

# POLIS

CITIES AND REGIONS FOR TRANSPORT INNOVATION

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CONFERENCE

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#POLIS2022

# Re-allocating the Public Sphere

## Tel Aviv Light Rail Project

*Batel Eshkol*

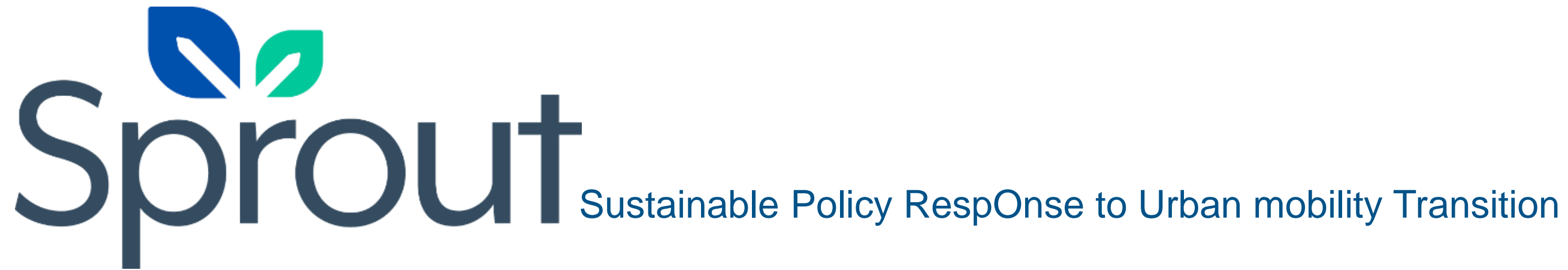
*Mass Transit Unit*

*Tel Aviv- Yafo Municipality*



This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement n°814910





### 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:

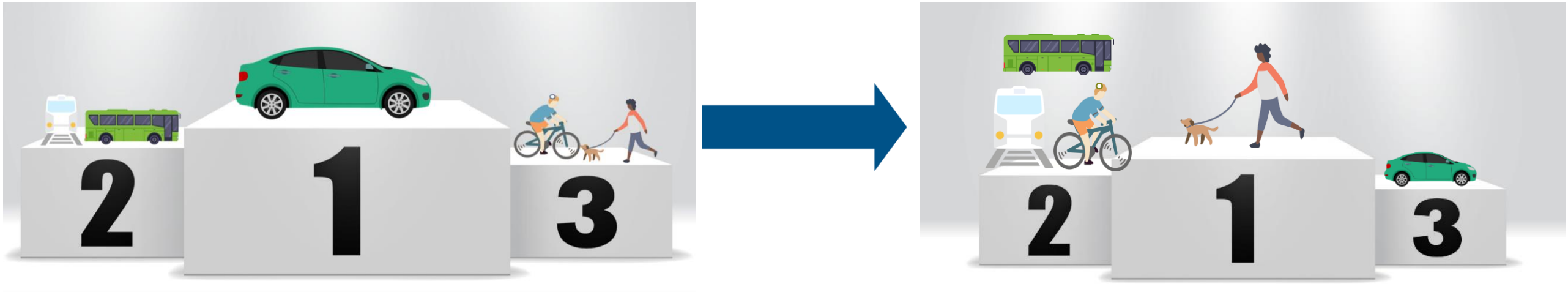
- Padua, Italy
- Valencia, Spain
- Budapest, Hungary
- **Tel Aviv, Israel**
- Kalisz, Poland



# Tel Aviv - A city in transition



Photo: NTA





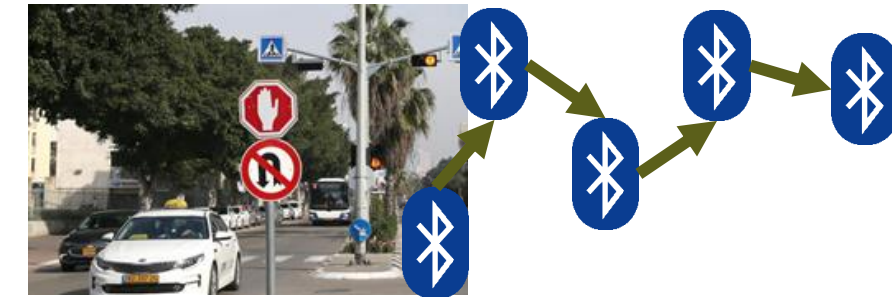
# City under construction



# 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

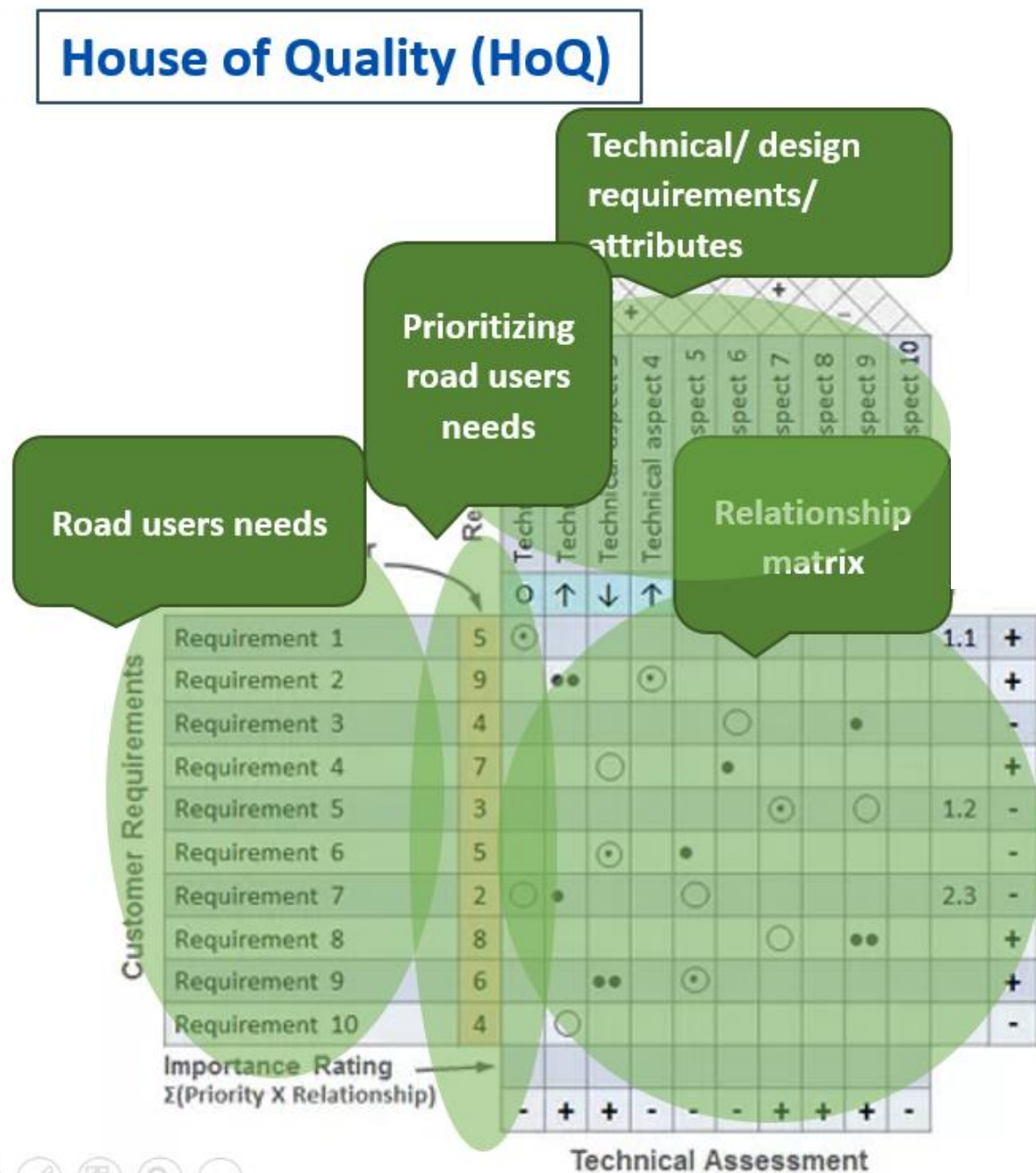
## Aims

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.

The screenshot shows a Zoom meeting window with the IdeaBoardz interface. The browser address bar shows the URL: [ideaboardz.com/for/3528165/קבוצתמיקודהליכהנוער/2020](https://ideaboardz.com/for/3528165/קבוצתמיקודהליכהנוער/2020). The main content area displays a board titled "קבוצת מיקוד הליכה נוער" (Youth Walking Focus Group) with a sub-header "הרגלי הליכה" (Walking Habits). The board contains several sticky notes with Hebrew text and "+0" counts:

- Note 1: "הולכת לסיפור, פעמים ביום, 5-10 ד', לתברם 15 באופניים או חצי שעה ברגל" (+0)
- Note 2: "כל יום לפחות חצי שעה לעבודה, לצאת לכיילויים, הליכות לים" (+0)
- Note 3: "יוצא הרבה לטייל עם הכלבה" (+0)
- Note 4: "הליכה לתחנת אוטובוס לבסים, ולתחנת רכבת, יציאות עם חברים, הליכות ברגל ברחבי העיר עם חברים לגלות מקומות חדשים עכשיו בקורונה לקחים טיקאאווי וישבים בפארק" (+0)
- Note 5: "מסתובבים ברגל" (+0)
- Note 6: "גר ביד אליהו, מתאמן בסביבה, והולך בסביבה, הולך ברגל למרכז העיר ובאוטובוסים" (+0)
- Note 7: "גרה בדוד המלך, מסתובבת באזור הבימה והסינמטק" (+0)
- Note 8: "גרה בתל ברנר, מטייל עם הכלבה באזור ולתחנ"צ, הולך לעבודה לאזור בגין, שרונה והקריה, מסתובב גם ברוטשילד, אלנבי ונוה צדק בשביל לבנות" (+0)
- Note 9: "[באזור הבית שלי יותר]" (+0)

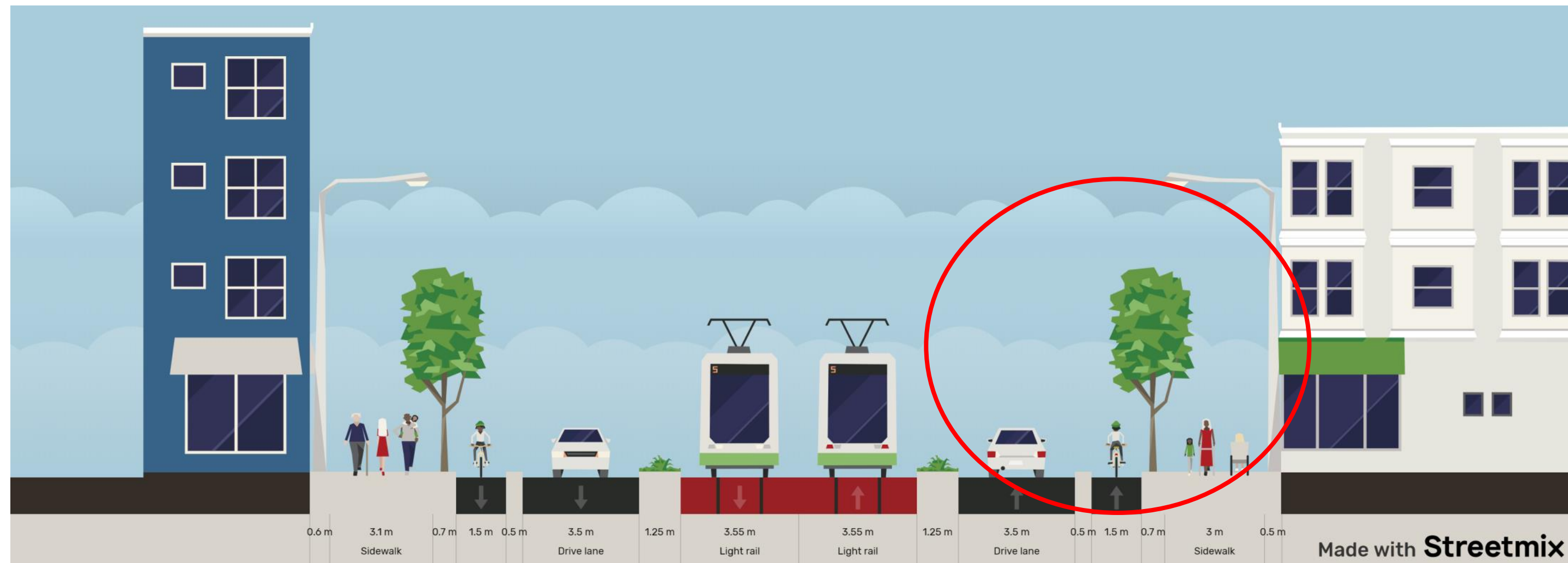
The Zoom interface on the right shows three participants in a video call. The bottom of the screen displays a video player control bar with a timestamp of 10:53 and a date/time of 2020-11-17 16:25:48.





# 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

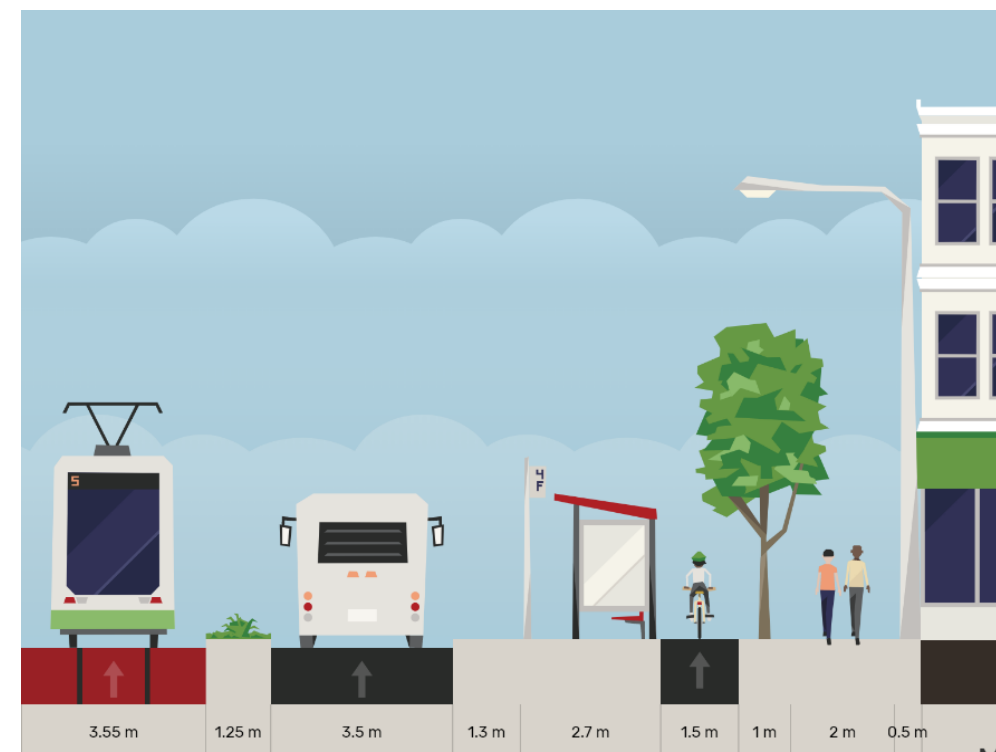
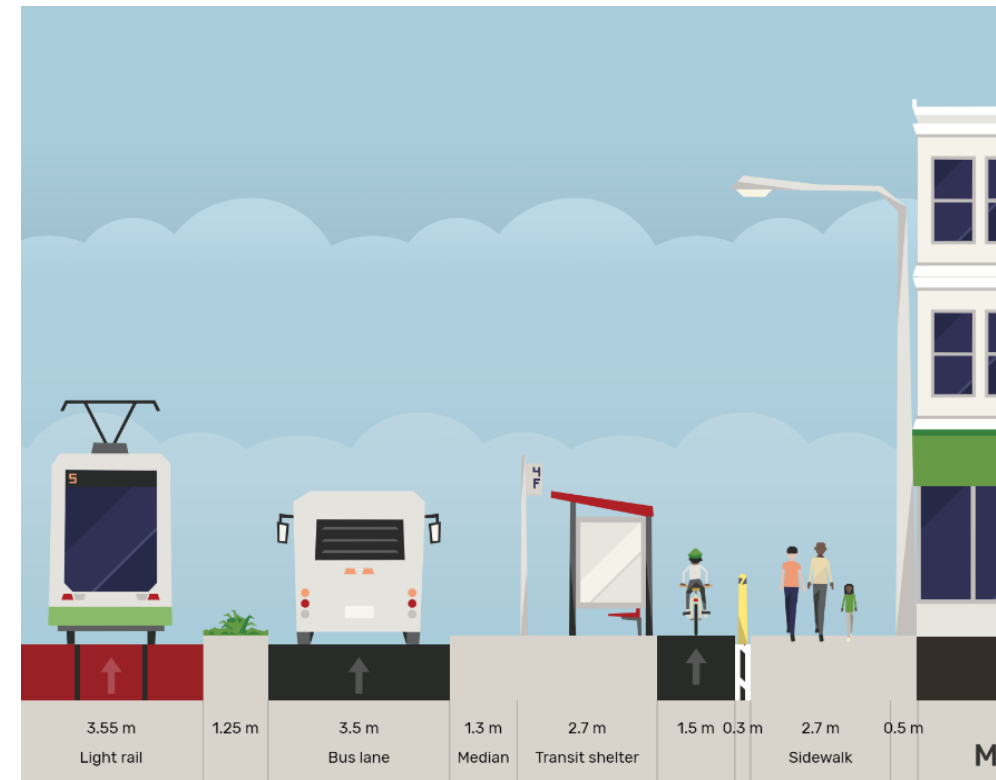
3. Online survey to determine to what extent the design attributes contribute to fulfilling road users' needs.

Provides a safer feeling

○

Provides a more pleasant feeling

○

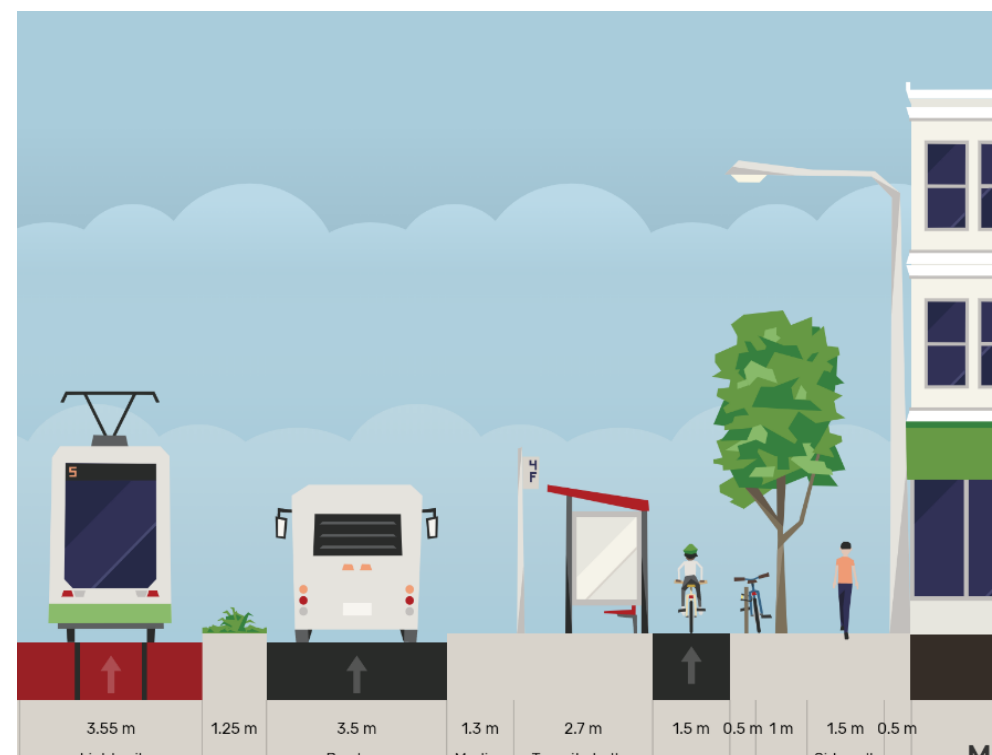
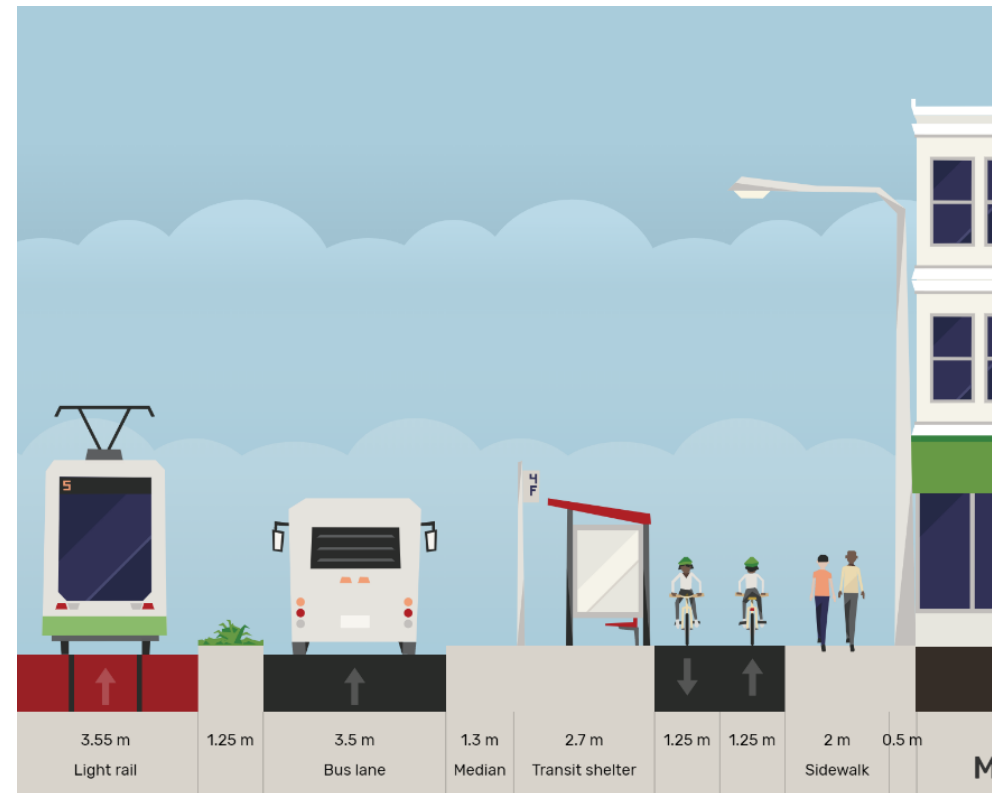


# Re-allocating the public sphere: Safety vs. Liveability

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.

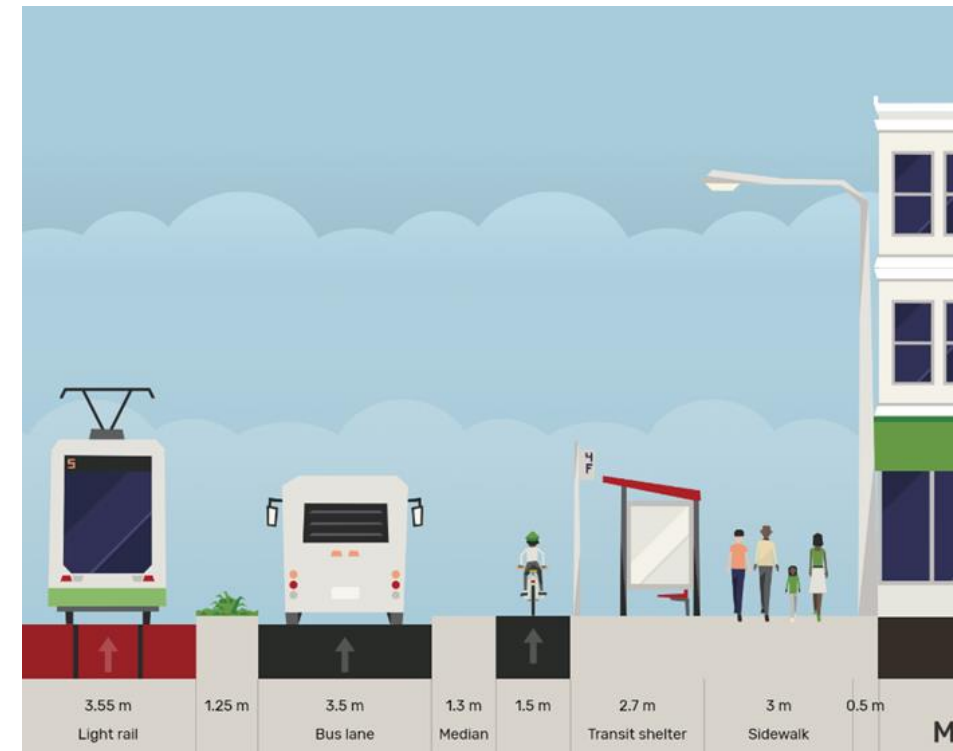


**Bicycle lane**: in front/ at the back of bus station



# Re-allocating the public sphere: Safety vs. Liveability

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



Varying preferences

## **Pedestrians:**

90% front / 10% back

## **Cyclists:**

33% front / 67% back

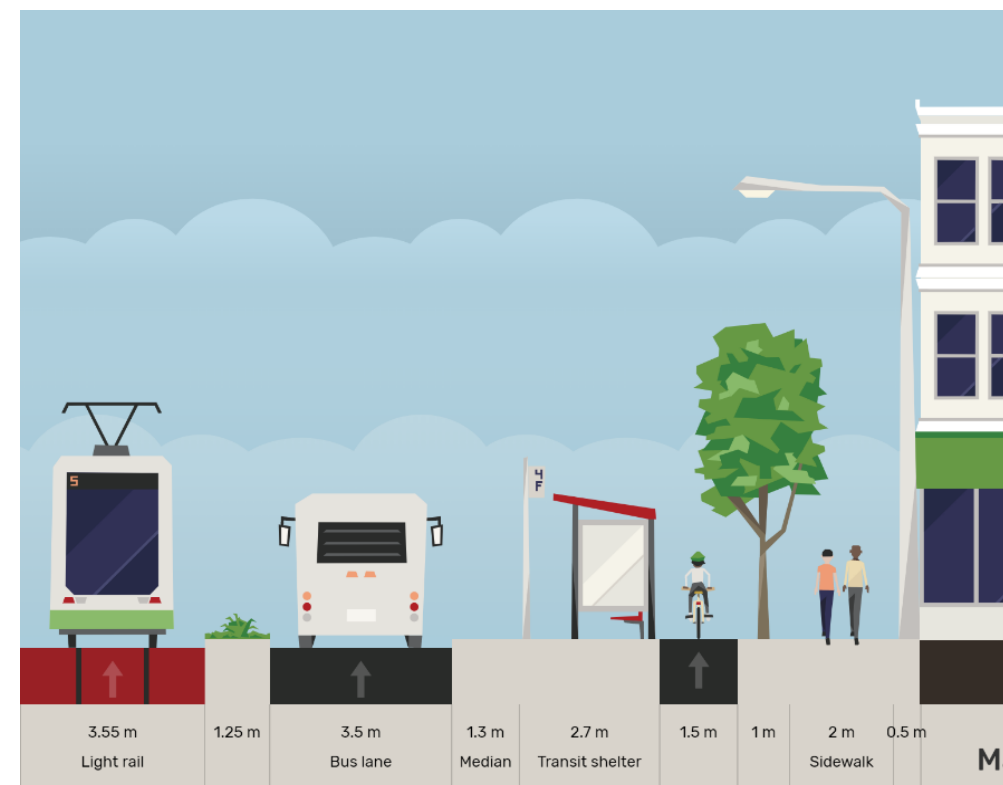
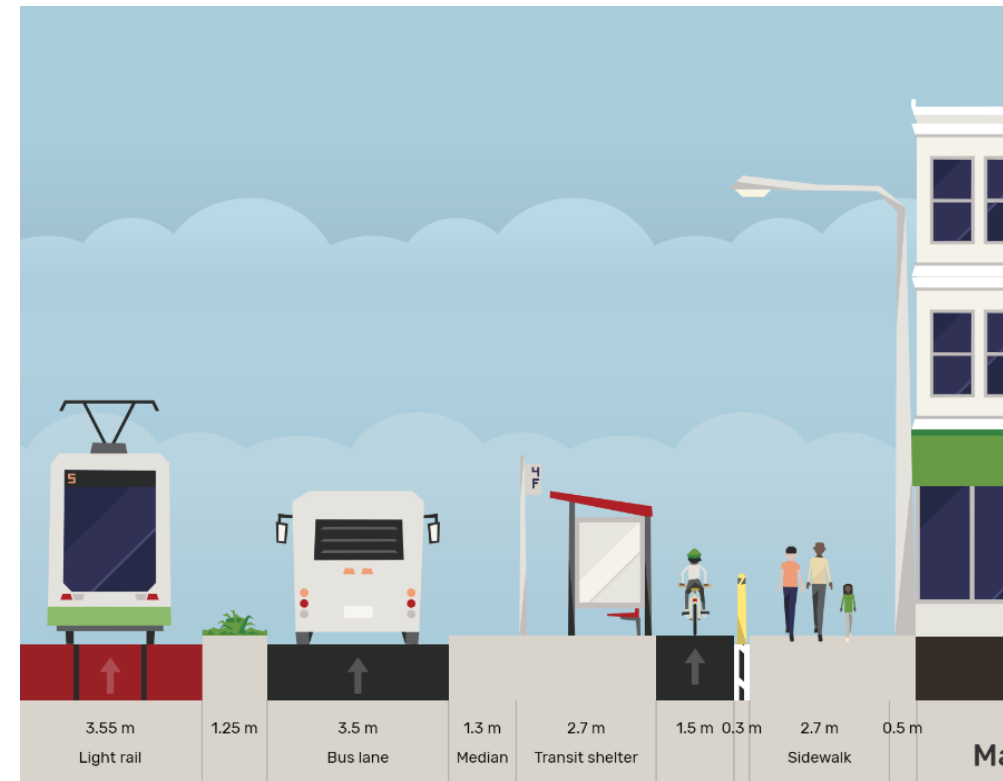
## **Public transport users:**

25% front / 75% back



# Re-allocating the public sphere: Safety vs. Liveability

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



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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