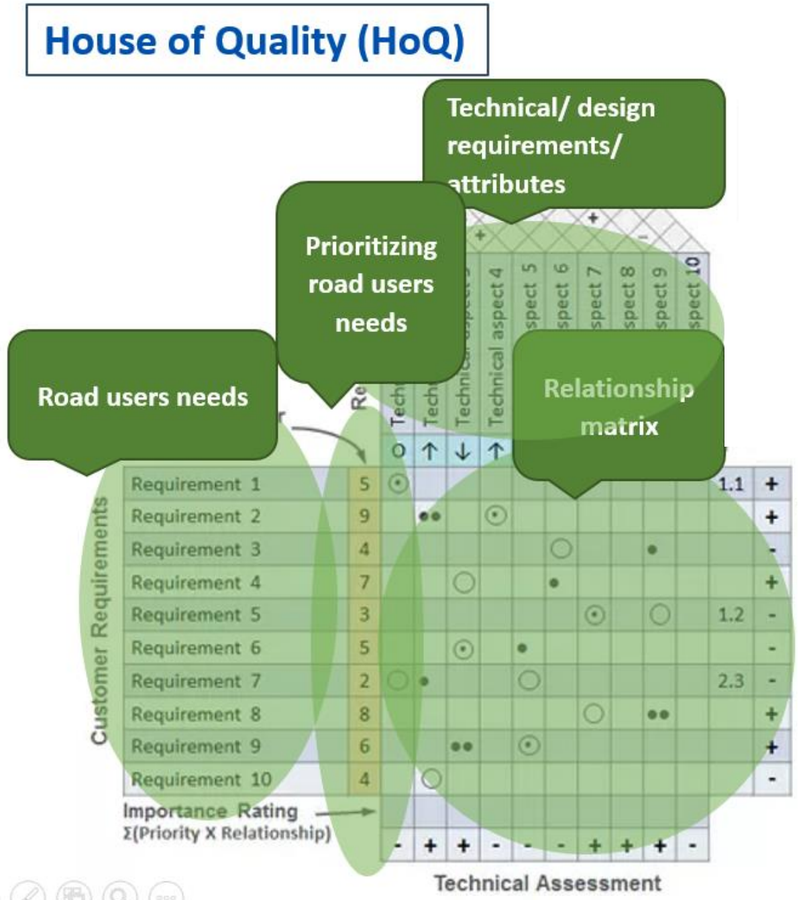
Re-allocating the public sphere: Safety vs. Liveability

Aims

1. To develop a structured methodology adapted to tackle the challenges and conflicts associated with redistributing roadway rights
2. To elevate public engagement processes to accommodate stakeholders' needs better
3. To design a safer and more liveable public sphere.

Re-allocating the public sphere: Safety vs. Liveability

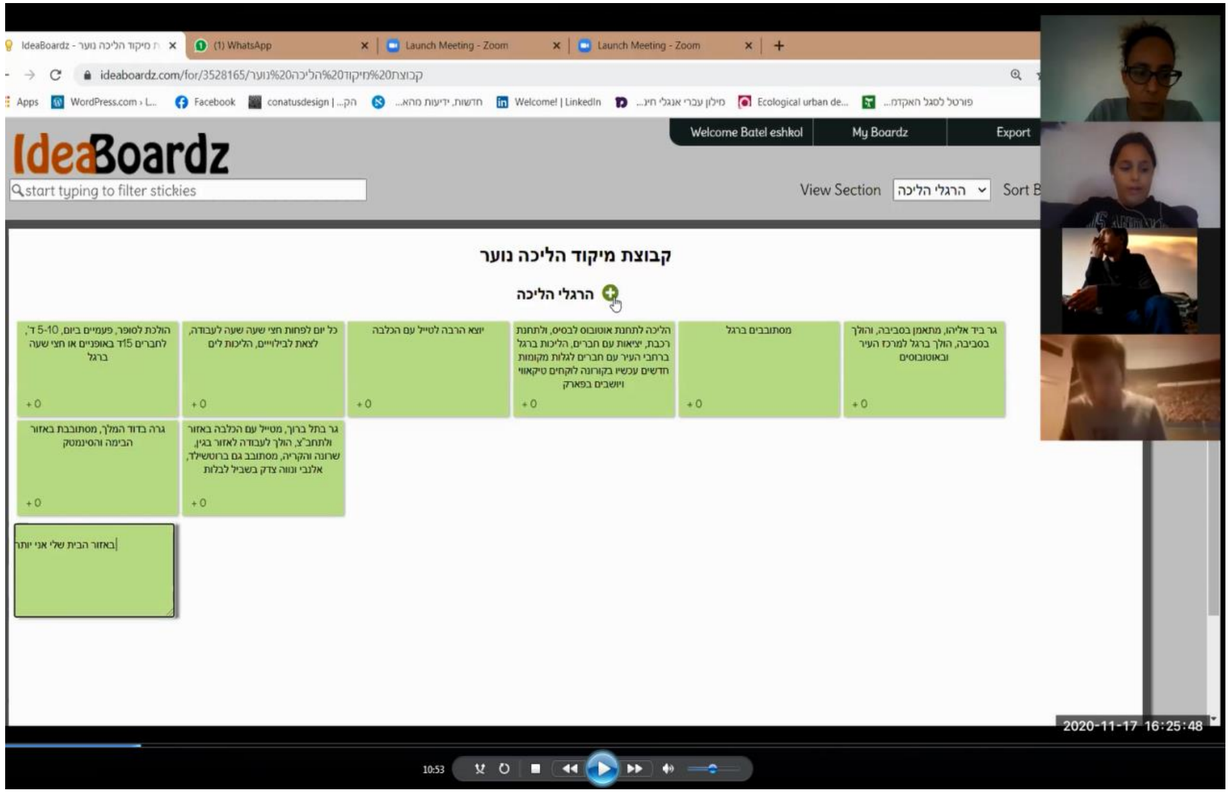
1. HoQ Methodology



1	Identify road users' needs	literature review + focus groups
2	Prioritize road users' needs	focus groups + experts' interviews
3	Determine design attributes	literature review + experts' interviews
4	Relationship matrix: to what extent design attributes contribute to fulfilling road users' needs	online survey

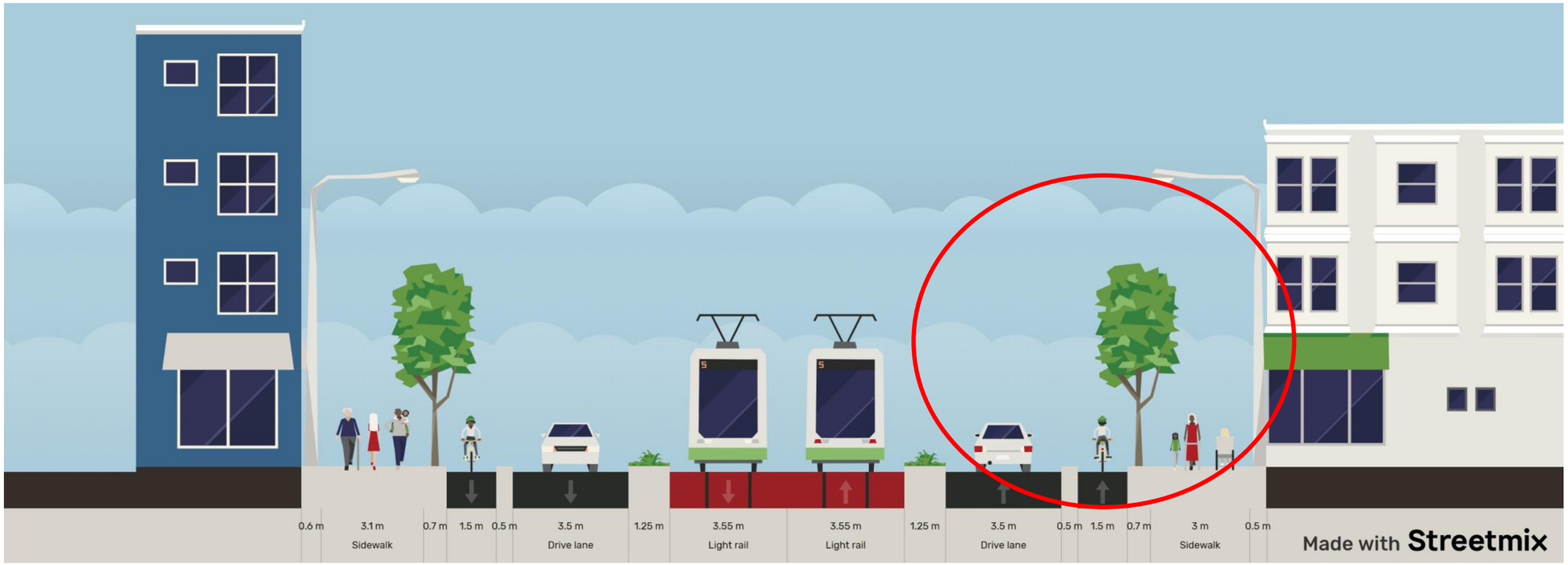
Re-allocating the public sphere: Safety vs. Liveability

2. Focus groups with: cyclists/ pedestrians – youth/ elderly/ mothers to infants – to determine road users' needs.
   Interviews with: urban planners/ transportation planners/ decision-makers – to determine design attributes.



Re-allocating the public sphere: Safety vs. Liveability

3. Online survey to determine to what extent the design attributes contribute to fulfilling road users' needs.

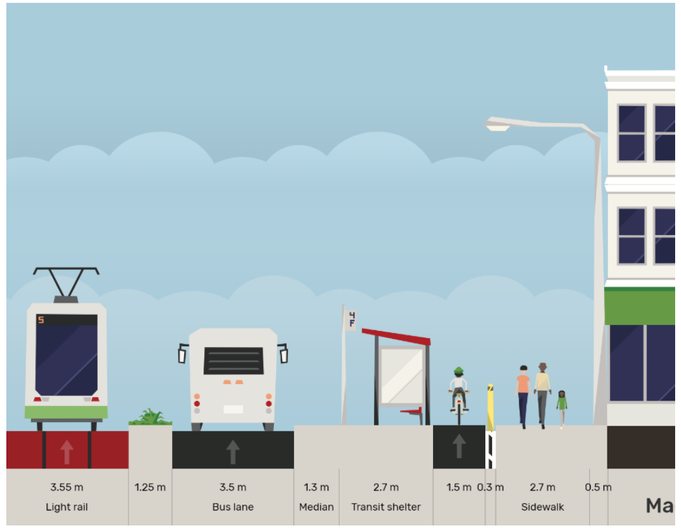


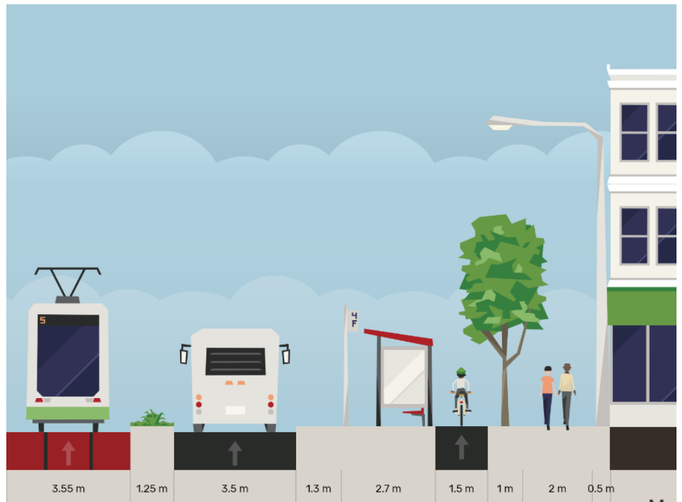
Re-allocating the public sphere: Safety vs. Liveability

3. Online survey to determine to what extent the design attributes contribute to fulfilling road users' needs.

Provides a safer feeling

Provides a more pleasant feeling



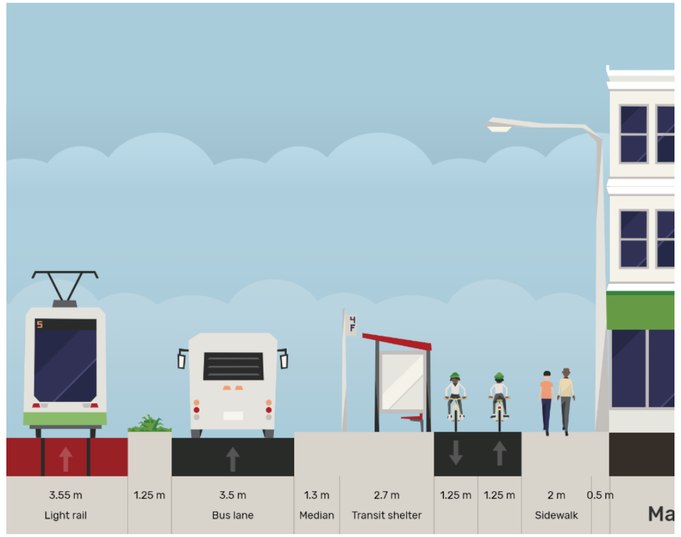


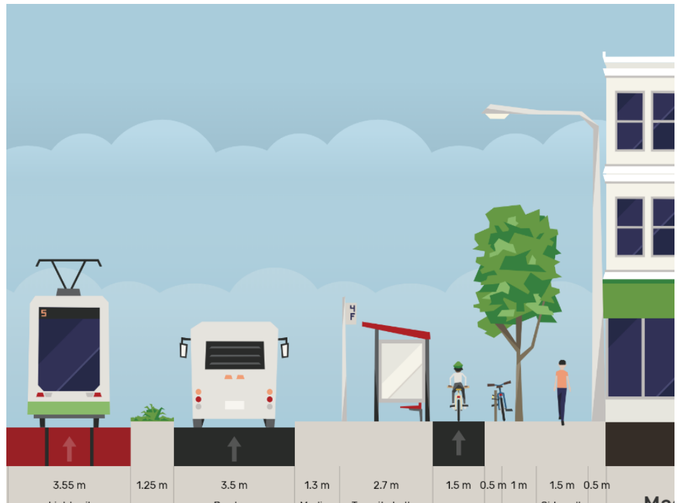
Re-allocating the public sphere: Safety vs. Liveability

3. Online survey to determine to what extent the design attributes contribute to fulfilling road users' needs.

Design attributes:

- Sidewalk width (1.5 – 3m)
- Bicycle lane : one/ two-way
- Bicycle lane: in front / back of bus station
- Separation between bicycle lane and sidewalk (none/ physical buffer/ tree)
- Pedestrian seating: yes/no
- Bicycle parking: yes/no





Re-allocating the public sphere: Safety vs. Liveability

3. Online survey to determine to what extent the design attributes contribute to fulfilling road users' needs.

Bicycle lane: in front/ at the back of bus station

Re-allocating the public sphere: Safety vs. Liveability

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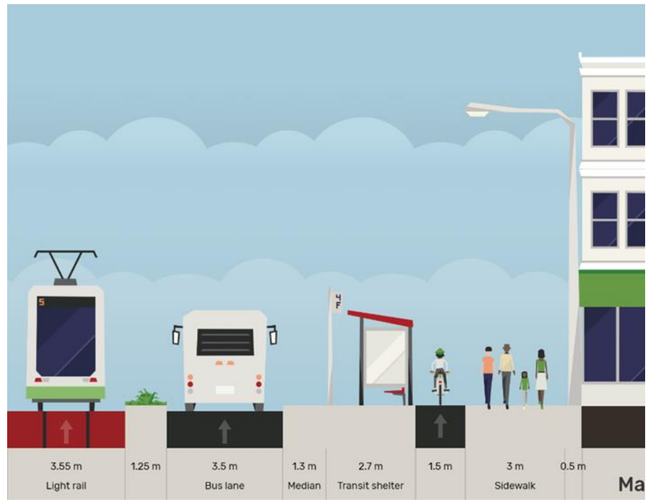

<u>Varying preferences</u>

Pedestrians:
90% front / 10% back

Cyclists:
33% front / 67% back

Public transport users:
25% front / 75% back

Re-allocating the public sphere: Safety vs. Liveability

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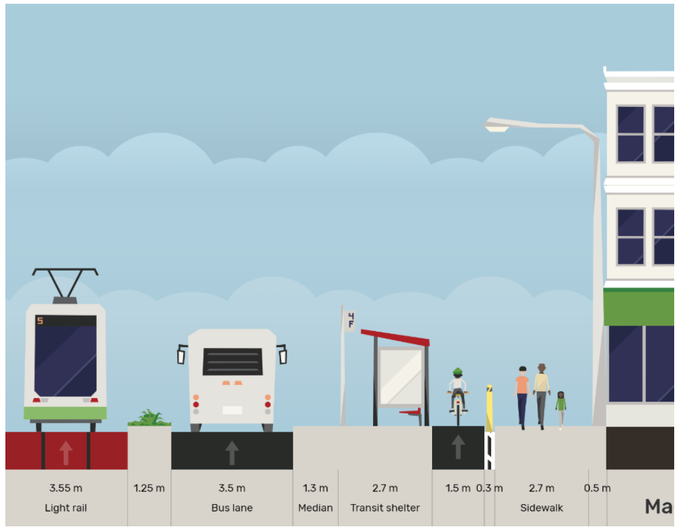

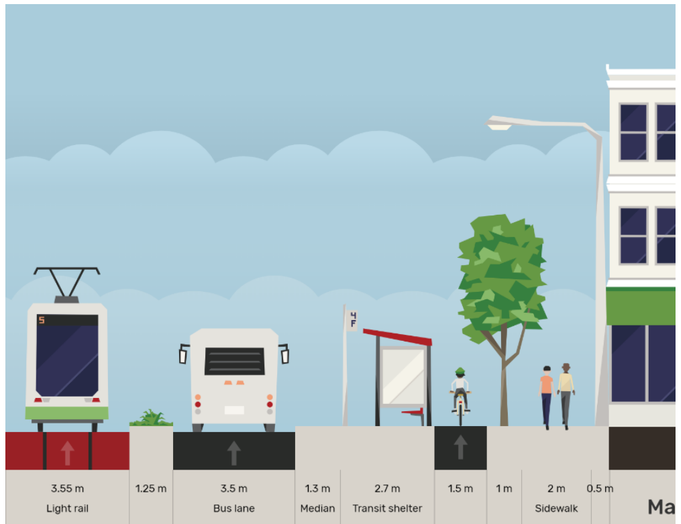

Other findings:

Separation means:

Trees are highly preferred by all (safety+ pleasantness).

Physical buffer is preferred over no buffer only in terms of safety by both pedestrians and cyclists.

One/two-way cycle lanes

Pedestrians prefer one-way (safety+ pleasantness)

Cyclists – no clear preference.

Sidewalk width:

No clear preference.

Re-allocating the public sphere: Safety vs. Liveability

Results

- HoQ outcomes and survey insights provide urban planners & decision-makers with a clear understanding of preferences, synergies and conflicts.
- Survey outcomes reflect the subjective point of view toward some of the design attributes.
- Methodology is highly transferable, but requires resources.
- The use case and its outcomes stirred a debate among stakeholders on the balance between safety and liveability in the re-design of the public sphere and how to achieve it.

Thank you for your attention!

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