

Future-proof – Mobility concept for Berlin TXL

Being mobile is part of modern life. But with the worldwide growth of cities traffic is reaching its limits: Its emissions put a strain on climate and health, parking spaces take up one fifth of public space and yet are still in short supply, while in big cities motorists spend up to three-quarters of an hour each day caught up in traffic jams. Berlin TXL offers solutions for the mobility of tomorrow – environmentally friendly, conserving resources, and with a high quality of life for all. Mobility hubs and convenient bicycle lanes make the Schumacher Quartier residential district largely car-free. In the Urban Tech Republic's innovation park, researchers and corporations collectively develop and test new mobility concepts – from vehicle-sharing services, through multi-modal transport of passengers and goods to autonomous driving.

Wide bicycle lanes and bicycle fast lanes

In Berlin TXL switching from the car to other modes of transport will be an attractive idea. At the Urban Tech Republic's research and industry site, cycling and pedestrian traffic are given paramount importance through a close-knit network of paths. The cycling infrastructure will offer a high standard of safety. Wide bicycle lanes are planned allowing easy overtaking or even cycling side by side. Junctions and roundabouts are clearly laid out. Two bicycle highways will cut through the project area and intersect in the Urban Tech Republic.

In addition, the innovation park will be made accessible through two main roads to meet the transportation needs of industry and commercial users. The traffic is distributed via roundabouts at three main junctions in the south, west, and east.

Mobility hubs what the appetite for living without a car

The most important transfer points between the various transport modes in Berlin TXL are called mobility hubs. They make the switch from motorized individual travel to bicycles and public transportation more attractive. Mobility hubs link innovative technologies such as autonomous systems with components like bike-sharing, car-sharing, and e-mobility.

- In the Urban Tech Republic the mobility hubs serve chiefly as stops for the public transportation system with stands for bike-sharing. They are located along a public transportation route that leads through the innovation park.
- In Schumacher Quartier the mobility hubs are located on the edges of the district and function as district garages with further usable space on the first floor. Three out of every ten apartments are provided with their own parking space.

Schumacher Quartier will be largely car-free inside. All traffic areas will be designed as traffic-calming, green recreational spaces. Except for persons with disabilities there will be no parking spaces in the streets. This not only reduces land usage but also conserves the soil,

an ecologically valuable resource. Paths in the residential district become recreational spaces for everyone or green spaces for percolation and storage of rainwater.

In addition, charging stations for electric vehicles and repair shops for bicycles will also be established in the mobility hubs in Schumacher Quartier. Delivery services can deliver their goods from there to the residential district by cargo bike. However, sustainable logistics models can also be demonstrated with electric utility vehicles used on a daily basis in a large modern city.

Routes open to future technology for local transportation

Routes are kept open for the public transportation system that can be used by various different modes of transportation, – whether they be buses, streetcars, or forms of transport available only in the future, such as self-driving vehicles. Terminal A will be the central hub. There is a planning principle crucial for Berlin TXL underpinning it: To develop solutions flexible enough to ensure that future technical developments will not be obstructed from the outset. Routes open to future technology also give Berlin TXL access to the largest local transportation network in Europe: the public transportation network of the German capital.

Embedding into the transportation network of the capital

Berlin TXL can be reached by various forms of transport from the rest of the Berlin metropolitan area. Schumacher Quartier is already connected to the mainline train station Friedrichstraße by subway U6 from Kurt-Schumacher-Platz and Scharnweberstraße stations. To the south of the Urban Tech Republic, subway station Jakob-Kaiser-Platz is served by subway U7, and suburban train station Jungfernheide allows connections to regional transportation.

The Senate of Berlin is currently examining the possible extension of subway U6 to the Berlin TXL project area. Three stops are conceivable: in Schumacher Quartier, TXL North residential district, and the center of the Urban Tech Republic together with the adjacent Cité Pasteur residential district. Streetcar tracks are also under consideration.

Connection to the Berlin-Copenhagen Cycle Route.

Cyclists can also easily reach Berlin TXL from other parts of the city. From the city center the southern feeder road leads along the A111 to the former site of the airport. Just a few minutes' ride away, on the southern edge of the Jungfernheide heathland, it crosses the Berlin-Copenhagen Cycle Route. A new bicycle stretching from Berlin-Mitte to Berlin-Tegel via Schumacher Quartier is planned. Furthermore, even bicycle lanes will connect Berlin TXL to the existing residential districts in the east, north, and west.

A four-lane road north of Schumacher Quartier is planned as a new road connection into Berlin's city center. The new Meteorstraße runs along the present Meteorstraße and Kapweg



and is set to replace the feeder roads to Kurt-Schumacher-Platz interchange A111. This route currently cuts through the project area of Schumacher Quartier, and only its dismantling will enable the development of the residential district.

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