

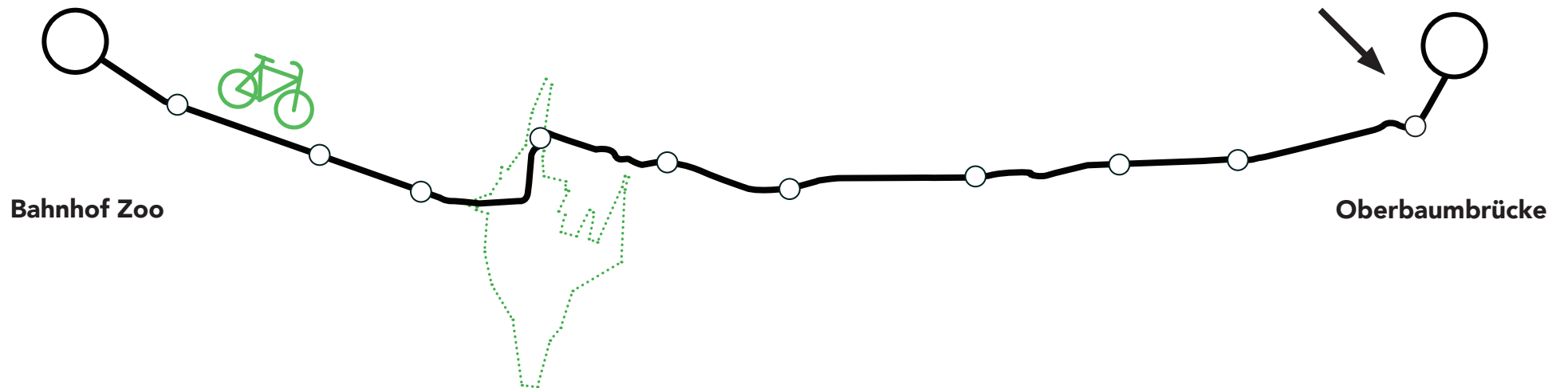


Innovation Corridor Radbahn Berlin



Radbahn converts the currently mainly idle space under and along an elevated metro line U1 in the heart of Berlin, Germany, into almost 10 kilometers long bike lane for covered and safer cycling.

Radbahn U1

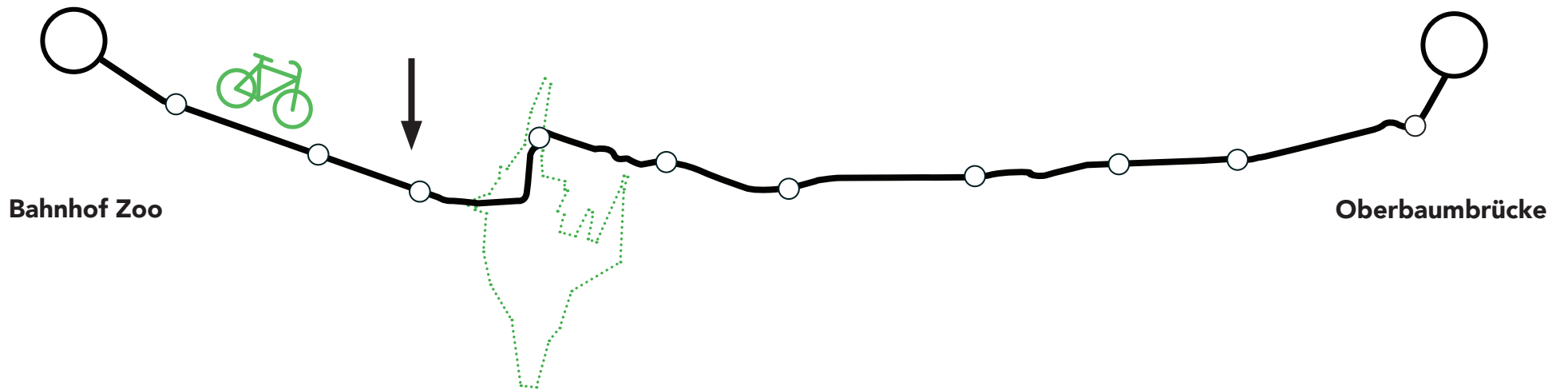




Dark space under the viaduct turns into a brightly lit bike lane that runs through the Bülowstraße metro station.



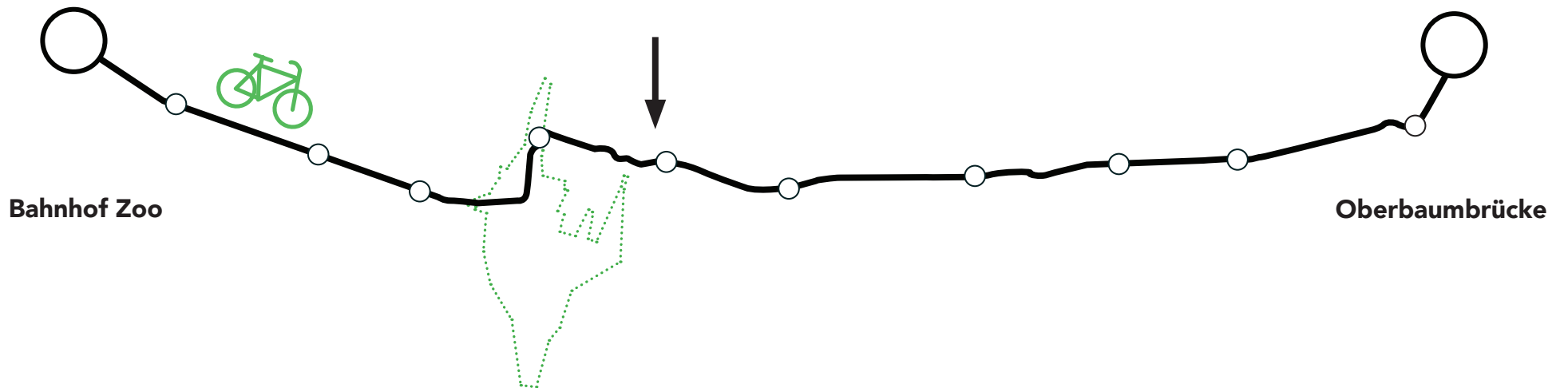
Bahnhof Bülowstraße





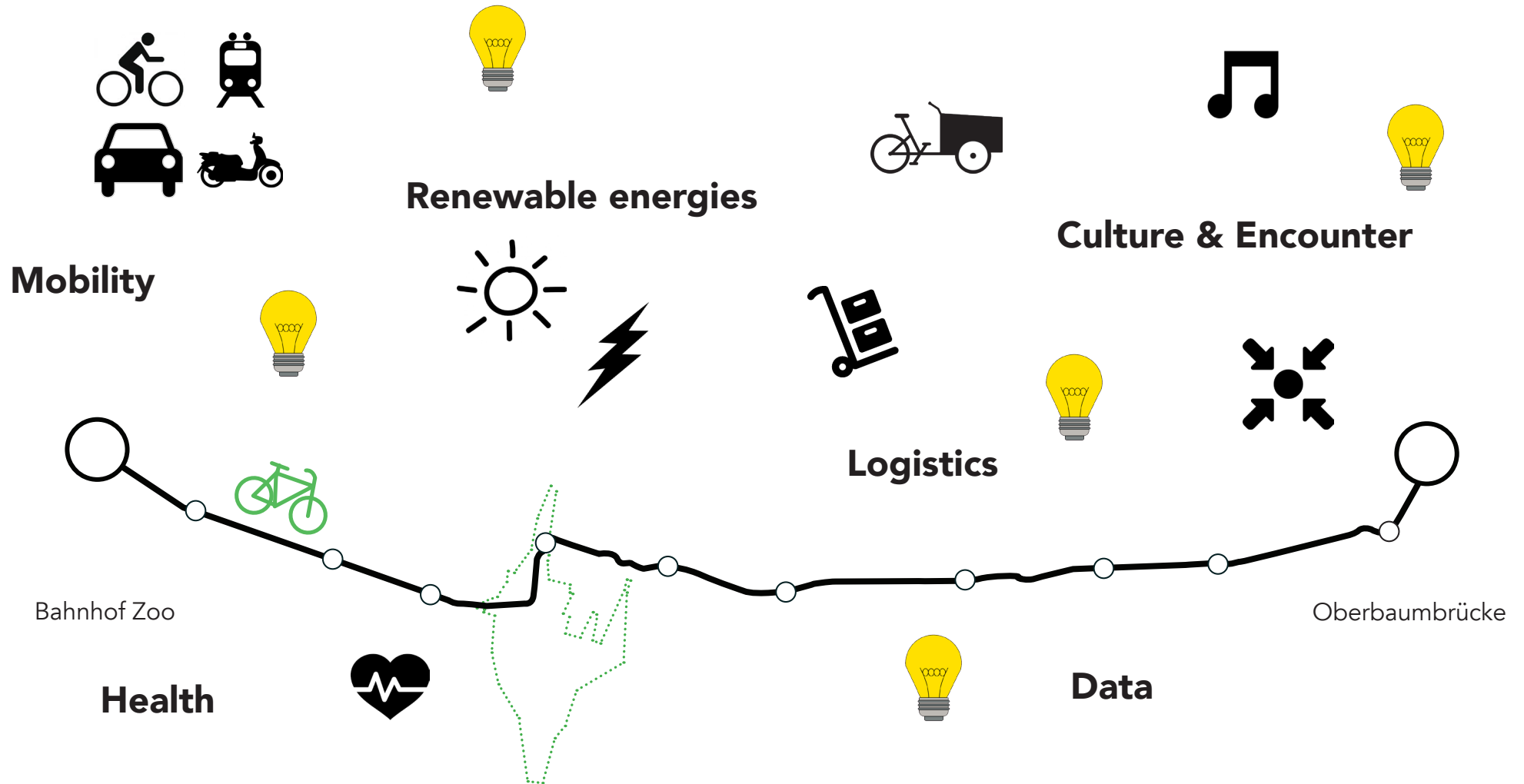
With little effort the currently underutilized area in the vicinity of the Möckernbrücke metro station can be converted into an attractive spot for urban enjoyment with an access to a waterway.

Möckernstrand



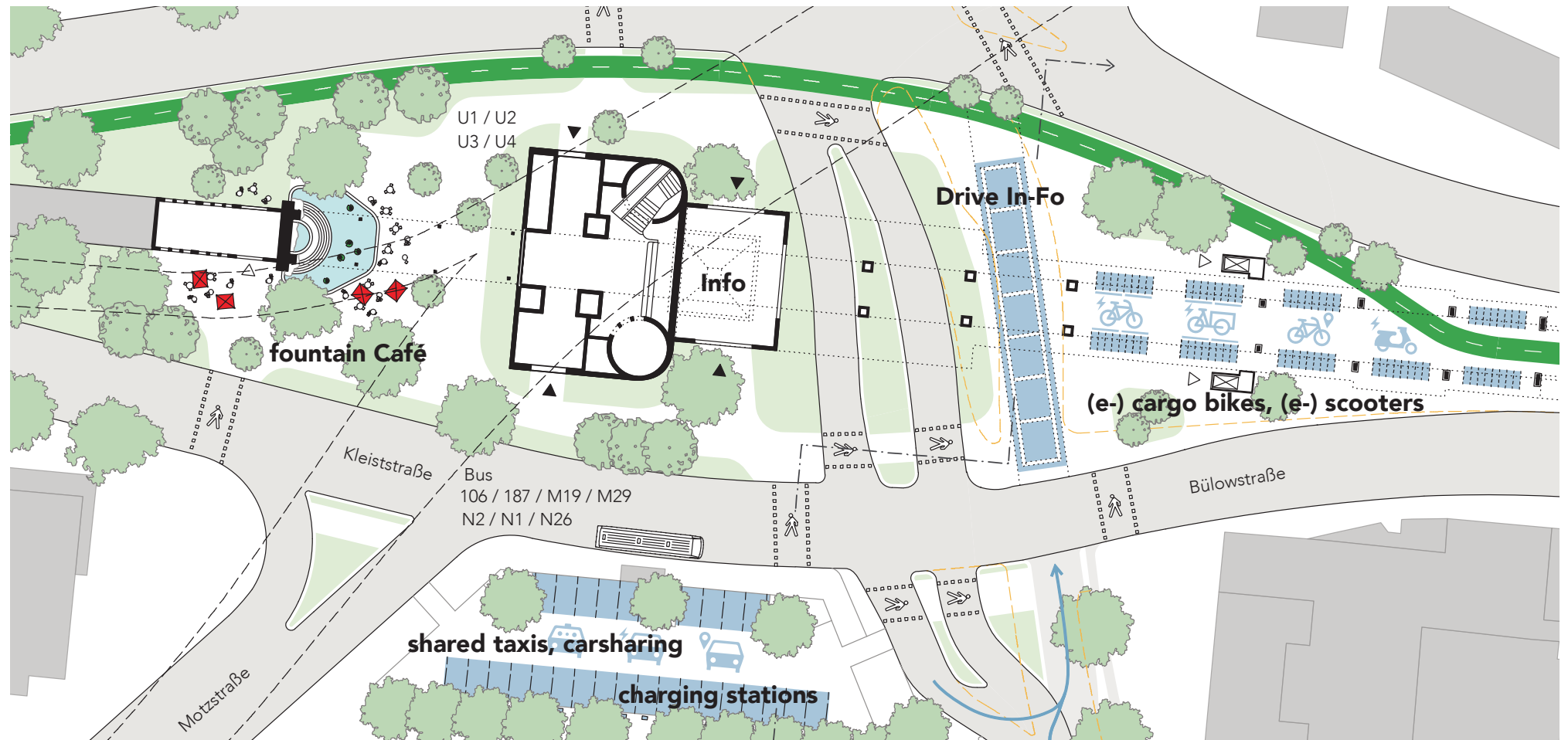
Radbahn U1: Innovation Corridor of Berlin

Radbahn is an open invitation for the startups and more established companies as well as other innovators to contribute to this forward looking Smart City project. The innovators can gain an access to test their products along the route and receive valuable feedback from the media, civil society, businesses and the politicians.



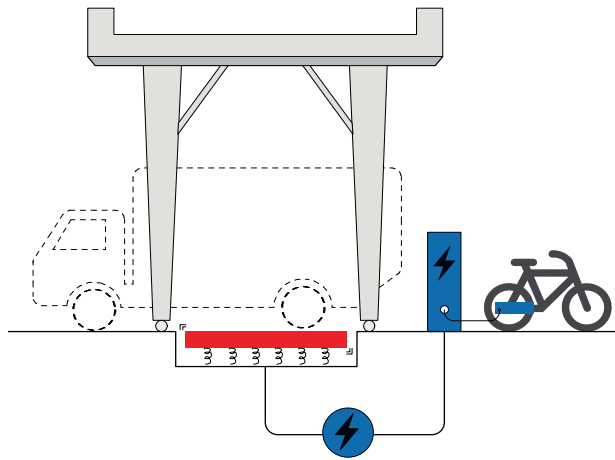
Multi-modal Mobility

Radbahn introduces hubs for electric mobility at the key public transport intersections. These hubs have charging spots for electric cars, e-scooters, e-bikes and e-cargo bikes as well as designated parking and pick-up spots for car sharing services. With these hubs Radbahn wants to encourage and speed up the transition into more sustainable mobility choices including electric, shared and multi-modal mobility.

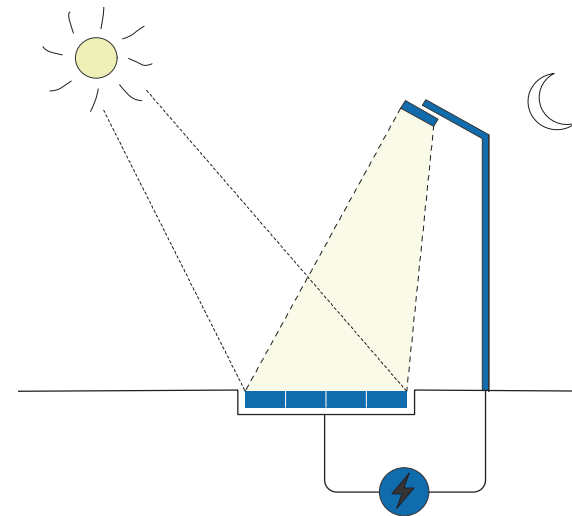


Innovation and Energy

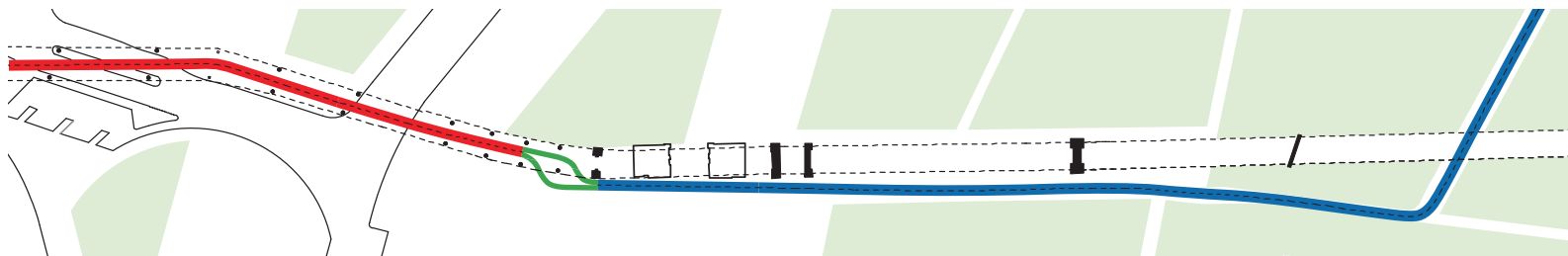
Radbahn aims to generate at least majority, if not all, of the energy needed for its lighting, signage and e-mobility hubs by harvesting it along the route from renewable sources. Kinetic energy collectors will ideally be installed at the selected traffic crossings and the only uncovered section of the bike path at the Park am Gleisdreieck paved with solar panels.



Kinetic



Solar

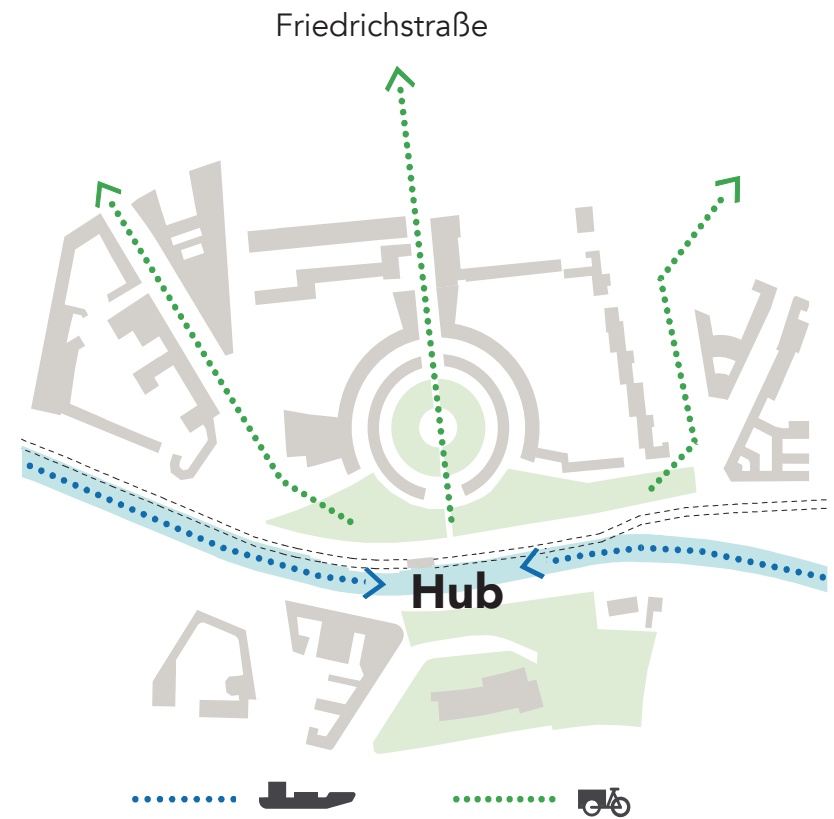


Cleaner Logistics

The canal along the Radbahn route, Landwehrkanal, was earlier used to transport building materials into the city and commercial goods in and out of the city. Radbahn reintroduces this logistics option. The cargo could be transported by (ideally electric) ships from the harbors nearby to the distribution hubs. Here used example is at Hallesches Tor. From these hubs the mini-containers, weighting approximately 300 kg each, would be delivered further by e-cargo-bikes.

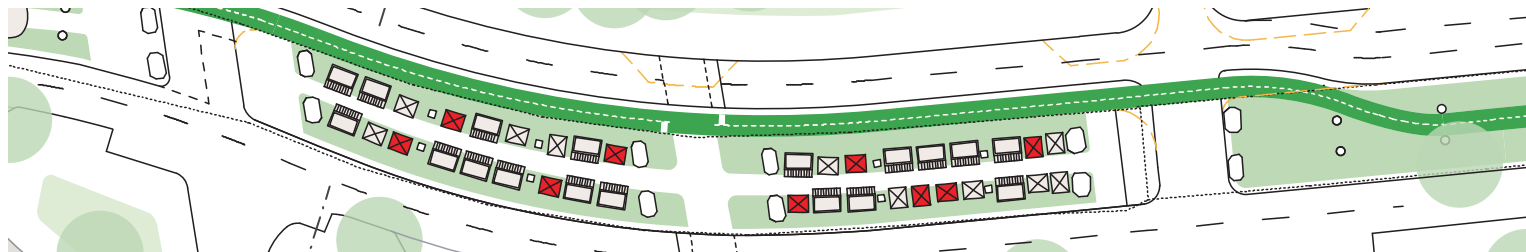
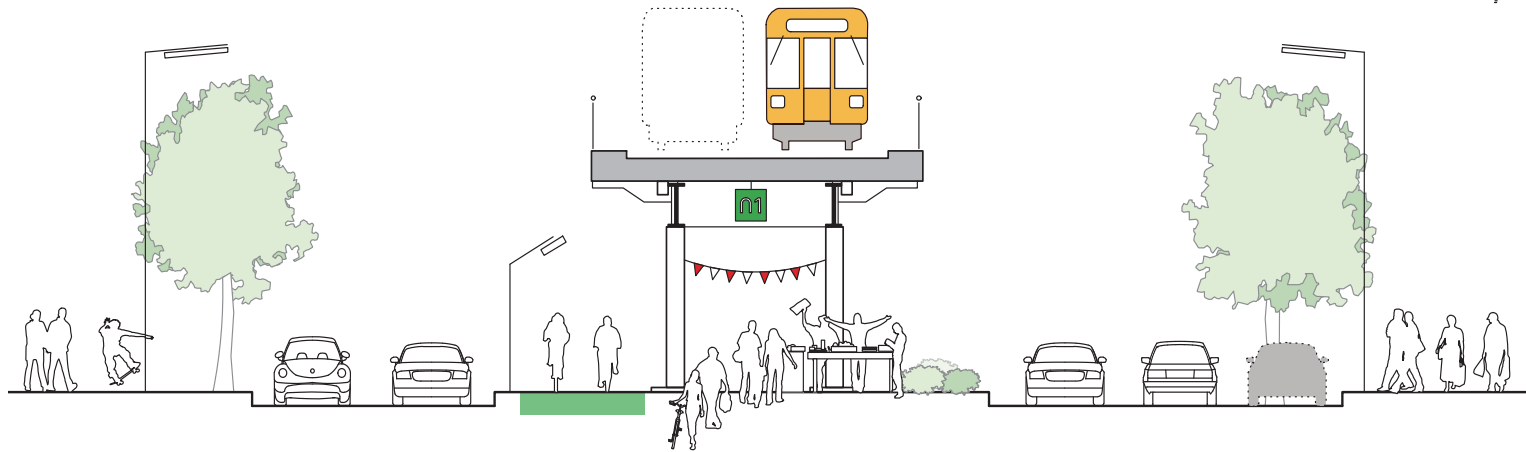


Hallesches Tor as harbour



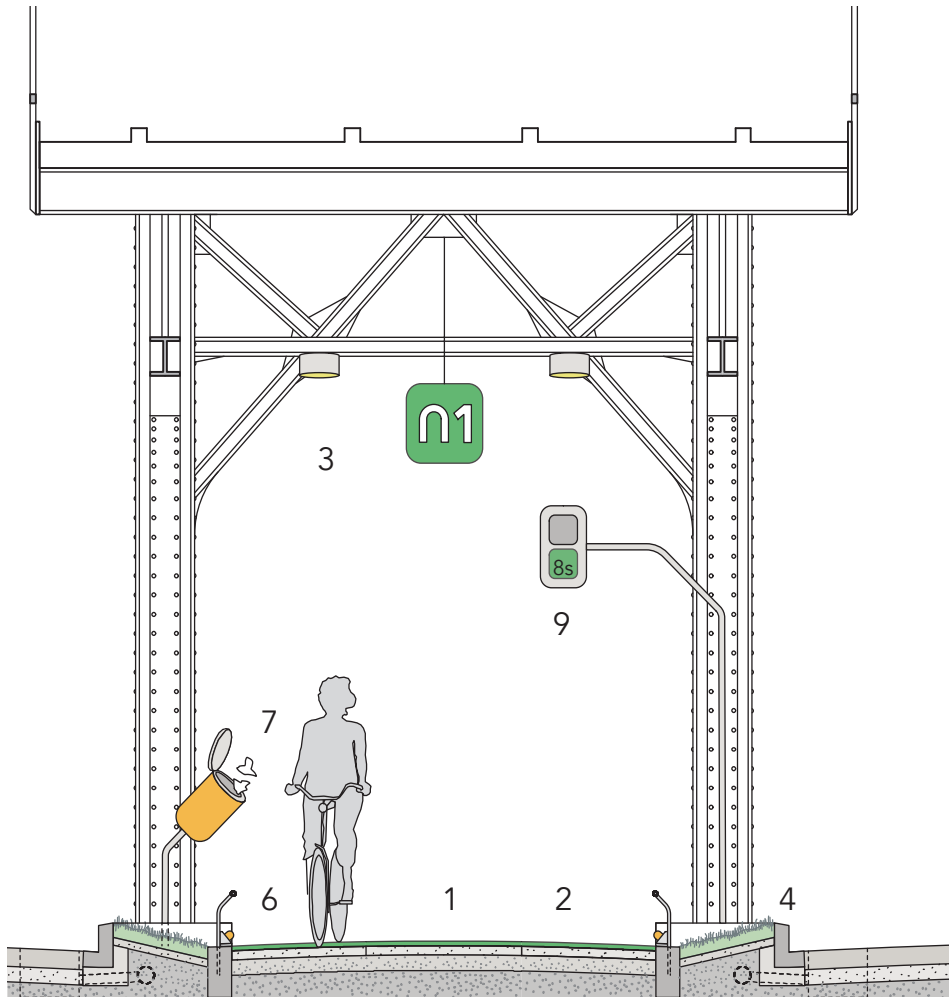
Culture along Radbahn

Following several Scandinavian examples, a fixed percentage share of the construction costs of Radbahn should be dedicated for art and culture. The Radbahn planning leaves in purpose idle spaces that will be developed in cooperation with the people living in the areas nearby into street markets, art installations or spaces for concerts and street theaters. This opens natural arenas for cooperation between the inhabitants with different backgrounds and creates stronger community feeling that often lacks in big cities.



The Joy of Cycling

Until today most of the cities have focused on ensuring the best possible commuting conditions for the car owners. Radbahn will now do the same for the cyclists. It separates the bikes from the other traffic and thus makes cycling significantly safer. Furthermore, it features multiple elements ranging from practical accessories and optimized surface to innovative data solutions that all together provide the cyclists with the most pleasant cycling experience.

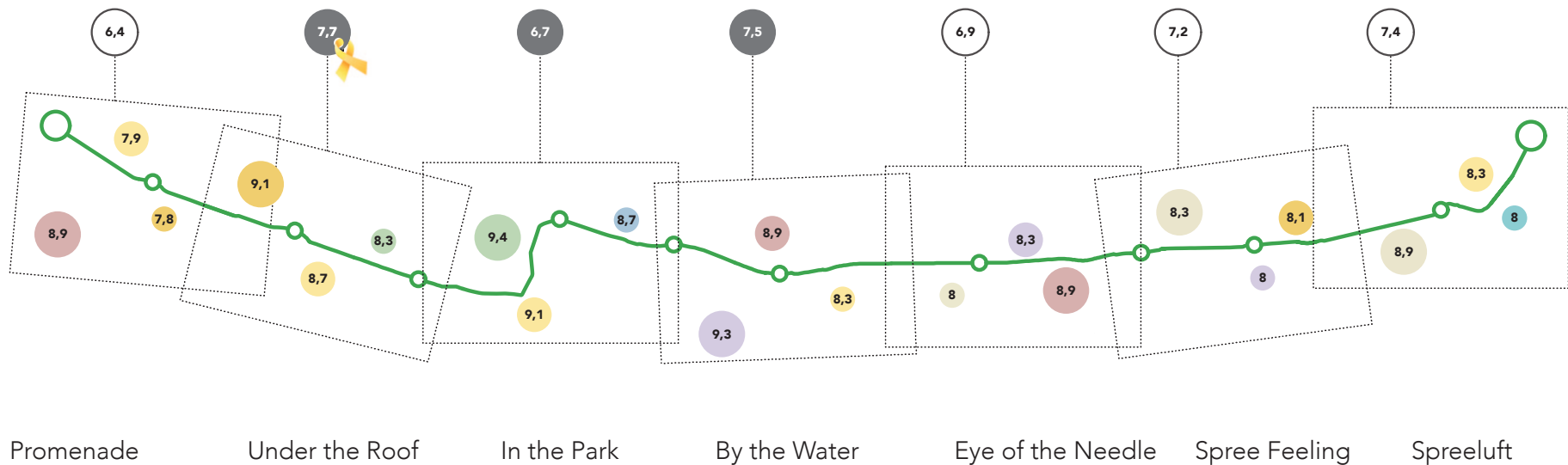


1. Colored coating
2. Friction optimized surface
3. Pleasant lighting system
4. Side greenery
5. Seating
6. Footrests at the intersections
7. Tilted trash bins
8. Bicycle racks
9. No stop at traffic lights:
 - Timedisplay traffic lights
 - Light guiding systems
 - Via Apps
 - Sensors

Choosing the Test Track

Radbahn is an exciting project not only for Berlin, but also for other big cities. It provides a platform for testing sustainable innovations for the urban areas of the future while placing strong emphasis on the needs of the communities nearby. The recommendation from the team behind the project is to choose one of the sections of Radbahn and use it as a test track to try out the concept and various related ideas. We named all the different sections of the route with names that characterize the nature each section and assessed the potential of these sections as a test track in the below listed categories:

- Urgency
- Political acceptance
- Pleasure of cycling
- Landmark character
- Connections public transport
- Connections bike infrastructure
- Simplicity
- Urban development





Landwehrkanal und U1, Am Halleschen Ufer



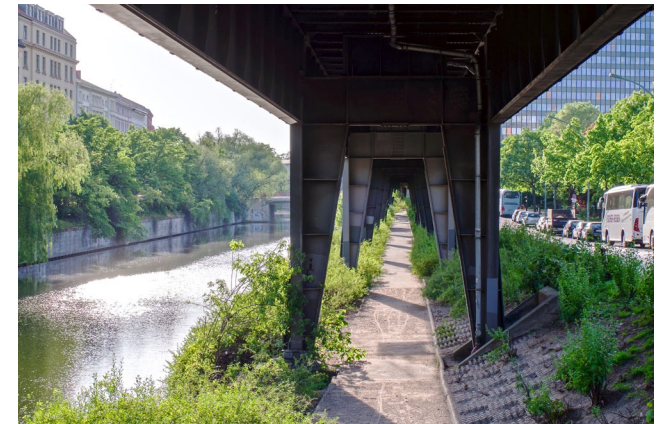
Promenade | Tauentzienstraße



Under the Roof | Bülowstraße



In the Park | Park am Gleisdreieck



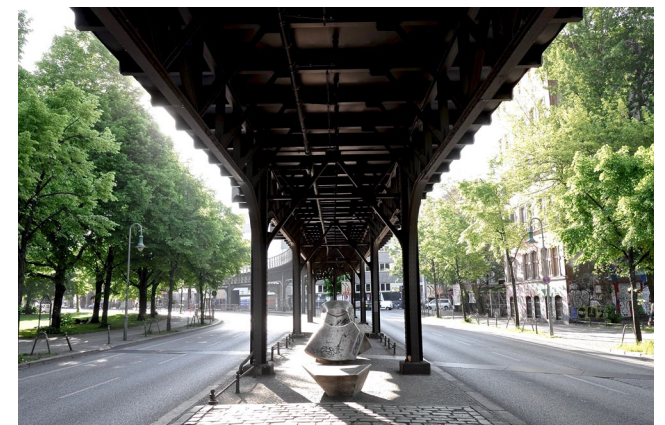
By the Water | Hallesches Ufer



Eye of the Needle | Gitschiner Straße



Hotspot | Kottbusser Tor



Spree Feeling | Oberbaumstraße