Best Practice: Kiezblocks & Superblocks

Dr. Dirk von Schneidemesser
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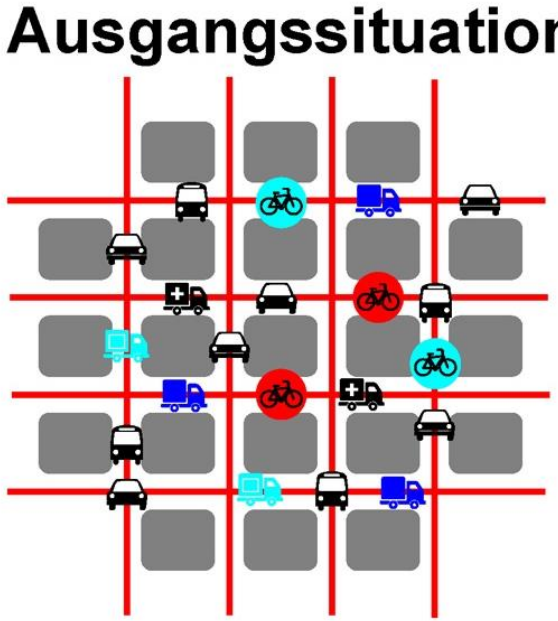
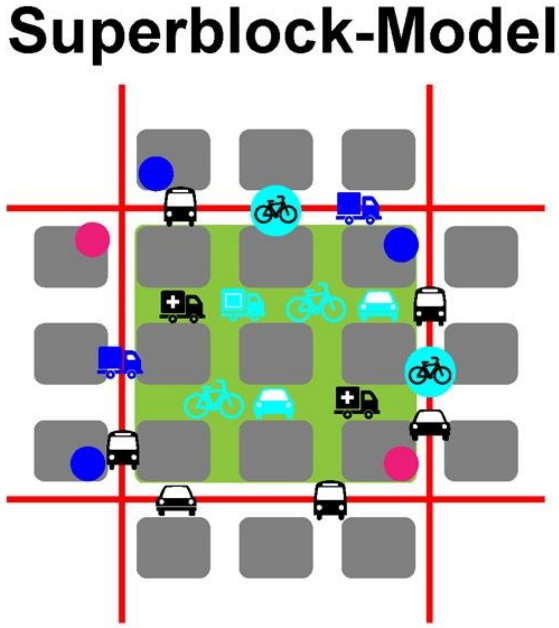
Was ist ein Kiezblock?





Straßennetz Bestand
ÖV-Netz
Gütertransport
Privat-PKW
Radfahren gegen Einbahn
Haupt-Radwegenetz
Begegnungszone [20 km/h]
Anrainer-PKW
Radfahren zweirichtung
Service- & Einsatzfahrzeuge
Mobilitätsstation
Logistik-Hub
Lieferfahrzeuge

Quelle: Austrian Institute of Technology

Wie werden Kiezblocks umgesetzt?

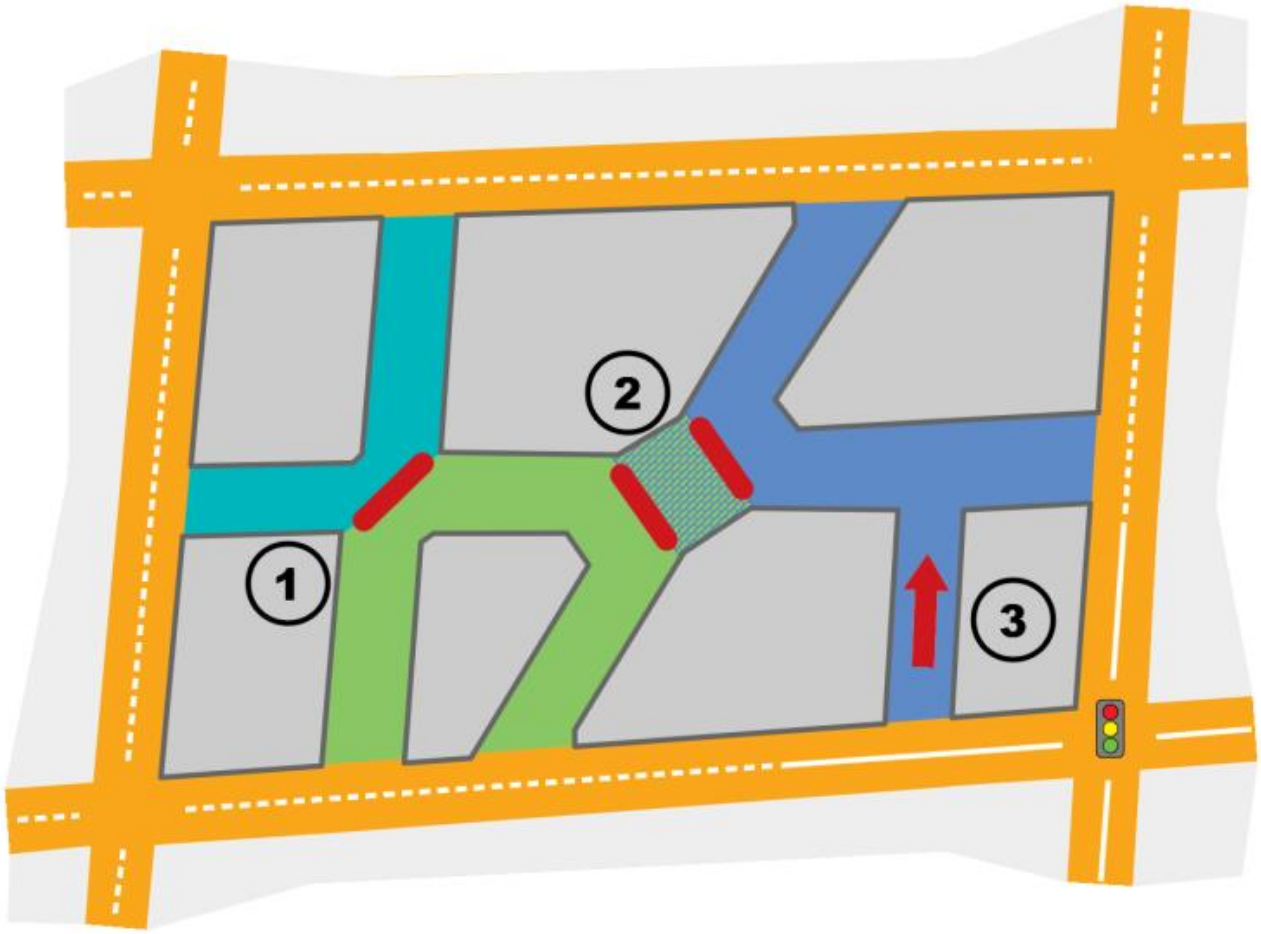


Abb. 5: Wirkungsweise unterschiedlicher Modalfilter

Empfehlungen für Superblocks 2023

Mengeneffekte von Kiezblocks

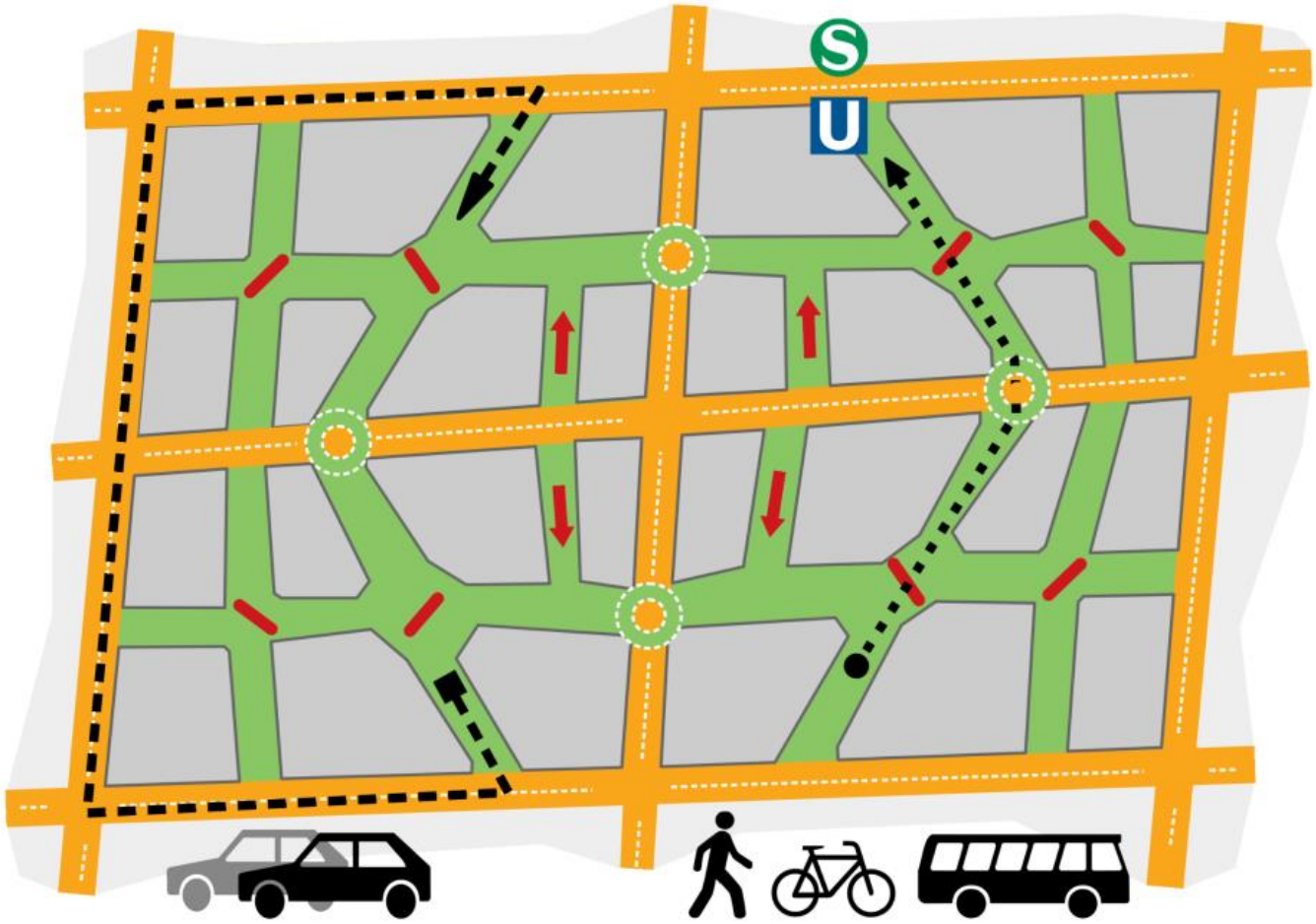


Abb. 7: Sichere, direkte Routen für den Umweltverbund und stadtverträgliche Routen für den Kfz-Verkehr bei benachbarten Superblocks

Empfehlungen für Superblocks 2023

Maßnahmen Standardisieren

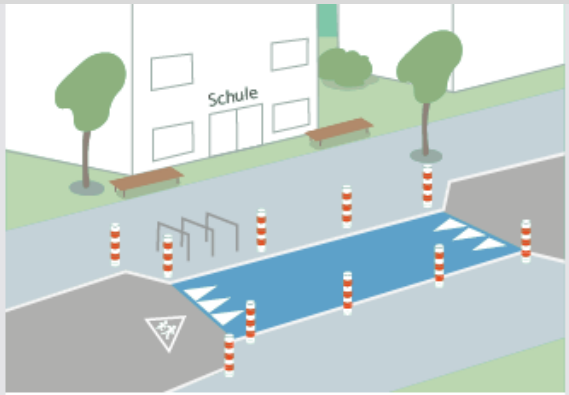
Unser Maßnahmenbaukasten

Modale Filter

Fußgänger*innen-Zone

Einbahnstraße

Sichere Querungen



Schulzone

Temporeduktion

Grafiken: Bezirksamt Friedrichshain-Kreuzberg von Berlin

Maßnahmen Üben
Umsetzung & Ausschreibungen Bündeln

Grafiken: Bezirksamt Friedrichshain-Kreuzberg von Berlin

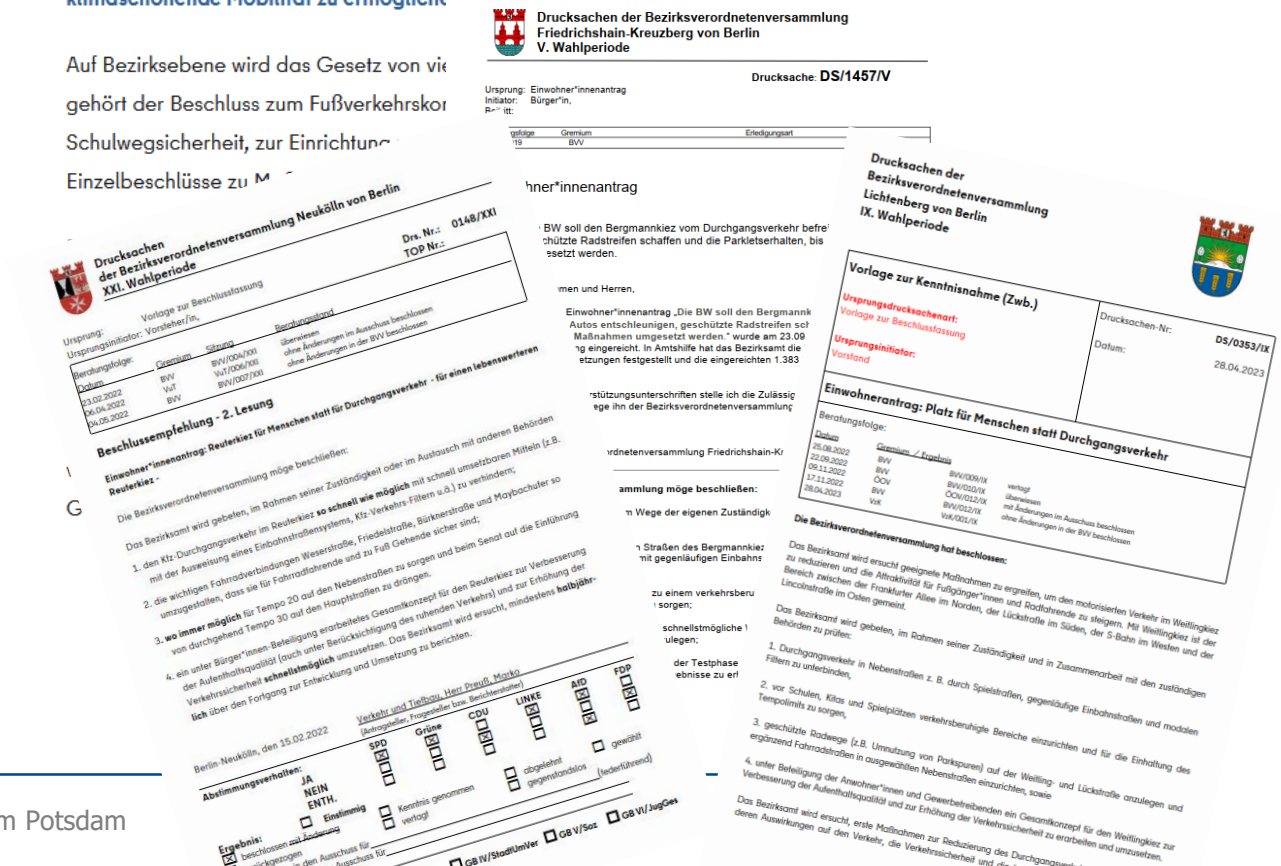
Mutig entscheiden – klar kommunizieren – dazu stehen

- → **Bezirkskonzept zur flächendeckenden Verkehrsberuhigung (DS/0827/IV)**
- → **Berliner Mobilitätsgesetz**
- → **Radverkehrsplan (DS/0607/V)**
- → **Entsiegelungskonzept (DS/1969/V)**
- → **Fußverkehrskonzept (DS/1460/V)**
- → **Umsetzung flächendeckende Verkehrsberuhigung (DS/0299/VI)**
- → **Pressemitteilung zum Projekt**

Beschlossene Sache – Mobilitätswende in Xhain

Die Mobilitätswende ist gesetzlich verankert, spätestens seit dem Beschluss des Berliner Mobilitätsgesetzes 2018. Dies schreibt vor, wie die Berliner Infrastruktur entwickelt muss, um eine dauerhaft sichere, gesunde und klimaschonende Mobilität zu ermögliche

Auf Bezirksebene wird das Gesetz von vie
gehört der Beschluss zum Fußverkehrsko
Schulwegsicherheit, zur Einrichtun
Einzelbeschlüsse zu M



Mutig entscheiden – klar kommunizieren – dazu stehen

„Es geht nicht um Ästhetik, sondern um Sicherheit." Almut Neumann, Bezirksstadträtin für den öffentlichen Raum in Mitte, Glasgower/Ofener Straße.
© Benjamin Pritzkuleit

Quelle: Berliner Zeitung

VERKEHRSPROJEKT ILLEGAL

Pankows verbotene Poller – so hoch waren die Kosten

RIFS POTSDAM

TAGESSPIEGEL

Suche Anmelden ABO

Politik Internationales Berlin Gesellschaft Wirtschaft Kultur Wissen Gesundheit Sport Meinun

Fahrrad & Verkehr Schule Nachrufe Checkpoint

„Vollkommen willkürliche Maßnahmen“
Anwohnende kritisieren Kiezblock im Neuköllner Reuterkiez

Poller blockieren Autofahrer: Jetzt hat Gericht entschieden

Berliner Poller-Eklat: Umweltschützer gegen Autofahrer

Streit um Verkehrsberuhigung in Berlin-Lichtenberg
„Zugezogene wollen den Kiez in ein Dorf verwandeln“

ÄRGER MIT HANDELSRIESEN

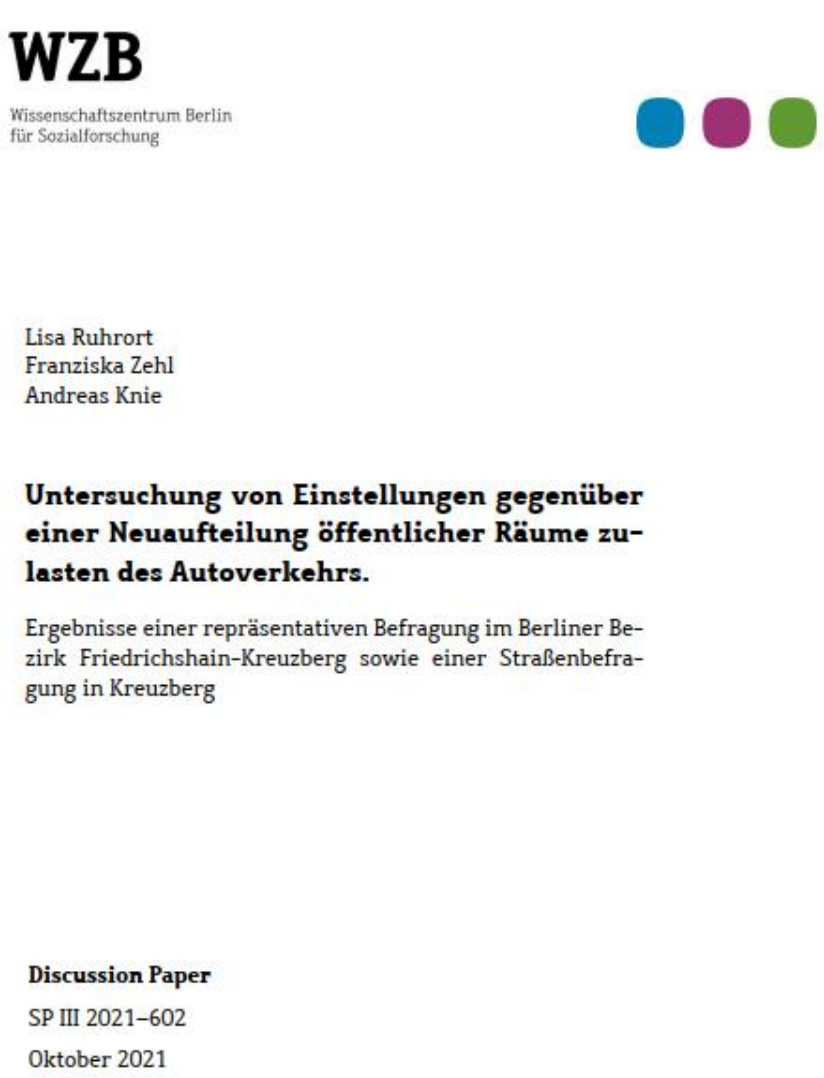
Kiezblock kostet Aldi Kunden – Pankow „justiert nach“

Ist der Poller gefallen? CDU, AfD und BSW stimmen gegen Verkehrsberuhigung in Berlin-Lichtenberg

Rund um einen Poller im Kaskelkiez ist eine Art verkehrspolitischer Kulturkampf entbrannt. CDU, AfD und BSW stimmten für den Abbau des Pfostens. Ob das umgesetzt wird, ist noch unklar.

Forschungsinstitut für Nachhaltigkeit

Kiezblocks – Radikal?



WZB

Wissenschaftszentrum Berlin
für Sozialforschung

Lisa Ruhrort
Franziska Zehl
Andreas Knie

Untersuchung von Einstellungen gegenüber einer Neuaufteilung öffentlicher Räume zulasten des Autoverkehrs.

Ergebnisse einer repräsentativen Befragung im Berliner Bezirk Friedrichshain-Kreuzberg sowie einer Straßenbefragung in Kreuzberg

Discussion Paper
SP III 2021–602
Oktober 2021

Hertie School

Policy Brief

Attitudes on Urban Mobility Policies

Results from a Survey in Berlin

July 20, 2023

Christian Traxler | Professor of Economics
Kai Wegrich | Professor of Public Administration

#MobilityTransition
#Berlin

Urban mobility policies and the discussion around them have gained traction in many European cities, including Berlin. This policy brief presents survey evidence examining the preferences of citizens of Berlin city on mobility policy changes. The survey covers the expansion of bike infrastructure, the creation of traffic-calmed neighborhoods (Kiezblocks akin to Barcelona's superblocks), the implementation of a 30km/h speed limit on main roads, increased parking fees, and introduction of congestion charges. The results indicate majority support for more cycle paths and a further roll out of Kiezblocks. In contrast, only a third of respondents support an increase in parking fees and the introduction of a congestion charge. Support and opposition is strongly correlated with education, political attitudes and car (vs bike) ownership.

1 Background

Urban mobility policy has become an increasingly salient policy issue in a number of European cities. Reports about "mobility change" from a car-dominated urban transport infrastructure to one that prioritizes cycling and public transport and offers more public space to pedestrians and for leisure activities repeatedly feature in (social) media. With the increasing salience of climate change mitigation policies, such a mobility change has received another push. While Germany has long been a laggard in mobility change policies, several German cities have committed towards such a policy in the last decade.

At the same time, implementing mobility change policies has proven to be more challenging than expected. One reason for slow implementation is that any infrastructure policies require planning - and administrative capacities for planning are scarce in many cities. Another reason is that mobility change remains a heavily contested policy issue.

Kiezblocks – Bürger:innenbeteiligung

WZB

Wissenschaftszentrum Berlin
für Sozialforschung

Lisa Ruhrort
Franziska Zehl
Andreas Knie

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Policy Brief, July 20, 2023

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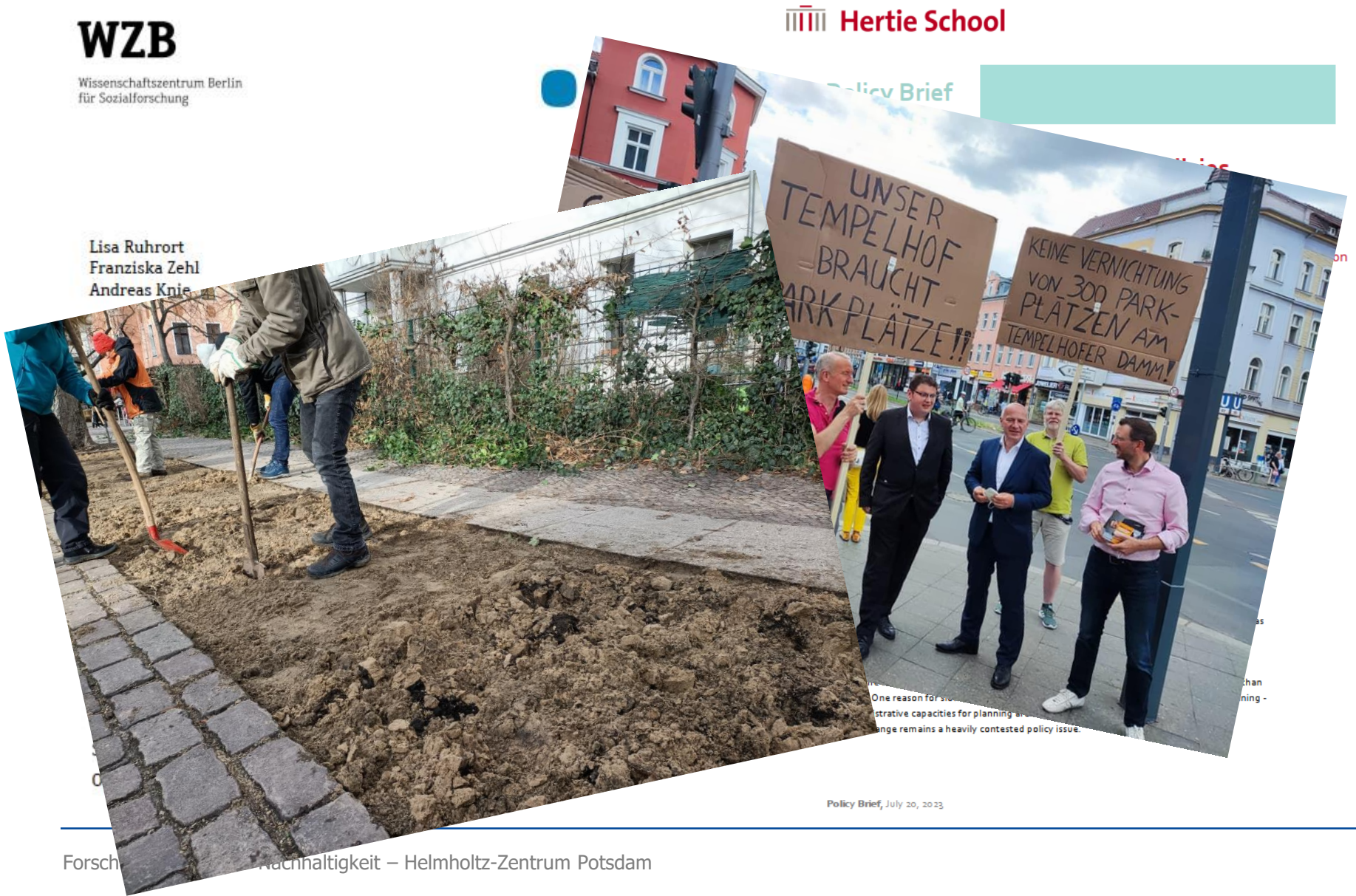


Bürger:innenbeteiligung

Lokale Wirtschaft

Berliner Morgenpost

Parkplätze abgebaut: Erster Unternehmer verlässt Graefekiez

07.12.2023, 16:25 Uhr • Lesezeit: 4 Minuten

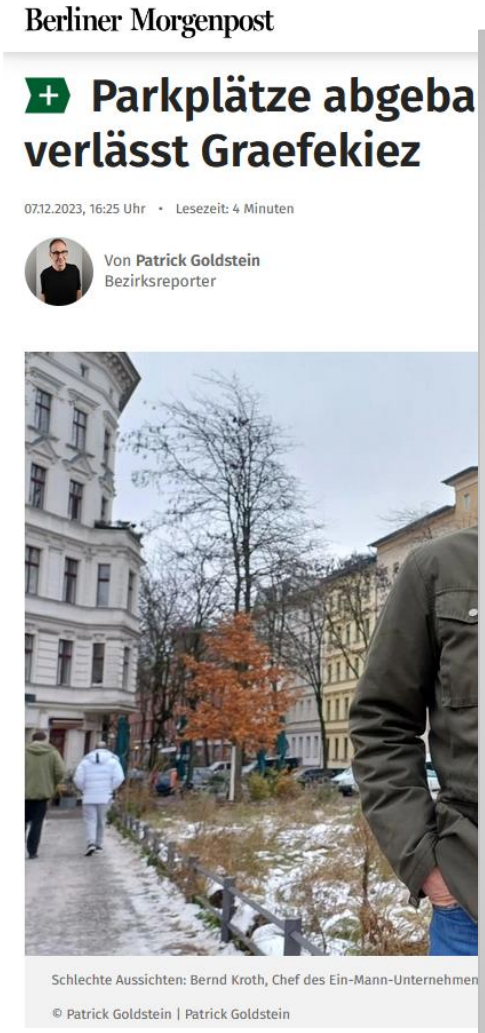
Von **Patrick Goldstein**
Bezirksreporter

Schlechte Aussichten: Bernd Kroth, Chef des Ein-Mann-Unternehmens „Kroth Gartenbau“ im Kreuzberger Graefekiez.

© Patrick Goldstein | Patrick Goldstein

Quelle: von Schneidemesser & Kirby (*in Erscheinung)*

Lokale Wirtschaft



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Parkplätze abgeba
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Quelle: von Schneidemesser & Kirby (*in Erscheinung)*

Verkehrsverpuffung, (nicht –verlagerung)

Disappearing traffic? The story so far

S. Cairns, S. Atkins and P. Goodwin

Reallocating roadspace from general traffic to improve conditions for pedestrians or cyclis light rail or other high-occupancy dicted to cause major traffic probl streets. This paper reports on two resulting in the examination of ov roadspace reallocation from eleve collation of opinions from over 200 worldwide. The findings suggest th problems are often unnecessarily a appropriate local circumstances, s overall traffic levels can occur, wit wider range of behavioural respon ally been assumed. Follow-up worl the importance of managing how by the public and reported in the lessons for avoiding problems. Fin light that well-designed schemes can often contribute to a multiplic aims and objectives.

1. INTRODUCTION

Reducing roadspace for general traffi pedestrians or cyclists or buses or tra occupancy vehicles, could significantl ness of these modes, and facilitate m road network. Yet proposals for such controversial. One recurrent issue is w traffic will simply divert to neighbour up and leading to worse congestion a reports on findings from research bas from eleven countries, and the opinio professionals worldwide. The findings lems are, in reality, rarely as bad as p careful planning and appropriate imp roadspace to more sustainable modes a variety of complementary benefits.

2. CONTEXT

In the mid-1990s, there was a radical policy on road building. Specifically, that building roads was not always a creating new capacity could generate due to technical advice from its own Committee on Trunk Road Assessmen due to the popular recognition that, f

Municipal Engineer 151 Issue 1

M25 motorway had not produced consistently free-flowing

PRL 101, 128701 (2008) PHYSICAL REVIEW LETTERS week ending 19 SEPTEMBER 2008

Price of Anarchy in Transportation Networks: Efficiency and Optimality Control

Hyejin Youn,[1] Micha

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[2]Santa Fe Institute, 1399 Hyd
[3]Department of Computer Science, Unive
(Received 3 January

Uncoordinated individuals in human soc achieve the social optimum, the most ben Nash equilibria which are often socially su the lack of coordination among its member times in road networks of several major cit waste a considerable amount of their trave partially improve the traffic conditions. We of similar paradoxes in physics.

DOI: 10.1103/PhysRevLett.101.128701

Many real-world transportation systems in huma eties are characterized by networked structures an plex agents interacting on these networks [1]. standing the agents' behaviors has important conseq for the optimal design and control of, for examp Internet, peer-to-peer, or vehicle networks [2]. I optimality has long been a key principle in scie particular, many branches of physics are govern principles of least action or minimum energy in th way that maximizing utility functions is crucial i nomics. For example, the flow of currents in a r network can be derived by minimizing the energy d tion. One might expect that traffic flows in transpo networks follow a similar optimization principle. I deed reasonable to assume that humans opt for the egies that maximize their personal utility. Howeve does not mean that flows in transportation networks mize the cost for all users as is sometimes assumed the contrary, we will demonstrate that the flows reality still be far from optimal even if all indiv search for the quickest paths and if complete infor about the network and other users' behaviors is ava Thus, traffic networks can be inherently inefficient– rarely investigated in previous work on traffic flows

In this Letter, we investigate decentralized trans tion networks where each directed link from node i associated with a *delay* l_{ij}, the time needed to travel the link. In most real networks, delays depend noti on the flow [5], i.e., the number of downloads, ve etc., per unit time. For example, a single vehicle moves at the permitted speed limit on an empty ro slows down if too many vehicles share the same Thus, the choices of some users can cause delays for and possibly conflict with everyone's goal to redu overall delay in the network. As a game-theoretic quence, the best options for individual users form equilibrium, not necessarily a social optimum.

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Changes in motor traffic in London's Low Traffic Neighbourhoods and boundary roads

Asa Thomas[a], Rachel Aldred[a,*]

[a] Active Travel Academy, University of Westminster, Schoo

ARTICLE INFO

Keywords:
Low traffic neighbourhood
Traffic reduction
Systematic review

1. Introduction

Since the start of the Covid-19 pandemi hoods have been introduced in London, an parts of England. LTNs are schemes that seek primarily residential areas, using traffic man 'modal filters' to block general motor traffic and cycling.[1] They seek, like many other traf to combine 'carrot' and 'stick' by encouragin port while discouraging car use. The design p in the Netherlands, this approach to urban dling', referring to the goal of separating muc walking and cycling (Schepers et al., 2013). emerging on the retrospective introduction stronger evidence for increased walking and in car use (Aldred et al., 2021a,b).

London offers an opportunity to study the scale. Within six months of the pandemic s LTNs in London covered 4% of the populatio By March 2022, a hundred schemes had be

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Exploring traffic evaporation: Findings from tactical urbanism interventions in Barcelona

Samuel Nello-Deakin*

Department of Geography, Autonomous University of Barcelona, Cerdanyola del Vallès, Spain

ARTICLE INFO

Keywords:
Traffic evaporation
Disappearing traffic
Road space
Traffic counts
Tactical urbanism
Superblocks

ABSTRACT

Traffic evaporation – i.e. the opposite of induced traffic – is acknowledged as a well-esta which presents important implications for local urbanism and mobility policies, but ther academic studies which explore this issue in detail. This paper explores relative levels following the implementation of multiple tactical urbanism interventions on 11 streets context of the COVID-19 pandemic. Based on the analysis of publicly available traffic cou provide empirical support for the existence of significant levels of traffic evaporation reduction. On average, traffic levels on streets with interventions diminished by −14.8 % re rest of the city. In the wider vicinity of intervention streets, traffic levels also decreased sligh %) compared to the rest of the city, except on immediately adjacent parallel streets to terventions, which reported a small relative traffic increase (+0.7 %). Overall, these find support for street redesign policies which entail the reduction of road space for motor vehicles, and suggest that fears of traffic congestion following such schemes may often be unfounded. From a methodological standpoint, this study also offers a transparent method of evaluating traffic evaporation which could be replicated in future studies.

1. Introduction

In recent years, measures seeking to reallocate road space from motorised traffic to active travel modes and other public space uses have gained widespread popularity worldwide. This "reclaiming" of car space for other uses is increasingly seen as critical in encouraging an urban mobility transition towards low-carbon transportation and more liveable cities (Petzer et al., 2021; Tennøy and Hagen, 2021). In particular, "tactical urbanism" – i.e. the speedy implementation of low-cost infrastructural interventions in the public realm, often with a temporary or experimental character – has become a prominent strategy for city administrations to push forward measures which entail a reduction in the amount of space allocated to motorised traffic (Lydon et al., 2015; Sadik-Khan and Solomonow, 2016). In this respect, tactical interventions can be understood as a form of street experiment which seek to recast streets tactical interventions have increasingly been promoted by public authorities themselves as a strategy to implement rapid changes in the public realm. Especially in the context of the COVID-19 pandemic, tactical urbanism has become a common means of reallocating road space from motorised traffic to active travel, public transport, and public space use (Glaser and Krizek, 2021; Rojas-Rueda and Morales-Zamora, 2021).

Nevertheless, and as the title of Janette Sadik-Khan's account of her time as transport commissioner in New York suggests – *Streetfight* (Sadik-Khan and Solomonow, 2016) – tactical street interventions often lead to a vocal confrontation between their proponents and opponents, which relies on partisan argumentation with little empirical support, and is highly subject to media narratives. Indeed, street interventions which reduce the amount of space dedicated to motorised traffic typically face entrenched resistance from a wide variety of actors, including busines

difu
Deutsches Institut für Urbanistik

Policy Papers 2
Juli 2023

Uta Bauer, Sonja Bettge, Thomas Stein

Verkehrsberuhigung: Entlastung statt Kollaps!

Maßnahmen und ihre Wirkungen in deutschen und europäischen Städten

Zusammenfassung

Die Umsetzung von konsequenten Verkehrsberuhigungsmaßnahmen wird in deutschen Städten immer populärer. Zugleich wachsen die Gegenstimmen. Ein vielgenanntes Argument ist, dass der Verkehr durch die ergriffenen Maßnahmen nicht abnimmt, sondern das benachbarte Straßennetz zusätzlich belastet. Der Beitrag liefert hierzu empirisch belegte Befunde aus zahlreichen nationalen und internationalen Projekten, die zeigen, dass diese Befürchtung nicht eintritt.

Vielmehr bestätigen fast alle Erhebungen das Phänomen der „traffic evaporation": Das Kfz-Verkehrsaufkommen verringert sich insgesamt, „verpufft" also in nennenswertem Maße. Die Größenordnung der „Verpuffung" liegt in den analysierten flächenhaften Verkehrsberuhigungsprojekten zwischen 15 und 28 Prozent, bei gesamten Innenstädten zwischen 25 und 69 Prozent, im Umfeld einzelner umgestalteter Straßen zwischen 4 und 52 Prozent. Die Zahlen variieren je nach Projekt und Bezugsrahmen.

Der Effekt erklärt sich durch ein verändertes Verkehrsverhalten: Je attraktiver Fuß- und Radwege sind, desto häufiger nutzen Menschen sie. Und obgleich die Messungen durchaus Verlagerungseffekte in angrenzende Straßen zeigen, so sind diese meist moderat, der befürchtete Verkehrskollaps bleibt in fast allen Fällen aus. Die Erfahrungen europäischer Städte, die teilweise schon auf längere Interventionszeiträume zurückblicken können, zeigen außerdem, dass die positiven Entlastungseffekte mit der Zeit sogar zunehmen.

Die Untersuchung zeigt: Restriktive Maßnahmen, die den Autoverkehr in den Städten zähmen, wirken in erwünschtem Sinne: Diesen Hebel gilt es auch in der fachlichen Diskussion sowohl in der Kommunalpolitik wie auch in Verwaltungen stärker zu berücksichtigen. Insbesondere in der Modellierung von Verkehrsberuhigungsmaßnahmen sollten die besonhriebenen Effekte zumindest als ein Szenario abgebildet werden.

Verkehrsverpuffung

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Policy Papers 2
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Municipal Engineer 151 Issue 1

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1. Introduction

In recent years, measures seeking to reallocate road space from motorised traffic to active travel modes and other public space uses have gained widespread popularity worldwide. This "reclaiming" of car space for other uses is increasingly seen as critical in encouraging an urban mobility transition towards low-carbon transportation and more liveable cities (Petzer et al., 2021; Tennøy and Hagen, 2021). In particular, "tactical urbanism" – i.e. the speedy implementation of low-cost infrastructural interventions in the public realm, often with a temporary or experimental character – has become a prominent strategy for city administrations to push forward measures which entail a reduction in the amount of space allocated to motorised traffic (Lydon et al., 2015; Sadik-Khan and Solomonow, 2016). In this respect, tactical interventions can be understood as a form of street experiment which seek to recast streets tactical interventions have increasingly been promoted by public authorities themselves as a strategy to implement rapid changes in the public realm. Especially in the context of the COVID-19 pandemic, tactical urbanism has become a common means of reallocating road space from motorised traffic to active travel, public transport, and public space use (Glaser and Krizek, 2021; Rojas-Rueda and Morales-Zamora, 2021).

Nevertheless, and as the title of Janette Sadik-Khan's account of her time as transport commissioner in New York suggests – *Streetfight* (Sadik-Khan and Solomonow, 2016) – tactical street interventions often lead to a vocal confrontation between their proponents and opponents, which relies on partisan argumentation with little empirical support, and is highly subject to media narratives. Indeed, street interventions which reduce the amount of space dedicated to motorised traffic typically face entrenched resistance from a wide variety of actors, including busines-

nach Projekt und Bezugsrahmen.

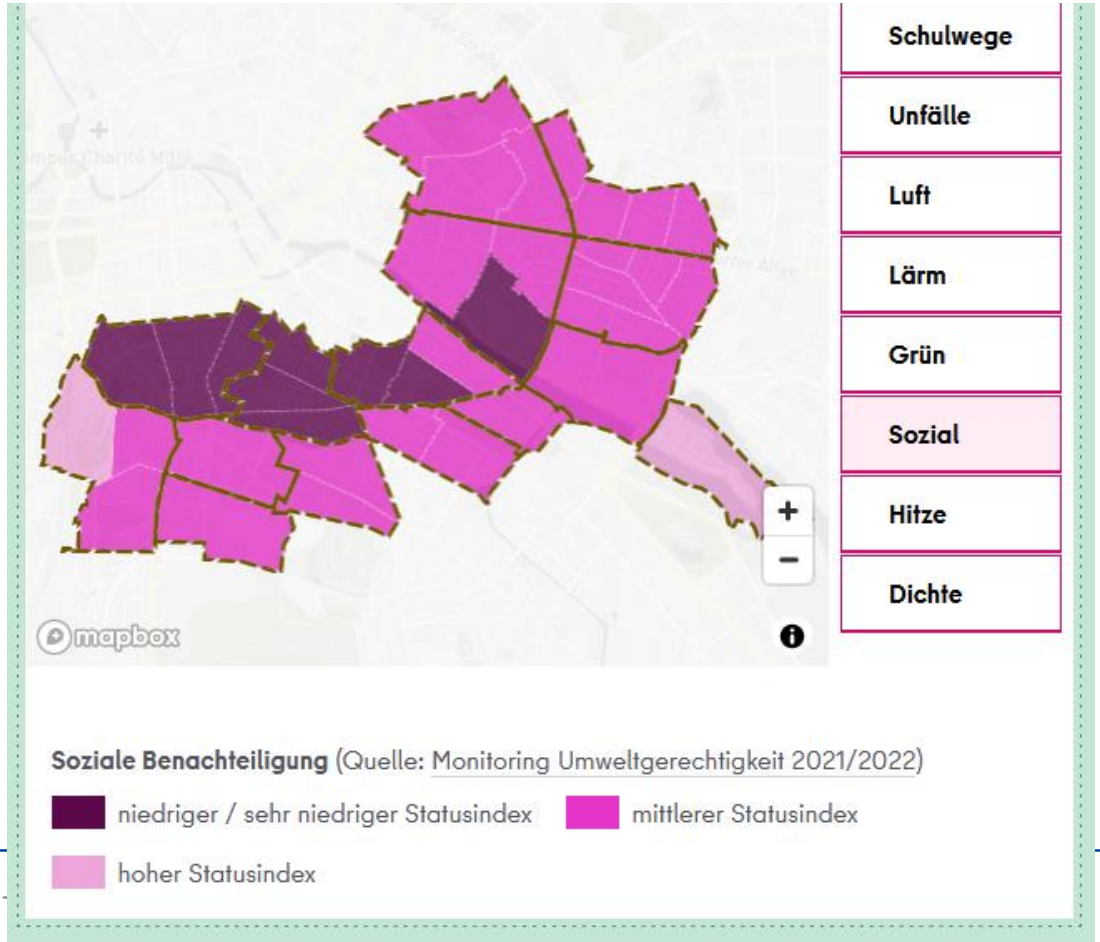
Der Effekt erklärt sich durch ein verändertes Verkehrsverhalten: Je attraktiver Fuß- und Radwege sind, desto häufiger nutzen Menschen sie. Und obgleich die Messungen durchaus Verlagerungseffekte in angrenzende Straßen zeigen, so sind diese meist moderat, der befürchtete Verkehrskollaps bleibt in fast allen Fällen aus. Die Erfahrungen europäischer Städte, die teilweise schon auf längere Interventionszeiträume zurückblicken können, zeigen außerdem, dass die positiven Entlastungseffekte mit der Zeit sogar zunehmen.

Die Untersuchung zeigt: Restriktive Maßnahmen, die den Autoverkehr in den Städten zähmen, wirken in erwünschtem Sinne: Diesen Hebel gilt es auch in der fachlichen Diskussion sowohl in der Kommunalpolitik wie auch in Verwaltungen stärker zu berücksichtigen. Insbesondere in der Modellierung von Verkehrsberuhigungsmaßnahmen sollten die besonhriebenen Effekte zumindest als ein Szenario abgebildet werden.

Kiezblocks Flächendeckend

Xhain beruhigt sich: Friedrichshain-Kreuzberg legt berlinweit erstes gesamtbezirkliches Konzept für Verkehrsberuhigung vor

Pressemitteilung Nr. 138 vom 27.06.2023



Warum und wohin mit Kiezblocks?

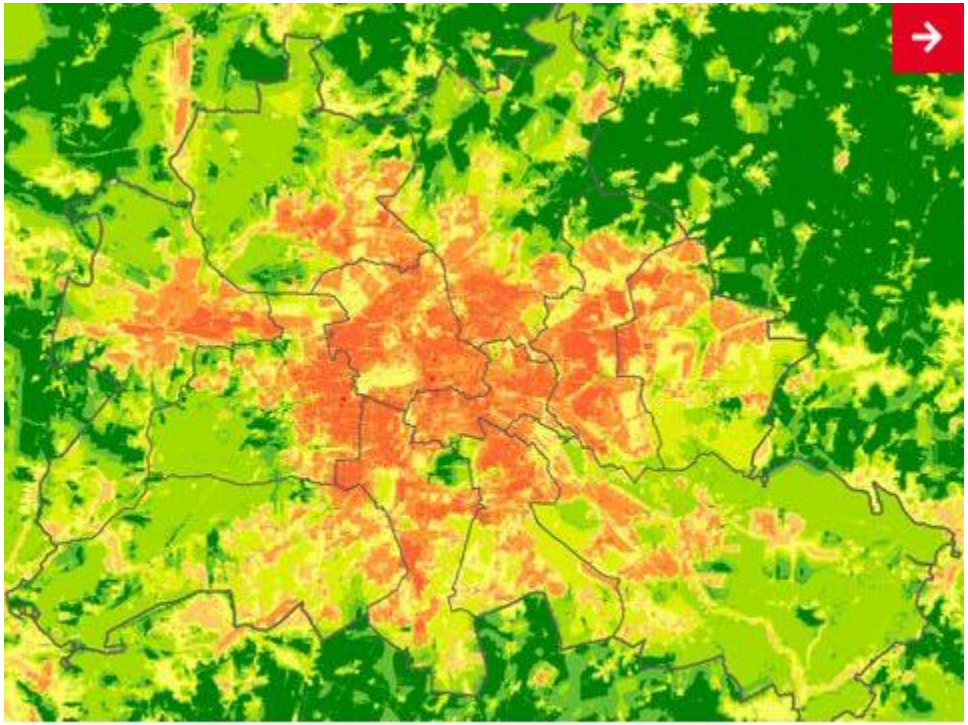


Bild: Umweltatlas Berlin

Bioklima

Bild: Umweltatlas Berlin

Lärmbelastung

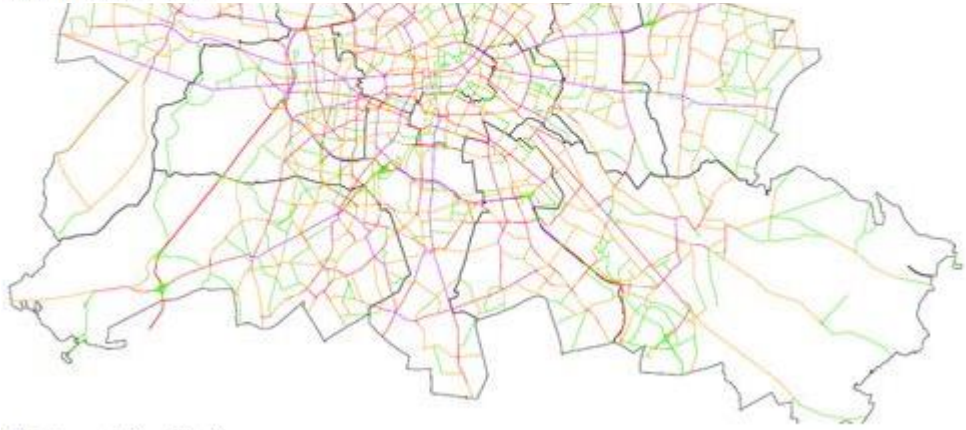


Bild: Umweltatlas Berlin

Straßenverkehr - Emissionen und Immissionen

Quelle: Berliner Umweltatlas

Warum und wohin mit Kiezblocks?

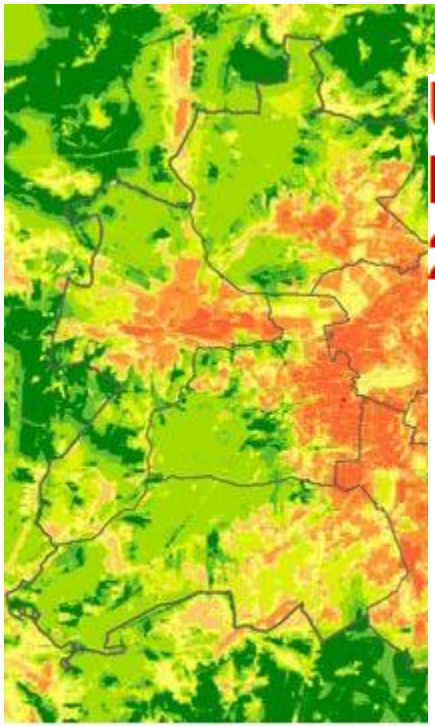
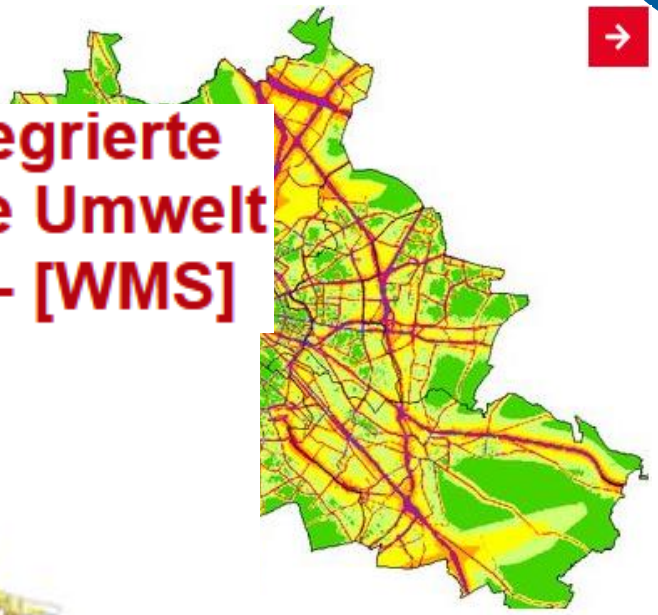
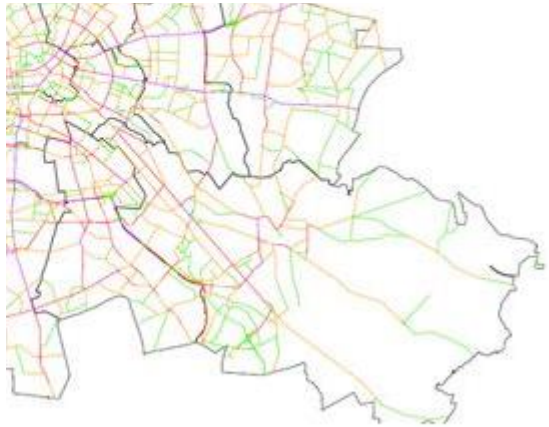


Bild: Umweltatlas Berlin

Bioklima

Umweltgerechtigkeit: Integrierte Mehrfachbelastungskarte Umwelt 2021/2022 (Umweltatlas) - [WMS]

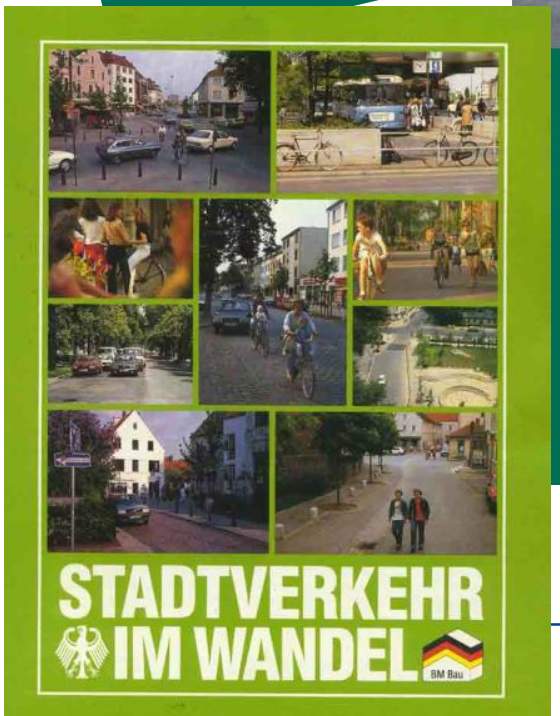




Quelle: Berliner Umweltatlas

Bild: Umweltatlas Berlin

Straßenverkehr - Emissionen und Immissionen



LEITFADEN
ZUR VERKEHRSBERUHIGUNG
IN KIEZEN
Hauptdokument

Senatsverwaltung für Umwelt, Mobilität, Verbraucher- und Klimaschutz
BERLIN

Fachgruppe Standards für die Mobilitätswende (FGSM)

Empfehlungen für Superblocks

ESu 2023

Ausgabe 2023, Version 1.1 (ehemals RAKi 1.0)