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Istanbul SUMP Stage II - Implementation Plan

TR14SR306 - NEAR/ANK/2022/EA-RP/0082

SUMP İstanbul Citizen Information Meeting 3: Bicycle Lanes for Transportation

Date: 21.09.2024

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REPORT INFORMATION SHEET

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DESIGN	TAT		
DATE OF REPORT	18.10.2024		

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1. BACKROUND AND SCOPE

In line with Istanbul SUMP Stage I, Istanbul SUMP Stage II aims to analyse the current mobility and transport situation, develop an activity-based transport model, detail the policies and actions to be implemented, and prepare a project pipeline for the SUMP, mainly related to transport systems, taking into account the following principles

- Increased accessibility through sustainable transport modes with a sustainable mobility approach;
- Benefit from multimodal transport solutions with the integration of all transport modes; promote non-motorised transport (walking and cycling);
- Ensure co-operation between institutional units and provide capacity building where necessary;
- Involving citizens, stakeholders and underrepresented groups;
- Defining a long-term vision and clear SUMP implementation plan through core projects;
- Develop monitoring and evaluation processes that ensure effective implementation and secure project implementation.

It is aimed to inform the citizens about the content of the Istanbul SUMP Stage II activities, to establish the first contact with citizens and stakeholders, and to ensure the inclusion of stakeholders in the process. During the event, information was provided on the “Bicycle lanes for transportation purposes” project, one of the pilot projects carried out within the scope of Istanbul SUMP Stage II, and the aims, objectives and content of this project were explained. In addition, information was provided on the project processes and initial feedback was received.

2. İSTANBUL SUMP CITIZCENS INFORMATION MEETING – 3 PROGRAM

Citizens Information Meeting on Cycling Routes for Transportation Purposes was held on September 21, 2024 at IPA Hangar building. Following the registration process which started at 11:00 am, the meeting was opened at 11:50 am by Miray Özkan, Stakeholder and Engagement Specialist. Akif Türkel, Transport Sector Manager at the Delegation of the European Union to Turkey, gave the opening speech. Afterwards, Melda Horoz, Transportation Planning Branch Manager of Istanbul Metropolitan Municipality, gave the opening speech and Istanbul SUMP Stage II presentation.

At 12:15, Haluk Camcıgil, Key Expert 2 Candidate, made a presentation titled Cycling Road Projects. After Camcıgil's presentation, there was a lunch break between 12:30-13:30. At 13:30, the workshop facilitated by Miray Özkan started. In the workshop, participants made their individual evaluations by pasting their opinions written on post-it notes on maps of the proposed cycling routes. After the workshop, the forum session started at 14:30 where participants shared their views on the proposed cycling routes. After the forum, which lasted for about 1 hour, Miray Özkan informed the participants about the upcoming process and the Istanbul SUMP Third Citizens Information Meeting ended.

Event	**Time**
Registration	11:00 - 11:30
Opening Speech	11:50 - 12:05
Istanbul SUMP: Stage II - Implementation Plan Project Presentation	12:05 – 12:15
Informative Presentation on Cycling Road Projects	12:15 - 12:30
Lunch Break	12:30 - 13:30
Individual Evaluation Workshop	13:30 - 14:30
Forum	14:30 – 15:20
Closing Session, Feedback Forms, Next Steps	15:20 - 15:25

Table 1: Istanbul SUMP Cıtızens Informatıon Meetıng - 3 Program

The citizens information meeting was attended by 49 people. In addition to the project team and relevant IMM departments, participants included representatives from professional organizations, civil society organizations, city councils and academics. A detailed list is included in the report annex.

3. EVENT SESSIONS

3.1 Opening Speech and İstanbul SUMP Stage II Presentation

The event was opened by Akif Türkel, Transport Sector Manager at the Delegation of the European Union to Turkey and Melda Horoz, Transport Planning Branch Manager at Istanbul Metropolitan Municipality. After sharing information on the challenges of cycling for transportation in Istanbul, Mr. Türkel emphasized the importance of the role of cycling in transportation. He underlined that the change that will occur with the use of bicycles will provide social, economic and environmental benefits.

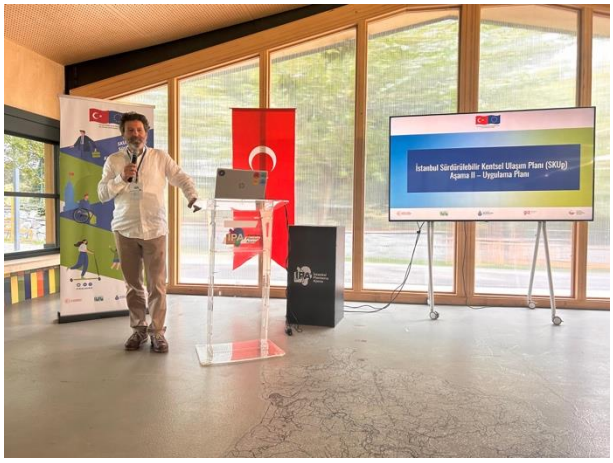


Figure 1: Opening speech by Akif Türkel, Transport Sector Manager at the Delegation of the European Union to Turkey

Following her opening remarks, Melda Horoz gave an overview presentation on the Istanbul SUMP Stage II (Annex 1). In her presentation, she summarized the implementation plan, which is the second stage of the Istanbul Sustainable Urban Mobility Plan (SUMP), and explained the purpose of the project, capacity providers, the SUMP approach, and mentioned the implementation plan and pilot projects to be realized within the scope of the study. She mentioned that this study is carried out in cooperation with the Ministry of Transport and Infrastructure and Istanbul Metropolitan Municipality and covers a period of 30 months between June 2023 and December 2025. She stated that the main objectives of the plan are to create a people-oriented, accessible and safe transportation system by reducing carbon emissions, and in this context, pilot projects will be carried out to encourage maritime transportation, cycling, micromobility vehicles and pedestrian transportation, to develop practices such as traffic calming, healthy streets, low emission zones and to make the transportation system resistant to disasters and crises.

Figure 2: Istanbul SUMP Stage II Presentation by Melda Horoz, IMM Transportation Planning Branch Manager

3.2 Informative Presentation on Cycling Road Projects

Haluk Camcıgil, Key Expert 2 Candidate, delivered the informative presentation on cycling for transportation (Annex 2). Within the scope of the presentation, participants were asked to answer the question “How does promoting cycling as a means of transportation benefit Istanbul?” and the answers were collected through the Mentimeter platform.

Figure 3: Key Expert 2 Candidate Haluk Camcıgil's presentation on “ Cycling Routes for Transportation Purposes”

The most common words among the responses to the survey were clean air (11), health (9), accessibility (4), low carbon (3) and economic (3).

Figure 4: Illustration of the responses to the question "How would promoting cycling as a means of transportation benefit Istanbul?"

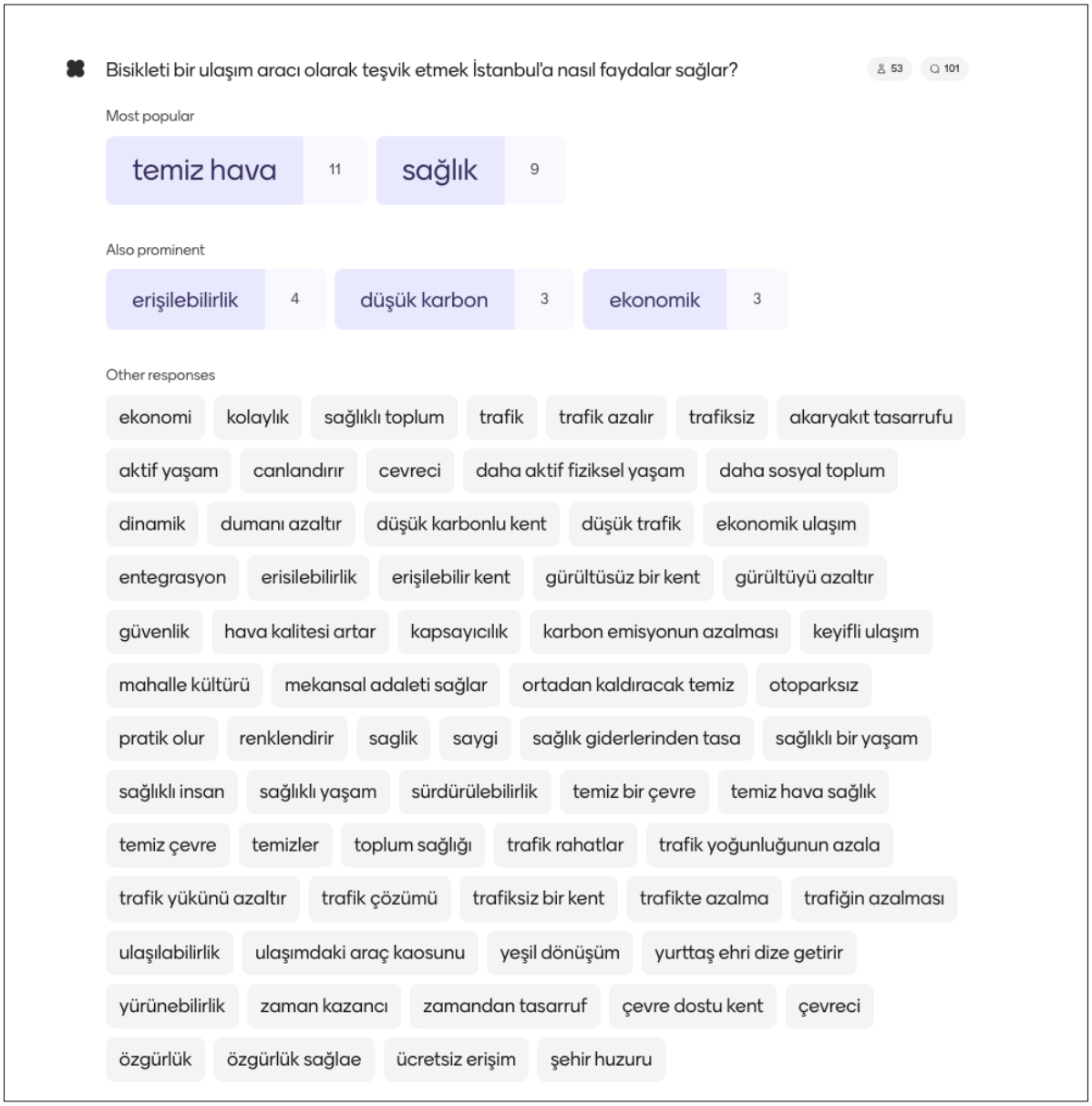


Figure 5: Numerical representation of the responses to the question "How would promoting cycling as a means of transportation benefit Istanbul?"

In addition to this, Mr. Camcıgil shared information about the types of cycling infrastructure in Turkey and around the world. He emphasized the importance of these infrastructural practices in determining whether users prefer cycling for transportation purposes or not, and explained that people have four types of character in terms of their approach to cycling. Then he asked the participants to choose which character type they felt closer to and share their responses on the Mentimeter platform. The distribution of the responses obtained according to the character types was as follows; wanting to ride but anxious (17), eager and enthusiastic (12), fearless and confident (10) and absolutely not (1).

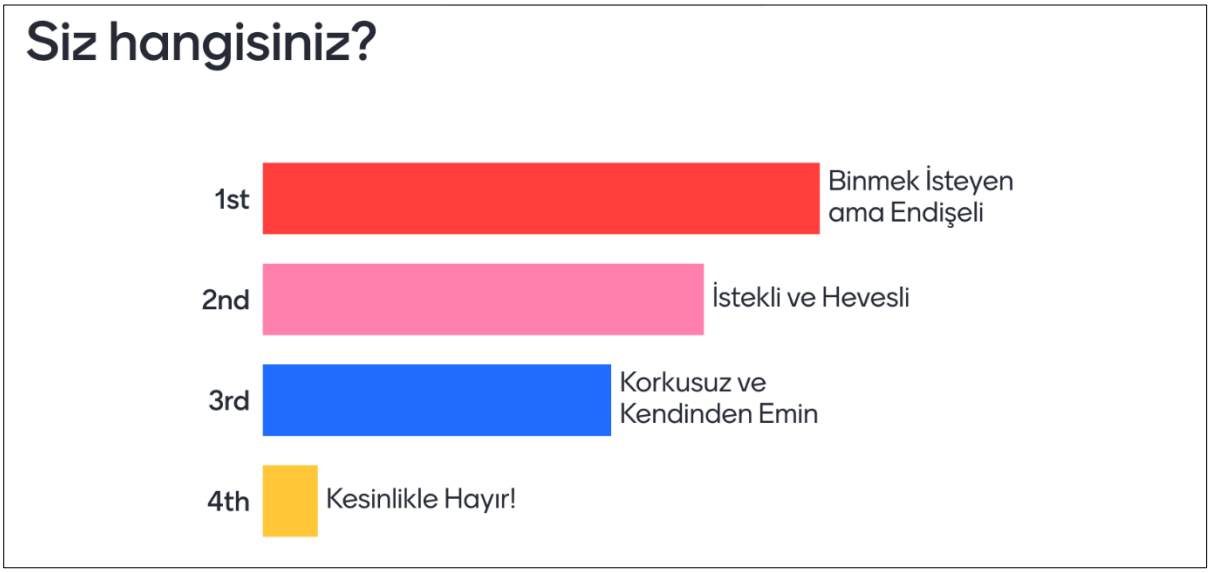


Figure 6: Responses to the question "Which character type do you have in terms of approaches to cycling?"

In his presentation, Mr. Camcıgil also mentioned the results of the survey conducted with bicycle users and stated that safe, uninterrupted, attractive and comfortable are among the basic principles of bicycle route design. He shared the basic questions asked about the determination of the routes, gave information about the project models to be realized within the scope of Istanbul SUMP Stage II project and shared the proposed routes with the participants. He stated that he would like to receive feedback from the participants on these issues and concluded his presentation by mentioning the steps to be taken within the scope of the project.

3.3 Individual Evaluation Workshop

The workshop session started at 13.30 with Stakeholder and Participation Specialist Miray Özkan facilitating the workshop. Participants were asked to examine the four maps of the proposed cycling routes and write their individual assessments of the routes on the post-it notes distributed to them.

Figure 7: A photo of the participants during the workshop

Figure 8: A photo of the participants during the workshop

Figure 9: A photo of the participants during the workshop

After a 30-minute discussion period, the evaluation process of the workshop started at 14.00. Workshop moderators shared the participants' evaluations and comments on the proposed cycling routes with all participants. Accordingly, the evaluations made according to the regions are as follows.

The first group of maps shows the eastern part of the Anatolian Side of Istanbul. It was suggested that the Pendik-Tuzla road on the Anatolian side is not suitable for the existing bicycle lane because it is narrow. As an alternative, it was suggested that a cycling route could be created parallel to the D-100 highway. It was stated that the bicycle path in the Pendik Technopark area can be integrated into the new bicycle routes to be planned. It was underlined that the areas parallel to the TEM Highway are unsafe and not suitable for cycling. It was suggested that vertical bicycle routes could be constructed in Maltepe coastal area and Orhangazi Park area. In addition, it was emphasized that cycling routes that can be connected to maritime transportation from Kadıköy to Bostancı ferry pier can be designed. It was pointed out that the slope of the roads in question is important in determining the cycling routes, but since electric bicycles can also be used, these routes should not be determined only on the basis of the slope ratio. However, there was no consensus on this issue. Some participants also stated that roads with high gradients should not be preferred as cycling routes.

It was stated that the bicycle path is interrupted on the route from Maltepe to Bostancı coast. It was suggested that this route should be prioritized in order to create an uninterrupted bicycle route. It was suggested that there are many industrial facilities and offices in the Tuzla Shipyard Region and İMES Dudullu region, and that cycling paths could be designed in the surrounding neighborhoods so that people working in this region can use bicycles to commute to and from work.

The second group of maps, covering Kadıköy Center, Üsküdar, and Beyoğlu districts, highlights the significant elevation difference between Kadıköy and Üsküdar. It has been suggested that a bicycle route could be established along an axis connecting Üsküdar Square via Nuh Kuyusu Street, Karacaahmet, or another area with a favorable incline. Given the high density of universities in the vicinity, it has been stated that students have a high potential for bicycle use along Marmara Street, and new routes could be designed in these areas. Regarding the Söğütlüçeşme area and the surroundings of Şükrü Saraçoğlu Stadium, particular attention should be paid to elevation and traffic volume when

planning bicycle connection points. It has been proposed that the route extending from Üsküdar to Beylerbeyi and Çengelköy could be integrated with the Bosphorus route, as this path is frequently used by cyclists. Within this scope, it has been suggested that the tunnels along the Bosphorus Bridge route could be redesigned to include bicycle routes and that integrating bicycle paths with ferry lines is crucial. Additionally, it has been mentioned that arrangements could be made to connect both sides of the city. Considering the campus locations of Beyoğlu, Haliç Shipyard, Yıldız Technical University, Istanbul Technical University, and Mimar Sinan Fine Arts University, it has been recommended to evaluate bicycle routes that students could use. Furthermore, it has been noted that this region has a high elevation, but the coastal strip could be utilized. It has been emphasized that, whenever possible, the coastal strip should be used, and in cases where this is not feasible, routes through tunnels could be developed to encourage users in terms of safety. In the areas around Dolapdere and Taksim, where hotels are located, it has been suggested that bicycle routes could also be developed. Evaluations within the scope of the Galataport area have highlighted the necessity of a bicycle route along the Historical Peninsula and the city walls. It has been noted that tourists visiting this area could explore the Historical Peninsula by bicycle.

The third group of maps includes the Fatih district and the coastal area extending westward, covering Zeytinburnu, Bakırköy, Bahçelievler, and Küçükçekmece districts. It has been assessed that the Yenikapı event area is not sufficiently accessible for both pedestrians and cyclists. To avoid negatively impacting vehicle traffic on Akdeniz Street, it has been suggested that the sidewalk and bicycle lane could be shared. Regarding Vatan Street, it has been noted that due to the street's width, a bicycle lane could be added. It has been stated that the new route to be added in this area could be integrated with the Kazlıçeşme district. Additionally, since bicycle retailers are widely present in this region, ensuring bicycle route connections would facilitate cycling along the Vatan Street route. It has been observed that bicycle use is already common on Prof. Dr. Turan Gümüş Street, and a new bicycle route could be created in this area. Alternative routes could be designed for parallel streets and roads around Ahmet Yesevi Street. Ataköy has been suggested as a potential pilot area where bicycle lanes could be implemented on all streets and roads.For the Küçükçekmece region, the creation of bicycle routes connecting university campuses and the expansion of bicycle parking areas have been considered. Additionally, it has been proposed that a two-way bicycle lane could be developed in the Haliç Santral Istanbul area.

The fourth group of maps includes the residential areas in the north of the European side of Istanbul and the districts on both sides of the northern part of the Bosphorus. For Esenyurt and Beylikdüzü districts in this region, it is stated that bicycle routes should be integrated with public transportation. It was emphasized that the integration from the public housing area in Halkalı to Marmaray stops should be ensured. In addition, it was suggested that safe parking and bicycle lanes could be built in this area, noting that the sidewalks are wide in this area. It is stated that Sultangazi, Esenler and Mahmutbey line is a large residential area and it is suggested that bicycle lanes can be planned in these areas to be integrated with public transportation. It was suggested that bicycle paths connecting the Esenler National Garden area to residential areas could be added. It was stated that the Boğaz Hattı location is a disadvantageous location in terms of slope and topography. It was also mentioned that the prevalence of private properties in this region is a constraint for bicycle path routes.

It was emphasized that horizontal markings for bicycles generally attract more attention from drivers, while vertical markings attract less attention because they are obscured by trees, etc. It was stated that fewer motorized vehicles and lower speed limits are needed for bicycle lanes and that pedestrians and all traffic participants should be considered in a holistic approach when designing routes. It was emphasized that shared road markings on the Sirkeci, Florya and Tuzla coastal lanes should be increased.

3.4 Forum

At the Citizens Information Meeting on Cycling Routes for Transportation Purposes, the forum session started at 14:30 after the workshop was completed. At the beginning of the session, participants were asked to answer two questions on the Mentimeter platform. These were; “What do you think the impact of separated bike lanes would be on tradesmen?” and “What do you think the impact of separated bike lanes would be on neighborhood residents?”. Among the answers given to the first question, the answers that it would increase accessibility and increase the earnings of the tradesmen were prominent. In the second question, the answers received from the participants were dominated by the answers that the problem of finding a parking lot in front of the house would increase and the streets would be beautified.

The percentage distribution of the responses to the question “What do you think the impact of separated bicycle lanes on the tradesmen would be?” is as follows. 52% of the participants responded that accessibility would increase, 33% that income gains would increase, 11% that income would be lost and 4% that accessibility would decrease.

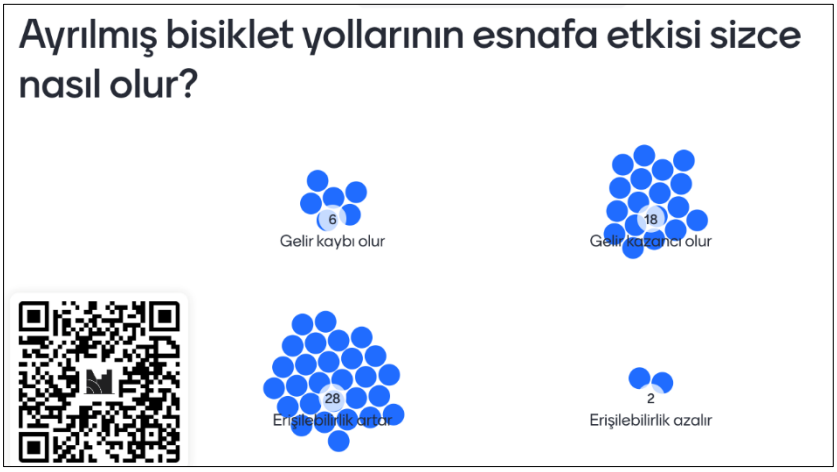


Figure 10: Responses to the question “How do you think separated cycling lanes would affect tradesmen?”

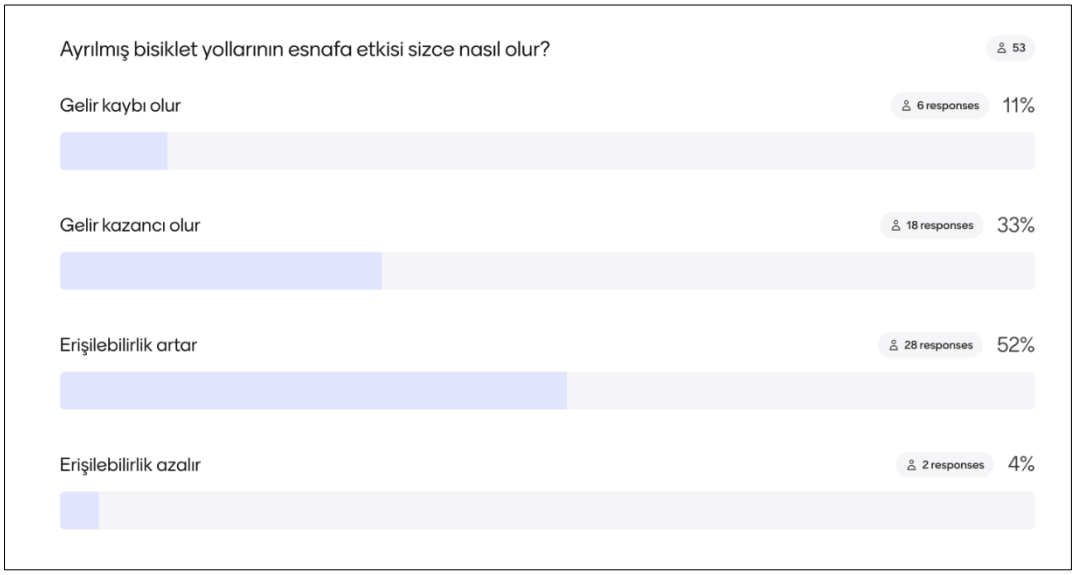


Figure 11: Responses to the question "How do you think separated cycling lanes would affect tradesmen?" (percentages)

The percentage distribution of the responses to the second question, "What impact do you think separated cycling lanes will have on the residents of the neighborhood?" is as follows. 30% of the respondents said that the problem of finding a parking lot in front of the house would increase, 26% said that the streets would be beautified, 23% said that air and noise pollution would decrease, and 21% said that more people would use bicycles for transportation.

Figure 12: Responses to the question "What impact do you think separated cycling lanes will have on neighborhood residents?"

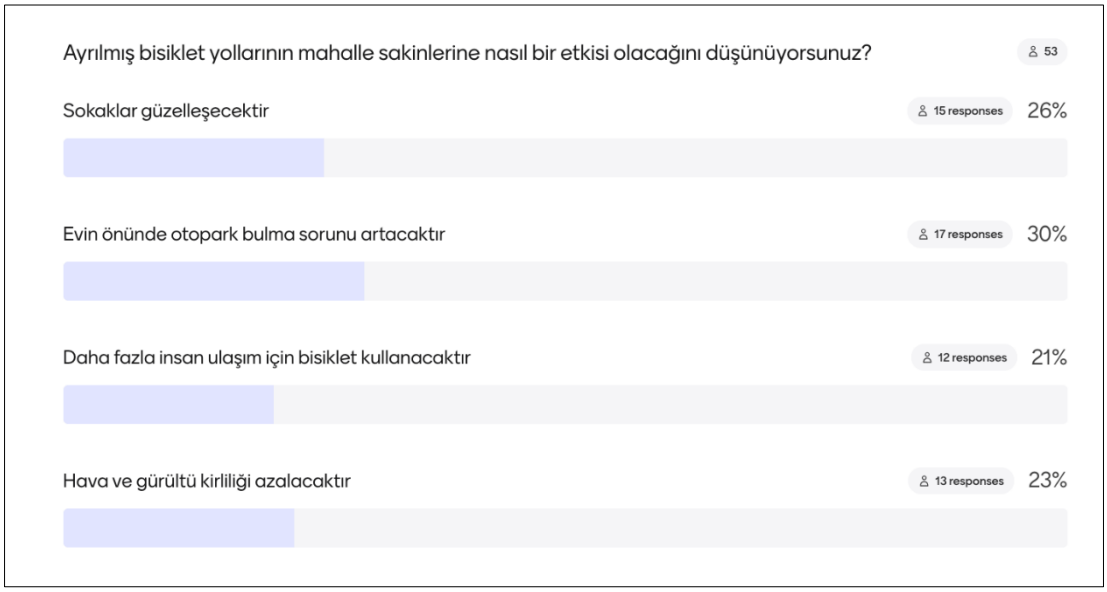


Figure 13: Responses to the question "What impact do you think separated cycling lanes will have on neighborhood residents?" (percentages)

At the continuation of the forum, Stakeholder and Engagement Specialist Miray Özkan asked participants to share their views and concerns about the new cycling lanes and what could be done together to address these concerns. The feedback obtained within the framework of the responses given by the participants is presented under the following headings.

General Evaluations on Cycling Routes

The negative effects of exhaust gases and unhealthy living conditions caused by motor vehicles on human life were emphasized. Drawing attention to the impact of the excess of vehicles in Istanbul on global warming, it was stated that bicycle routes should be approached from a holistic perspective, and it was emphasized that creating roads where pedestrians can walk comfortably is a part of this holistic approach.

Possible Reactions to New Cycling Lanes

Participants related to cycling lanes mentioned possible reactions due to the decrease in roadside parking spaces. It was suggested that indoor and multi-storey parking lots should be affordable and that high fees or high fines could be imposed when vehicles are parked on the streets.

On the other hand, it was stated that tradesmen generally do not want the roads to be blocked due to vehicle parking in front of their shops and that new bicycle lanes could solve this problem. It was underlined that concrete solution proposals should be developed and shared with stakeholders to prevent misperceptions in order not to negatively affect the tradesmen's earnings. It was suggested that time arrangements could be made to avoid problems in loading and unloading. It was emphasized that social innovation solutions should be developed for problems that may arise with tradesmen.

Route Determination

It was suggested that field studies should be carried out during the route determination process and evaluations should be carried out on site. It is suggested that bicycle usage data can be evaluated in route designs, and route preferences can be made starting from the districts where bicycle usage is intense. In areas where bicycle use is low, it was suggested that pedestrian-shared routes could be designed first, and as bicycle use increases, separate bicycle lanes could be built.

It was suggested that university campuses should be considered as routes. It was emphasized that a district should be selected as a pilot region and bicycle lanes should be implemented, and solutions should be developed so that tradesmen are not adversely affected.

Existing Routes and Maintenance Processes

One participant stated that the demand for cycling lanes on the Kağıthane Ayazağa route was not being met and suggested that this road should be organized. It was stated that bicycle lanes require regular maintenance and inspection, and that inspection plays an important role in the sustainability of these roads.

Suggestions for the Design of Cycling Routes

It was stated that bicycles should be put at the center in urban designs. It was stated that the existing legislation on cycling road design should be reorganized. It was suggested that bicycle users could be identified in the field and the importance of field studies in attracting public interest was emphasized.

When designing new cycling routes, it was stated that sidewalks can be used in areas with wide sidewalks and low density areas, and it was suggested to create bicycle lanes by narrowing roadside parking areas and highways. Ms. Melda Horoz, IMM Transportation Planning Branch Manager, and Mr. Haluk Camcıgil, Key Expert 2 Candidate, stated that existing sidewalks will not be narrowed and some of the highway areas will be reserved for bicycles in the new bicycle routes. Ms. Melda Horoz stated that solutions will be developed with lane narrowing and one-way applications and that creative solutions will be developed to address these concerns without using conventional methods.

Cycling Integration with Public Transport

Problems related to cycling routes not being integrated with shopping areas or public transportation were mentioned. It was emphasized that the differences between the hours of Marmaray and subway vehicles are problematic and that these restrictions should be removed. It was also suggested that there should be a car for cyclists in each subway.

Safety

It was reported that cycling by individuals with children is not supported by the society and is considered unsafe. It was pointed out that the law should be changed so that children cannot ride bicycles until the age of 11, and that children's cycling is an indicator of safe roads. In addition, it was mentioned that safe areas for pedestrians are also safe for cyclists. It was stated that the creation of safe bicycle routes will increase the number of potential bicycle users. As the number of bicycle users increases, there will be more demand for bicycle lanes.

3.5 Closing Session

Following the end of the forum session, closing speeches were delivered by Miray Özkan, Stakeholder and Engagement Expert, Haluk Camcıgil, Key Expert 2 Candidate, and Melda Horoz, IMM Transportation Planning Branch Manager. The speakers summarized the outcomes of the meeting and emphasized that the process will proceed with a participatory perspective. In addition, Ms. Melda Horoz underlined that Istanbul transportation planning will continue to focus on people. The participants were thanked for their interest in the event and the event was concluded after the briefing on the process to be carried out in the future.

4. ANNEX

4.1 Participant List

The list of participants in the Third Citizens Information Meeting is presented below:

	Name - Surname	Title	Institution
1	Mehmet Gün Işıkcan	General Manager	Beam Mobility
2	Aycan Gökbudak	Statistician	IMM - Transportation Planning Branch Directorate
3	Ahmet Köse	Lecturer	Haliç University
4	Nilgün Tezcan	Urban Planner	IMM - Transportation Planning Branch Directorate
5	Emre Kodaklı	Opr.	Beam Mobility
6	Miray Özkan	Stakeholder Engagement Specialist	GIZ
7	Dilara Öztaşkın	Urban Planner	IMM - Transportation Planning Branch Directorate
8	Murat Yıldırım	Office Worker	IMM - Transportation Planning Branch Directorate
9	Tugay Tatlıdil	Urban Planner	IMM - Transportation Planning Branch Directorate
10	Sevinç Altunkaya	Office Worker	IMM - Transportation Planning Branch Directorate
11	Merve Uzun	Architect	IMM - Transportation Planning Branch Directorate
12	Yusuf Kırnaz	Retired	-
13	Samet Aksuoğlu	STÖ	Pedal Without Barriers Association
14	Ilgın Yalvaç	Coordinator	İstanbul City Council
15	Melda Horoz	Branch Manager	IMM - Transportation Planning Branch Directorate
16	Özlem Girit	Urban Planner	IMM - Transportation Planning Branch Directorate
17	Melisa Güngör	Urban Planner	IMM - Transportation Planning Branch Directorate
18	Kemal Tahnaz		Scooby
19	İlknur Yücel	Deputy Manager	IMM - Transportation Planning Branch Directorate
20	Akif Türkel	Transportation Sector Manager	EU Delegation to Turkey
21	Sadık Can İpek	PhD Student	İstanbul University
22	Hülya Karaoğuz	Chief	IMM - Transportation Planning Branch Directorate
23	Güneş Albayrak	Urban Planner	IMM - Transportation Planning Branch Directorate
24	Safa Sancak	Architect	IMM - Transportation Planning Branch Directorate
25	Hande Nur İpek	Stakeholder Engagement Specialist	IMM - Transportation Planning Branch Directorate
26	Emre Sak	Civil Engineer	IMM - Transportation Planning Branch Directorate

27	Şefik Akar	Manager	TÜBİDEF
28	Birol Yalçın		Bin Bin
29	Meltem Karabulut	Urban Planner	IMM - Transportation Planning Branch Directorate
30	Engin Aktürk	Architect	IMM - Transportation Planning Branch Directorate
31	Rüstem Kayın	Road Driving Instructor	TÜBİDEF
32	Arzu Erturan	Prof. Dr. Lecturer	Mimar Sinan Güzel Sanatlar University
33	Erman Topgül	Sociologist	Street is Ours Association
34	Melis Koyuncu	Urban Planner	İstanbul Technical University
35	Rabia Sak	Pharmacist	Bezmialem Foundation University
36	Doğukan Oto	Jeomatik Engineer	IMM - Transportation Planning Branch Directorate
37	Bilge Özdoğan Cumalı	Environmental Engineer	Kadıköy Municipality Climate Ambassadors
38	H. Canan Çerci	Bicycle Chief	IMM - Transportation Planning Branch Directorate
39	Figen Atasever	Civil Engineer	IMM - Transportation Planning Branch Directorate
40	Hüseyin Korkmaz	Urban Planner	IMM - Transportation Planning Branch Directorate
41	Burak Biricik	Transportation Engineer	IMM - Transportation Planning Branch Directorate
42	Gülüzar Türkmayalı	Urban Planner	IMM - Transportation Planning Branch Directorate
43	Murat Suyabatmaz	General President	Cyclists' Association
44	Tülin Hadi	President	İstanbul City Council
45	Işık Baştuğ	Coordinator	Kadıköy Municipality Climate Ambassadors
46	Yiğit Can Yavuz	Transportation Planner	GIZ
47	Ali Yılmaz		IMM - Public Transportation Services Branch Directorate
48	Rabia Yılmaz	Office Worker	IMM - Logistics Management and Terminals Branch Directorate
49	Erhan Sarı		IMM - Transportation Planning Branch Directorate

Table 2: Participant List

4.2 Presentation

ANNEX 1

ANNEX 2

This project is financed by the European Union and the Republic of Turkey.

İstanbul Sürdürülebilir Kentsel Ulaşım Planı (SKUp) Aşama II – Uygulama Planı

REPUBLIC OF TÜRKİYE MINISTRY OF TRANSPORT AND INFRASTRUCTURE
İSTANBUL SUMP
İSTANBUL METROPOLITAN MUNICIPALITY
giz International Services
SECTORAL OPERATIONAL PROGRAMME FOR TRANSPORT

This project is financed by the European Union and the Republic of Turkey.

Proje Özeti

Sözleşme Makamı: T.C. Ulaştırma ve Altyapı Bakanlığı, Avrupa Birliği ve Dış İlişkiler Genel Müdürlüğü AB Yatırımları Dairesi Başkanlığı

Yararlanıcı: İstanbul Büyükşehir Belediyesi

Proje Süresi: 30 ay – Haziran 2023 Aralık 2025

This project is financed by the European Union
and the Republic of Turkey.

Proje Konsorsiyumu

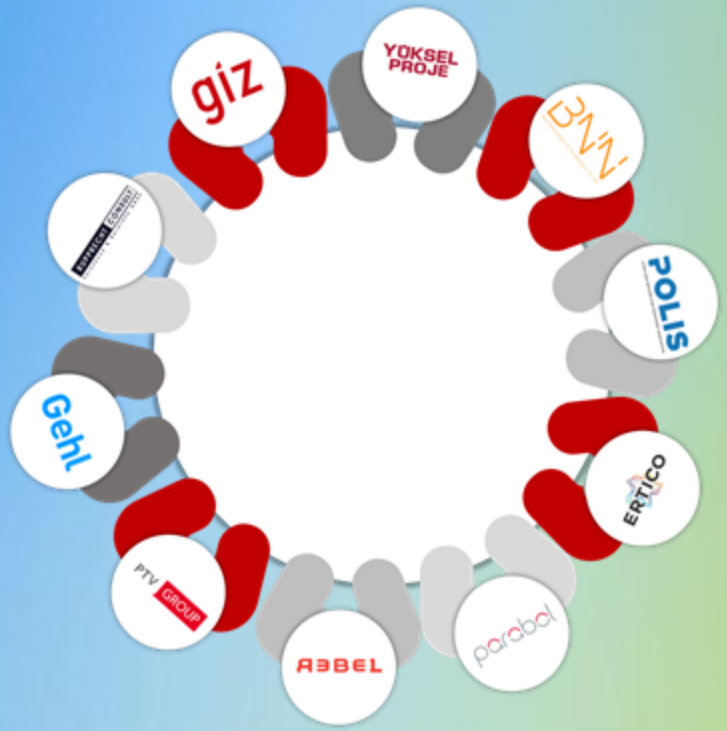
giz

RUPPRECHT CONSULT
Forschung & Beratung GmbH

YÜKSEL PROJE

This project is financed by the European Union and the Republic of Turkey.

Kapasite Sağlayıcılar



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SKUp Yaklaşımı

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İstanbullular nelerle karşılaşacak?

- Veri toplama çalışmaları
- 70.000 yüzyüze hanehalkı ulaşım anketi
- Yol kenarı anketleri
- Otopark talep anketleri
- Katılımcılık odaklı etkinlikler
- Bilgilendirme toplantıları
- İşbirliği çalıştayları
- Odak grup görüşmeleri
- Farkındalık çalışmaları

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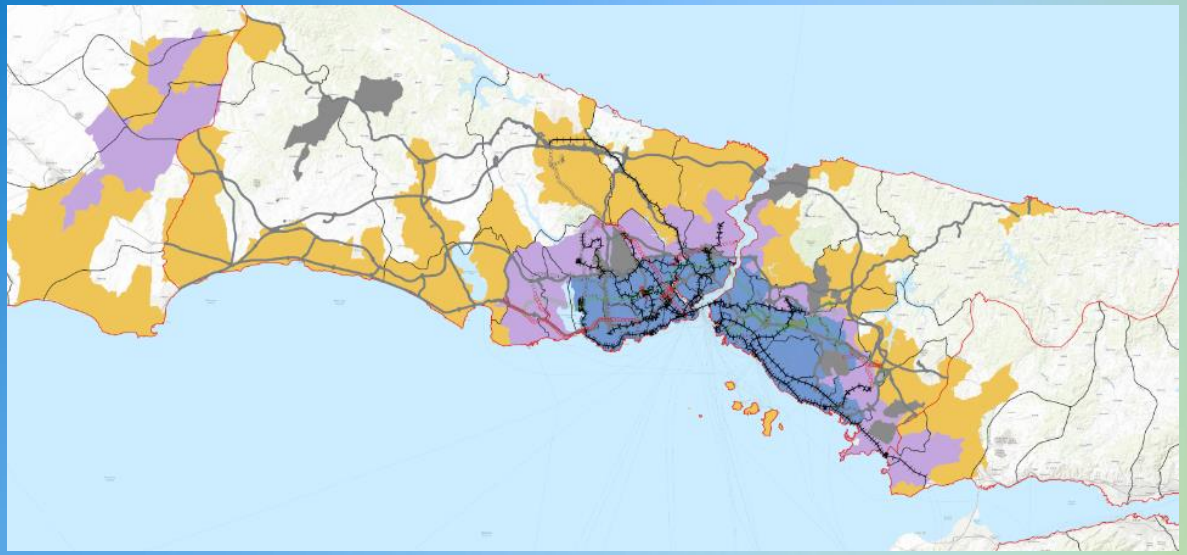
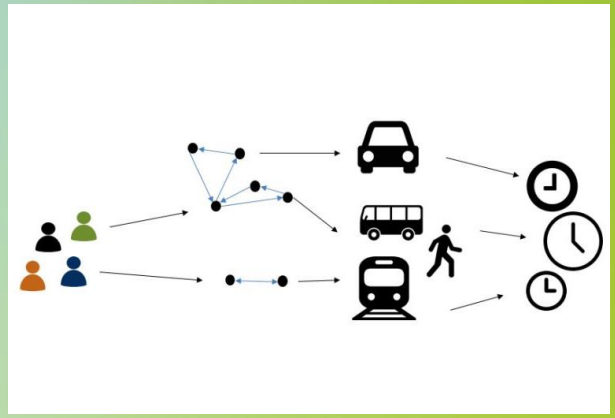
Veri Toplama ve Modelleme



Aktivite Temelli Hareketlilik Modeli



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SKUp Uygulama Planı

- SKUp Aşama 1 paketlerinin incelenmesi
- Önceliklerin belirlenmesi ve maliyet öngörüsü
- SKUp Finansal Planı'nın geliştirilmesi
- Detaylı SKUp Uygulama Planı'nın geliştirilmesi
- İzleme ve Değerlendirme Planı'nın geliştirilmesi

- Detaylı SKUp Uygulama Planı geliştirilmesi sürecinde katılımcılığı sağlamak üzere 3 çalıştay gerçekleştirilecektir. Çalıştayların 2025 yılında düzenlenmesi planlanmaktadır.

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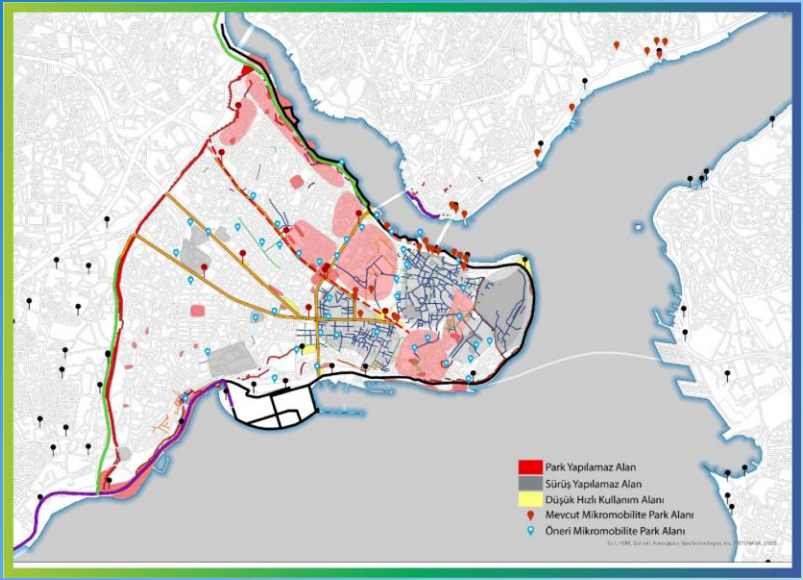
Düşük Emisyon Bölgeleri



- İstanbul'da seçilen üç alanda düşük emisyon bölgeleri için fizibilite çalışmaları:
- Tarihi Yarımada (Eminönü)
- Kadiköy/Moda
- Beyoğlu

- Düşük Emisyon Bölgesi sınırlarının belirlenmesi, demografik analizler ve araç sahipliliği analizleri, trafik sıkışıklığı analizi
- Stratejik arka plan ve mevduata uygunluk değerlendirmesi ve düşük emisyon bölgesi alternatifleri
- Detaylı tasarımların ve ihale dosyalarının hazırlanması
- Süreç içinde farkındalık artırmaya yönelik katılım etkinlikleri ve çalıştaylar

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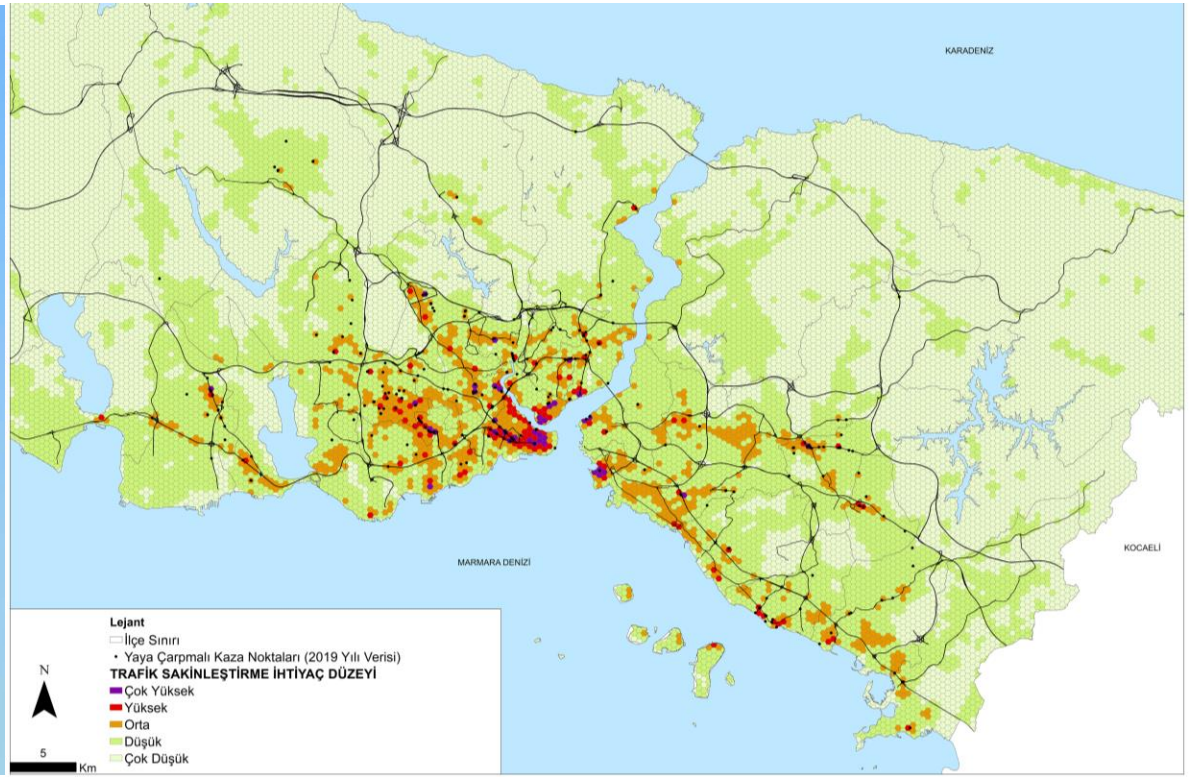
Trafik Sakinleştirme

- İstanbul'un 5 noktasında trafik sakinleştirme detaylı tasarım projesi hazırlanması (toplamda 10 km'lik güzergahlar için)



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Deniz Ulaşımı

- Boğaz boyunca kentsel hareketliliğin bir parçası olarak deniz taşımacılığının rolünü ve entegrasyonunu geliştirmek

- 5 pilot alanda mecvut ve yeni iskelelerin erişilebilirliğini sürdürülebilir, yenilikçi ve kapsayıcı şekilde geliştirmek
- 3 yeni deniz ulaşımı rotası için fizibilite çalışması
- Süreç içerisinde düzenlenecek çalıştaylar

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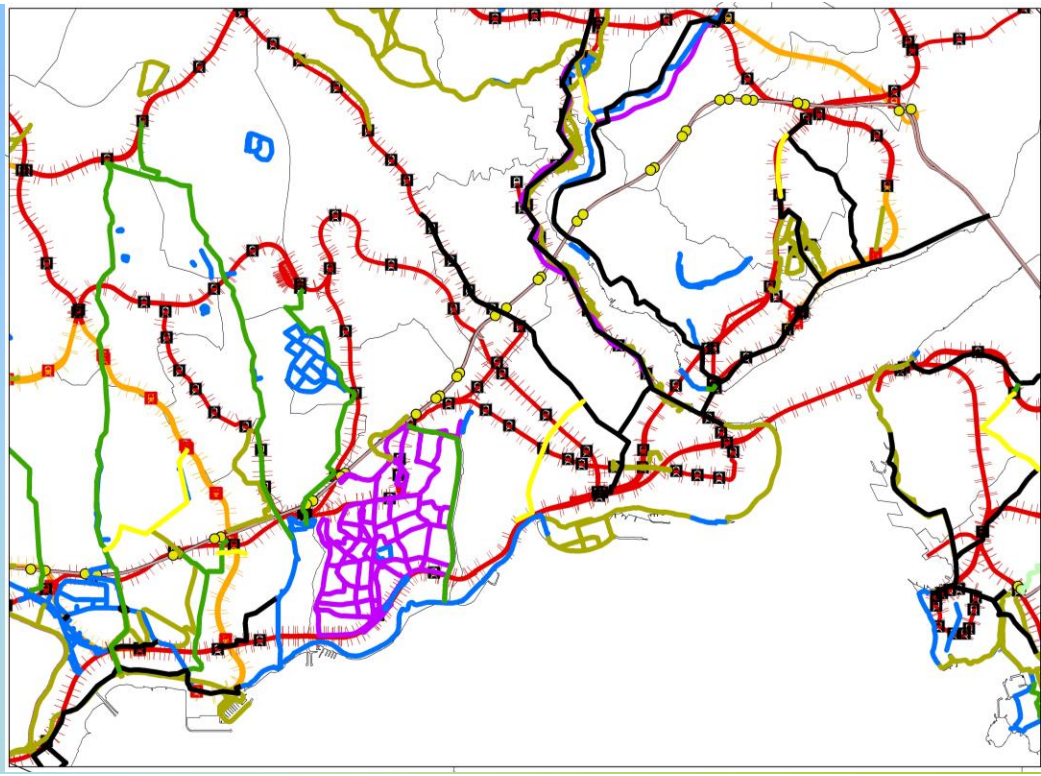
Bisiklet

- Toplu taşıma sistemini besleyen ve toplu taşımaya erişimin görece az olduğu bölgeleri önceleyen bisiklet ağı önerisinin geliştirilmesi
- Bisiklet otoyollarının geliştirilmesi
- 250 km'lik detaylı tasarım hazırlanması
- Süreç boyunca katılım etkinlikleri



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Yürüme

- **5 pilot alanda yeşil koridorları, meydanları, çocuk dostu sokakları ve hastane-okul gibi önemli alanları besleyecek yayalaştırma çalışmaları**

Öneri Bölge	Gerekçelendirme
Kennedy Caddesi (İDO Yenikapı-Sarayburnu parkı arası)	Avrasya Tüneli sonrası hafifleyen trafik nedeniyle ortaya çıkan mekanların sahil ve yaya bağlantısını güçlendirme potansiyeli
Fevzipaşa Caddesi	Rami Kütüphanesine kadar uzanabilecek bir aktif sehayat koridoru olma potansiyeli
Şehzadebaşı Caddesi	Beyazıt Meydanı ile Vezneciler İstasyonu'nu bağlaması
Sarayburnu Parkı- Sirkeci Garı arası, raylar boyu yeni yaya yolu bağlantısı	Bağlantılardaki kopuklukları giderecek olması
Aksakal sok ve Küçük Ayasofya Caddesi	tamamen yaya olabilecek bir bölgenin girişi niteliğinde olması, Sultanahmet meydanını güneye (Küçük ayasofya tarafına) bağlama potansiyelli

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Mikromobilite

- Beşiktaş-Taksim-Kabataş bölgesinde elektrikli bisiklet ve skuterların güvenli kullanımını sağlayacak fizibilite çalışmaları

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Otobüs Öncelikli Rotalar

- İstanbul genelinde toplam 120 km'lik otobüs öncelikli güzerhag için fizibilite çalışması
- Konsept ve detaylı tasarımların hazırlanması
- İhale dokümanlarının hazırlanması

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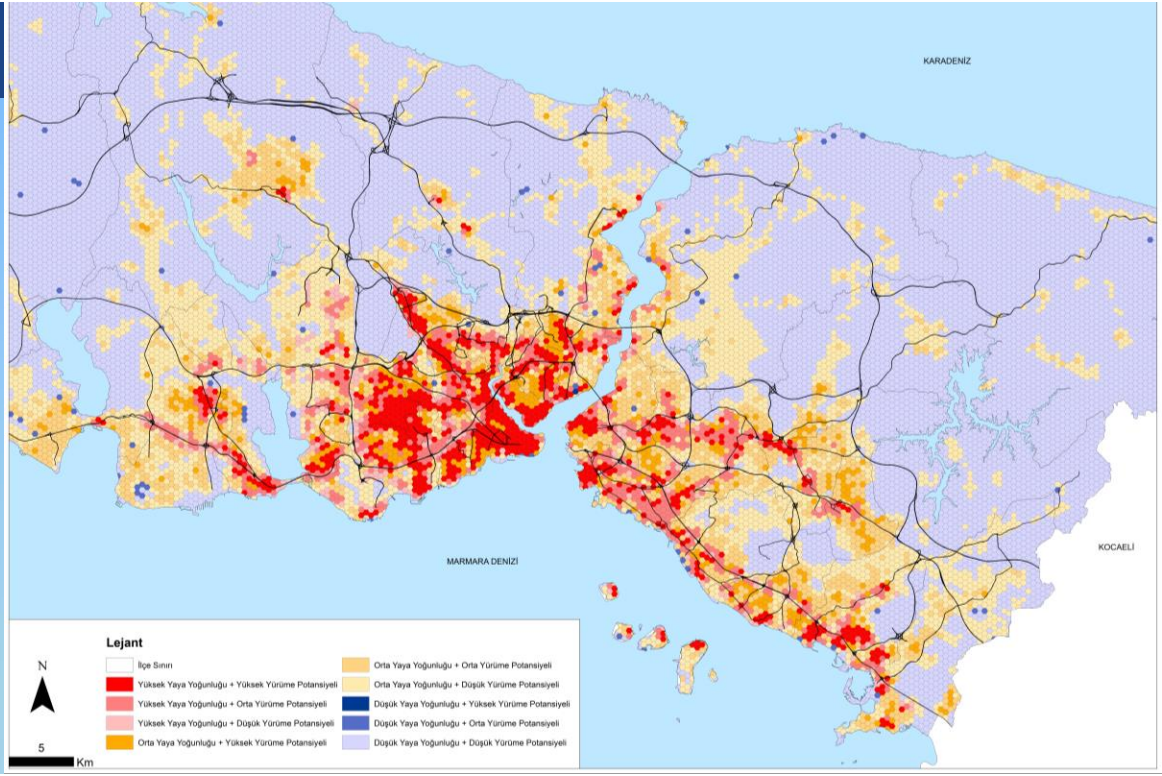
Sağlıklı Sokaklar

- 15 sokakta sağlıklı sokak tasarımı
- Yüksek yaya yoğunluğu, hava kalitesi ve sosyo-ekonomik düzeyin öncelendiği alan seçimi
- Süreç boyunca yapılacak katılım çalışmaları



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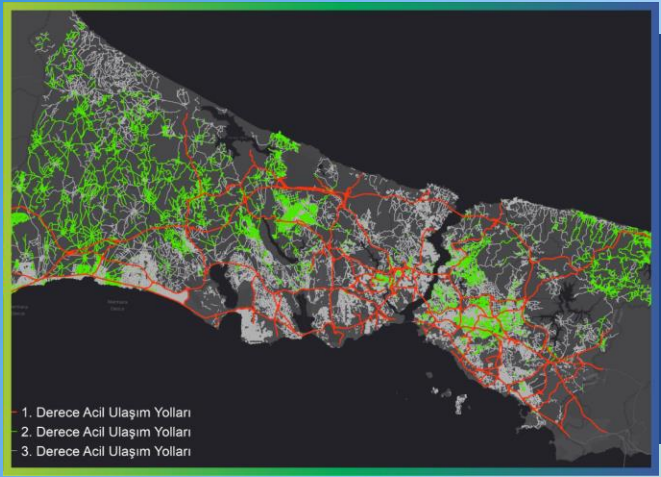
İstanbul'un dayanıklılığının geliştirilmesi

- **Deprem ve seller gibi doğal afetlere karşı İstanbul'un ulaşım sisteminin güçlendirilmesi ve pandemi gibi acil durumlarda hızlı cevap verebilme kapasitesinin geliştirilmesi**



- **İstanbul depremi ve ani sellere ilişkin senaryoların ulaşım sistemine etkisinin analiz edilmesi ve risklere karşı dirençlilik yol haritasının geliştirilmesi**
- **COVID-19 Pandemisi sırasında geliştirilen iyi uygulama örneklerinin incelenmesi ve acil durumlara ilişkin etkin önlemlerin önerilmesi**

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Kapasite Geliştirme Çalıştayları

- SKUp yaklaşımının temelleri, senaryo ve strateji geliştirme
- Veri Toplama Yöntemleri
- Kalitatif ve Kantitatif Metotlar
- Proje Geliştirme ve Yönetimi Metotları
- SKUp finansmanı
- SKUp uygulamasında yönetişim

temalarında gerçekleştirilecek kapasite geliştirme etkinlikleri

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Bisiklet Çalıştayı ve Halk Bilgilendirme Toplantısı

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Vizyon

“Bisiklet kullanım kültürünün geliştirildiği, ulaşımda bisiklet kullanımının yaygınlaştığı, sağlıklı bir toplum ve temiz bir çevre için pedal çeviren kent, İstanbul”

İstanbul Bisiklet Ana Planı, 2020

Projenin Amaclari

1

250 km lik ulaşım amaçlı bisiklet yolları

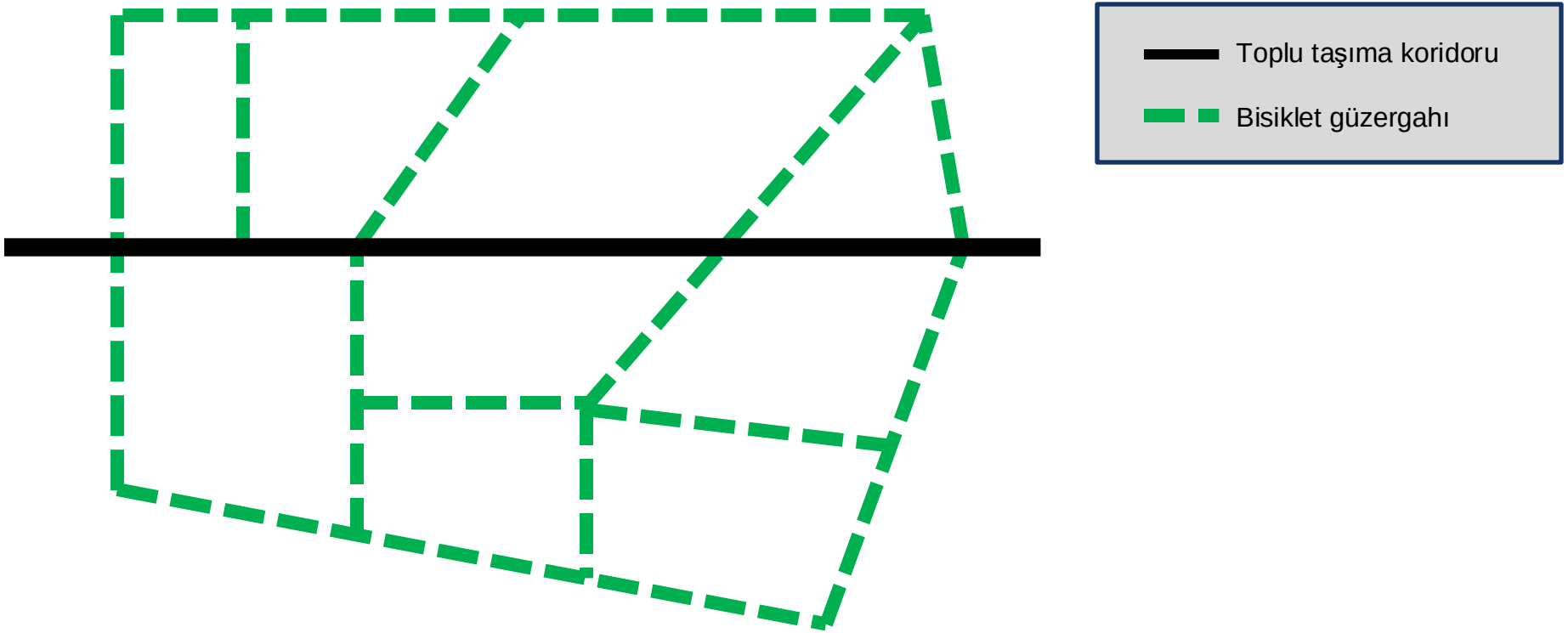
2

Kısa yolculuklar için bisikletin ciddi bir tercih olması

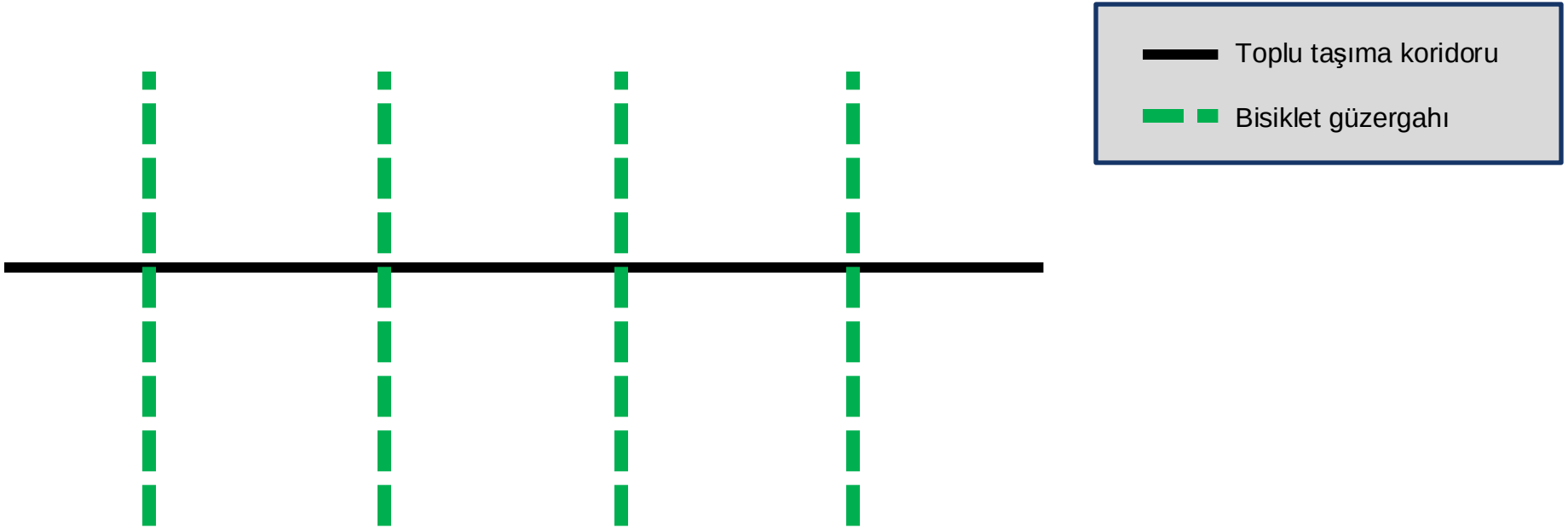
3

Toplu tasıma istasyonlarına bisiklet erişimi geliştiren bir bisiklet ağı

Tam bağlantılı bisiklet ağı



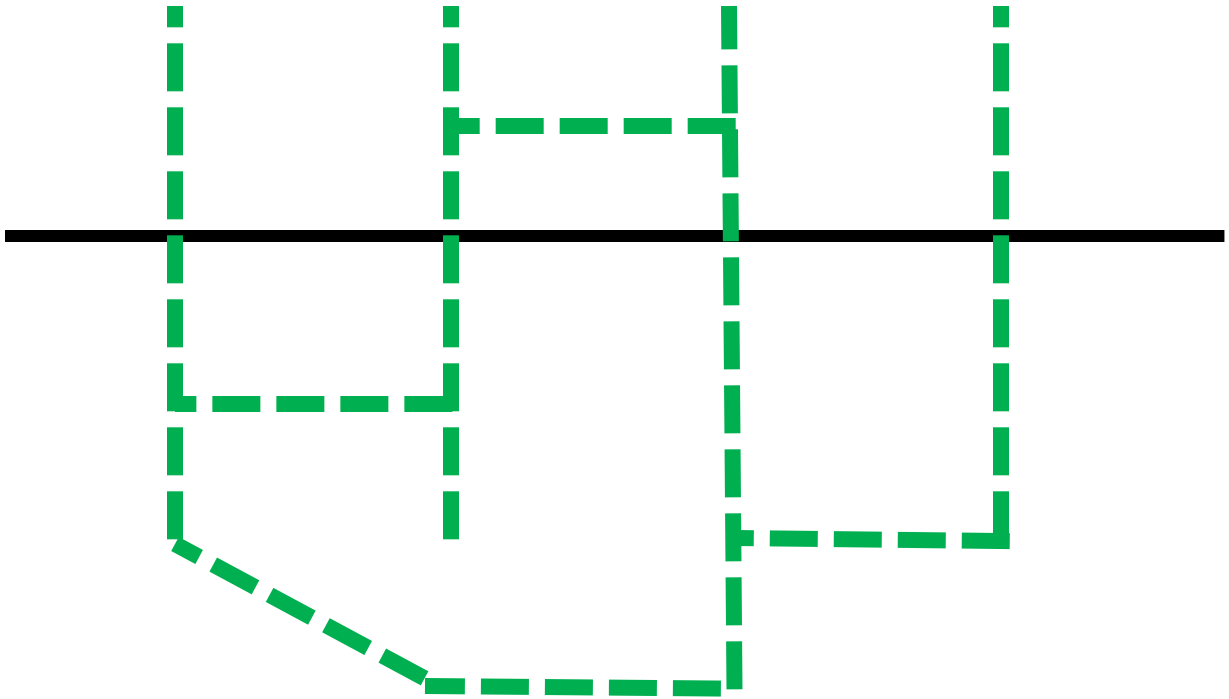
Toplu taşımaya ulaşım sağlamak amaçlı bisiklet yolları



Toplu tasımaya ulasım sağlamak amaçlı bisiklet yolları

+

yerel bağlantılar



Toplu taşıma koridoru

Bisiklet güzergahı

İstanbul'da bisikleti bir ulaşım aracı olarak teşvik ederek hangi faydaları elde edebiliriz?

3 kelimeyle anlatır mısınız?

Neden bunu yapmak istiyoruz?

1

İstanbullulara ulaşım için daha fazla seçenek sağlayabilmek için

2

Daha temiz ve güzel bir şehir için

3

Araç sayısını azaltmak için

4

Daha sağlıklı bir yaşam tarzı için

Bisiklet Yolu Türleri : Paylaşımlı

Bisiklet Yolu Türleri: Yol üzerinde bisiklet şeridi

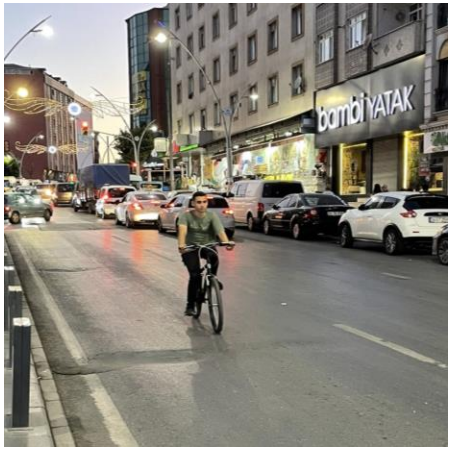
Bisiklet Yolu Türleri : Ayrılmış

4 Çeşit İnsan!

Korkusuz ve Kendinden Emin

- Neredeyse **her tür** yolda bisiklet sürer.
- Arabalardan korkmuyor.

İstekli ve Hevesli



- **Yol üstü bisiklet** şeridinde bisiklet sürer.
- Bazen **paylaşımlı** yollarda sürer.
- Güvenli bir bisiklet alt yapısını tercih eder.

Binmek İsteyen ama Endişeli

- Bisiklet sürmek ister ama güvenli altyapıya ihtiyacı var.
- **Sadece ayrılmış** bisiklet yollarinda bisiklet sürer.

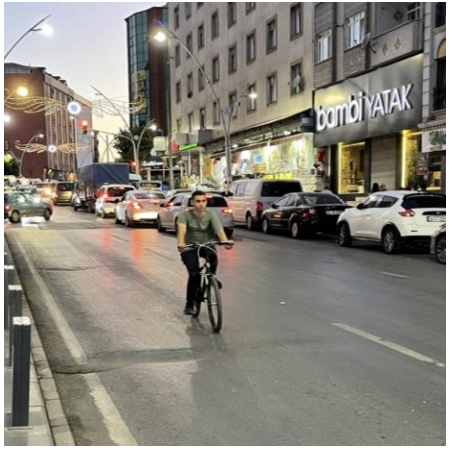
Kesinlikle Hayır!

- Bisiklet sürmek hayat tarzına uymuyor.
- Bisikleti sadece rekreatif amaçlı görüyor.
- Fiziksel bir engeli olabilir.

Siz hangisiniz?

Korkusuz ve Kendinden Emin

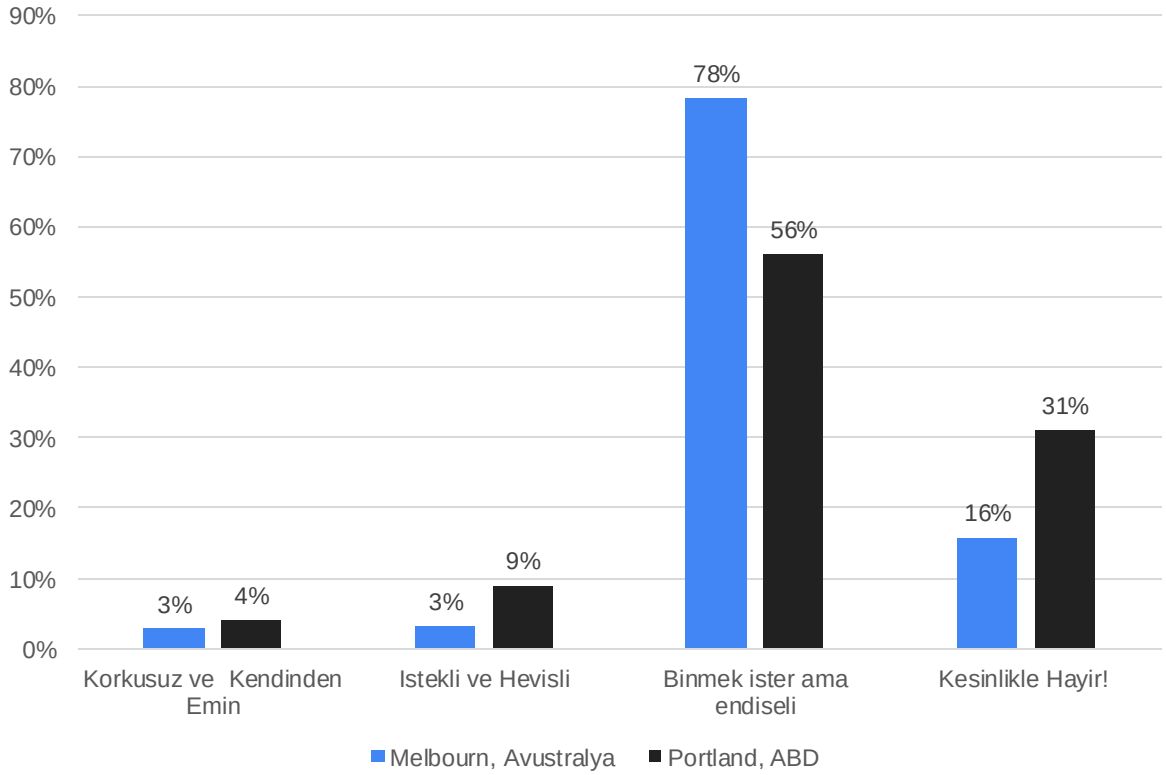
İstekli ve Hevesli



Binmek İsteyen ama Endişeli

Kesinlikle Hayır!

Başka Ülkelerden Sonuçlar



Pearson et Al (2022), The potential for bike riding across entire cities: Quantifying spatial variation in interest in bike riding, Journal of Transport & Health, 24

Bisiklet Kullanıcıları Ne Diyor?

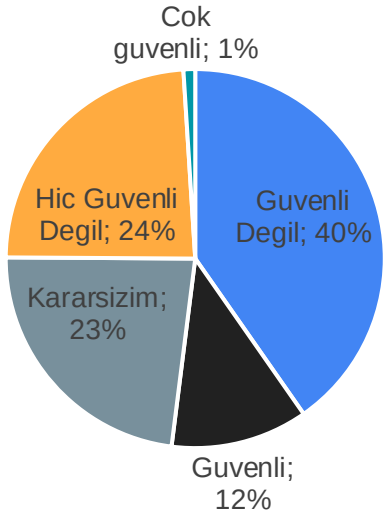
Bisiklet kullanımını ne teşvik ederdi?

1. Güvenli bisiklet yolu ağlarının uygulanması ve düzenli bakımlarının yapılması*
2. “Toplu taşıma ile entegrasyonun sağlanması”

Trafikte yaşadığınız sorunlar nedir?

1. Bisiklet yolunda yasa dışı parklanmalar
2. Bisiklet araç çatışmaları
3. Ayrılmış bisiklet yollarının devamlılık göstermemesi,
4. Bisiklet yollarının güvenli olmaması

Mevcut Bisiklet Yollarının Güvenliğini nasıl buluyorsunuz?



*Her 3 kişiden 2’si bunu diyor

Temel İlkeler

1. **Güvenli** – Önceliğimiz ayrılmış bisiklet yolları

2. **Direkt**- En doğrudan güzergah

3. **Bağlantılı** – Diğer bisiklet yollarına veya toplu taşıma duraklarına bağlantılı

4. **Çekici** - İyi tasarlanmış kamusal alanlar sunmak amacıyla güvenli ve çekici çevreler

5. **Konforlu** - Her yetenekten kullanıcının, kendisini rahat hissettiği hızda bisiklet sürebilmesi

Önce


Footpath
6.8m (varies)
Lane
2.8m
Lane
2.8m
Turn Lane
2.7m
Lane
2.9m
Parking
2.9m
Footpath
3.0m (varies)
14.1m

Sonra


Footpath
6.8m (varies)
Lane
2.9m
Lane
2.9m
Lane
2.9m
Parking
2.2m
0.4m
Cycle Lane
2.8m
Footpath
3.0m (varies)
14.1m

Güzergahlar nasıl belirleniyor?

1

Toplu taşıma istasyonlarına erişim sağlıyor mu?

2

Mevcut veya planlanmış bisiklet yollarına bağlantı sağlanıyor mu?

3

Kaç tane çekim merkezinden geçiyor?

4

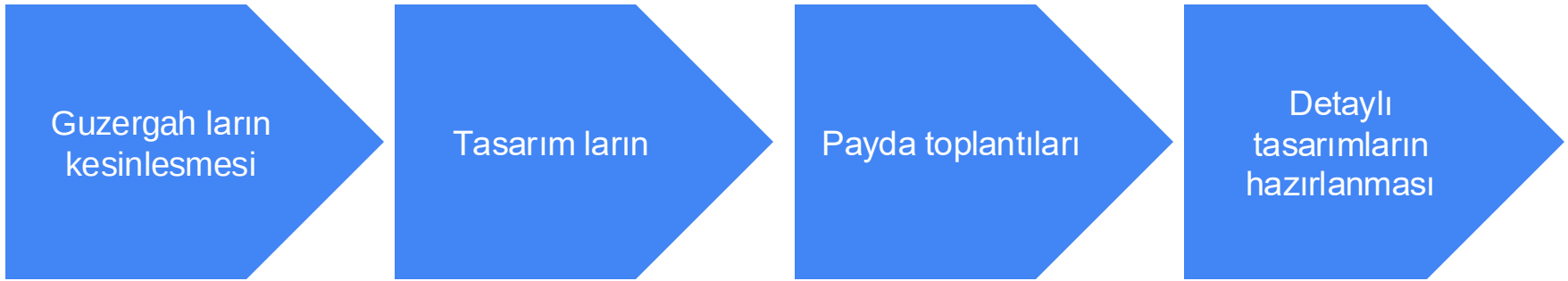
Yüksek nüfus veya istihdam bölgelerinden geçiyor mu?

5

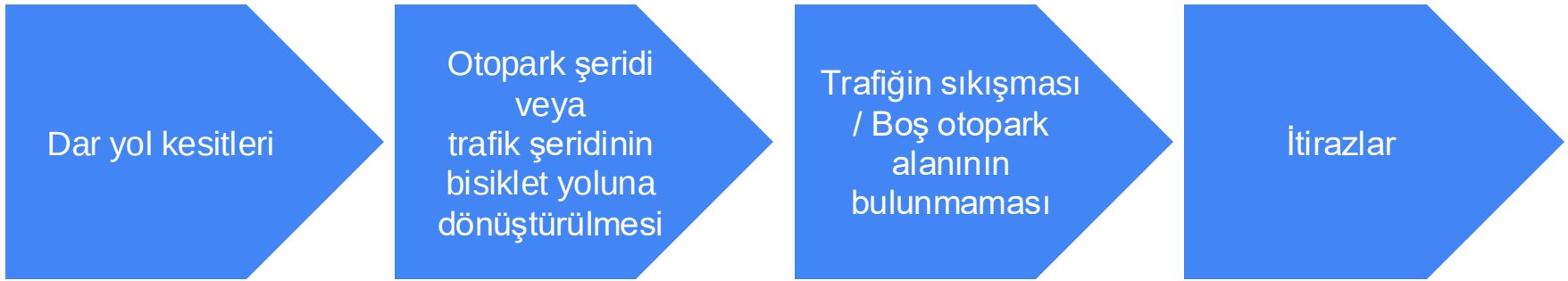
Karışık kavşaklardan geçiyor mu?


Legend
Mevcut ayrılmış bisiklet yolları
Önerilen bisiklet yolları
Google Earth
Image © 2024 Airbus
Image © 2024 TerraMetrics
Image © 2024 Maxar Technologies
Data SIO, NOAA, U.S. Navy, NGA, GEBCO
N

Bir sonraki adımlar



Karşımıza Çıkacak Engeller

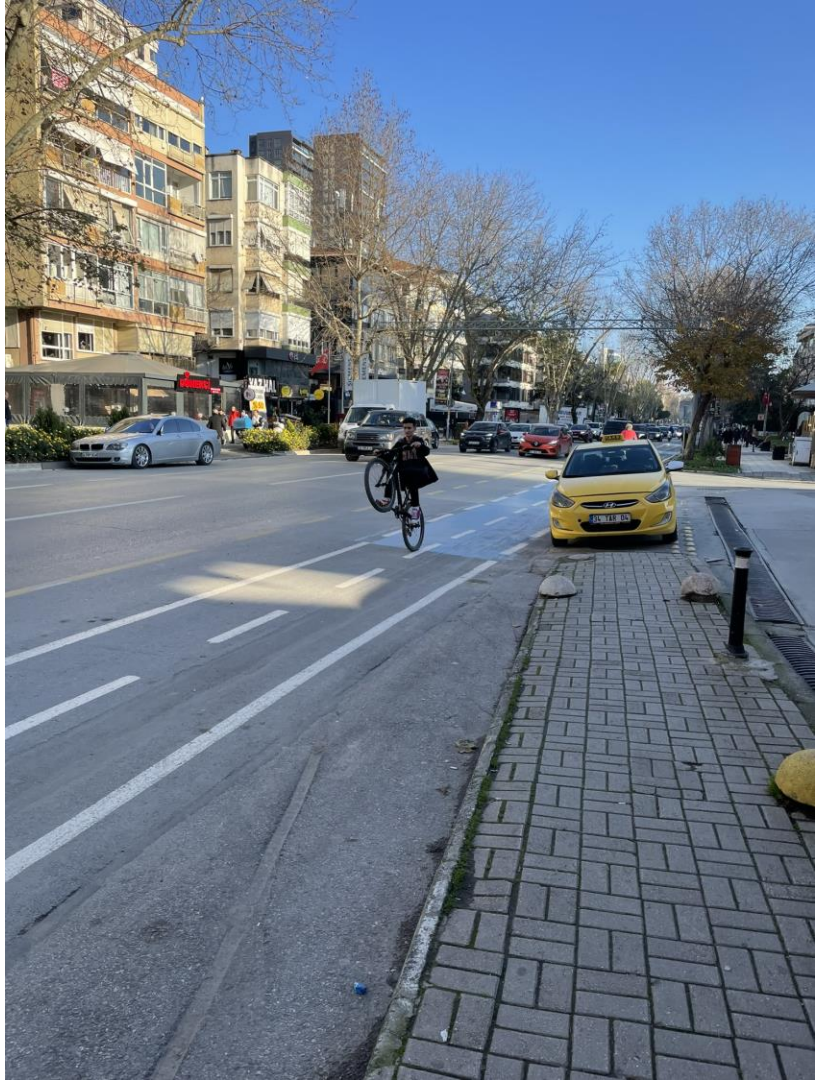


Atölye

Önerilen bisiklet güzergahları sizce doğru yerlerden geçiyor mu?

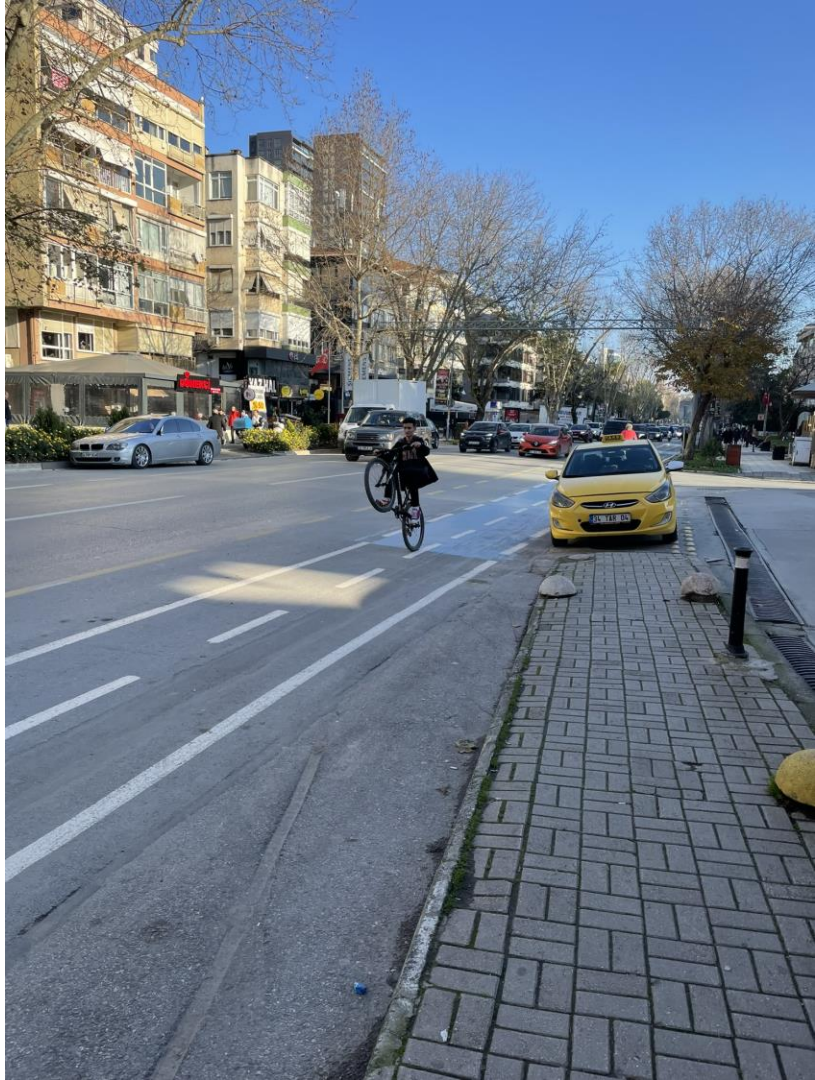
Ek bağlantılar olmalı mı?

Forum



Forum

Yeni bisiklet yollarıyla ilgili en büyük endişeleriniz neler ve sizce bunları birlikte nasıl çözeriz?



Menti Soru 3

Daha fazli bisiklet surebilmek icin nelere ihtiyaciniz var? 3 onerinizi giriniz. Acik soru, sonuclar kelime bulutu seklinde sunulabilir)


MAVİ AJANS
idealist

Options evaluation for Opportunities and Constraints Analysis

Kullanici	Assessment Criteria
Yayalar	Kaldırımları ve yayları etkilemez.
Bisiklet ve Mikromobilite	Provide a separated cycleway. Minimise intersection delays to bike users
Toplu tasima yolculari	Toplu taşıma istasyonlarına erişimi koruyor veya iyileştiriyor
Delivery vehicle drivers	Bisiklet yolu sağlanması, cadde üzerindeki park/yükleme alanlarına öncelik verir.
On-street parking for motorists and retailers	Cycleway provision takes priority over on street parking/loading
Arac kullanicilari	Ayrılmış bir bisiklet yoluna alan sağlamak amacıyla, araç trafiği kapasitesi ve performansı üzerindeki bazı etkiler kabul edilebilir.


Bourke St

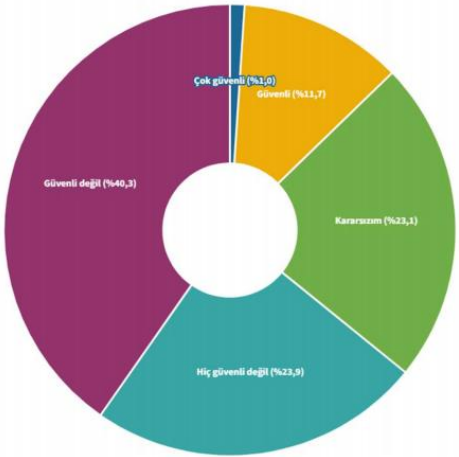

Bourke St


For Sale
SOLD
9257 0222
FOR LEASE
PRIME RETAIL SHOP
403m²
Contact Owner
0407 914 188
FOR LEASE
50


Liverpool St

önemli olduğu soruldu. Alınan yanıtlara göre bisiklet yolları üzerindeki araç parklanmalarının önlenmesi gerektiği en öncelikli konu olarak açık ara ile ön plana çıkmıştır. Katılımcıların diğerlerine nazaran en az önem verdiği konu ise bisiklet yollarının etrafında ağaçlandırma (gölge yapıcı eleman) yapılması gerekliliğidir.

Yaklaşık her 3 katılımcıdan 2'si mevcut bisiklet yollarını güvenli bulmamaktadır. Mevcut bisiklet yollarını güvenli bulanların oranı ise %12,7'dir. Yani yaklaşık 8 katılımcıdan 1'i mevcut bisiklet yollarının güvenli olduğunu düşünmektedir. Geri kalan %23,1'lik dilim ise bu konuda kararsızdır.



önemli ikinci sebep iyi hissettirmesi olarak gösterilirken hızlı olması da en iyi üçüncü sebep

culukların

culukların

Katılımcılara en sık kullandıkları güzergâhları kullanmalarındaki en önemli sebepler sorulduğunda en fazla tercih edilen seçenek %27,1 ile "güvenli yol olması" seçeneğiydi. "Konforlu yol olması" ve "başka alternatif güzergâh bulunmaması" seçeneği de takip eden iki seçenekti.