



2050
CliMobCity
Interreg Europe



European Union
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Development Fund

Pandemic resilient infrastructure in Friedrichshain Kreuzberg

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Friedrichshain-Kreuzberg in Berlin



290.000 Citizen
20.000 per Km²



New paradigm of urban planning – accelerated administration

„During each stay outside of one’s own home a minimum distance of 1,5 meters to other persons shall be kept whenever possible.“

SARS-CoV-2 containment measure regulation

The existing infrastructure is deemed unsafe on main streets due to mixed road use of cars and bicycles

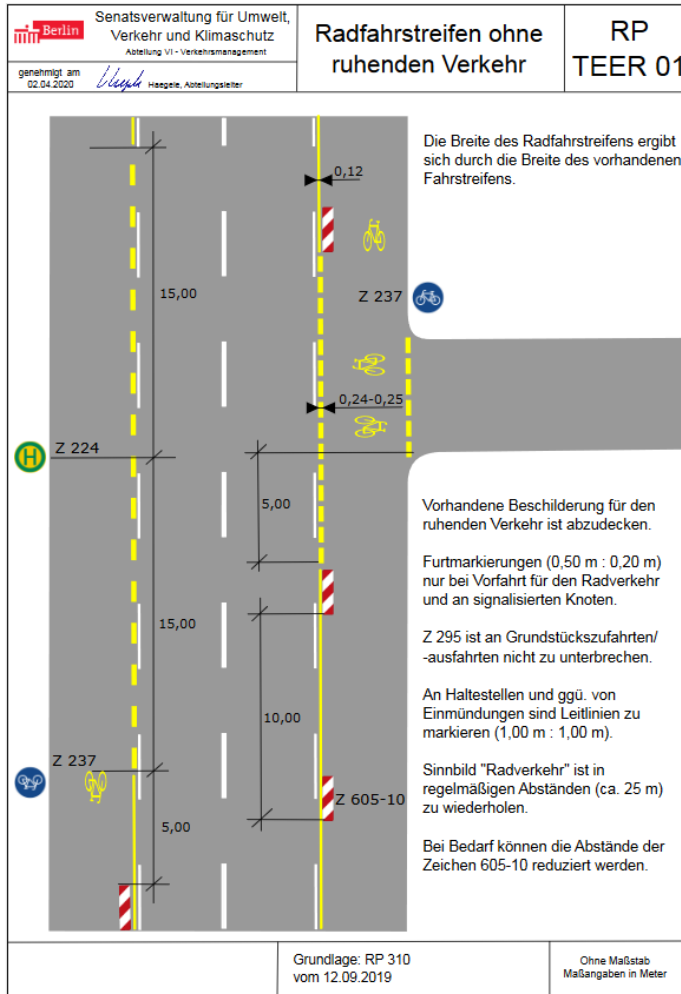
Berlin’s mobility law since 2018 demands protected bicycle tracks on all traffic arterys

This existing need was exacerbated by the 1,5m regulation, necessitating fast tracking the scheduled upgrade of bicycle lanes

The legal basis for creating and expanding the bicycle tracks is § 45(9) of the federal road traffic regulations which – as an exception – permits setting them up without prior assessment of constraints for motorized traffic.



Administrative basis: regulatory planning



https://www.berlin.de/senuvk/verkehr/politik_planung/rad/infrastruktur/download/Regelpläne_Radverkehrsanlagen.pdf

Introducing agility into public administration: setting up a dedicated bicycle lane in ten days

- 1.) Project outline
- 2.) Action sheets (aided by road work security templates)
- 3.) Involvement of police force and traffic authorities (2 day deadline)
- 4.) Preliminary construction order by road traffic authorities (verbally)
- 5.) Short term public information, establishing no stopping zones (3 days)
- 6.) Marking operations
- 7.) Photographic documentation (aerial view)
- 8.) Traffic sign diagram based on documentation (1 day)
- 9.) Final construction order by road traffic authority
- 10.) Evaluation (3 day grace period)
- 11.) Rectifications when necessary

- 12.) Transitioning of temporary bicycle lanes into permanent bike traffic installations (2-10 months)

Introducing agility into public administration: 13 Km in Three Month

