

WORKSHOP ON PLANNING & IMPLEMENTATION
OF BICYCLE USE IN CITIES

IMPLEMENTATION OF ISRAELI GUIDELINES

JANUARY, 6TH 2016

AMOS AVINIR

OFEC TRAFFIC ENGINEERING



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ISRAELI PLANNING
GUIDELINES FOR URBAN
STREET

CYCLE FACILITIES
OCTOBER 2009



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**הנחיות לתכנון רחובות בערים -
תנועת אופניים**

אוקטובר 2009



**ISRAELI PLANNING
GUIDELINES FOR URBAN
STREET**

**CYCLE FACILITIES
OCTOBER 2009**

תכנון דרכים:
ש. קרוי ממונחים בע"מ

רמורים:
שלמה רודן ייעוץ פיקוח ותכנון

ייעוץ מדעי ועריכה:
ד"ר בני מריש

תכנון תנועה:
אופק הנדסת תנועה בע"מ

אדריכלות ובינוי ערים:
פרוי-אביר אדריכלים בע"מ

אדריכלות נוף ותיאוב עירוני:
תכנון נוף בע"מ אדריכלי נוף



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ISRAELI PLANNING GUIDELINES

CYCLE FACILITIES OCTOBER 2009

30 KPH ZONES -

MAY 2002

PEDESTRIAN FACILITIES -

OCTOBER 2009

URBAN SPACE -

DECEMBER 2009

MOTORISED TRAFFIC FACILITIES -

MAY 2011

JUNCTION FACILITIES -

OCTOBER 2011



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משרד הבינוי והשיכון
אגף האדריכל הראשי



משרד התחבורה והבטיחות בדרכים
אגף תכנון תחבורתי

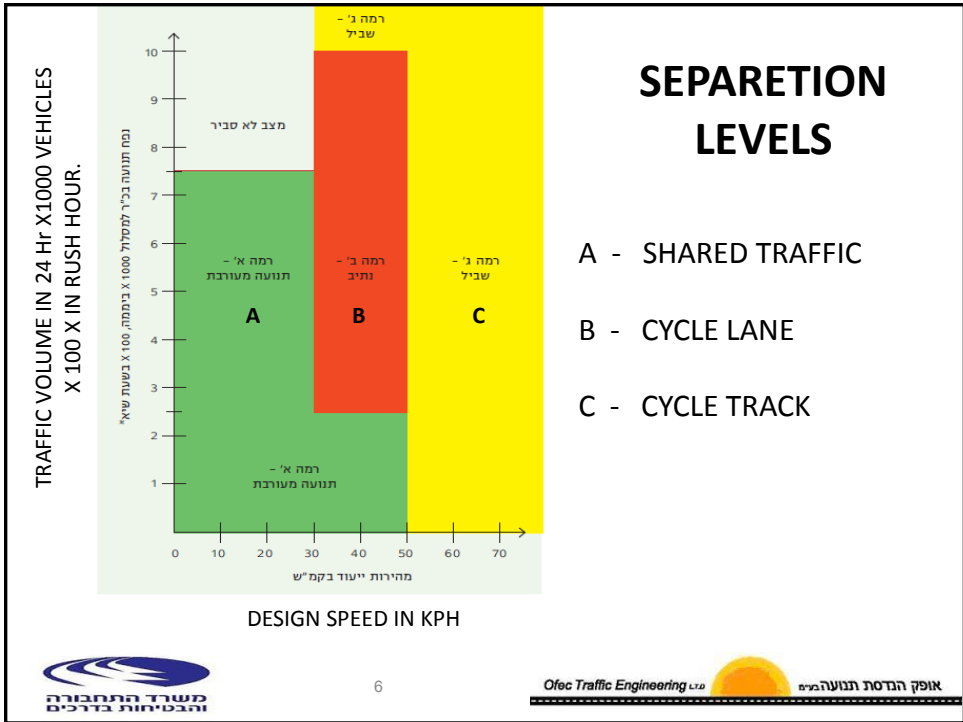
PRINCIPLES OF ISRAELI GUIDELINES

A. BICYCLE MUST MOVE FROM ANYWHERE TO ANYWHERE


B. BICYCLES MUST MOVE SEPARATELY, AS MUCH AS POSSIBLE, FROM PEDESTRIANS


C. BICYCLES MUST MOVE SEPARATELY FROM MOTORISED VEHICLES ACCORDING TO SAFETY

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CHANGING MIND SETTING IN ISRAEL	
BEFORE	AFTER
BICYCLES ARE FOR CHILDRENS AND SPORTS	BICYCLES ARE MOSTLY AN INDIVIDUAL WAY OF TRANSPORTATION
BICYCLES PLACE IS ON THE SIDEWALK	NO WAY – BICYCLES MUST MOVE SEPARATLY FROM PEDESTRIANS
STREET CYCLING IS DANGEROUS	STREET CYCLING SEPARATION DEPENDS ON TRAFFIC VOLUME AND SPEED



7 Ofec Traffic Engineering מ.ג. 

אופק הנדסת תנועה בע"מ

IMPLENTATION OF ISRAELI GUIDELINES



8 Ofec Traffic Engineering מ.ג. 

אופק הנדסת תנועה בע"מ

LANE



LANE



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TRACK



TRACK



TRACK



TRACK



TRACK



TRACK



TRACK



TRACK



TRACK

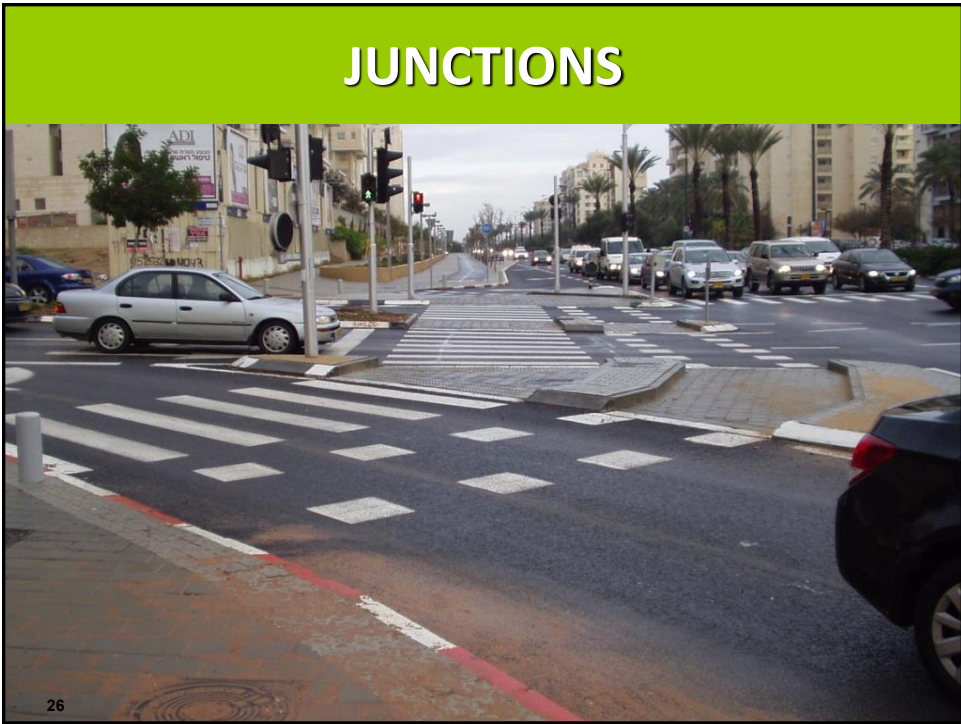


TRACK









JUNCTIONS



JUNCTIONS





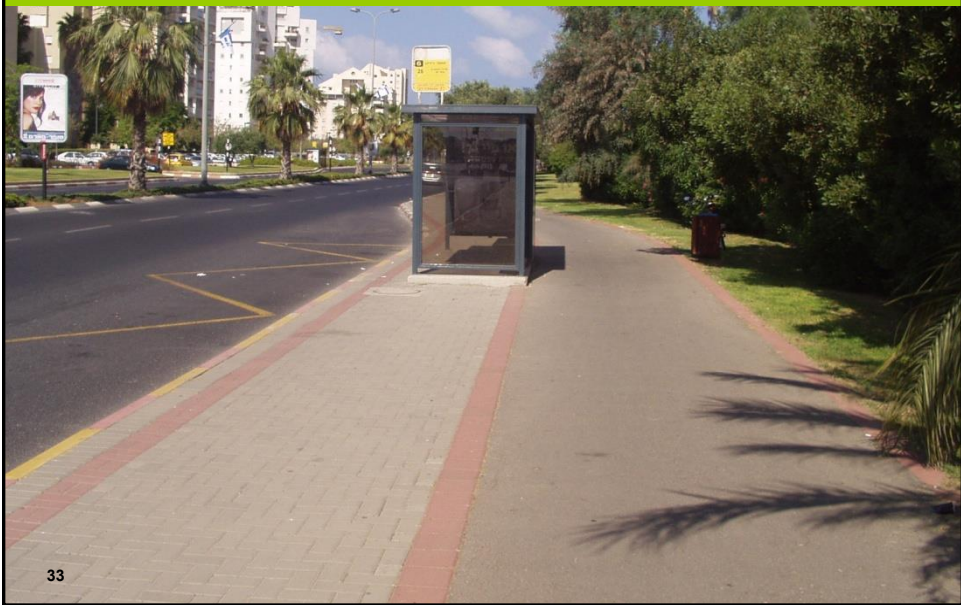
JUNCTIONS



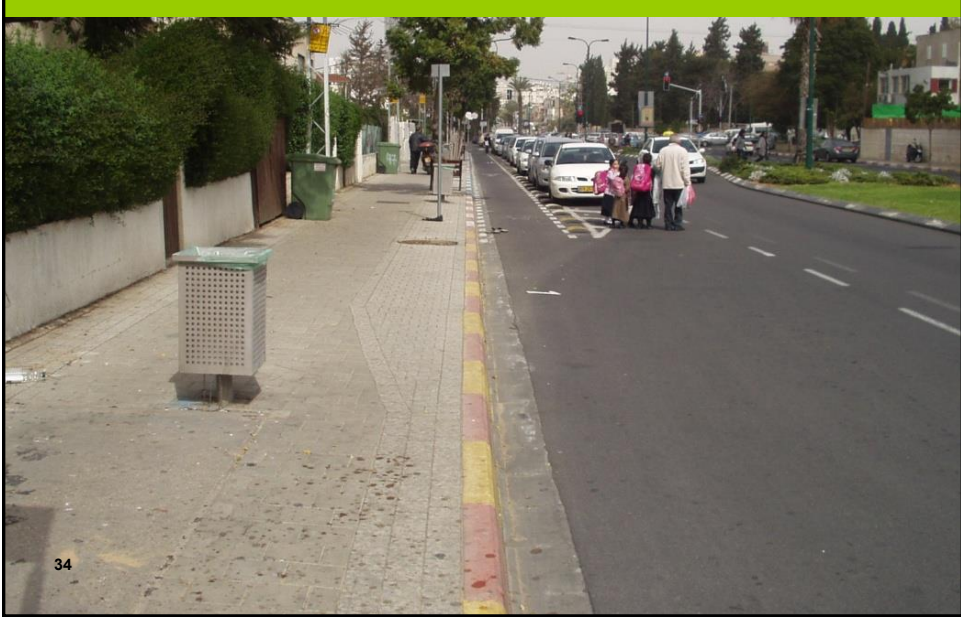
CROSSINGS



BUS STOPS BY TRACKS



BUS STOPS BY TRACKS



BUS STOPS BY TRACKS



BUS STOPS BY TRACKS



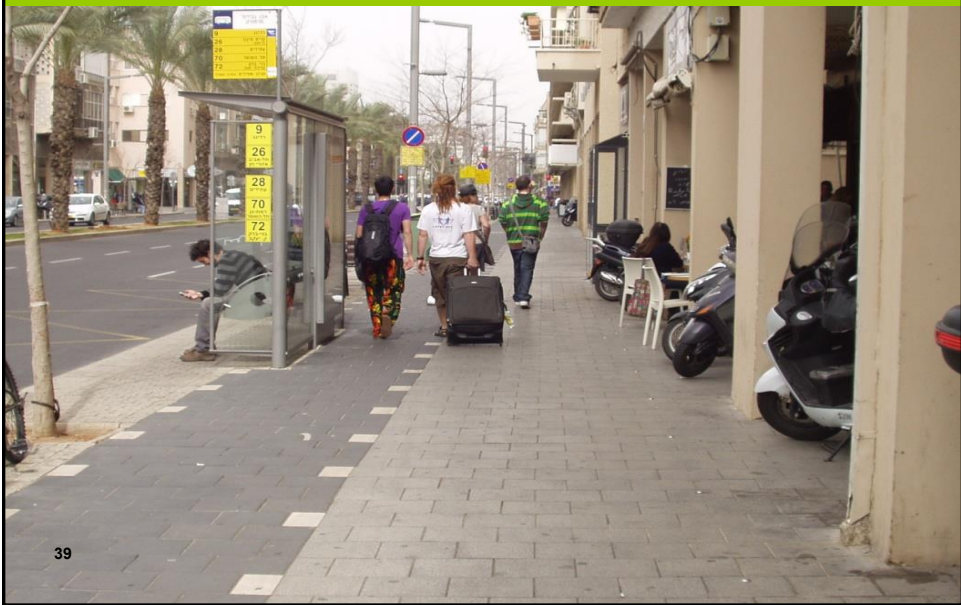
BUS STOPS BY TRACKS



BUS STOPS BY TRACKS



BUS STOPS BY TRACKS



SIGNS



RIGHT



WRONG

SIGNS



RIGHT



WRONG



41



SIGNS



RIGHT



WRONG



42



SIGNS



RIGHT



WRONG



43



SIGNS



RIGHT



WRONG



44



SIGNS



DETAILS



DETAILS



DETAILS



DETAILS



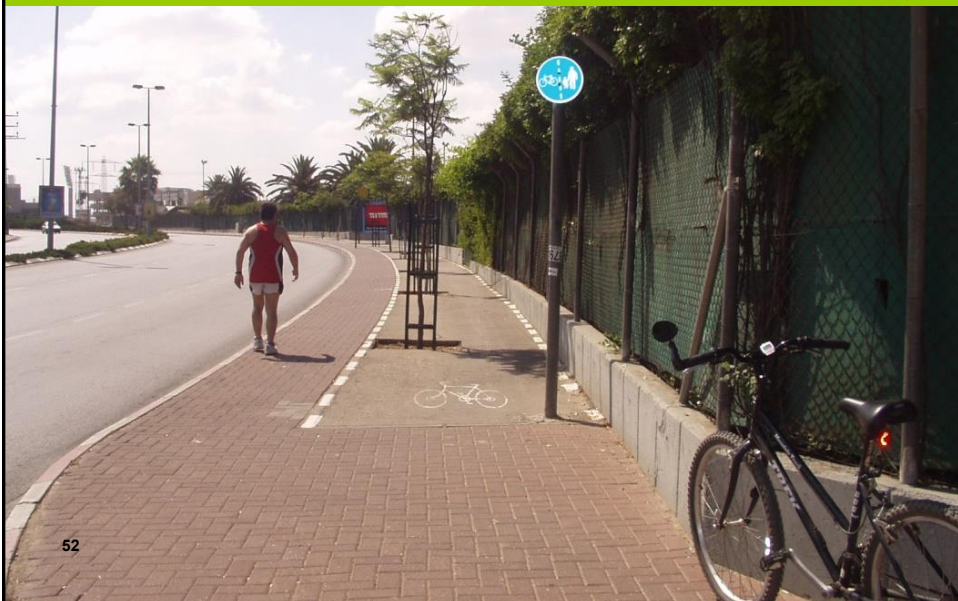
DETAILS



DETAILS



DETAILS



DETAILS



PARKING



PARKING



PARKING

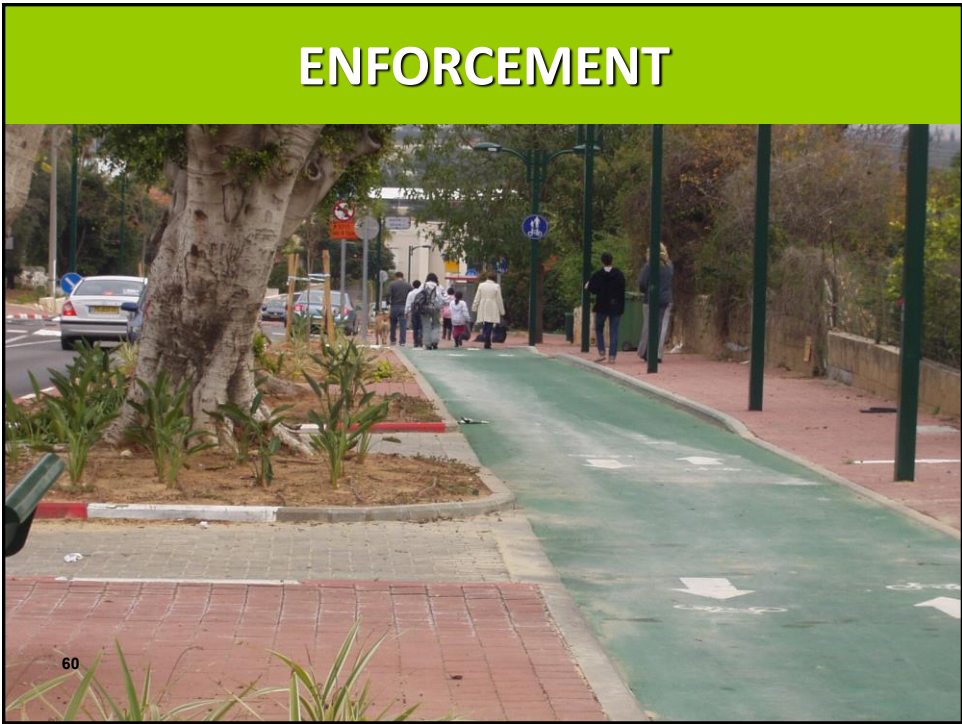


SPECIAL SOLUTIONS



SPECIAL SOLUTIONS





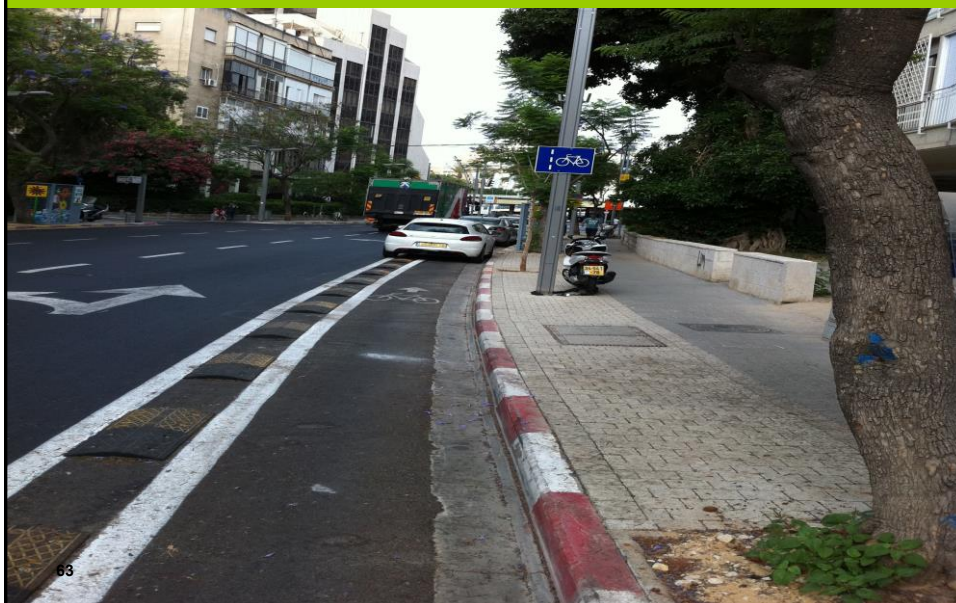
ENFORCEMENT



ENFORCEMENT



ENFORCEMENT



2009 → 2016 SUCCESS OR FAILURE ?

- A. DID BICYCLES BECAME A COMMON WAY OF TRANSPORTATION IN ISRAEL ?
YES AND NO. IN TEL AVIV A BIG SUCCESS, 15% COMMUTING IN TEL AVIV CENTER. LESS IN SUBURBS AND OTHER PARTS OF ISRAEL.
- B. ARE THE GUIDELINES IMPLEMENTED?
AS TIME GOES ON AND AS THERE IS MORE EXPERIENCE THE MORE THE USE OF GUIDE IS METICULOUS.
- C. ENFORCEMENT : TOTAL FAILURE. FOR THE TIME BEING.

IN AN ABSOLUTE WORLD

THANK YOU


משרד התחבורה
והבטיחות בדרכים

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