

The production of urban space through mobility

The case of the Stadtbahn in Berlin

Band 2 (Annex)

vorgelegt von
Dipl. - Ing. Arch.
Paola Alfaro d'Alençon

Von der Fakultät VI - Planen Bauen Umwelt
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Promotionsausschuss:

Vorsitzender: Prof. Dipl. -Ing. Klaus Zillich

Berichter: Prof. Dr. Peter Herrle

Berichter: Prof. Dr. Rosanna Forray Claps

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ANNEX

This Annex is the compendium of pictures and data the thesis work is based on. Chapter 4 and 5 are also based on the materials produced in the three different research seminars and studio classes at the TU Berlin between 2006 – 2009 (unpublished) under the supervision of the author. The following list gives the outline of the names and the persons who contributed through drawings, sketches, survey.

**1. REGISTER OF VIADUCT USES FROM 1975-1985, 1989-2006, 2009,
Individual elaboration**

**2. 'SHARED SPACE': RAILWAY SPACE IN BERLIN,
Research Seminar, 2006/2007**

2.1 Perception of the Stadtbahn in the media

**3. 'SHOP & RAIL 1+2': DIE STADTBahn UND IHRE INTERAKTION IM STADTRAUM,
Studio Class, 2007/2008**

3.1 Comparative temporal elevations

3.2 The Morphology of the viaduct space

3.3 Economic study: Shop use in the Stadtbahnstations and viaduct spaces

3.4 The Morphology of the station space: The case of Savignyplatz, Jannowitzbrücke, Friedrichstrasse

**4. 'MOBILITY MEANS PROSPERITY'. CASE STUDY BERLIN: THE DEVELOPMENT OF URBAN
TRANSPORT INFRASTRUCTURE IN THE URBAN SPACE,
Research Seminar 2008/2009**

4.1 Berlin Hauptbahnhof

4.2 Daily Motion in Berlin

4.3 Südkreuz

4.4 Potsdamer Platz

4.5 Savignyplatz

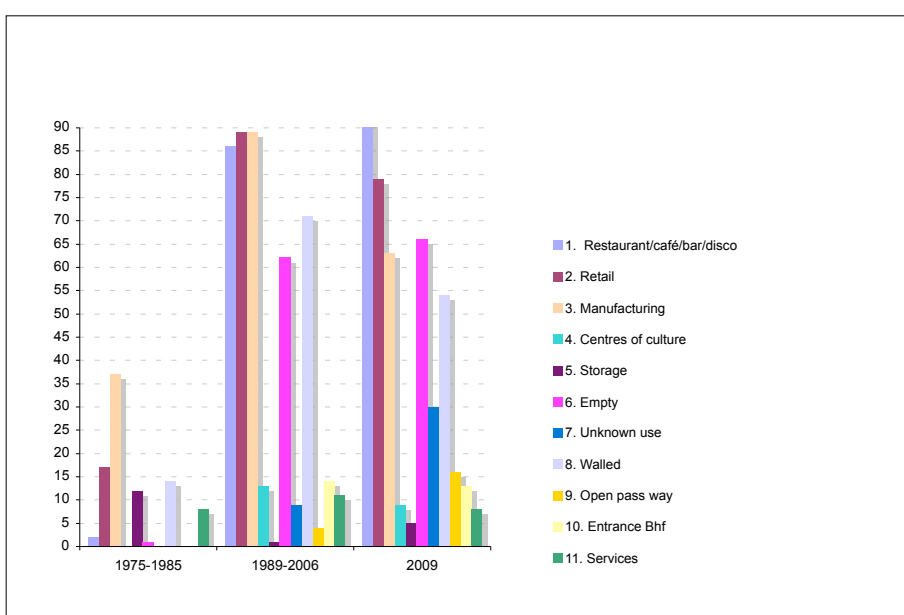
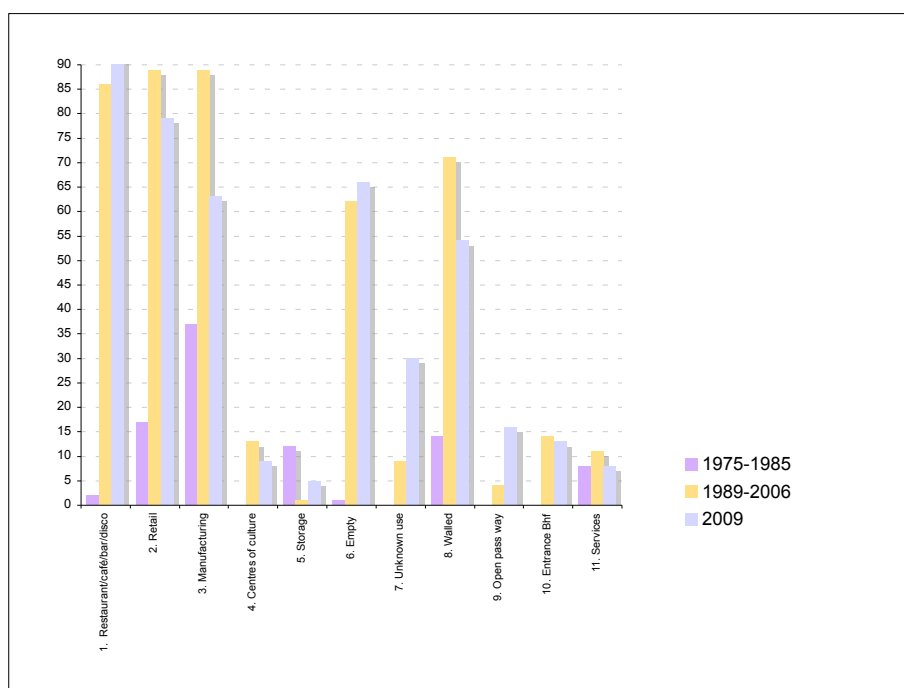
4.6 Jannowitzbrücke

4.7 Hackescher Markt

4.8 IMAC

*1. Register of Viaduct Uses from 1975 - 1985, 1989 - 2006, 2009,
Individual elaboration*

	1975-1985	1989-2006	2009
1. Restaurant/café/b	2	86	92
2. Retail	17	89	79
3. Manufacturing	37	89	63
4. Centres of culture	0	13	9
5. Storage	12	1	5
6. Empty	1	62	66
7. Unknown use	0	9	30
8. Walled	14	71	54
9. Open pass way	0	4	16
10. Entrance Bhf	0	14	13
11. Services	8	11	8



VIADUCT USE

Category: 1. Restaurant, Cafe, Discotheque / 2. Retail / 3. Manufacturing / 4. Centres of Culture / 5. Storage / 6. Renovated - Unrenovated Empty / 7. Unknown Use / 8. Walled / 9. Open Pass Way / 10. Entrance Brl / 11. Services

Viaduct/ Nr.		Period 1975-1985		Period 1989-2006		Period 2009					
		cat.	Use	cat.	Use	cat.	Use	Name			
		45				5	storage	Art Gallery			
		46				4	centres of culture	Art Gallery			
		47				11	service	Veranstaltungsraum			
		48				4	centres of culture	Art Gallery Sussane Vielmeier			
		49				4	centres of culture	Art Atelier			
		50				2	retail	Elizi Fashion Shoes			
		51				2	retail	Urban Motor			
		52				2	retail	Urban Motor			
		53				2	retail	Urban Motor			
		54				5	storage				
		55				7	unknown use				
		56				7	unknown use				
		57				3	manufacturing	Elektrobereich der Bahn			
		58				3	manufacturing	Elektrobereich der Bahn			
		59				3	manufacturing	Elektrobereich der Bahn			
		60				3	manufacturing	Elektrobereich der Bahn			
		61				3	manufacturing	Elektrobereich der Bahn			
		62				3	manufacturing	Elektrobereich der Bahn			
		63				3	manufacturing	Elektrobereich der Bahn			
		64				1	bar/discotheque	discotheque			
		65				1	bar/discotheque	discotheque			
		66				1	bar/discotheque	discotheque			
		Bahnhof Jannowitzbrücke									
			(no arches)	77	3	manufacturing/joinery	6	unrenovated empty	6	unrenovated empty	
		Stralauer Straße									
			(no arches)	78			6	unrenovated empty	2	retail	
Schicklersstraße											
	79				6	unrenovated empty	8	walled			
	80				6	unrenovated empty	8	walled			
	81				6	unrenovated empty	8	walled			
	82				6	unrenovated empty	6	unrenovated empty			
	83				6	unrenovated empty	6	unrenovated empty			
	84				6	unrenovated empty	6	unrenovated empty			
	85				6	renovated empty	2	retail/flea market			
	86				6	renovated empty	2	retail/flea market			
	87				6	renovated empty	2	retail/flea market			
Alexander Platz 111 - Stralauerstraße 78											

VIADUCT USE

Category: 1. Restaurant, Cafe, Discotheque / 2. Retail / 3. Manufacturing / 4. Centres of Culture / 5. Storage / 6. Renovated - Unrenovated Empty / 7. Unknown Use / 8. Walled

Viaduct/ Nr.		Period 1975-1985		Period 1989-2006		Period 2009		
		cat.	Use	cat.	Use	cat.	Use	Name
Voltairestraße								
88				3	manufacturing/Ga tec	2	retail	Classic Tatro
89				3	manufacturing/Ga tec	2	retail/clothing shop	Bushido
90				6	empty	2	retail/clothing shop	Matrix
91				6	empty	1	restaurant	Berlinercurrywurst
92				6	empty	6	renovated empty	
93				6	empty	1	restaurant	fast east asiatische küche
94				6	empty	6	renovated empty	
95				6	empty	6	renovated empty	
96				6	empty	1	restaurant	Divas Restaurant
97				6	empty	1	restaurant	Divas Restaurant
98				1	bar/Club ro ro	2	restaurant	Mammut Store
99				1	bar/Club ro ro	2	retail/clothing shop	Daggio Romano
100				1	bar/Club ro ro	6	renovated empty	
101				6	empty	6	renovated empty	
102		1	bar/Kantine	6	empty	6	renovated empty	
103				6	renovated empty	6	renovated empty	
104				6	renovated empty	6	renovated empty	
105				1	bar/discotheque	2	retail	Die Welt des Nähens
106				3	manufacturing/Felbig Autoservice	3	manufacturing	Fiebig Aloservice
Grünerstraße								
107				2	retail/Humana	2	retail	Casino
108				2	retail/Humana	6	renovated empty	
109				2	retail/Humana	2	retail/bakery	Back factkory
110				2	retail/Humana	1	cafe	dapipo
111				2	retail/Humana	1	rest./fast food	Kentucky Fried Chicken
Bahnhof Alexanderplatz (no arches) 112-122 d								
112				1	rest./fast food	1	rest./fast food	Mc Donald's
113				1	restaurant	1	restaurant	Flammen grill
114				3	retail/bakery	2	retail/bakery	Wiener Feinbacker
115				10	entrance Bhf Alexander Platz	10	entrance Bhf Alexander Platz	
116				1	cafe	1	cafe	alteatre
117				1	bar	1	bar	Alkopole
118				2	retail	2	retail	Wechselstube
119				2	retail	2	retail	Wechselstube
120				10	entrance Bhf Alexander Platz	10	entrance Bhf Alexander Platz	
121				1	rest./fast food	1	rest./fast food	Dunkin Donats
Bahnhof Alexanderplatz								

VIADUCT USE

Category: 1. Restaurant, Cafe, Discotheque / 2. Retail / 3. Manufacturing / 4. Centres of Culture / 5. Storage / 6. Renovated - Unrenovated Empty / 7. Unknown Use / 8. Walled / 9. Open Pass Way / 10. Entrance Blfr. / 11. Services

Viaduct/ Nr.	Period 1975-1985		Period 1989-2006		Period 2009	
	cat.	Use	cat.	Use	cat.	Use
Bhf. Alexanderplatz	122		2	retail	2	retail
	122 a		2	retail	2	retail
	122 b		2	retail	2	retail
	122 c		2	retail	2	retail
	122 d		10	entrance Bhf Alexander Platz	10	entrance Bhf Alexander Platz
Karl-Liebknecht-Straße						
(no arches) 123			1	bar/Club H20	1	bar
			1	bar/Club H20	1	bar
Rosa-Luxemburg-Straße						
125			3	manufacturing/garage	3	manufacturing
126			8	walled	6	renovated empty
127			8	walled	6	renovated empty
128			8	walled	4	centres of culture
129			8	walled	4	centres of culture
130			8	walled	1	restaurant
131			8	walled	6	renovated empty
Rochstraße						
132			8	walled	8	walled
133			8	walled	8	walled
134			8	walled	8	walled
135			8	walled	8	walled
136			8	walled	8	walled
137			8	walled	8	walled
138			8	walled	8	walled
139			8	walled	8	walled
140			2	retail/Piwarz Licht Technik Design	2	retail
141			2	retail/Piwarz Licht Technik Design	2	retail
142			1	bar/Rivabar	1	restaurant
143			1	restaurant/Brauerei	1	restaurant
144			1	restaurant/Brauerei	1	restaurant
145	8	walled	2	retail/Bio Comapany	2	retail
146	8	walled	2	retail/Bio Comapany	2	retail
147	8	walled	2	retail/Bio Comapany	2	retail
An der Spandauer Brücke						
An der Spandauer Brücke						

VIADUCT USE						
Category: 1. Restaurant, Cafe, Discotheque / 2. Retail / 3.Manufacturing / 4. Centres of Culture / 5. Storage / 6. Renovated - Unrenovated Empty / 7. Unknown Use / 8. Walled / 9. Open Pass Way / 10. Entrance Bthf. / 11. Services						
Viaduct/ Nr.	Period 1975-1985		Period 1989-2006		Period 2009	
	cat.	Use	cat.	Use	cat.	Use
Bahnhof Hackescher Markt 1--16						
Bahnhof Hackescher Markt (small arches)	1		1	restaurant/am to pm	1	restaurant
	2		1	restaurant/am to pm	1	restaurant
	3		10	entrance Bthf Hackescher Markt	10	entrance Bthf Hackescher Markt
	4		1	cafe/coffeemamas	1	restaurant
	5		2	retail/Fon Friseur	2	retail / barbershop
	6		1	restaurant/Rocco	1	restaurant
	7		1	restaurant/Rocco	1	restaurant
	8		1	restaurant/ Bar Dante	1	restaurant
	9		1	restaurant/ Bar Dante	1	restaurant
	10		1	restaurant/Vivolo	1	restaurant
	11		1	restaurant/Vivolo	1	restaurant
	12		1	restaurant/Vivolo	1	restaurant
	13		1	restaurant/Barist	1	restaurant
	14		1	restaurant/Barist	1	restaurant
	15		1	restaurant/Barist	1	restaurant
	16		10	entrance Bthf Hackescher Markt	10	entrance Bthf Hackescher Markt
Neue Promenade						
Größe Präsidentenstraße						
Friedrichstraße 204 - Größe Präsidentenstraße 150						
150		1	cafe/restaurant Morgana	6	empty	
151		1	cafe/bar DC	1	restaurant	Brandauer Cafe
152		1	restaurant/Riviera Berolina	1	restaurant	Restaurant La Rustica
153		1	bar/VEBOZ	1	restaurant	Bar VEBOZ
154		1	cafe/Nuance	1	restaurant	Olla Orient Lounge Bar
155		1	restaurant/Olla Orient Lounge Bar	1	restaurant	Olla Orient Lounge Bar
156		9	open pass way	9	open pass way	
157		1	restaurant/ruderclub Mitte	1	restaurant	Ruderclub Mitte
158		1	restaurant/ruderclub Mitte	1	restaurant	Ruderclub Mitte
159		1	restaurant/La Rustica	1	restaurant	Restaurant Ampelmann
160		1	restaurant/La Rustica	1	restaurant	Restaurant Ampelmann
161		6	renovated empty	6	renovated empty	
162		6	renovated empty	6	renovated empty	
163		6	renovated empty	6	renovated empty	
164		6	renovated empty	6	renovated empty	
165		8	walled	8	walled	
166		9	open pass way	9	open pass way	

VIADUCT USE									
Category: 1. Restaurant, Cafe, Discotheque / 2. Retail / 3.Manufacturing / 4. Centres of Culture / 5. Storage / 6. Renovated - Unrenovated Empty / 7. Unknown Use / 8. Walled / 9. Open Pass Way / 10. Entrance Bthf. / 11. Services									
Viaduct/ Nr.	Period 1975-1985			Period 1989-2006			Period 2009		
	cat.	Use		cat.	Use		cat.	Use	Name
Museumsinsel/Spree									
177	8	walled		1	restaurant/12 Apostel		1	restaurant	Restaurant 12 Apostel
178	8	walled		1	restaurant/12 Apostel		1	restaurant	Restaurant 12 Apostel
179	8	walled		1	restaurant/12 Apostel		1	restaurant	Restaurant 12 Apostel
180	8	walled		1	restaurant/12 Apostel		1	restaurant	Restaurant 12 Apostel
181	8	walled		6	renovated empty		6	empty	
182	8	walled		6	renovated empty		1	restaurant	Carroboree
183	8	walled		6	renovated empty		1	restaurant	Carroboree
184	8	walled		1	restaurant/Cocktailbar Oase		1	restaurant	Cocktailbar Oase
185	8	walled		1	cafe/ Chagall		1	restaurant	Cocktailbar Oase
186				6	empty		6	unrenovated empty	
187	5	storage/russian tank		1	restaurant/Deponie Nr. 3		1	cafe	Restaurant Deponie Nr. 3
188	5	storage/russian tank		1	restaurant/Deponie Nr. 3		1	cafe	Restaurant Deponie Nr. 3
189		Geschwister-Scholl-Straße		open pass way					
190		Mitropa		2	retail/copyhaus		2	retail	copyhaus
191		Mitropa		2	retail/Berliner Antimarkt		2	retail	Kiosk
192		Mitropa		1	cafe/Filmcafe Odeon		6	renovated empty	zu vermieten
193				2	retail/Berliner Antimarkt		2	retail/flea market	Berliner Antimarkt
194				2	retail/Berliner Antimarkt		2	retail/flea market	Berliner Antimarkt
195				2	retail/Berliner Antimarkt		2	retail/flea market	Berliner Antimarkt
(small arch) 196				2	retail/Taschengeschäft Bey Leder		2	retail	Taschengeschäft Bey Leder
197		Planckstraße		open pass way					
198				1	restaurant/Tex Mex Cantina		1	restaurant	Restaurant Tex Mex Cantina
199				2	retail/Berliner Antimarkt		2	retail/flea market	Berliner Antimarkt
200				2	retail/Berliner Antimarkt		2	retail/flea market	Berliner Antimarkt
201				2	retail/Berliner Antimarkt		2	retail/flea market	Berliner Antimarkt
202				1	cafe/ Leon		1	cafe	Cafe Leon
203				1	restaurant/Nolle		1	restaurant	Restaurant Nolle
204				2	retail/Post Shop-Ludwig Presse		2	retail/book store	Post Shop-Ludwig Presse
Friedrichstraße									
Bahnhof Friedrichstraße									
small arches									
					retail/stationshop				retail/stationshop
Reichstagufer / Spree/ Schiffbauerdamm									
274- 205				8	walled		8	walled	
(small arch) 205				3	manufacturing/garage		8	walled	
206				8	walled		8	walled	
207				8	walled		8	walled	
208				8	walled		8	walled	
209				8	walled		8	walled	

VIADUCT USE									
Category: 1. Restaurant, Cafe, Discotheque / 2. Retail / 3.Manufacturing / 4. Centres of Culture / 5. Storage / 6. Renovated - Unrenovated Empty / 7. Unknown Use / 8. Walled / 9. Open Pass Way / 10. Entrance Bthf. / 11. Services									
Viaduct/ Nr.	Period 1975-1985		Period 1989-2006		Period 2009				
	cat.	Use	cat.	Use	cat.	Use	Name		
Hauptbahnhof (Spreekanal) 274 - Reichstagsufer 205	210		8	walled	8	walled			
	211		8	walled	8	walled			
	212		8	walled	8	walled			
	213		8	walled	8	walled			
	214		8	walled	8	walled			
	215		8	walled	8	walled			
	216		8	walled	8	walled			
	217		8	walled	8	walled			
	218		8	walled	8	walled			
	219		8	walled	8	walled			
	220		8	walled	8	walled			
	221		8	walled	8	walled			
	222		8	walled	8	walled			
	223		8	walled	8	walled			
	224		8	walled	8	walled			
	225		8	walled	8	walled			
	226		7	unknown use	7	unknown use			
	227		7	unknown use	7	unknown use			
	228		7	unknown use	7	unknown use			
	229		7	unknown use	7	unknown use			
	230		7	unknown use	7	unknown use			
	231		7	unknown use	7	unknown use			
	232		7	unknown use	7	unknown use			
	233		7	unknown use	7	unknown use			
234		7	unknown use	7	unknown use				
235	3	manufacturing/KfZ garage	3	manufacturing/Opel garage	7	unknown use			
236	3	manufacturing/KfZ garage	3	manufacturing/Opel garage	7	unknown use			
237	3	manufacturing/KfZ garage	3	manufacturing/Opel garage	7	unknown use			
238	3	manufacturing/KfZ garage	3	manufacturing/Opel garage	7	unknown use			
239	3	manufacturing/KfZ garage	3	manufacturing/Opel garage	7	unknown use			
240	3	manufacturing/KfZ garage	3	manufacturing/Opel garage	7	unknown use			
241	3	manufacturing/KfZ garage	3	manufacturing/Opel garage	7	unknown use			
242	3	manufacturing/KfZ garage	3	manufacturing/Opel garage	7	unknown use			
Luisenstraße									
(small arch) 243	5	storage/ KfZ	2	retail/Habel Weinkultur	2	retail		Habel Weinkultur	
244	5	storage/ KfZ	2	retail/Habel Weinkultur	2	retail		Habel Weinkultur	
245	5	storage/ KfZ	2	retail/Habel Weinkultur	2	retail		Habel Weinkultur	

VIADUCT USE						
Category: 1. Restaurant, Cafe, Discotheque / 2. Retail / 3.Manufacturing / 4. Centres of Culture / 5. Storage / 6. Renovated - Unrenovated Empty / 7. Unknown Use / 8. Walled / 9. Open Pass Way / 10. Entrance Btff. / 11. Services						
Viaduct/ Nr.	Period 1975-1985		Period 1989-2006		Period 2009	
	cat.	Use	cat.	Use	cat.	Use
Hauptbahnhof (Spreekanal) 274 - Reichstagsufer 205	246		8	walled	6	unrenovated empty
	247		8	walled	6	unrenovated empty
	248		3	manufacturing/garage	6	unrenovated empty
	249		8	walled	9	open pass way
	250		8	walled	6	renovated empty
	251		6	renovated empty	6	renovated empty
	252		8	walled	8	walled
	253		8	walled	8	walled
	254		8	walled	8	walled
	255		8	walled	8	walled
	256	Reinhardtstraße			9	open pass way
	257		8	walled	8	walled
	258		8	walled	8	walled
	259		8	walled	8	walled
	260	Schumannstraße			9	open pass way
	261		8	walled	8	walled
	262		8	walled	8	walled
	263		8	walled	8	walled
	264		8	walled	8	walled
	265		8	walled	8	walled
	266		8	walled	8	walled
	267		8	walled	8	walled
	268		8	walled	8	walled
	269		8	walled	8	walled
	270		8	walled	8	walled
	271		8	walled	8	walled
	272		8	walled	8	walled
	274		8	walled	8	walled
area with columns (30 columns approx.)			columns		columns	
Spreekanal						
Hauptbahnhof						
area with columns		11 empty arches	2	retail/stationshop	2	retail
Alt Moabit						
330			3	manufacturing/garage	7	unknown use
331			3	manufacturing/garage	7	unknown use
332					7	unknown use
333			3	manufacturing/Steinrestaurierung	7	unknown use
334			3	manufacturing/Steinrestaurierung	7	unknown use
Btff. Bellevue 410d - A. Moabit 330						

VIADUCT USE

Category: 1. Restaurant, Cafe, Discotheque / 2. Retail / 3.Manufacturing / 4. Centres of Culture / 5. Storage/ 6. Renovated - Unrenovated Empty / 7. Unknown Use / 8. Walled / 9. Open Pass Way / 10. Entrance Bthf. / 11. Services

Viaduct/ Nr.	Period 1975-1985		Period 1989-2006		Period 2009	
	cat.	Use	cat.	Use	cat.	Use
335			3	manufacturing/Steinrestauration	7	unknown use
336					7	unknown use
337					3	manufacturing
338					3	manufacturing
339					3	manufacturing
340			3	manufacturing/KFZ	3	manufacturing
341					3	manufacturing
342					3	manufacturing
343			open pass way			
344					2	retail
345					3	manufacturing
346	3	KFZ since 1987	3	manufacturing/KFZ	3	manufacturing
347					3	manufacturing
348					3	manufacturing
449					3	manufacturing
350					3	manufacturing
351					3	manufacturing
352					3	manufacturing
353					7	unknown use
354			3	manufacturing/locksmith	3	manufacturing
355			3	manufacturing/locksmith	3	manufacturing
356			3	manufacturing/locksmith	3	manufacturing
357			3	manufacturing/locksmith	3	manufacturing
358			3	manufacturing/electrical factory	7	unknown use
359			3	manufacturing/electrical factory	7	unknown use
360			3	manufacturing/electrical factory	7	unknown use
361		Ingeborg-Drewitz Alle	open pass way			
362					7	unknown use
363					7	unknown use
364					7	unknown use
365					7	unknown use
366					7	unknown use
367		Ingeborg-Drewitz Alle	open pass way			
368			3	electrical factory Schöttle	3	manufacturing
369			3	electrical factory Schöttle	3	manufacturing
370			4	culture cetre/theater Artenschutz	4	centres of culture
371			4	culture cetre/theater Artenschutz	4	centres of culture

Bahnhof Bellevue (Spree) 410d - Alt Moabit 330

VIADUCT USE

Category: 1. Restaurant, Cafe, Discotheque / 2. Retail / 3.Manufacturing / 4. Centres of Culture / 5. Storage / 6. Renovated - Unrenovated Empty / 7. Unknown Use / 8. Walled / 9. Open Pass Way / 10. Entrance Bthf. / 11. Services

Viaduct/ Nr.	Period 1975-1985		Period 1989-2006		Period 2009			
	cat.	Use	cat.	Use	cat.	Name		
Bahnhoh Bellevue (Spree) 410d - Alt Moabit 330	372		4	culture centre/theater Artenschutz	4	centres of culture	theater Artenschutz	
	373		4	culture centre/theater Artenschutz	4	centres of culture	theater Artenschutz	
	374		3	manufacturing/KFZ	3	manufacturing	Motorrad Center	
	375		5	storage/ Feinkost Laden	5	storage	Garage Feinkost Laden	
	376		5	storage/ Feinkost Laden	5	storage	Garage Feinkost Laden	
	377		5	storage/ Fruits & Vegetables	5	storage	Garage Fruits & Vegetables	
	378		3	manufacturing/KFZ	3	manufacturing	KFZ	
	379		3	manufacturing/KFZ	3	manufacturing	KFZ	
	380		3	manufacturing/roofer	3	manufacturing	roofer	
	381				7	unknown use		
	382		1	restaurant/Erguns Fisch Bude	1	restaurant	Erguns Fisch Bude	
	383	8	walled	Joachim-Karnatz-Alle		9	open pass way	
	384			3	manufacturing/ISS Technologies	3	manufacturing	ISS Technologies
	385			3	manufacturing/ISS Technologies	3	manufacturing	ISS Technologies
	386			6	empty	6	empty	
	387	8	walled	Joachim-Karnatz-Alle		9	open pass way	
	388			6	empty	7	unknown use	
	389			6	empty	6	empty	
	390			1	restaurant/Schwaben Imbiss	1	restaurant	Schwaben Imbiss
				PaulstraÙe		9	open pass way	
	391			6	empty	6	empty	
	392	5	storage	3	manufacturing/tyres retail s. 14 y.	3	manufacturing	tyres retail
	393	5	storage	3	manufacturing/tyres retail	3	manufacturing	tyres retail
	394	5	storage	3	manufacturing/tyres retail	3	manufacturing	tyres retail
	395	5	storage	3	manufacturing/tyres retail	3	manufacturing	tyres retail
	396			6	empty	7	unknown use	
	397		formerly office	6	empty	7	unknown use	
	398			6	empty	2	retail	gastroeauce
	399					7	unknown use	
	400					7	unknown use	
	401			3	manufacturing/KFZ	3	manufacturing	garage
	402			3	manufacturing/KFZ	3	manufacturing	garage
	403			3	manufacturing/KFZ	3	manufacturing	garage
	404					7	unknown use	
	405					7	unknown use	
	406			3	manufacturing/Heizungsmonteur	3	manufacturing	Junkers
	407			11	services/delivery	11	services	T.Hieferservice

Bahnho h Bellevue (Spree) 410d - Alt Moabit 330

VIADUCT USE										
Category: 1. Restaurant, Cafe, Discotheque / 2. Retail / 3.Manufacturing / 4. Centres of Culture / 5.Storage / 6. Renovated - Unrenovated Empty / 7. Unknown Use / 8. Walled / 9. Open Pass Way / 10. Entrance Bthf. / 11. Services										
Viaduct/ Nr.	Period 1975-1985		Period 1989-2006		Period 2009					
	cat.	Use	cat.	Use	cat.	Use	Name			
Bhf. Bellevue 410d - A.Moabit 33	408		11	services/gas	3	manufacturing	garage			
	409		11	services/gas	7	unknown use				
	410a		3	manufacturing/KFZ	3	manufacturing	ATT garage			
	410b		3	manufacturing/KFZ	3	manufacturing	ATT garage			
	410c		3	manufacturing/KFZ	3	manufacturing	ATT garage			
410d		3	manufacturing/KFZ	3	manufacturing	ATT garage				
Spree										
Bahnhof Bellevue 3--19										
Bahnhof Bellevue	3		3	Elektrobereich der Bahn	3	manufacturing	Elektrobereich der Bahn			
	4		3	Elektrobereich der Bahn	3	manufacturing	Elektrobereich der Bahn			
	5		3	Elektrobereich der Bahn	3	manufacturing	Elektrobereich der Bahn			
	6		10	entrance Bahnhof Bellevue	10	entrance Bahnhof Bellevue				
	7		6	empty	6	unrenovated empty				
	8		6	empty	6	unrenovated empty				
	9		6	empty	6	unrenovated empty				
	10		6	empty	6	unrenovated empty				
	11		6	empty	6	unrenovated empty				
	12		6	empty	6	unrenovated empty				
	13		6	empty	6	unrenovated empty				
	14		6	empty	6	unrenovated empty				
	15		6	empty	6	unrenovated empty				
	16		6	empty	6	unrenovated empty				
	17		1	restaurant/asiatisch	1	restaurant	Restaurant asiatisch			
	18		1	restaurant/asiatisch	1	restaurant	Restaurant asiatisch			
	19		10	entrance Bahnhof Bellevue	10	entrance Bahnhof Bellevue				
	Bartringalle									
	Bahnhof Tiergarten 478 - Bartringalle 411a	411 a		1	restaurant/Kroatisch	1	restaurant	Kroatisch Marjan Grill		
411 b			1	restaurant/Kroatisch	1	restaurant	Kroatisch Marjan Grill			
412			1	restaurant/Kroatisch	1	cafe	I-O			
413		2 retail/flowers shop	2	retail/bakery	2	retail	kiosk drinks			
414		2 retail/L otto shop	2	retail/newspapers shop	2	retail	fruits & vegetables			
415			2	Fruits & Vegetables shop s. 14 y.	1	restaurant	Brewbacker			
416		2 retail/books store	1	restaurant and wineshop	6	unrenovated empty				
417		2 retail/Furniture shop	6	empty	6	unrenovated empty				
418		2 retail/Furniture shop	6	empty	6	unrenovated empty				
419		2 retail/Furniture shop	6	empty	6	unrenovated empty				
420		2 retail/Furniture shop	6	empty	6	unrenovated empty				

VIADUCT USE

Category: 1. Restaurant, Cafe, Discotheque / 2. Retail / 3. Manufacturing / 4. Centres of Culture / 5. Storage / 6. Renovated - Unrenovated Empty / 7. Unknown Use / 8. Walled / 9. Open Pass Way / 10. Entrance Bthf. / 11. Services

Viaduct/ Nr.	Period 1975-1985		Period 1989-2006		Period 2009	
	cat.	Use	cat.	Use	cat.	Use
Bahnhof Tiergarten 478 - Baringgasse 411a	421	2	retail/Furniture shop	6	empty	unrenovated empty
	422	2	retail/Furniture shop	6	empty	unrenovated empty
	423	2	retail/Furniture shop	Claudiusstraße		
	424	5	storage Furniture shop	2	retail/Bikes shop since 5 years	unrenovated empty
	425	5	storage Furniture shop	2	retail/Bikes shop since 5 years	unrenovated empty
	426	5	storage Furniture shop	2	retail/Bikes shop since 5 years	unrenovated empty
	427	5	storage Furniture shop	2	retail/Bikes shop since 5 years	unrenovated empty
	428					walled
	429					walled
	430					walled
	431					walled
	432					walled
	433					walled
	434					walled
	435					walled
	436					walled
	437			9	open pass way	open pass way
	438			4	centre of culture/theater	unrenovated empty
	439			4	centre of culture/theater	unrenovated empty
	440			4	centre of culture/theater	manufacturing
	441			4	centre of culture/theater	manufacturing
	442			4	centre of culture/theater	manufacturing
	443			4	centre of culture/theater	manufacturing
	444			Altonaer Straße		
	445					open pass way
	446					unknown use
	447					unknown use
	448			9	open pass way	unknown use
	449			4	centre of culture/theater	unknown use
	450			4	centre of culture/theater	unknown use
451	11		service station oder KFZ	3	Oldtimer KFZ since 1 year	unknown use
452	11		service station oder KFZ	3	Oldtimer KFZ since 1 year	unknown use
453	11		service station oder KFZ	3	Oldtimer KFZ since 1 year	unknown use
454	11		service station oder KFZ	3	Oldtimer KFZ since 1 year	unknown use
455	11		service station oder KFZ	3	Oldtimer KFZ since 1 year	unknown use
456	11		service station oder KFZ	3	Oldtimer KFZ since 1 year	unknown use
457	11		service station oder KFZ	3	Oldtimer KFZ since 1 year	unknown use

VIADUCT USE

Category: 1. Restaurant, Cafe, Discotheque / 2. Retail / 3. Manufacturing / 4. Centres of Culture / 5. Storage / 6. Renovated - Unrenovated Empty / 7. Unknown Use / 8. Walled

Viaduct/ Nr.		Period 1975-1985		Period 1989-2006		Period 2009																	
		cat.	Use	cat.	Use	cat.	Use	Name															
Bahnhof Tiergarten 478 - Baringallee 411a								11	service station oder KFZ	3	Oldtimer KFZ since 1 year	7	unknown use										
								Kloppstockstraße		9						open pass way							
								6		6	empty	7	unknown use										
								461		3	manufacturing/garage	7	unknown use										
								462	3	Schneider & Sohn metalmarket seit über 40 Jahren			7	unknown use									
								463	3	Schneider & Sohn	3	Schneider & Sohn Metalmarket	7	unknown use									
								464	3	Schneider & Sohn	3	Schneider & Sohn Metalmarket	7	unknown use									
								465	3	Schneider & Sohn	3	Schneider & Sohn Metalmarket	7	unknown use									
								466	3	KFZ garage since 78	3	KFZ garage since 78	3	manufacturing	garage								
								467	3	KFZ garage since 78	3	KFZ garage since 78	3	manufacturing	garage								
								468	3	KFZ garage since 78	3	KFZ garage since 78	3	manufacturing	garage								
								469	3	KFZ garage since 78	3	KFZ garage since 78	3	manufacturing	garage								
								470	3	KFZ garage since 78	3	KFZ garage since 78	3	manufacturing	garage								
								471	3	KFZ garage since 78	3	KFZ garage since 78	3	manufacturing	garage								
								472	3	KFZ garage since 78	3	KFZ garage since 78	3	manufacturing	garage								
								473			1	Club	7	unknown use									
								474			1	Club	7	unknown use									
Bahnhof Tiergarten 479 - 491								475		1	Club	7	unknown use										
								476	3	suppression service since	3	suppression service since	7	unknown use									
								477	3	26 years	3	26 years	7	unknown use									
								478	3		3		7	unknown use									
								Bahnhof Tiergarten								Bahnhof Tiergarten 479 - 491							
																479			3	manufacturing/KFZ	7	unknown use	
																480			2	retail/Bass Shop neu	7	unknown use	
																481	3	manufacturing/garage	3	manufacturing/garage	7	unknown use	
																482	1	bar	1	bar	1	bar	Tiergarten Quelle
																483			10	entrance Bhf Tiergarten	10	entrance Bhf Tiergarten	
																484			3	Elektrobereich der Bahn	3	manufacturing	Elektrobereich der Bahn
																485			3	Elektrobereich der Bahn	3	manufacturing	Elektrobereich der Bahn
																486			3	Elektrobereich der Bahn	3	manufacturing	Elektrobereich der Bahn
																487			3	Elektrobereich der Bahn	3	manufacturing	Elektrobereich der Bahn
																488		Joseph-Haydn-Straße	9		open pass way		
																489			3	manufacturing	3	manufacturing	garage
																490			3	manufacturing	3	manufacturing	garage
491			10	entrance Bhf Tiergarten	10	entrance Bhf Tiergarten																	

VIADUCT USE									
Category: 1. Restaurant, Cafe, Discotheque / 2. Retail / 3.Manufacturing / 4. Centres of Culture / 5. Storage / 6. Renovated - Unrenovated Empty / 7. Unknown Use / 8. Walled / 9. Open Pass Way / 10. Entrance Bhf. / 11. Services									
Viaduct/ Nr.		Period 1975-1985		Period 1989-2006		Period 2009			
		cat.	Use	cat.	Use	cat.	Use	Name	
Straße des 17. Juni									
Hertzallee 21 - Straße des 17. Juni 492	492			3	manufacturing/garage	1	restaurant		Hooters
	493			3	manufacturing/garage	1	restaurant		Hooters
	494			3	manufacturing/garage	1	restaurant		Hooters
	495			3	manufacturing/garage	1	restaurant		Hooters
	496		Tiergartenufer						
	497			6	unrenovated empty	6	unrenovated empty		
	Landwehrkanal								
	8			8	walled	8	walled		
	9			8	walled	8	walled		
	10			8	walled	8	walled		
	11			8	walled	8	walled		
	12			8	walled	8	walled		
	13			8	walled	8	walled		
	14			8	walled	8	walled		
	15			8	walled	8	walled		
	16			8	walled	8	walled		
	17			8	walled	8	walled		
	18			8	walled	8	walled		
	19			8	walled	8	walled		
	20			2	retail	2	retail		
	21			2	retail/souvenir shop	2	retail		
Hertzallee									
Bahnhof Zoologischer Garten no arches									
			11	Bahnhofmission and Police	11	service		Bahnhofmission and Police	
			11	Bahnhofmission and Police	11	service		Bahnhofmission and Police	
			11	Bahnhofmission and Police	11	service		Bahnhofmission and Police	
			11	Bahnhofmission and Police	11	service		Bahnhofmission and Police	
			11	Bahnhofmission and Police	11	service		Bahnhofmission and Police	
			10	entrance Bhf Zoo Garten	10	entrance Bhf Zoo Garten			
	1985- 1989 aufwendige		1	restaurant	1	restaurant			
	Sanierung des Bhf Zoo		1	restaurant	1	restaurant			
			1	restaurant	1	restaurant			
			1	restaurant	1	restaurant			
			1	restaurant	1	restaurant			
			2	retail	2	retail			

VIADUCT USE						
Category: 1. Restaurant, Cafe, Discotheque / 2. Retail / 3.Manufacturing / 4. Centres of Culture / 5. Storage / 6. Renovated - Unrenovated Empty / 7. Unknown Use / 8. Walled / 9. Open Pass Way / 10. Entrance Bthf. / 11. Services						
Viaduct/ Nr.	Period 1975-1985		Period 1989-2006		Period 2009	
	cat.	Use	cat.	Use	cat.	Name
Bahnhof Zoologischer Garten no arches						
			2	retail	2	retail
			2	retail	2	retail
			2	retail	2	retail
			10	entrance Bhf Zoo Garten	10	entrance Bhf Zoo Garten
			10	entrance Bhf Zoo Garten	10	entrance Bhf Zoo Garten
			1	fast food	1	restaurant
			1	fast food	1	restaurant
			1	fast food	1	restaurant
			1	fast food	1	restaurant
			1	fast food	1	restaurant
			1	fast food	1	restaurant
			1	fast food	1	restaurant
			10	entrance Bhf Zoo Garten	10	entrance Bhf Zoo Garten
			11	services/Reise Bank	11	services
			11	services/Reise Bank	11	services
Hardenbergstraße						
Kneesebeckstraße 591 - Hardenbergstraße 534	534	empty situation	2	Ullrich Supermarkt/ Passage	2	retail
	535		2	Ullrich Supermarkt/ Passage	2	retail
	536		2	Ullrich Supermarkt/ Passage	2	retail
	537		2	Ullrich Supermarkt/ Passage	2	retail
	538		2	Ullrich Supermarkt/ Passage	2	retail
	539		2	Ullrich Supermarkt/ Passage	2	retail
	540		2	Ullrich Supermarkt/ Passage	2	retail
	541		2	Ullrich Supermarkt/ Passage	2	retail
	542		2	Ullrich Supermarkt/ Passage	2	retail
	543		2	Ullrich Supermarkt/ Passage	2	retail
	544		2	Ullrich Supermarkt/ Passage	2	retail
	Kantstraße					
545		2	retail	2	retail	
546		2	retail	2	retail	
547		2	retail	2	retail	
548		2	retail	6	unrenovated empty	
549		2	retail	9	open pass way	
550		2	retail	2	retail/clothing shop	
551		2	retail	2	retail/clothing shop	
552	likely untapped area-garage	2	retail	2	retail/clothing shop	

VIADUCT USE

Category: 1. Restaurant, Cafe, Discotheque / 2. Retail / 3.Manufacturing / 4. Centres of Culture / 5.Storage / 6. Renovated - Unrenovated Empty / 7. Unknown Use / 8. Walled /

9. Open Pass Way / 10. Entrance Bthf. / 11. Services

Viaduct/ Nr.	Period 1975-1985		Period 1989-2006		Period 2009	
	cat.	Use	cat.	Use	cat.	Name
553		Sanierung muss stattgefunden	2	retail	2	Afro Roots
554		haben im Zuge der Erneuerung	2	retail	2	retail/clothing shop
555		des Gebietes Kranzler	2	retail	1	Sager's
556		1998-2000	2	retail	6	renovated empty
557			1	restaurant	1	restaurant
558			1	restaurant	1	sushi bar
559			1	restaurant	1	sushi bar
560			1	restaurant	1	Art
			1	restaurant	1	Art
Fasanenstraße						
561		retail/flea market	2	retail/flea market	7	unknown use
562	2	retail/flea market	2	retail/flea market	7	unknown use
563	2	retail/flea market	2	retail/flea market	7	unknown use
564	2	retail/flea market	2	retail/flea market	7	unknown use
565	2	retail/flea market	2	retail/flea market	7	unknown use
566	3	manufacturing/garage	3	manufacturing/garage	7	unknown use
567	3	manufacturing/garage	3	manufacturing/garage	7	unknown use
568	3	manufacturing/garage	3	manufacturing/garage	3	manufacturing
569	3	manufacturing/garage	3	manufacturing/garage	3	manufacturing
570	3	manufacturing/garage	3	manufacturing/garage	3	manufacturing
571	3	manufacturing/garage	3	manufacturing/garage	3	manufacturing
572	3	manufacturing/garage	3	manufacturing/garage	3	manufacturing
573	3	manufacturing/garage	3	manufacturing/garage	3	manufacturing
Uhlandstraße						
574	3	manufacturing/garage	1	cafe/Designbogen	2	retail / barbershop
575			1	cafe/Designbogen	2	retail / barbershop
576			1	bar	1	bar
577			1	bar	1	bar
578			1	cafe	6	empty
579			1	cafe	6	empty
580			6	renovated empty	6	empty
581			6	renovated empty	6	empty
582			6	renovated empty	2	retail
583	3	manufacturing/garage	6	renovated empty	4	centres of culture
584	3	manufacturing/garage	6	renovated empty	1	restaurant
585	3	manufacturing/garage	6	renovated empty	2	retail/furniture shop
586	3	manufacturing/garage	3	electrical area	2	retail/furniture shop
587	3	manufacturing/garage	11	services/Müllraum	2	retail/furniture shop

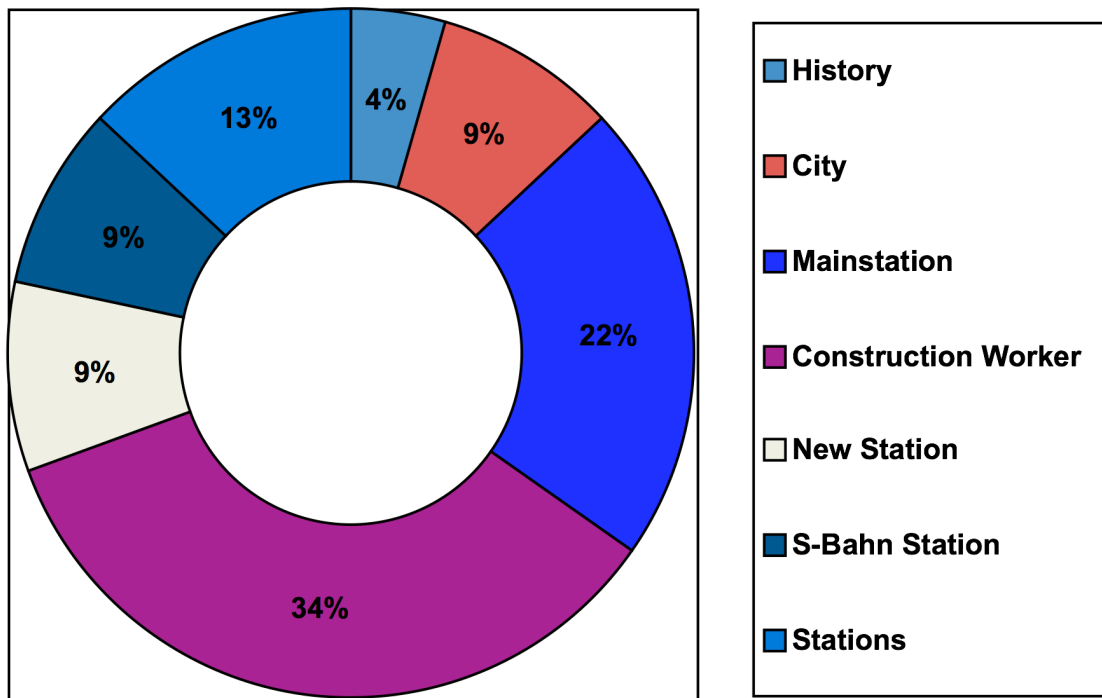
Kneesebeckstraße 591 - Hardenbergstraße 534

VIADUCT USE						
Category: 1. Restaurant, Cafe, Discotheque / 2. Retail / 3. Manufacturing / 4. Centres of Culture / 5. Storage / 6. Renovated - Unrenovated Empty / 7. Unknown Use / 8. Walled / 9. Open Pass Way / 10. Entrance Bthf. / 11. Services						
Viaduct/ Nr.	Period 1975-1985		Period 1989-2006		Period 2009	
	cat.	Use	cat.	Use	cat.	Name
Kneesebeckstr. 591 - Hardenbergstr. 534						
588	Grolmanstraße 9 open pass way					
589	2	retail/Arno Lampen	1	cafe	1	restaurant/bar
590	2	retail/Arno Lampen	2	retail/barbershop	2	retail / barbershop
591	2	retail/Arno Lampen	2	retail/clothing shop	2	retail/clothing shop
Kneesebeckstraße						
Bahnhof Savigny Platz						
592-605						
592			2	retail/book store	2	retail/book store
593			2	retail/book store	2	retail/book store
594			2	retail/book store	2	retail/book store
595			2	retail/book store	2	retail/book store
596			2	retail/book store	2	retail/book store
597			1	bar	1	restaurant
598			2	retail/shop Swiss style	2	retail/clothing shop
599			1	cafe Aedes	1	cafe
600			4	centre of culture/Aedes art	4	centre of culture/gallery
601			4	centre of culture/Aedes art	4	centre of culture/gallery
602			2	retail/souvenir shop	2	retail/souvenir shop
603			10	entrance S-Savigny Platz	10	entrance S-Savigny Platz
604			1	restaurant/Döner	1	cafe
605			2	retail/Art Shop	2	retail/souvenir shop
						Art

2. *'Shared Space': Railway Space in Berlin,*
Research Seminar 2006/2007

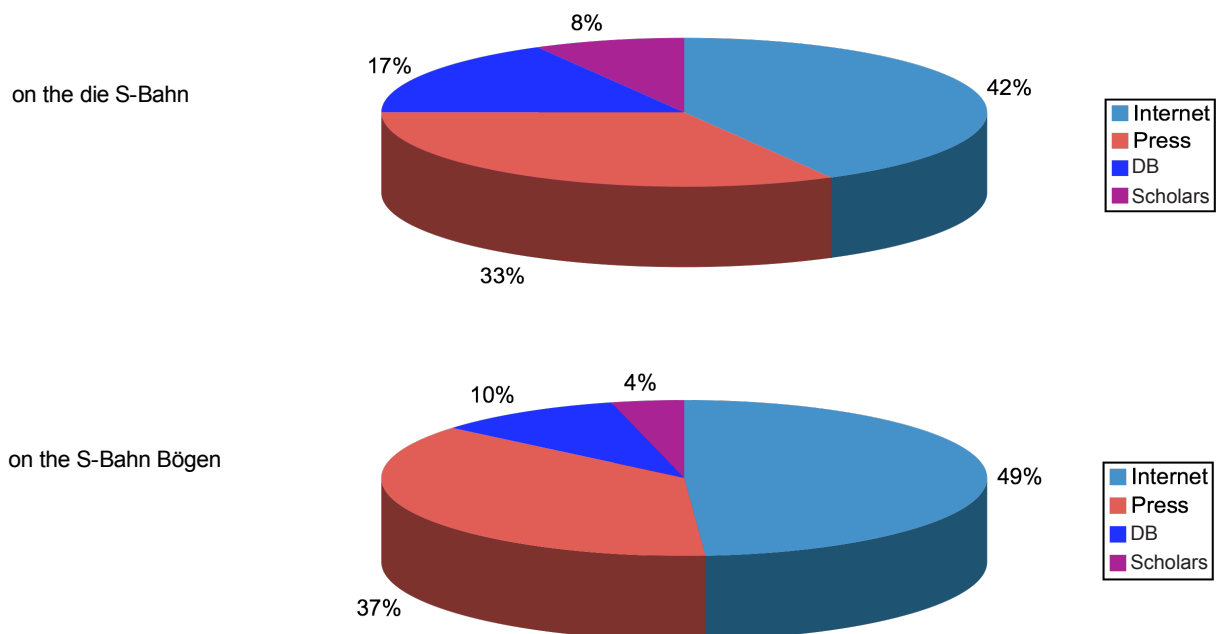
2.1 Perception of the Stadtbahn in the media
Participants: Patrick Heinisch,
Vasiliki – Aikaterini Siskou

Collectivity of Media

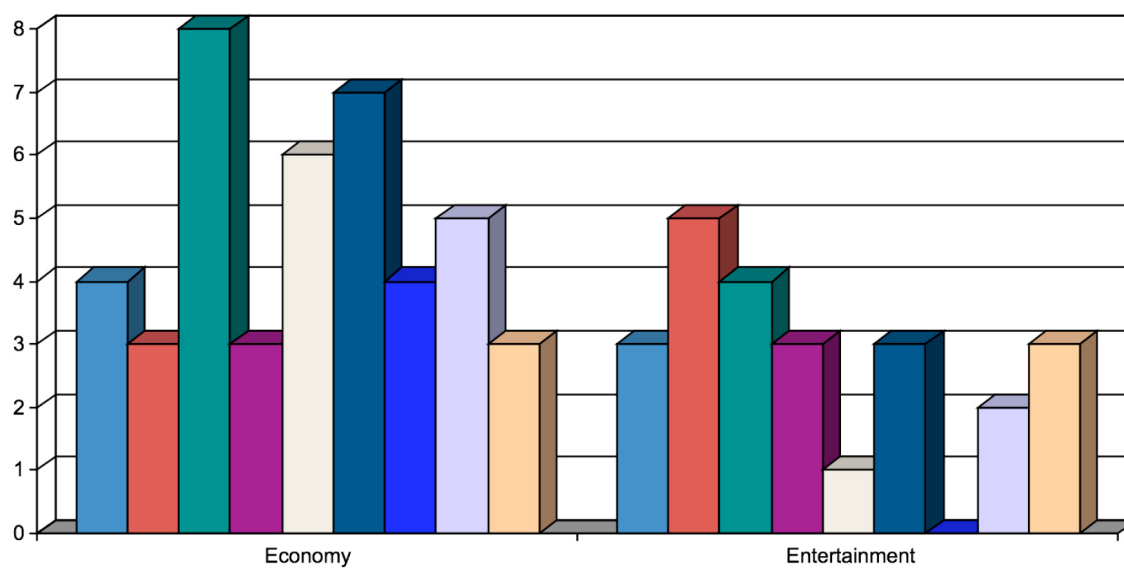
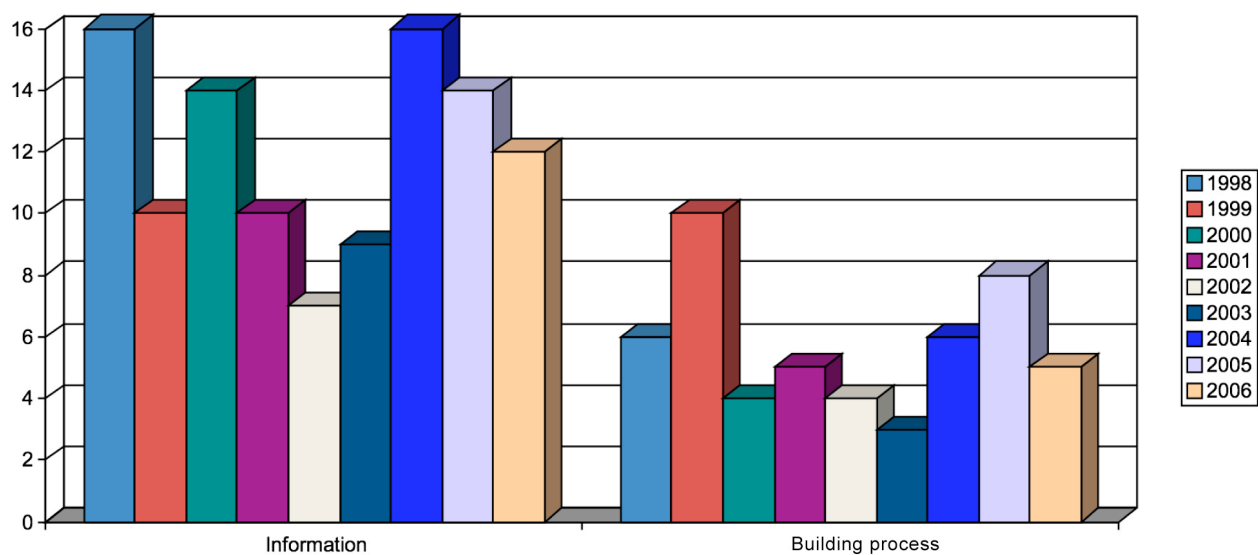


Totality of 90 Articles - 2007
60 articles press, 20 articles DB,
10 articles scholars

Media

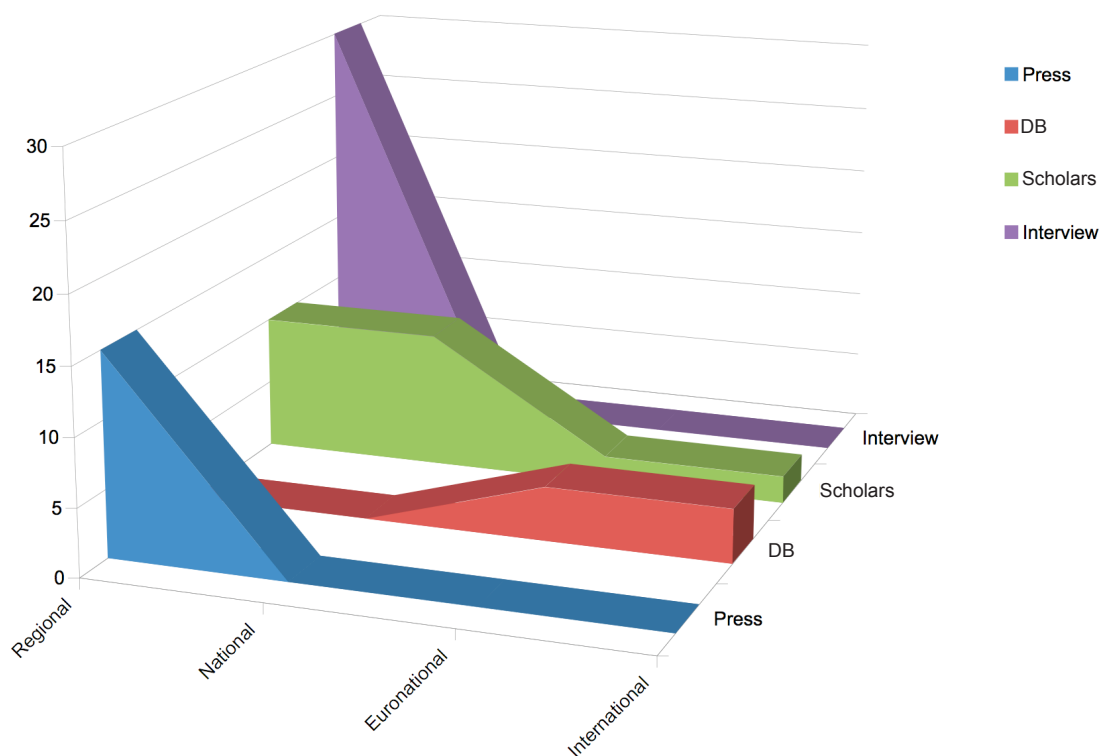


Topics in Articles 1998 - 2007



Totally of 90 Articles - 2007
 60 articles press, 20 articles DB,
 10 articles scholars

Important topics related with the Stadtbahn



Die S-Bahn. Alle, alle sind dafuer. Nur ob das grosse S nur Schrumpf oder Stadt oder gar schnell heisst, darueber kann und wird weiter gerauft werden. [...]

Guenther Matthes im Tagesspiegel, 21.1.1984

Tanzen im Rhythmus der S-Bahn

Ruderclub, Rotor oder Rodina: Immer mehr Clubgänger feiern in Gewölben unter den Gleisen. [...]

Tina Molin aus der Berliner Morgenpost, 11.1.2007

Lehrter Bahnhof wird zum Kaufhaus umgebaut

Ein großer Teil der Flächen im neuen Bahnhof ist für Büros und Einzelhandel vorgesehen. [...]

Miriam M. Beul aus der Berliner Zeitung 3.3.1999

S-Bahn-Bögen stehen leer

Am Savignyplatz und am Monbijoupark laufen die Geschäfte schlecht. [...]

Tanja Laninger aus der Berliner Morgenpost 28.5.2002

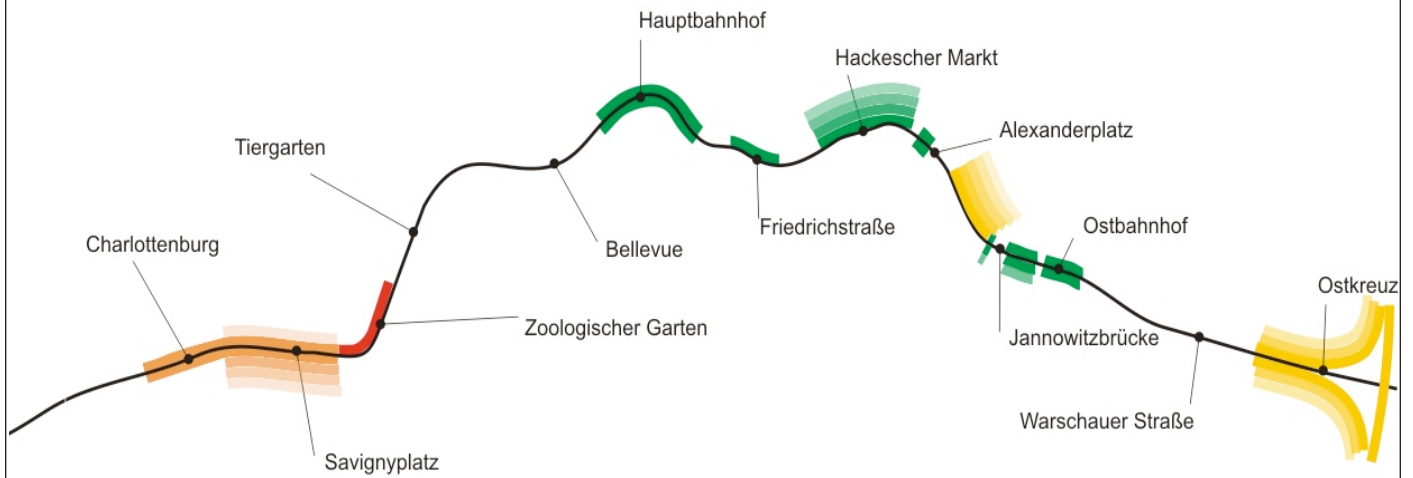
Mitte. *Der Alexanderplatz – für Fußgänger gleicht er wegen der zahlreichen Baustellen in diesen Tagen einem Labyrinth. Beinahe täglich werden die Bauzäune neu gestellt, müssen Berliner und ihre Gäste zu den S- und U-Bahn-Eingängen immer neue Wege gehen. [...]*

Steffen Pletl aus der Berliner Morgenpost, 2.11.2006

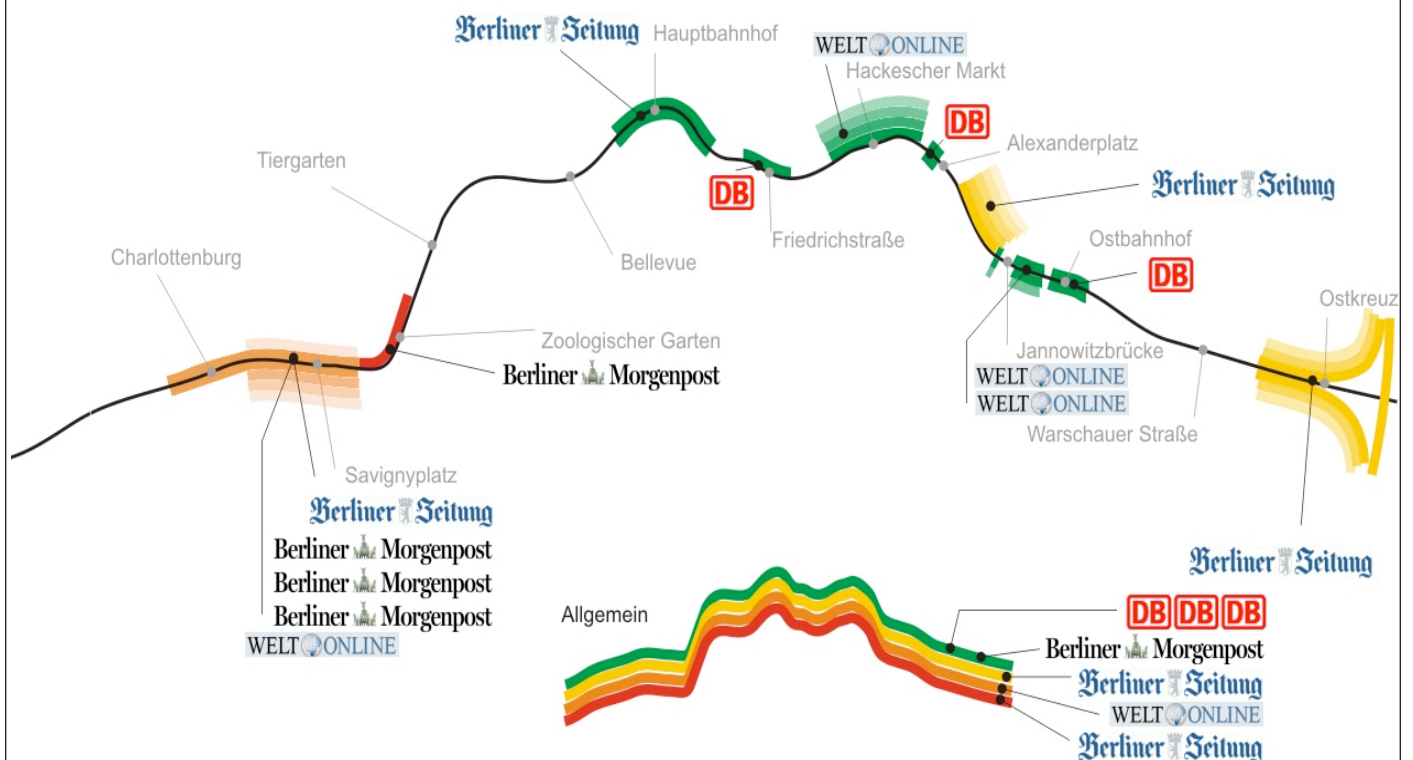
Täglich 300.000 Reisende im Hauptbahnhof

aus der Berliner Morgenpost vom 27. Dezember 2006

Current Topics in the Media 1998 - 2008

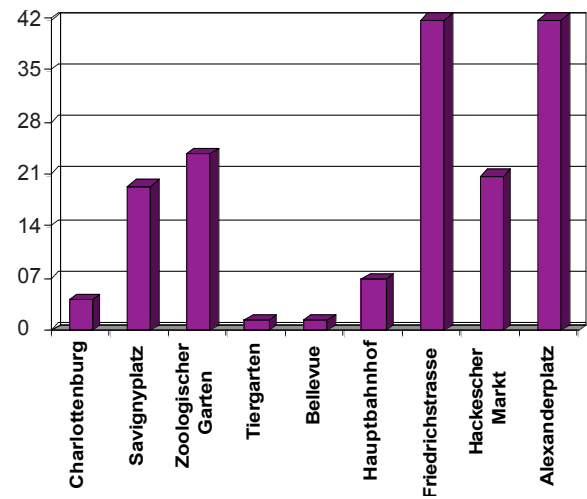


Current Topics in the Media 1998 - 2008

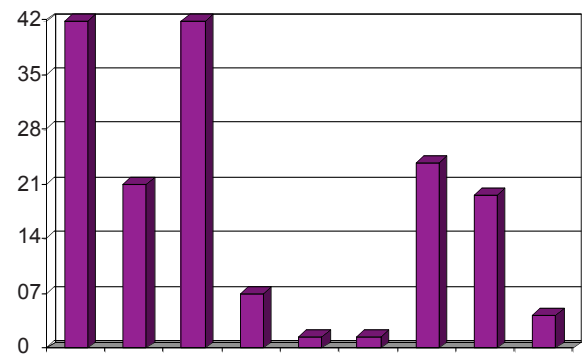


Most named S-Bahn Stations by Dwellers

Hackischer Markt
(60 Personen = 100%)

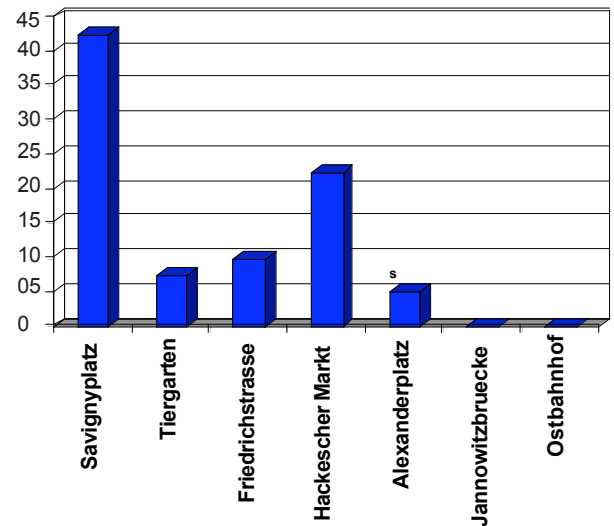


Savignyplatz
(60 Personen = 100%)

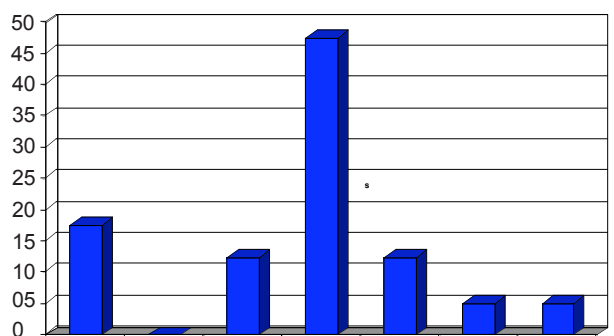


Most named S-Bahn Archs by Dwellers

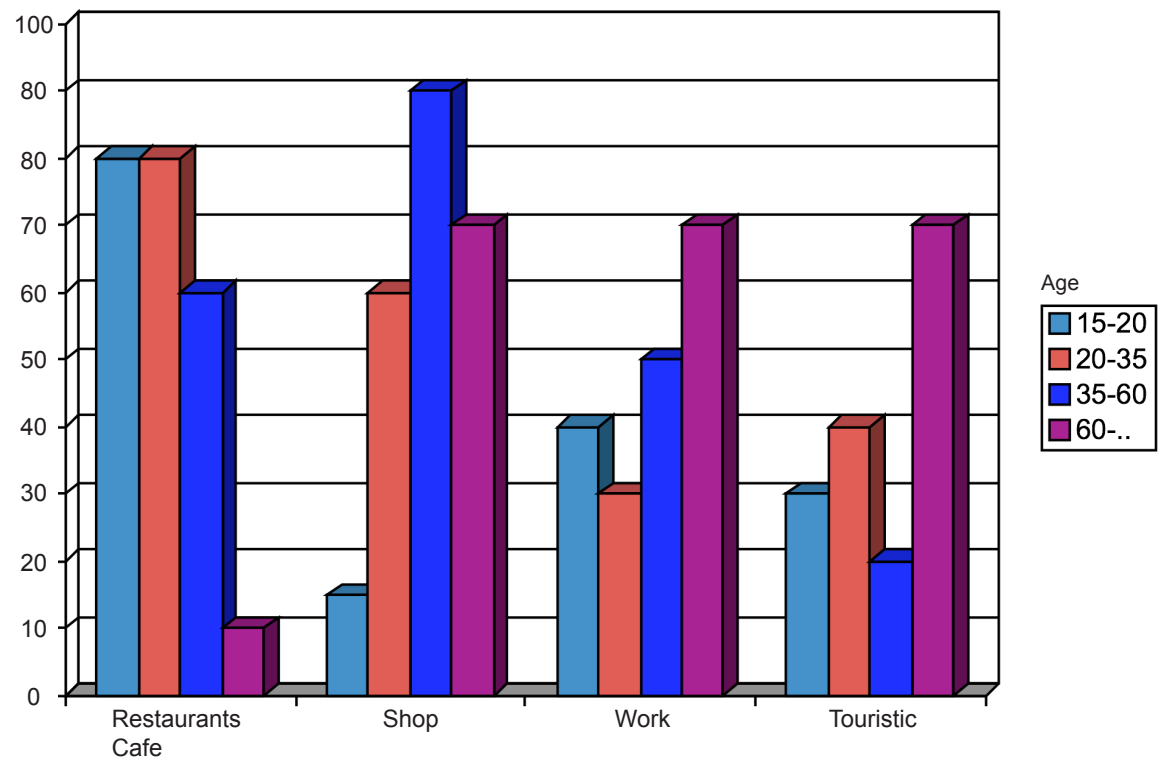
Savignyplatz
(60 Personen = 100%)



Hackischer Markt
(60 Personen = 100%)



Uses in the Arches



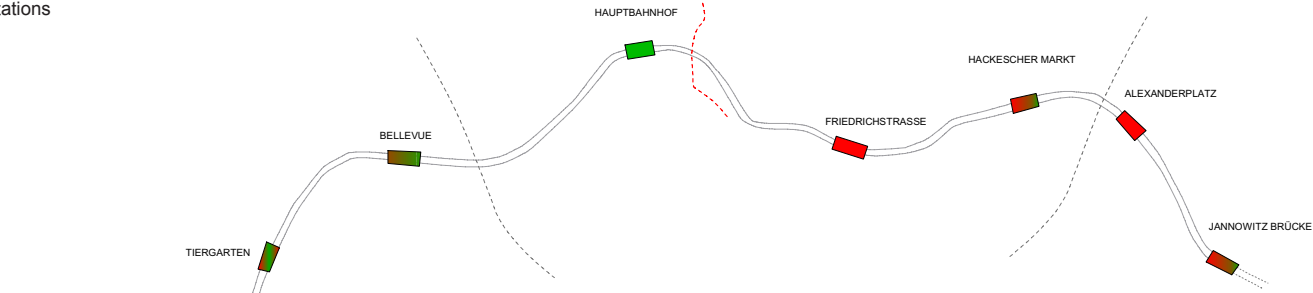
3. *'SHOP&Rail1+2': Die Stadtbahn und ihre Interaktion im Stadtraum, Studio Class 2007/2008*

- 3.1 **Comparative temporal elevations**

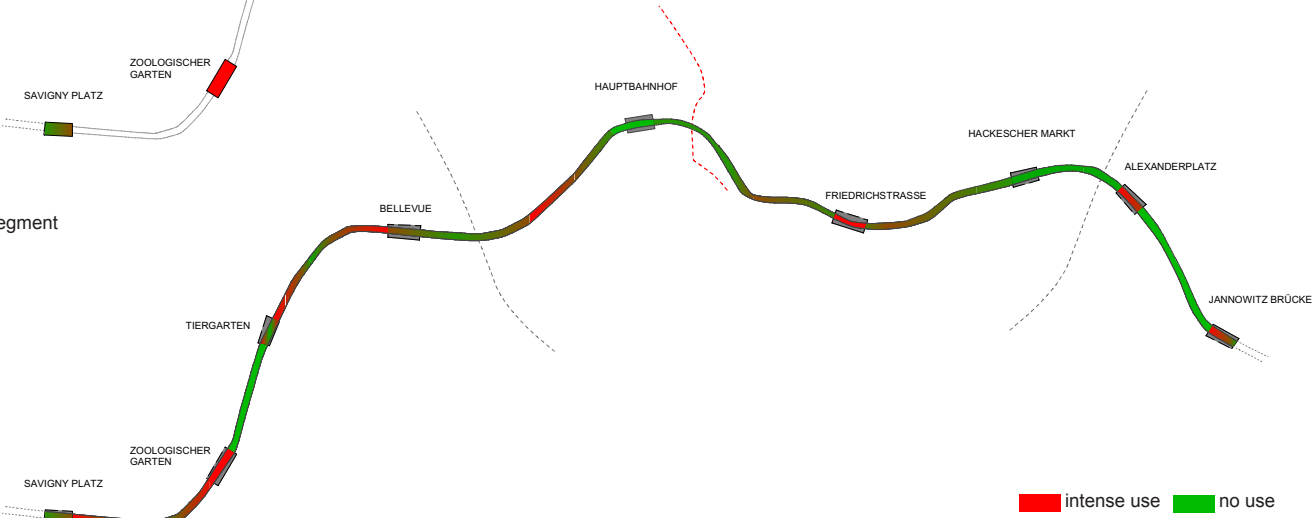
- Participants: Kirstin Wehner, Rosalie Kortz,
Katharina Janowski**

time - utilization - diagram
1985 - 1989

stations

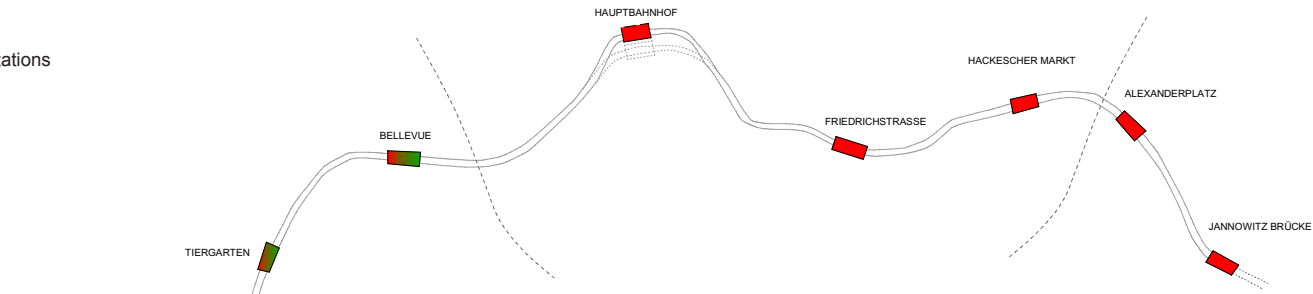


segment

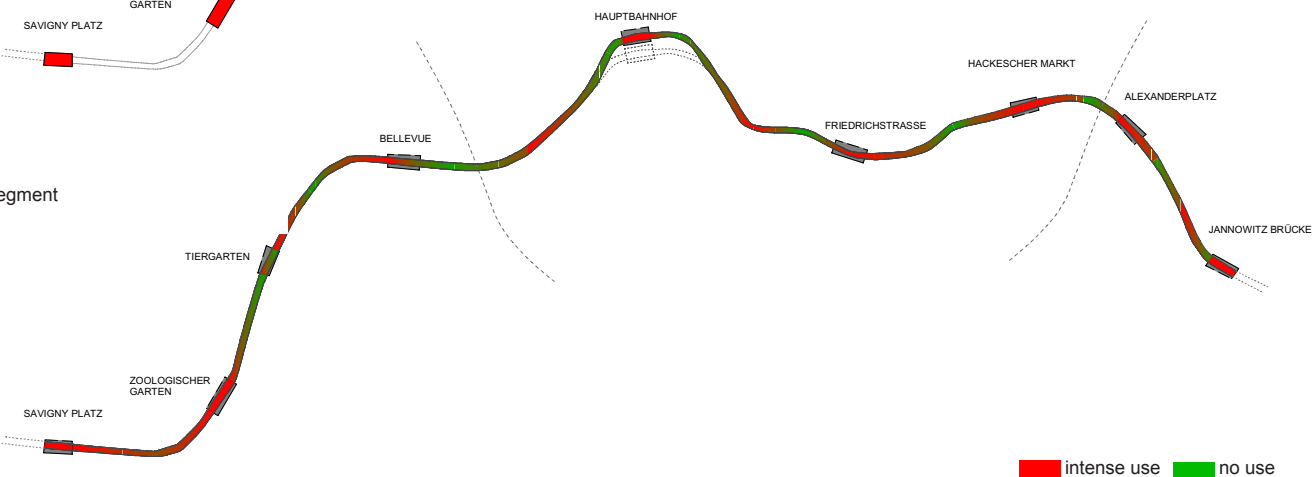


time - utilization - diagram
1989 - 2006

stations

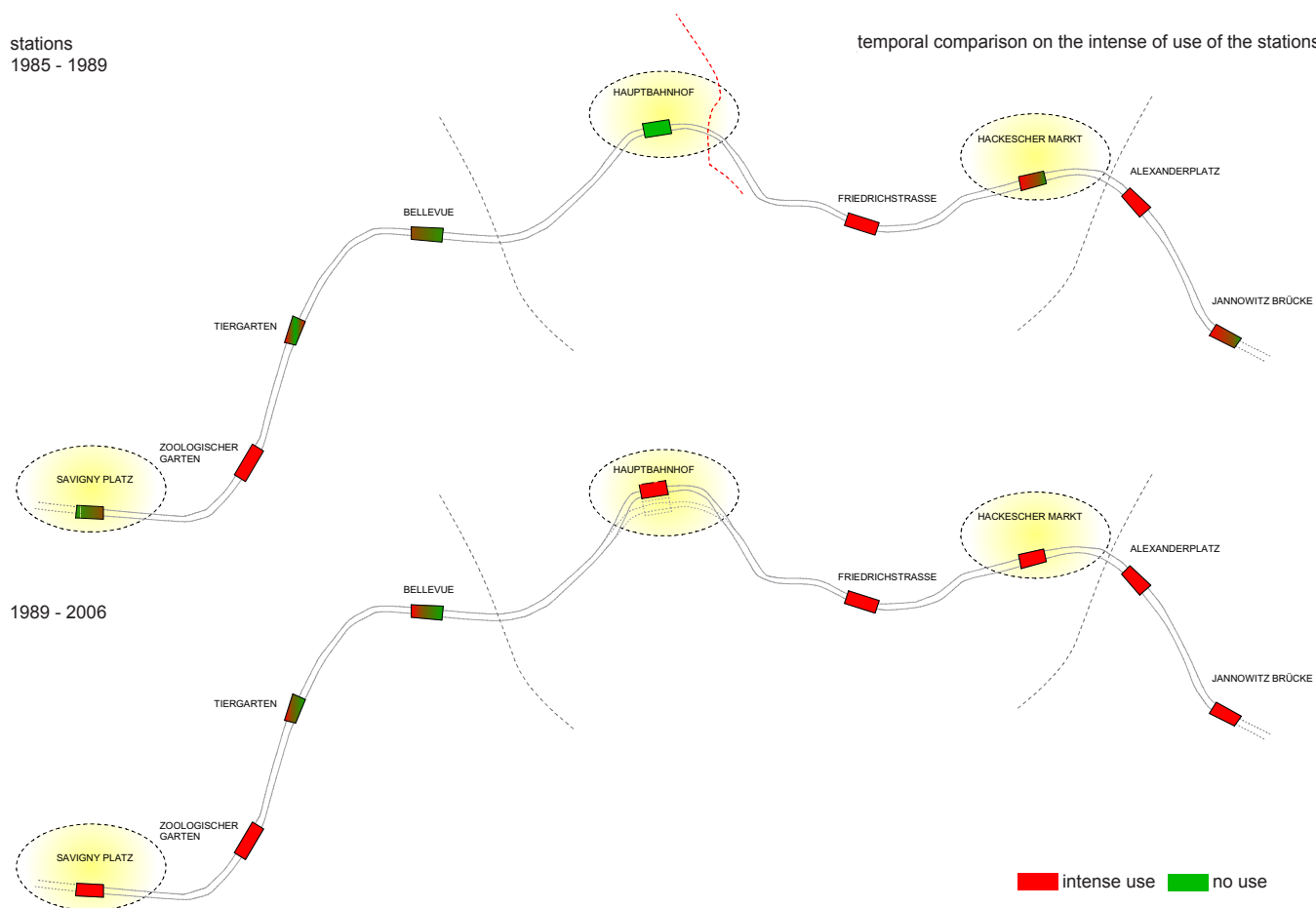


segment



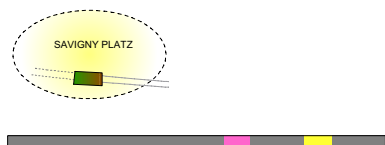
stations
1985 - 1989

temporal comparison on the intense of use of the stations

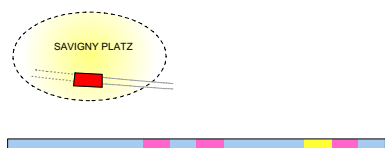


Savignyplatz
1985 - 1989

zoom in - temporal comparison on the intense of use of the stations

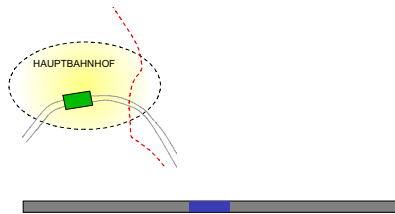


1989 - 2006



gastronomy business retail vacancy custom DB property circulation

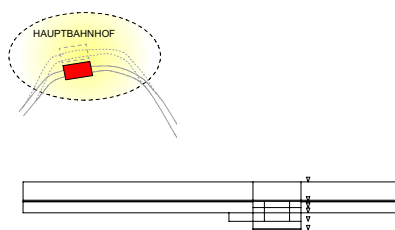
Mainstation
1985 - 1989



zoom in - temporal comparison on the intense of use of the stations



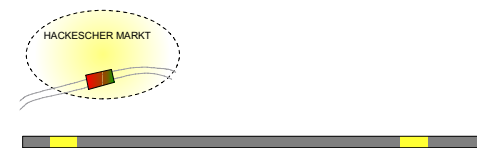
1989 - 2006



gastronomy business retail vacancy custom DB property circulation

Hackischer Markt
1985 - 1989

zoom in - temporal comparison on the intense of use of the stations



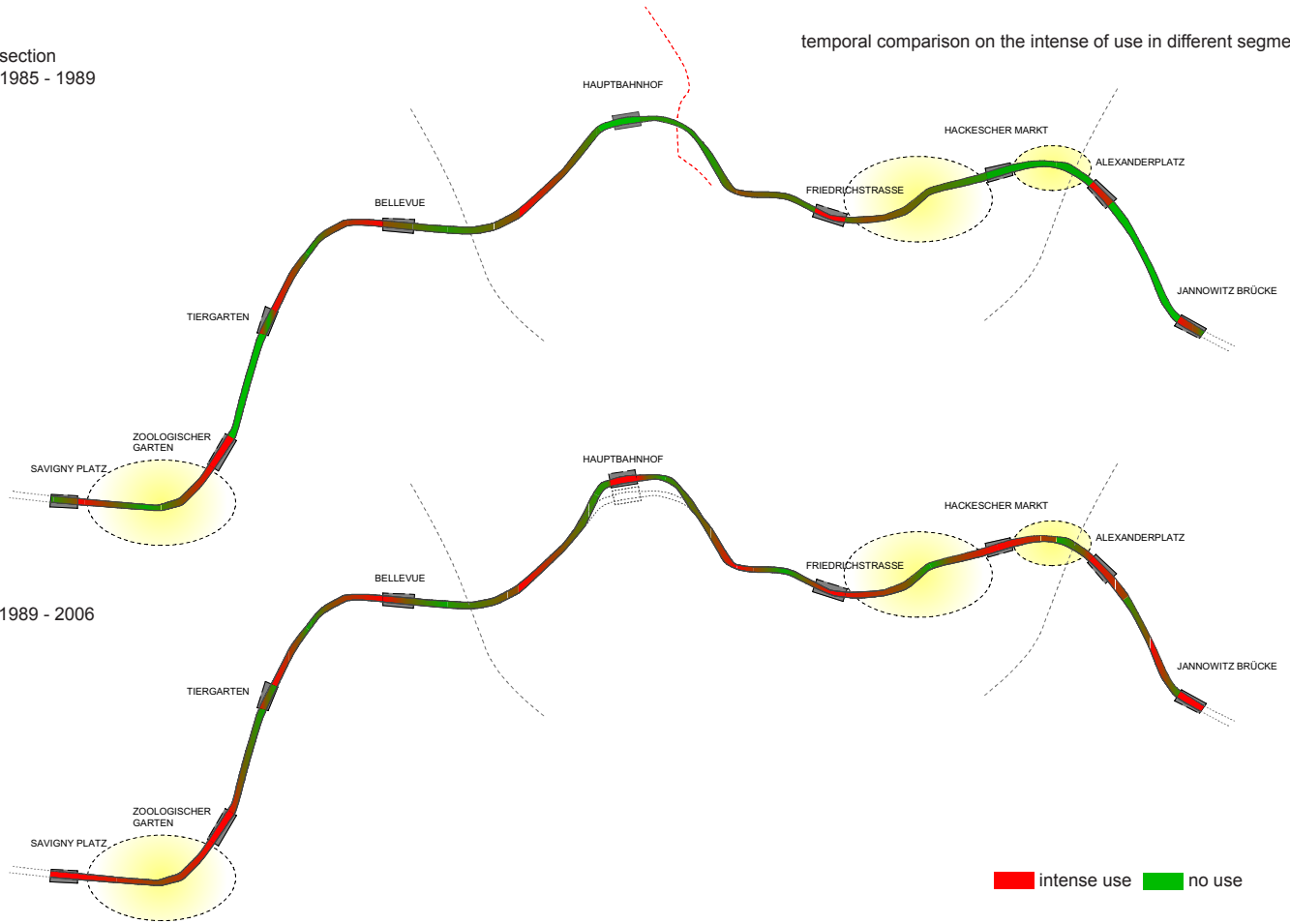
1989 - 2006



gastronomy business retail vacancy custom DB property circulation

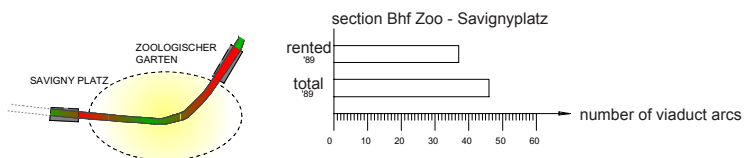
section
1985 - 1989

temporal comparison on the intense of use in different segments

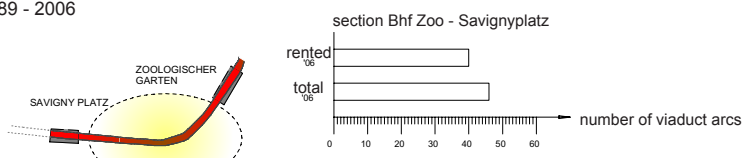


Savignyplatz - Zoologischer Garten
1985 - 1989

zoom in - temporal comparison on the intense of use in different segments



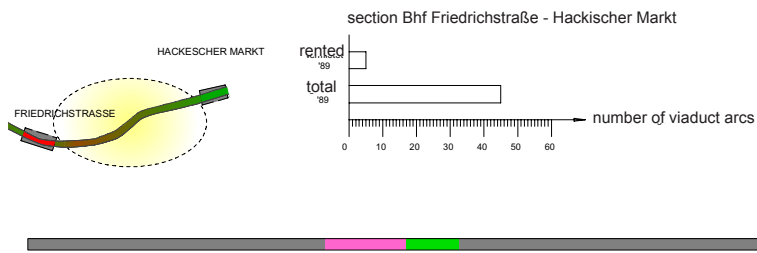
1989 - 2006



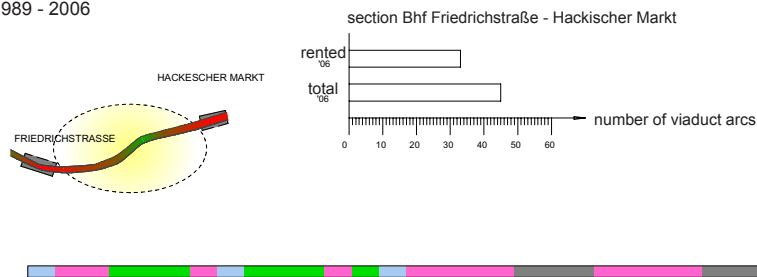
gastronomy business retail vacancy custom DB property circulation

Friedrichstraße - Hackischer Markt
1985 - 1989

zoom in - temporal comparison on the intense of use in different segments



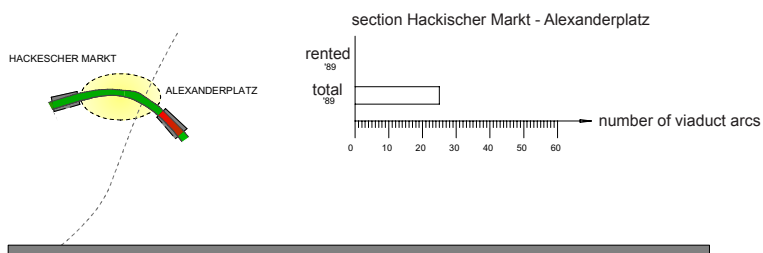
1989 - 2006



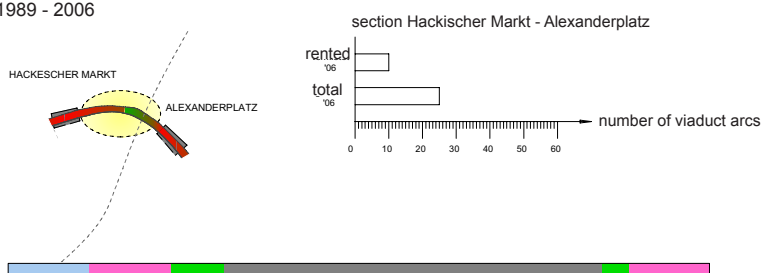
gastronomy business retail vacancy custom DB property circulation

Hackischer Markt - Alexanderplatz
1985 - 1989

zoom in - temporal comparison on the intense of use in different segments



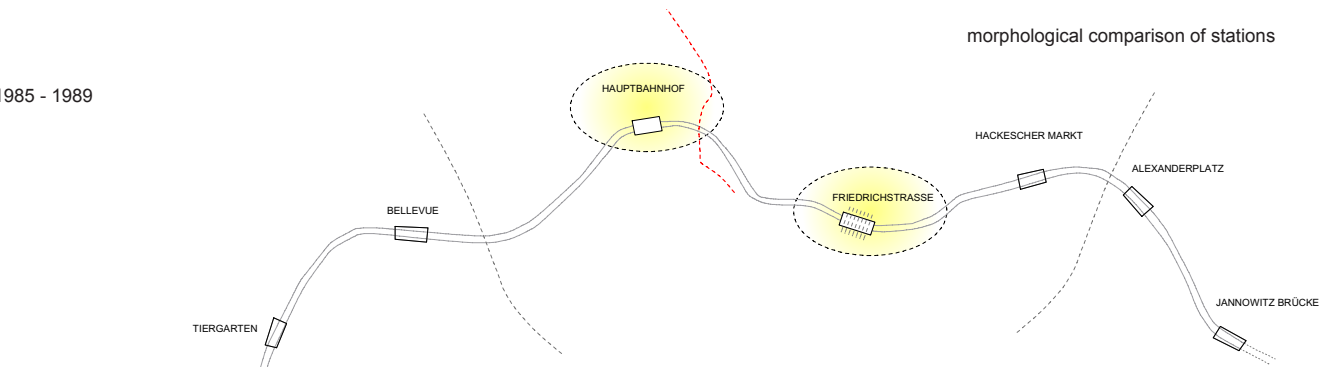
1989 - 2006



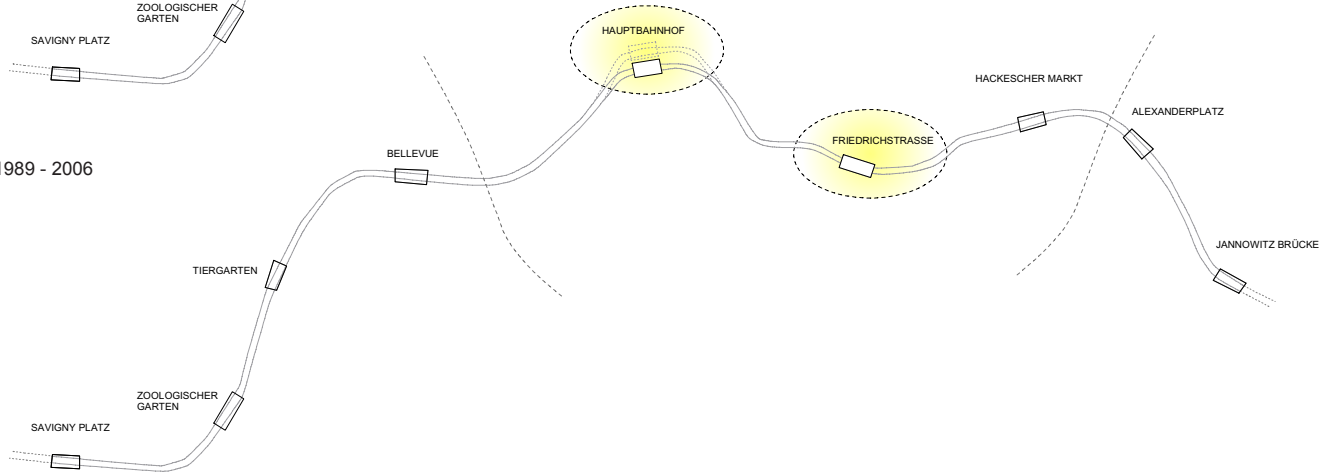
gastronomy business retail vacancy custom DB property circulation

morphological comparison of stations

1985 - 1989

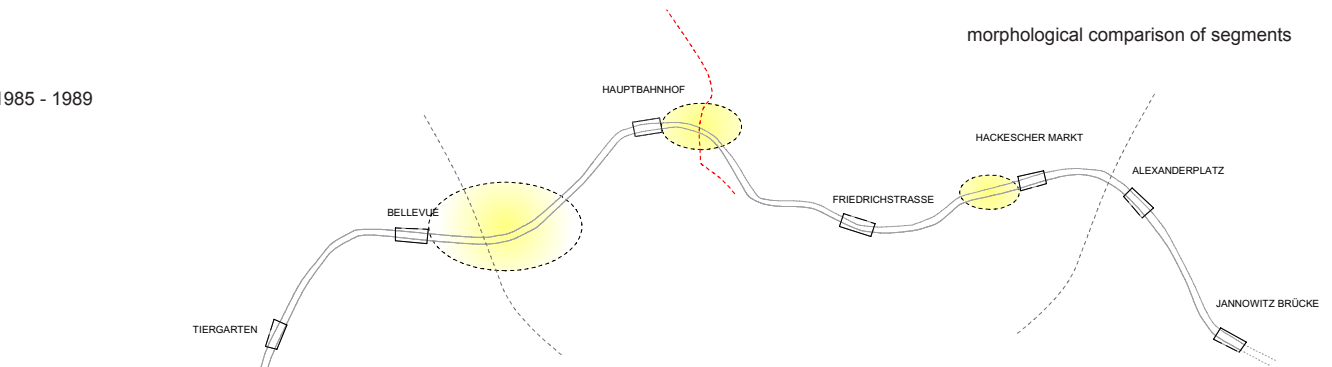


1989 - 2006

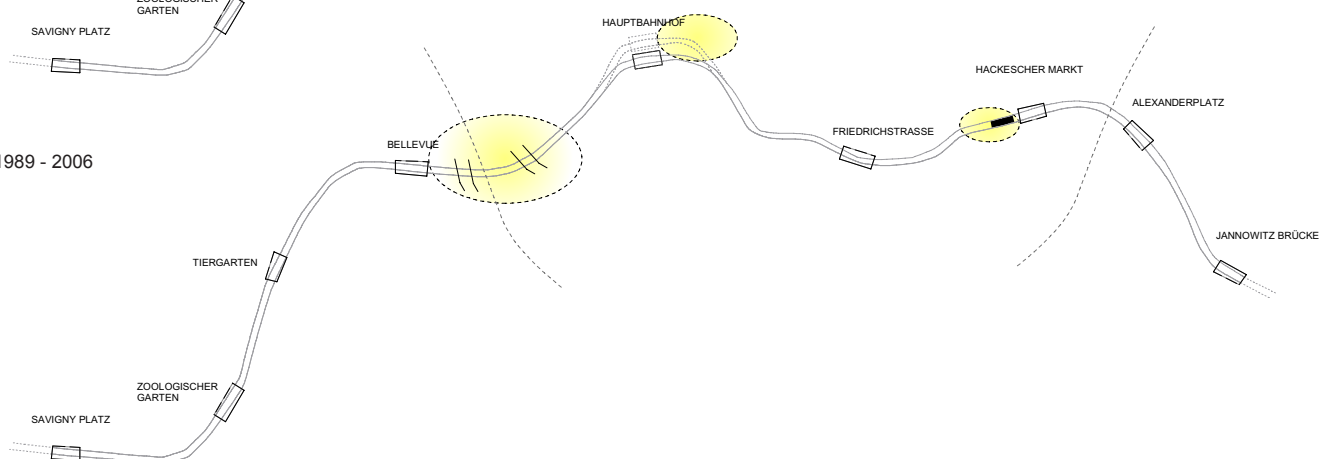


morphological comparison of segments

1985 - 1989

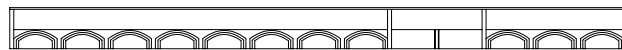
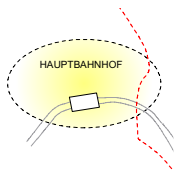


1989 - 2006



Hauptbahnhof / Mainstation
1985 - 1989

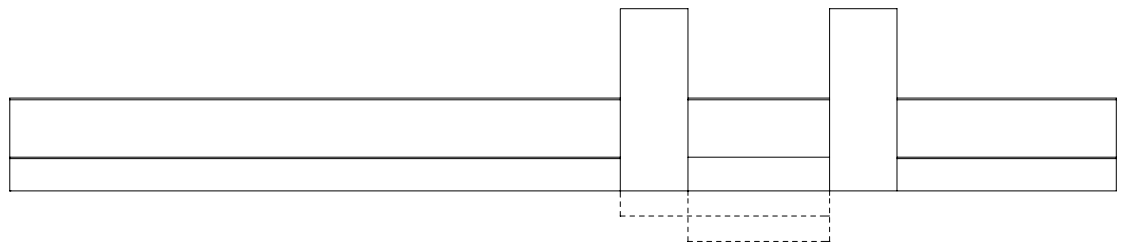
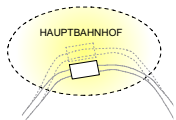
; zoom in - morphology of chosen stations



elevation Lehrter Bahnhof



1989 - 2006

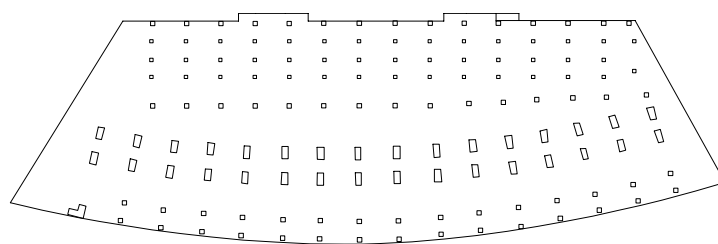
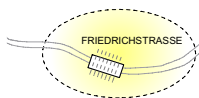


elevation Hauptbahnhof / Mainstation



Friedrichstrasse
1985 - 1989

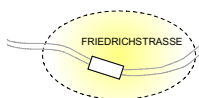
; zoom in - morphology of chosen stations



plan Bahnhof Friedrichstrasse



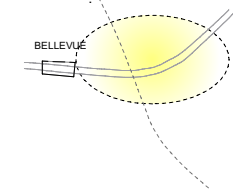
1989 - 2006



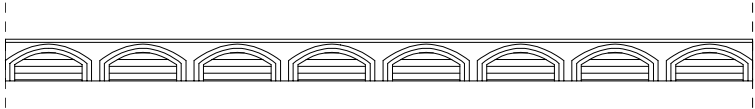
plan Bahnhof Friedrichstrasse



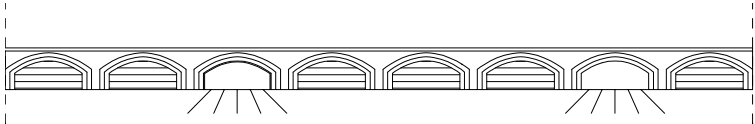
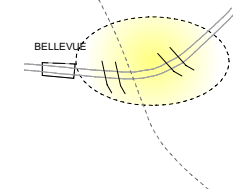
Bellevue - Hauptbahnhof
1985 - 1989



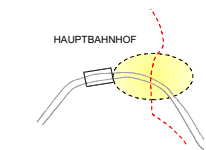
zoom in - morphology of chosen segments



1989 - 2006



Hauptbahnhof - Friedrichstrasse
1985 - 1989



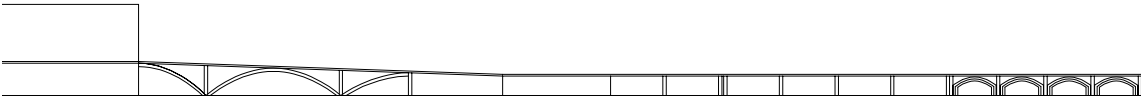
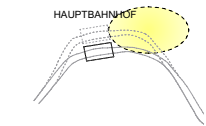
zoom in - morphology of chosen segments



elevation section at Lehrter Bahnhof



1989 - 2006

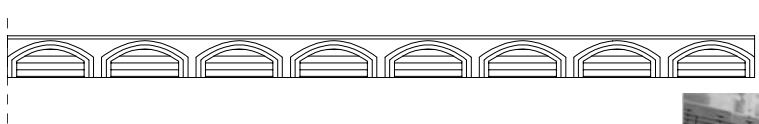
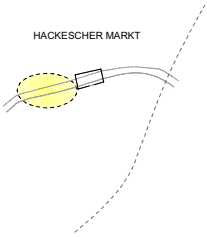


elevation section at Hauptbahnhof

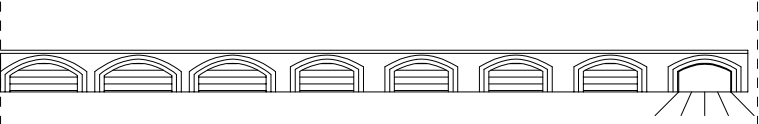
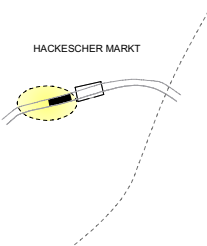


Friedrichstrasse - Hakescher Markt
1985 - 1989

zoom in - morphology of chosen segments



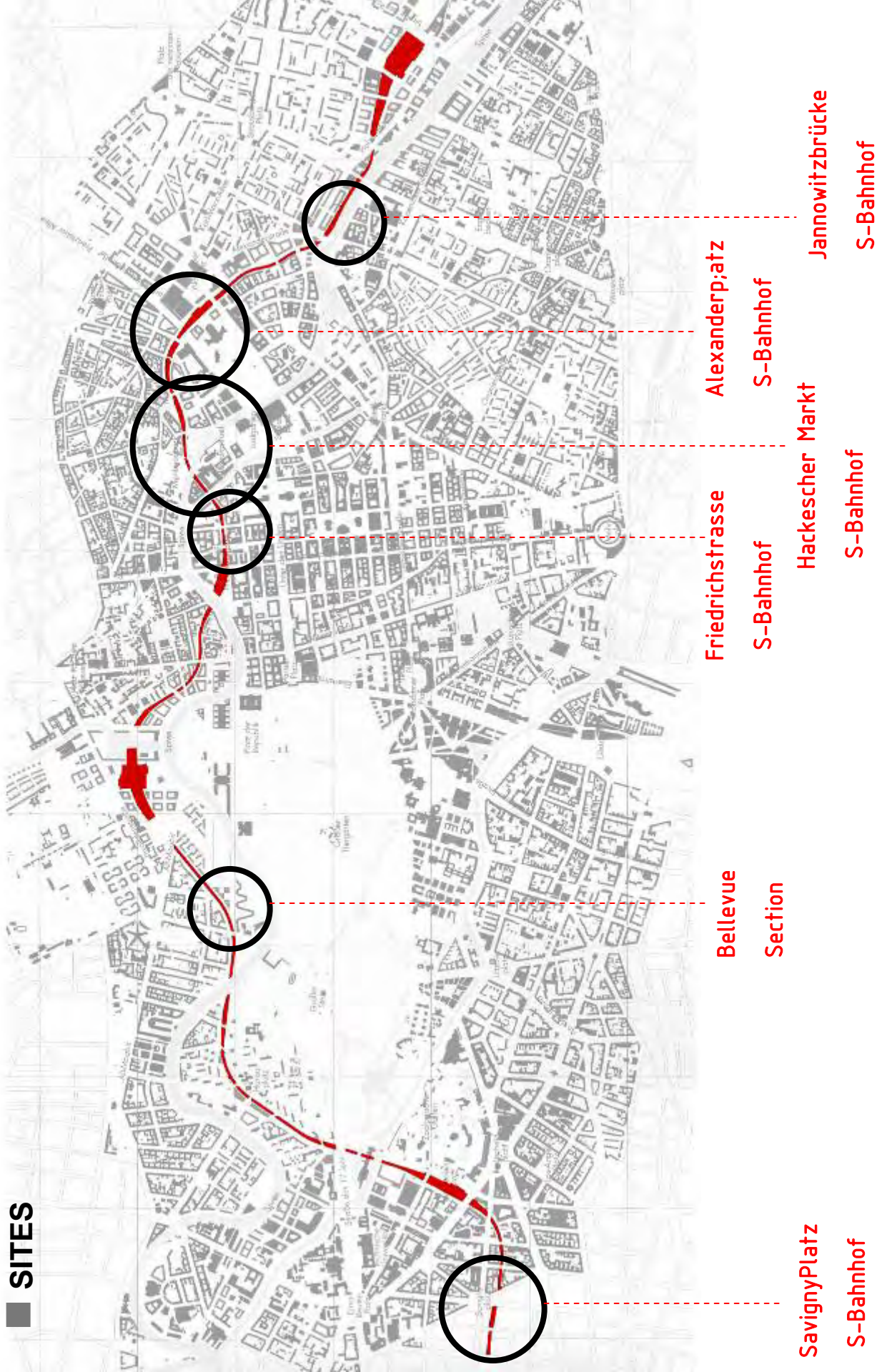
1989 - 2006



3. *'SHOP&Rail1+2': Die Stadtbahn und ihre Interaktion im Stadtraum, Studio Class 2007/2008*

3.2 The Morphology of the viaduct space
Participants: Dong Yijia, Pan Weiyi, Wang Le, Chen Xiao

SITES



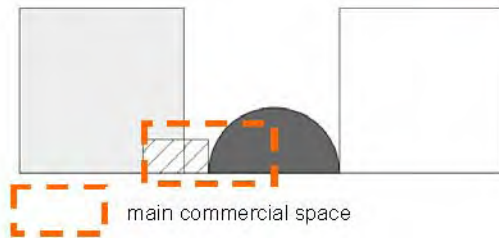
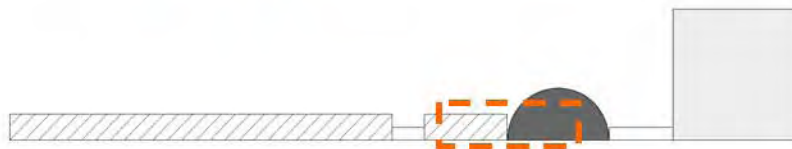
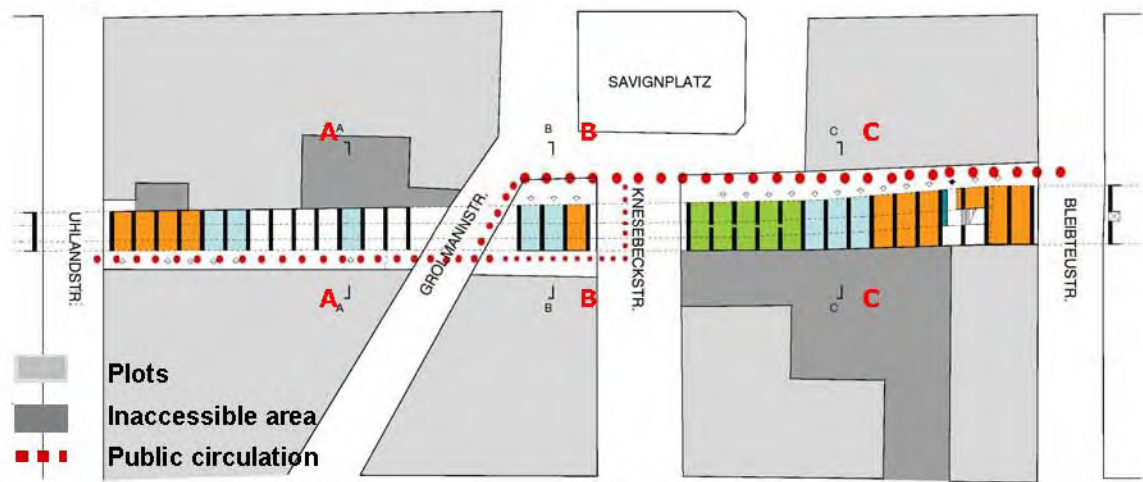
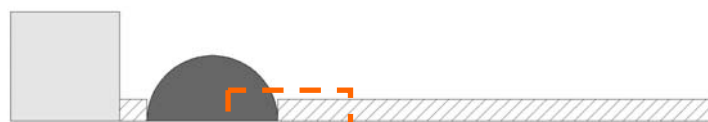
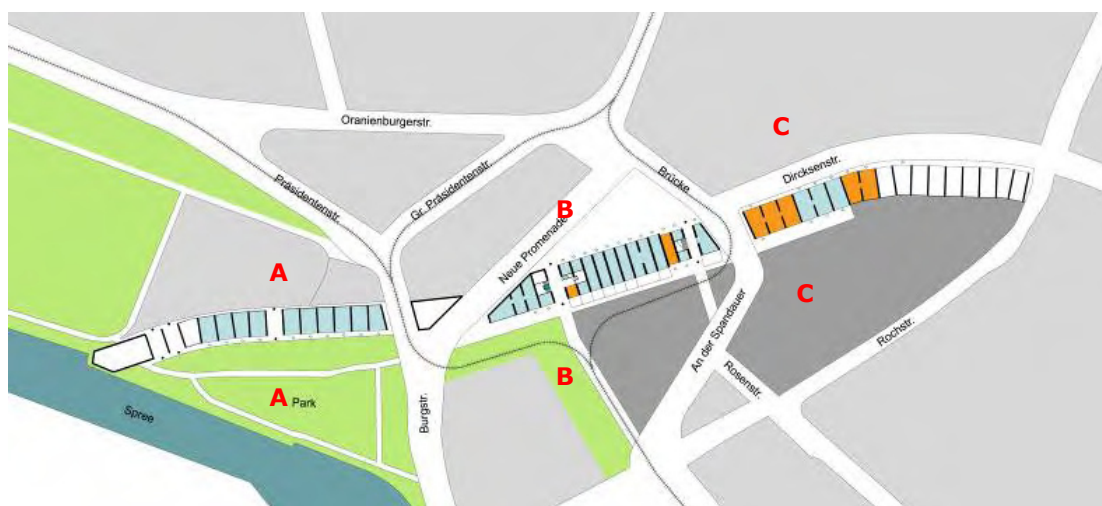
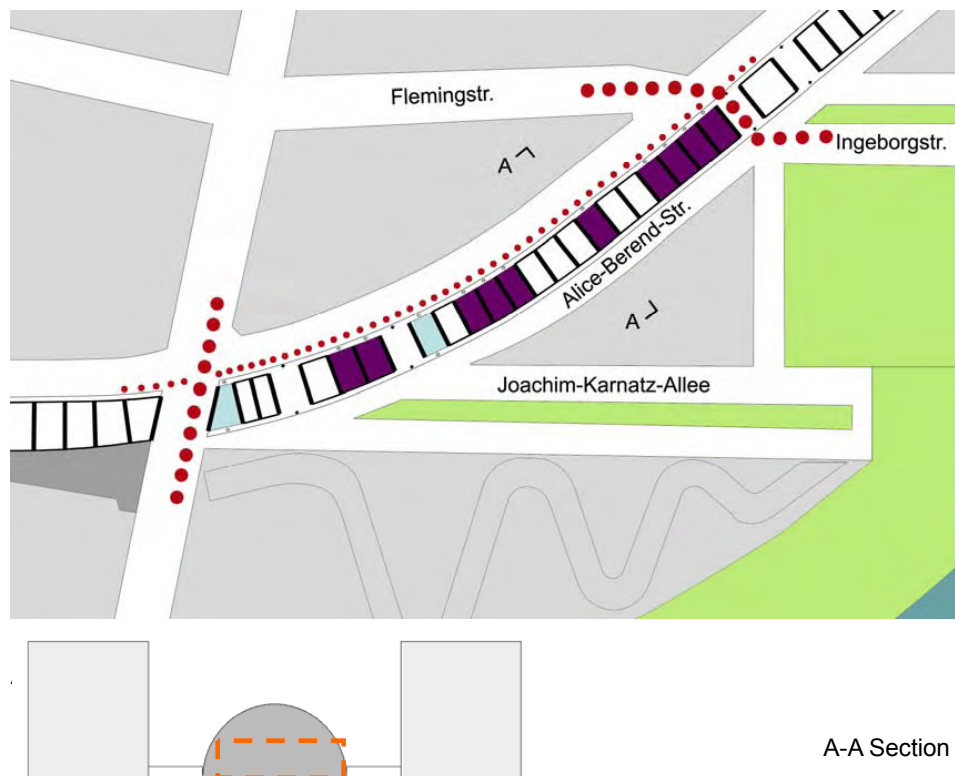
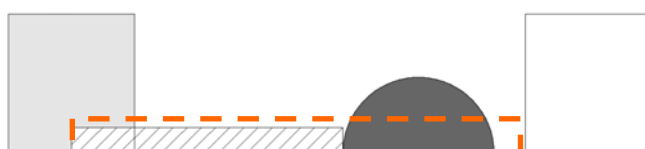


Fig 6. Spatial Connection of Savigny Platz S-Bahnhof



A-A Section

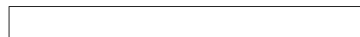
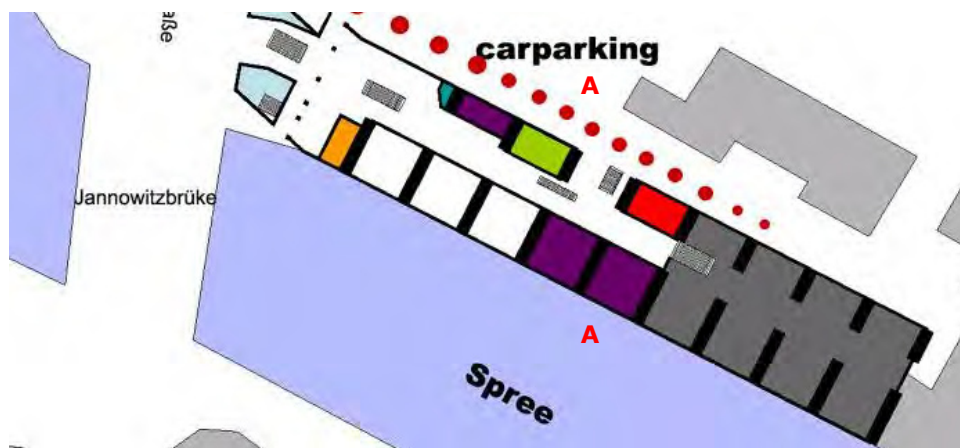


B-B Section



C-C Section

Fig 8. Spatial Connection of Hackescher Markt S-Bahnhof



A-A Section

Fig 9. Spatial Connection of Jannowitzbruecke S-Bahnhof



Fig 11. Type 1_Isolated commercial space under viaduct

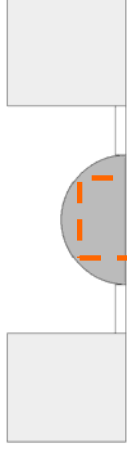
■ Analysis

Type 1_Isolated Commercial space under viaduct_ Cause

sample



Alexanderplatz



Bellevue



Jannowitzbrücke

cause



compact indoor spatial use
high traffic density



low importance in context
Isolated by car-parking space at
both sides



low efficiency in use
Isolated location

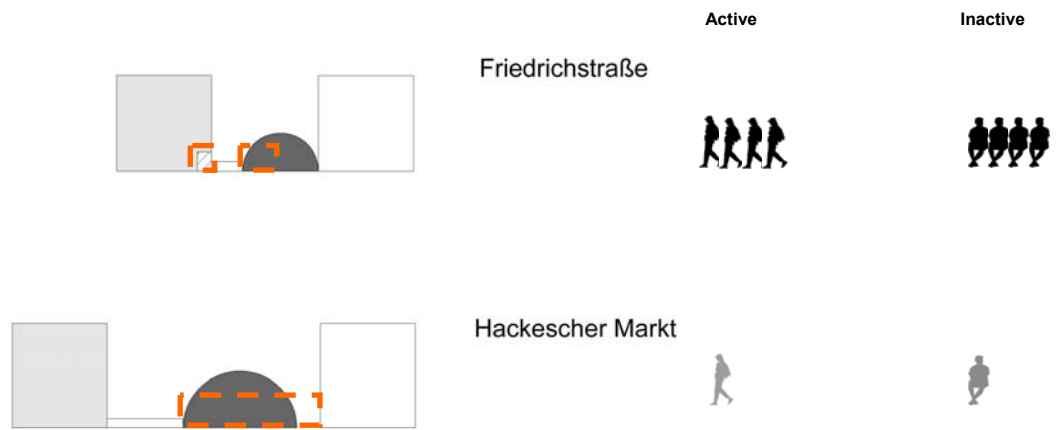


Fig 12. Type 2_ Extended commercial space from viaduct

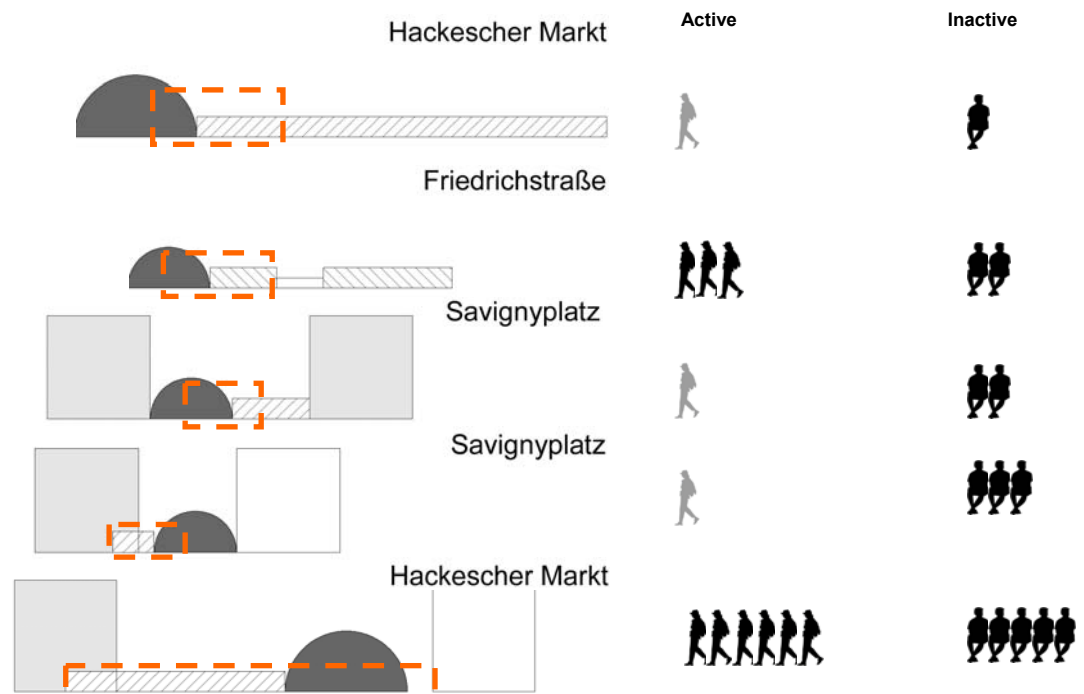


Fig 13. Type 3_ Cooperative commercial space between public space and viaduct

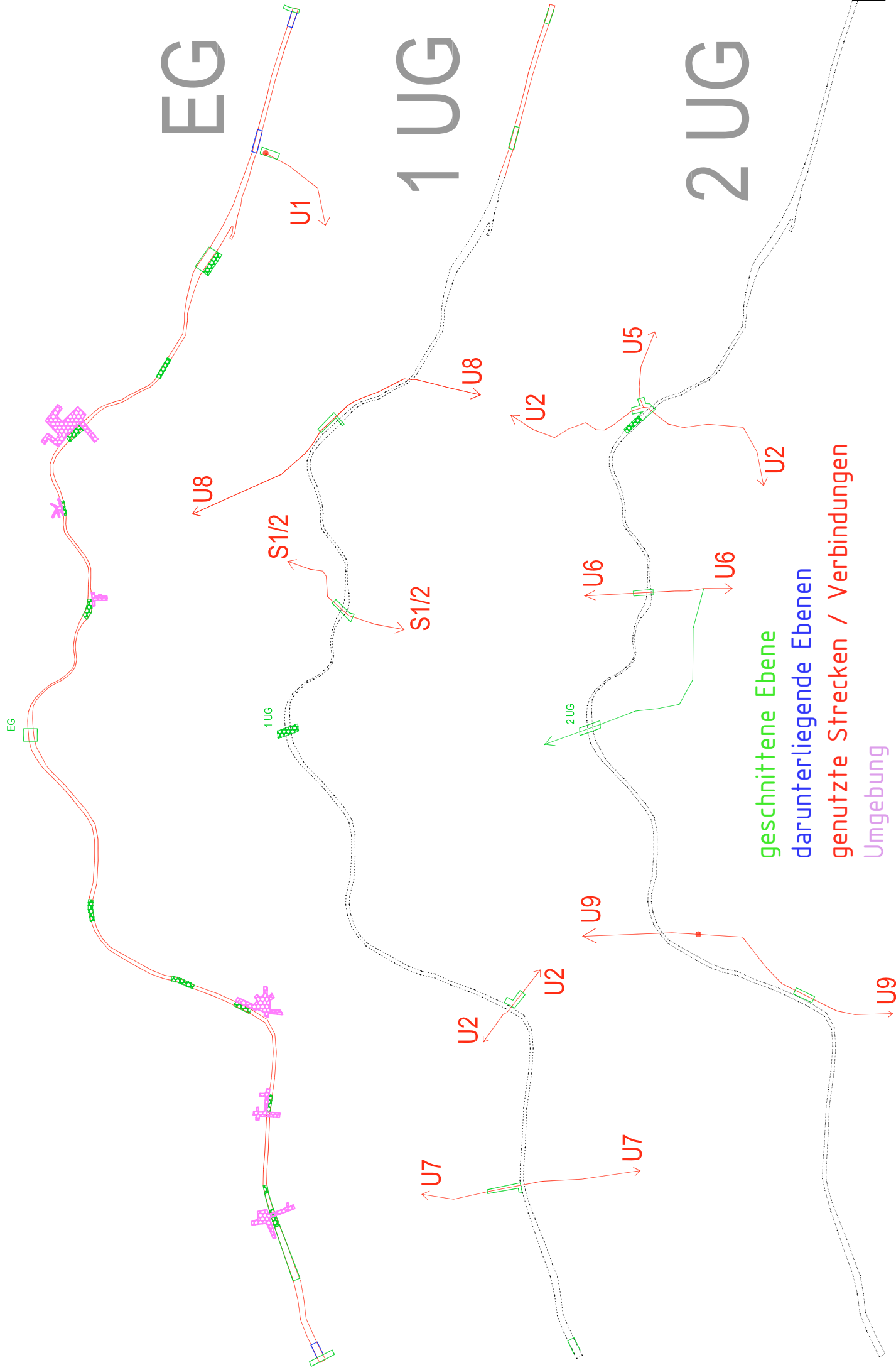
3. *'Shop & Rail 1+2': Die Stadtbahn und ihre Interaktion im Stadtraum, Studio Class 2007/2008*

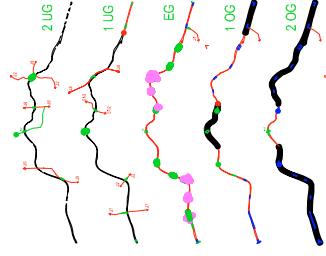
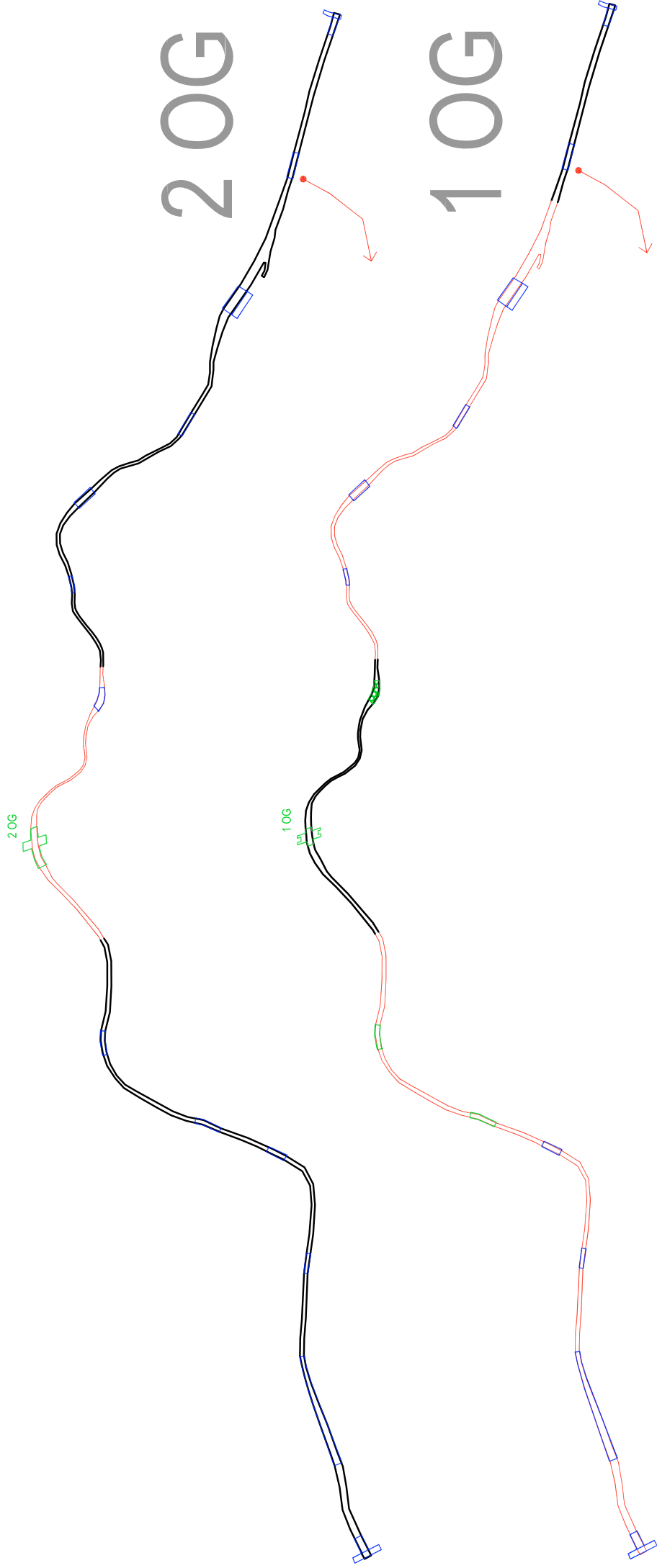
3.3 Economic Study: Shop use in the Stadtbahnstations and the viaduct spaces

**Participants: Berta Sola Sanchez,
Guillaume de Morsier, Anna Roeder**

Berlin's railways







geschnittene Ebene
 darunterliegende Ebenen
 genutzte Strecken / Verbindungen
 Umgebung

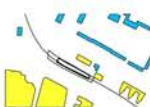
STATION'S TYPOLOGYS - Surrounding area



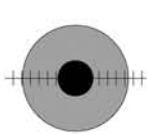
station



Tiergarten
Bellevue
Jannowitzbrücke



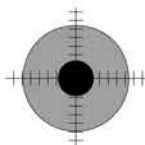
station + consumption



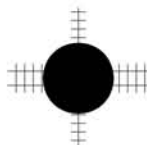
Savignyplatz
Hackescher Markt



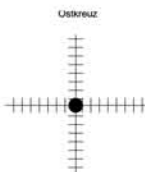
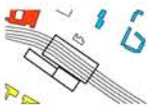
station + consumption
+ intermodality



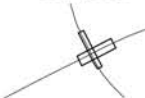
Zoologischer Garten
Friedrichstrasse
Alexanderplatz



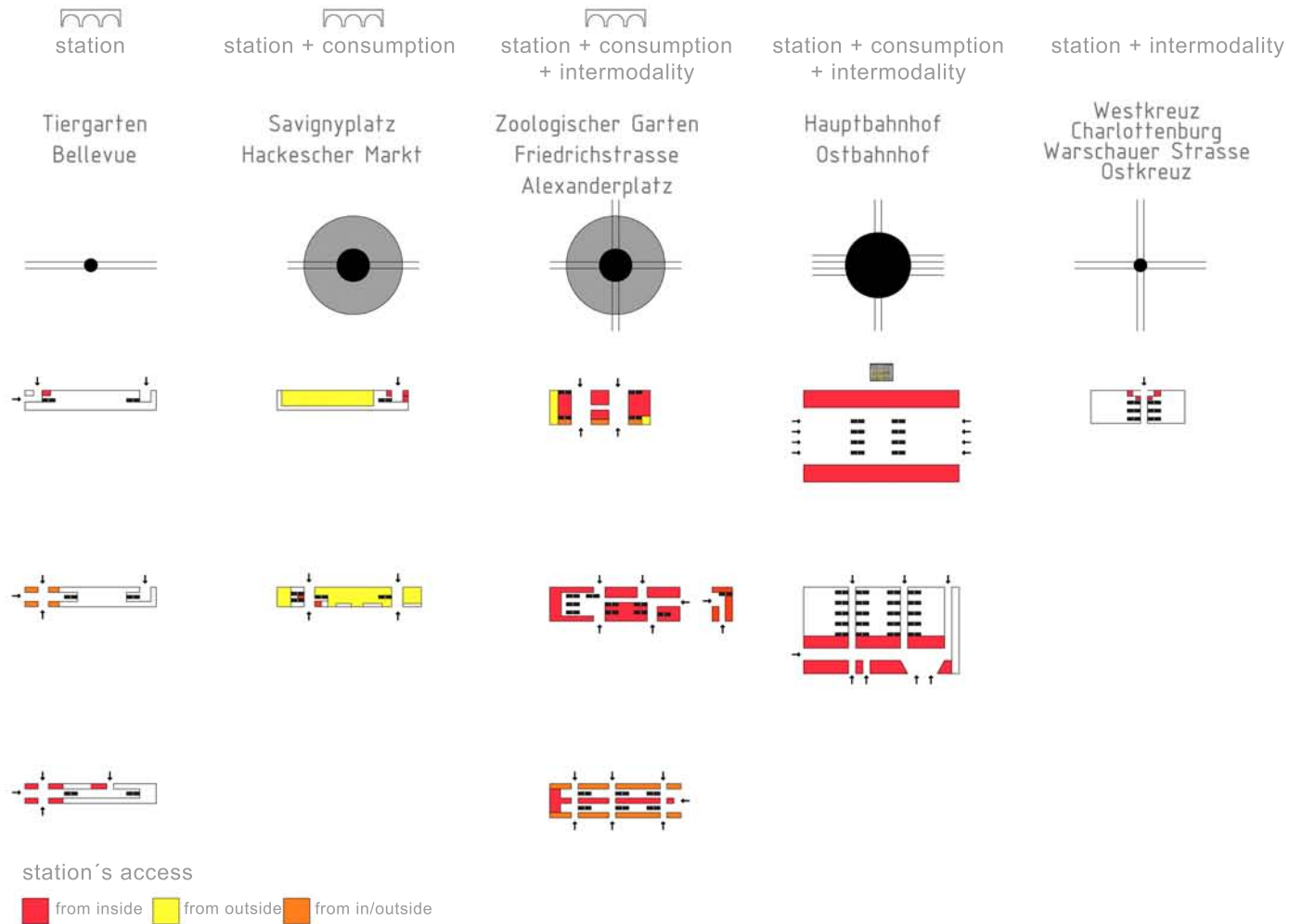
Hauptbahnhof
Ostbahnhof



Westkreuz
Charlottenburg
Warschauer Strasse
Ostkreuz



STATION'S TYPOLOGYS - Station's access & Shops



3. *'SHOP&Rail1+2': Die Stadtbahn und ihre Interaktion im Stadtraum, Studio Class 2007/2008*

3.4 The Morphology of the station space
The cases of Savignyplatz, Jannowitzbrücken
and Friedrichstrasse
Participants: Iva Stoycheva, Katharina Janowski,
Yijia Hu, Marc Llinares

Site

three different urban situations

Savignyplatz

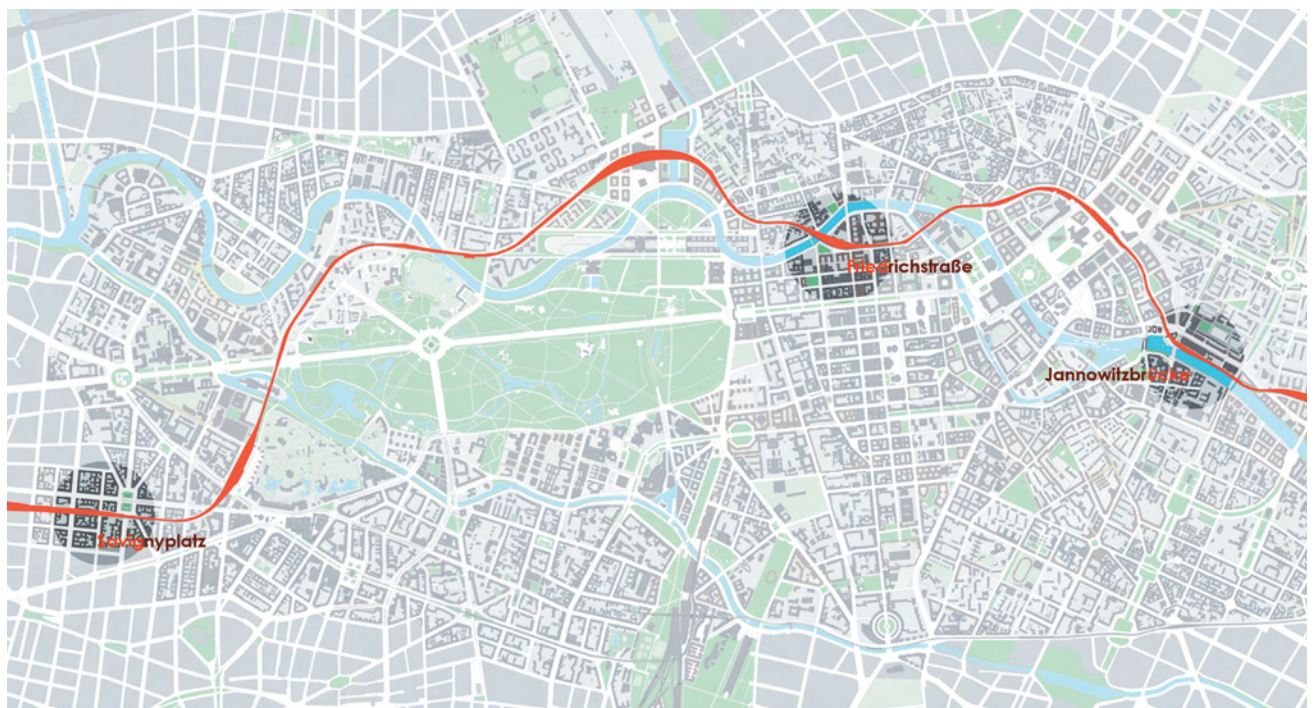
Savignyplatz lies in the central district of western Berlin. A high residential density combined with considerable amount of bars, restaurants, shops, galleries and book stores at the station creates an intense and cultural atmosphere for all user groups: inhabitants, pedestrians and passengers.

Friedrichstraße

The Friedrichstraße is one of the main connection stations in the city-centre. Its history (as main boarder crossing in-between western and eastern Berlin) and its proximity to cultural offers as well as to one of the main shopping and business districts makes it to one of the most important spots in the city.

Janowitzbrücke

The S-Bahn station Jannowitzbrücke lays in the eastern centre of Berlin isolated from its surroundings and possesses no particular functions but the interchange in-between U8 and S-Bahn which gives the station a transitional character. The direct access to the river Spree is left idle.



Environment
surrounding urban structure

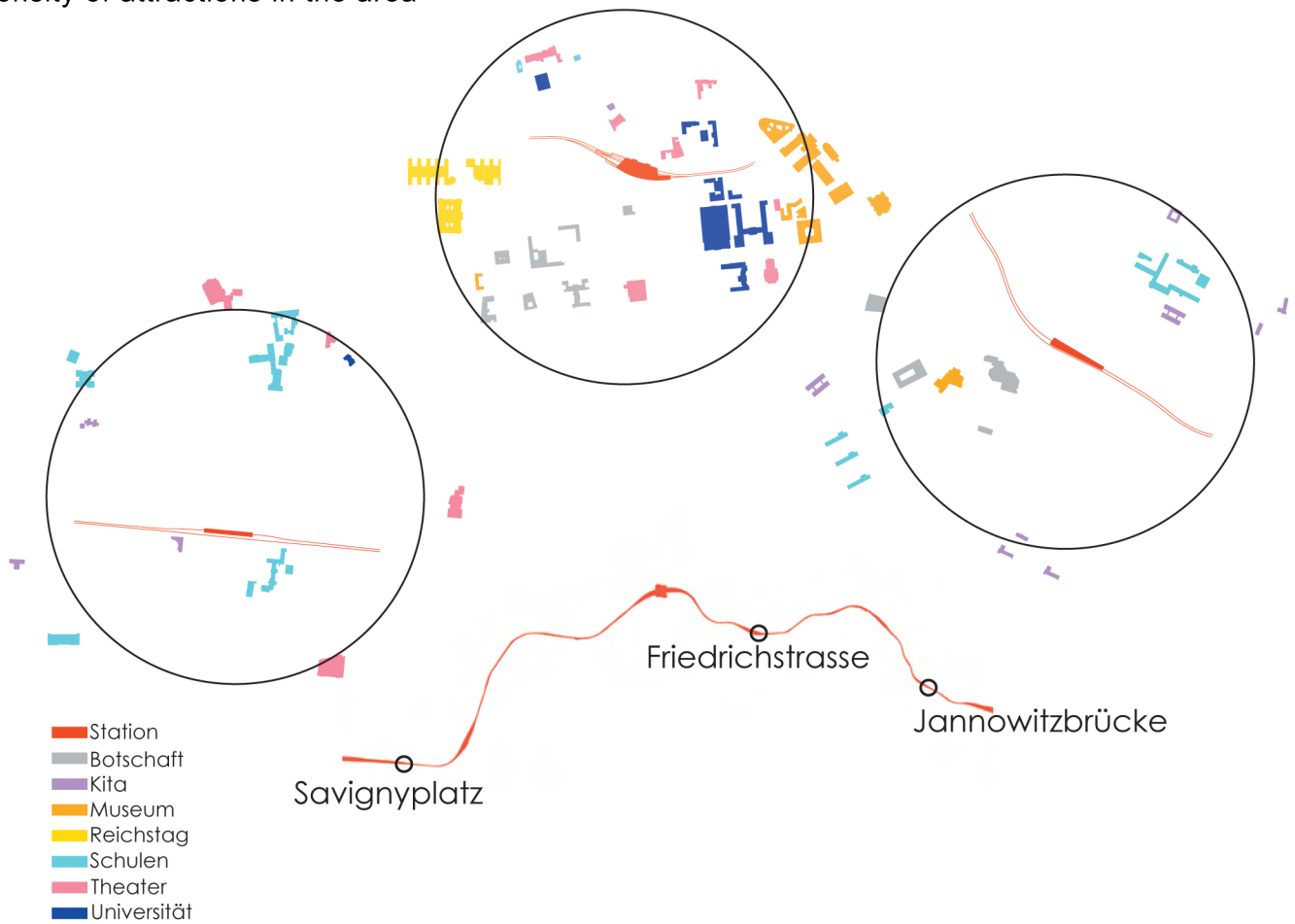
Savignyplatz

Friedrichstraße

Jannowitzbrücke

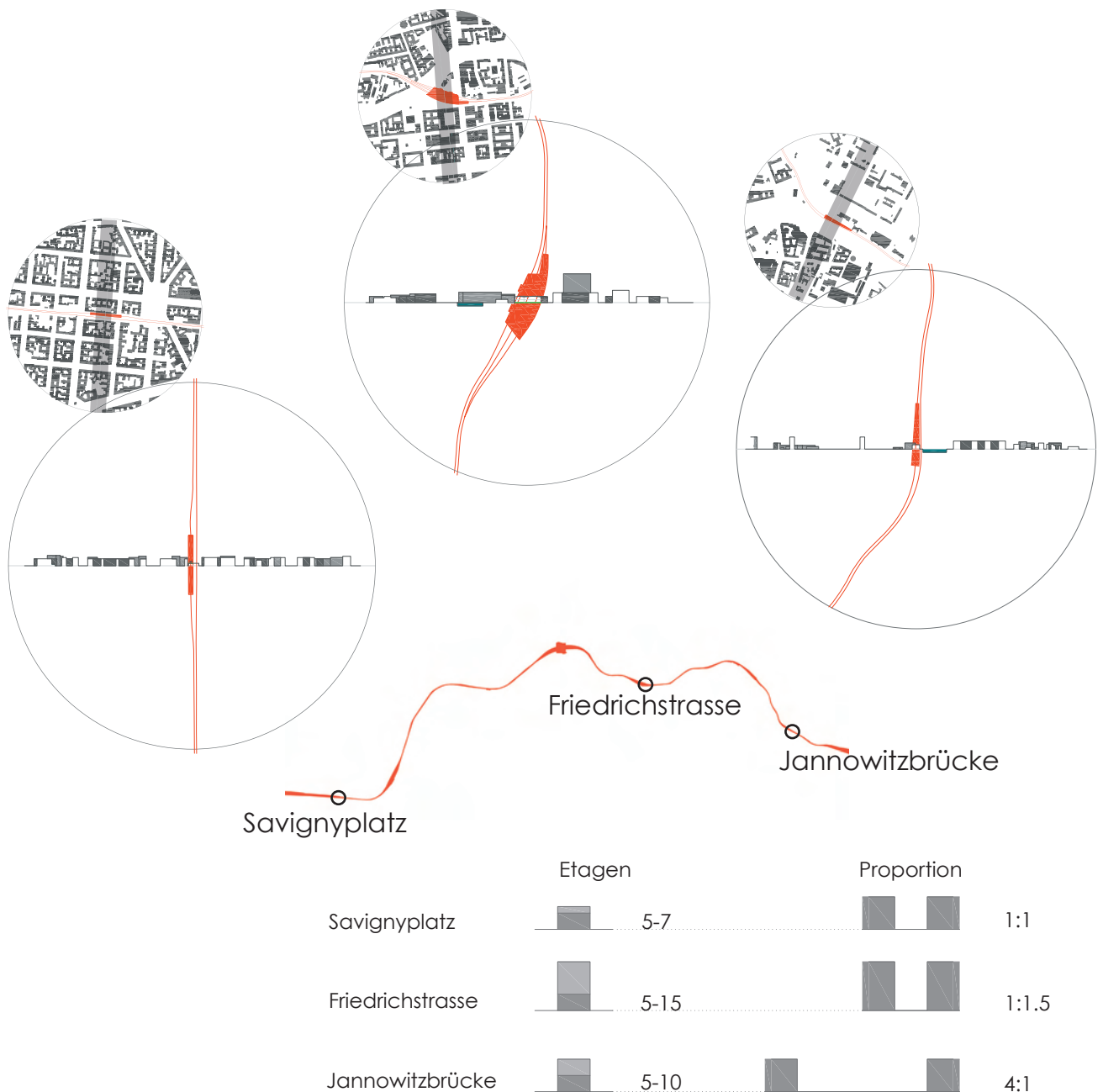


Environment
density of attractions in the area



Savignyplatz

The station is following the urban structure proportionally in height and direction by form, dimension and orientation. . The surrounding profits from this situation. The function of the station itself is mostly reduced to a platform while the close environment can provide for all possible needs.



Site & Environment

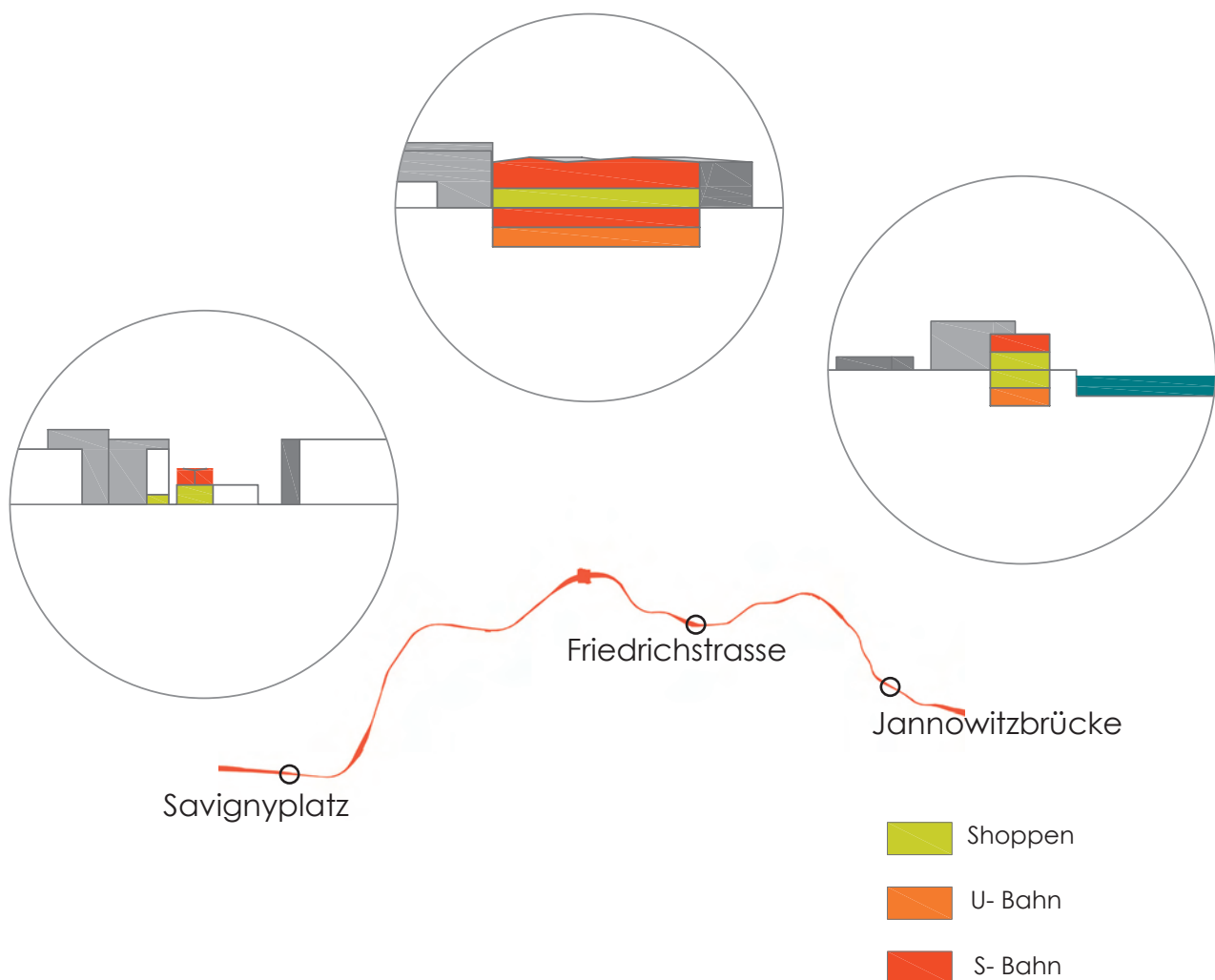
distance & proportion & function & cityscape

Friedrichstraße

The district and the station are well balanced not only by size but especially by their intensive use. The station absorbs the hustle and bustle from the area and provides food and shops for daily use on two levels, which also function as distributors to the upper and lower platforms of the S-Bahn and to the underground station of the U6.

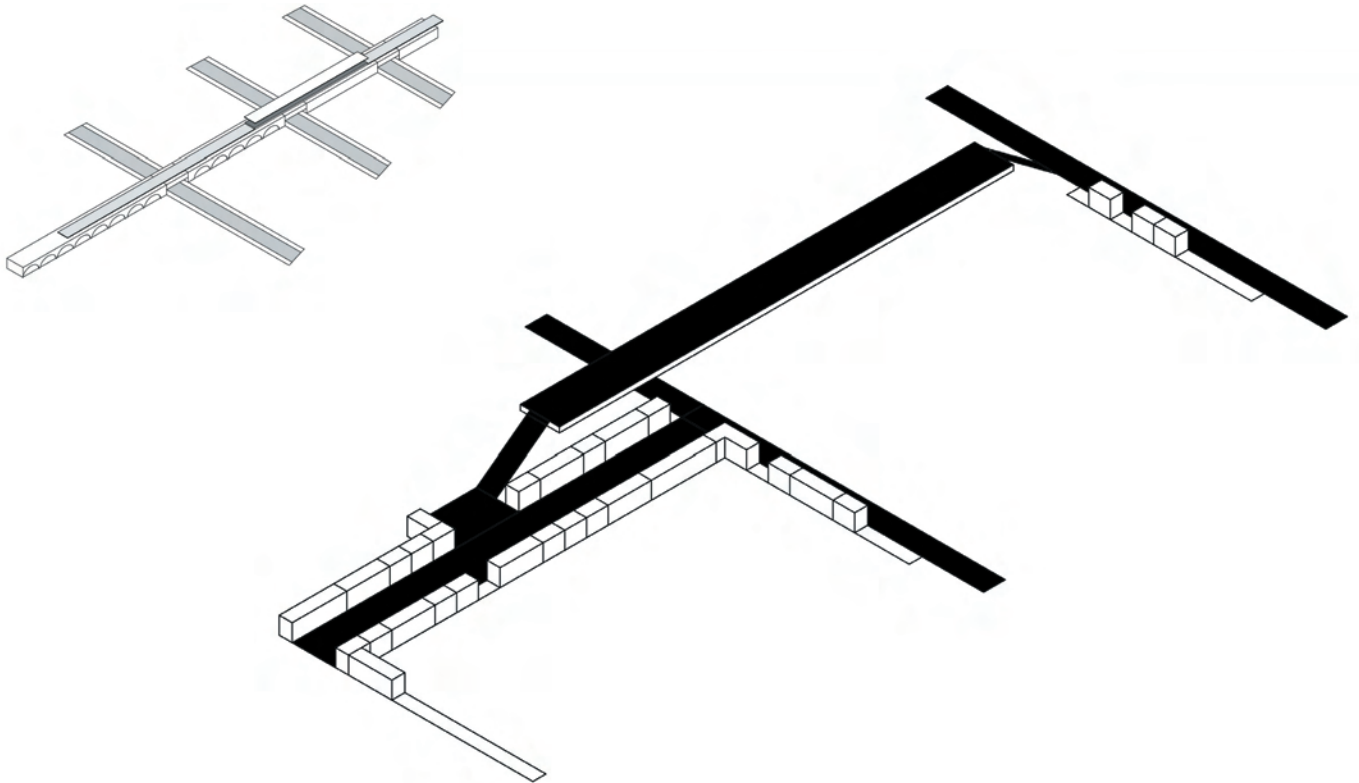
Janowitzbrücke

The station is discharged in proportion to its environment by the surrounding buildings. The loosely scattered high-rise buildings cannot strengthen the station in scale – they leave it rather lost. The few additional activities of the station are concentrated on covering the needs of the passengers. All activities are orientated to the inside of the station. (Bakery, flower shop, fast food, fruit vegetables merchant)



Site & Environment

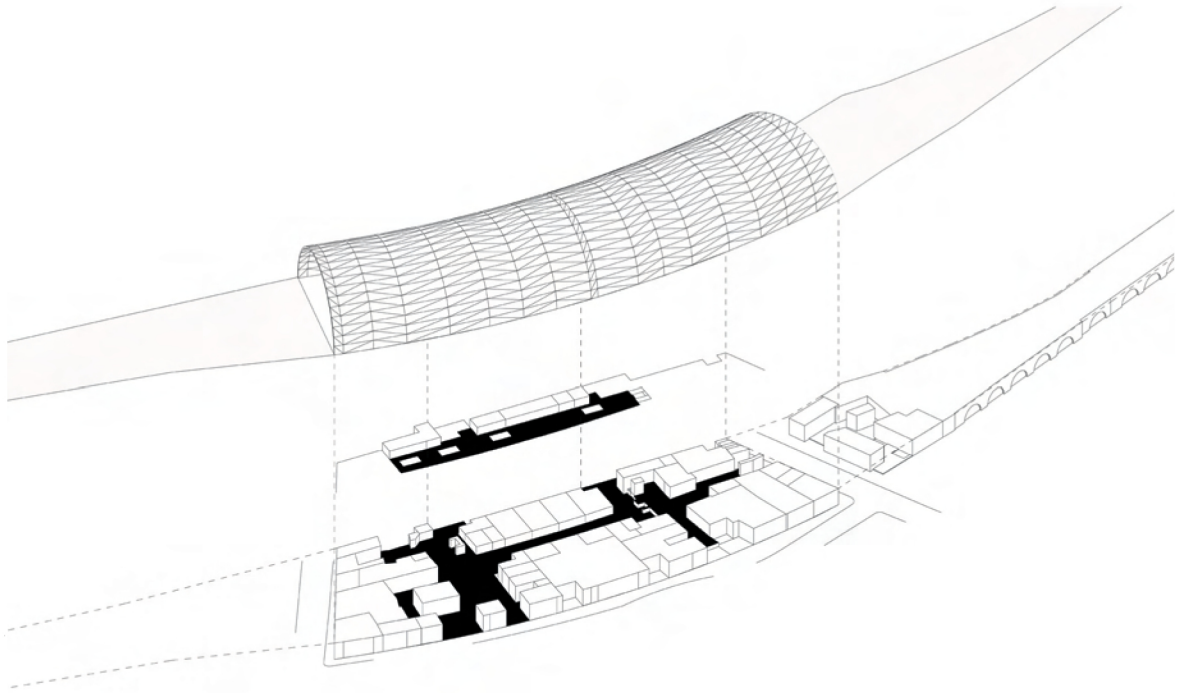
distance & proportion & function & cityscape



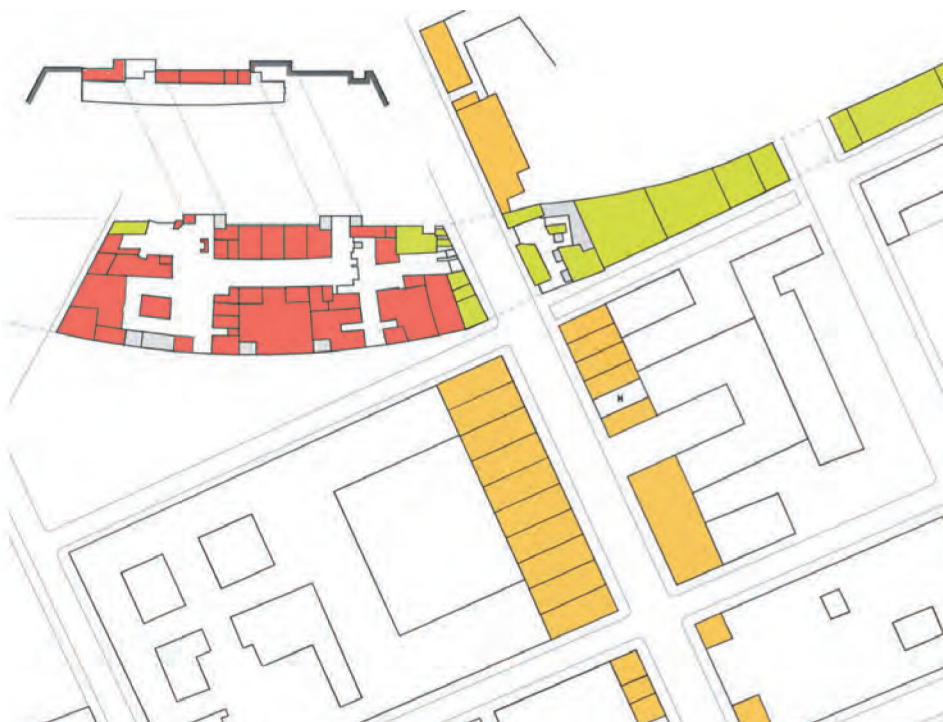
Savignyplatz

The Savignyplatz is relatively well developed benefiting from the housing density (mostly high priced living) and the situation around the station. The functions situated in the ground level of the station give many opportunities to rest and enjoy the site. The pressure to buy and consume is not high thanks to the type of the offers that create a rather calm and cultural atmosphere.





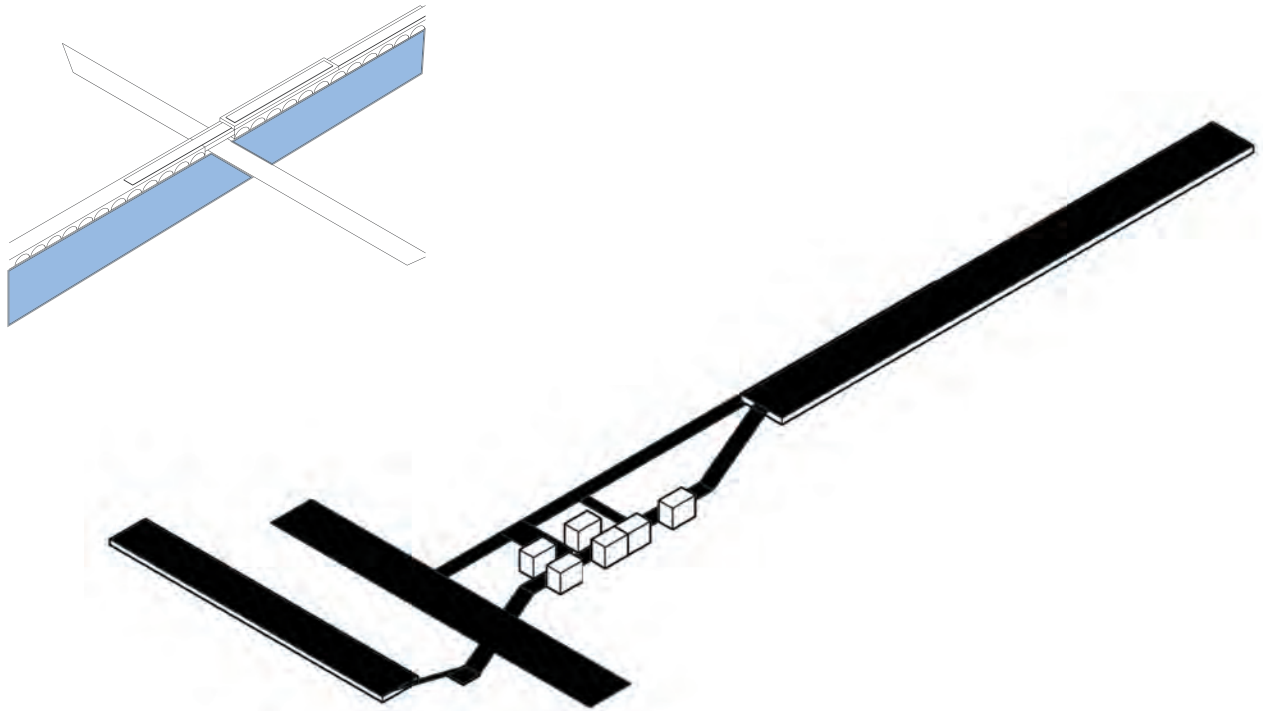
Friedrichstraße



- Geschäfte innen
- Geschäfte im Viadukt
- Geschäfte aussen

Site & Environment

distance & proportion & function & cityscape

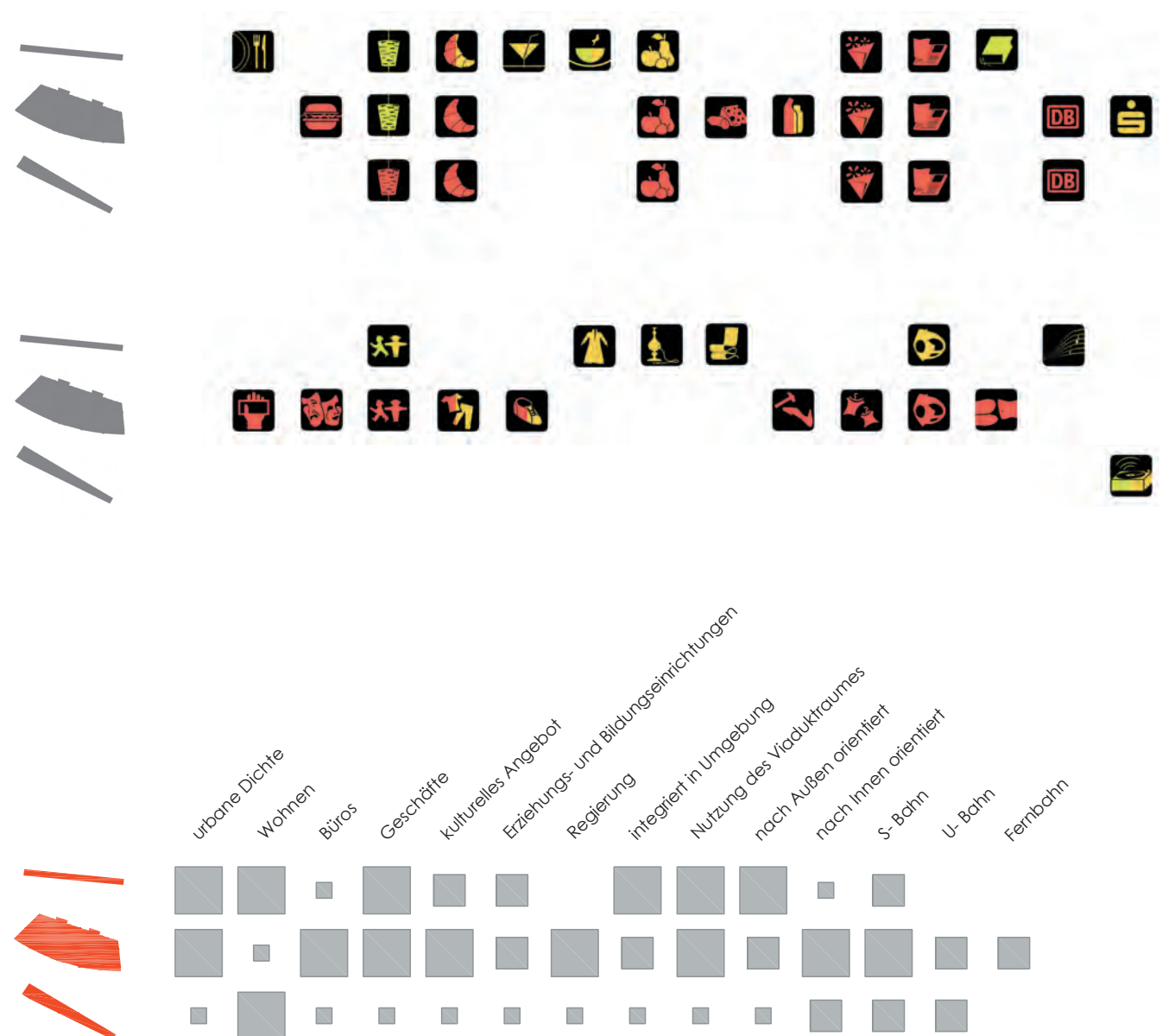


Janowitzbrücke

Wide streets and long distances in-between the buildings make it difficult to access the station. There is no further ability for the station to connect to the outside world the vast environment and the proximity to one of the main stations; the Alexanderplatz (next stop) takes away the necessity to use the station at all (the interchange from S-Bahn to U8 is given at Alexanderplatz as well).



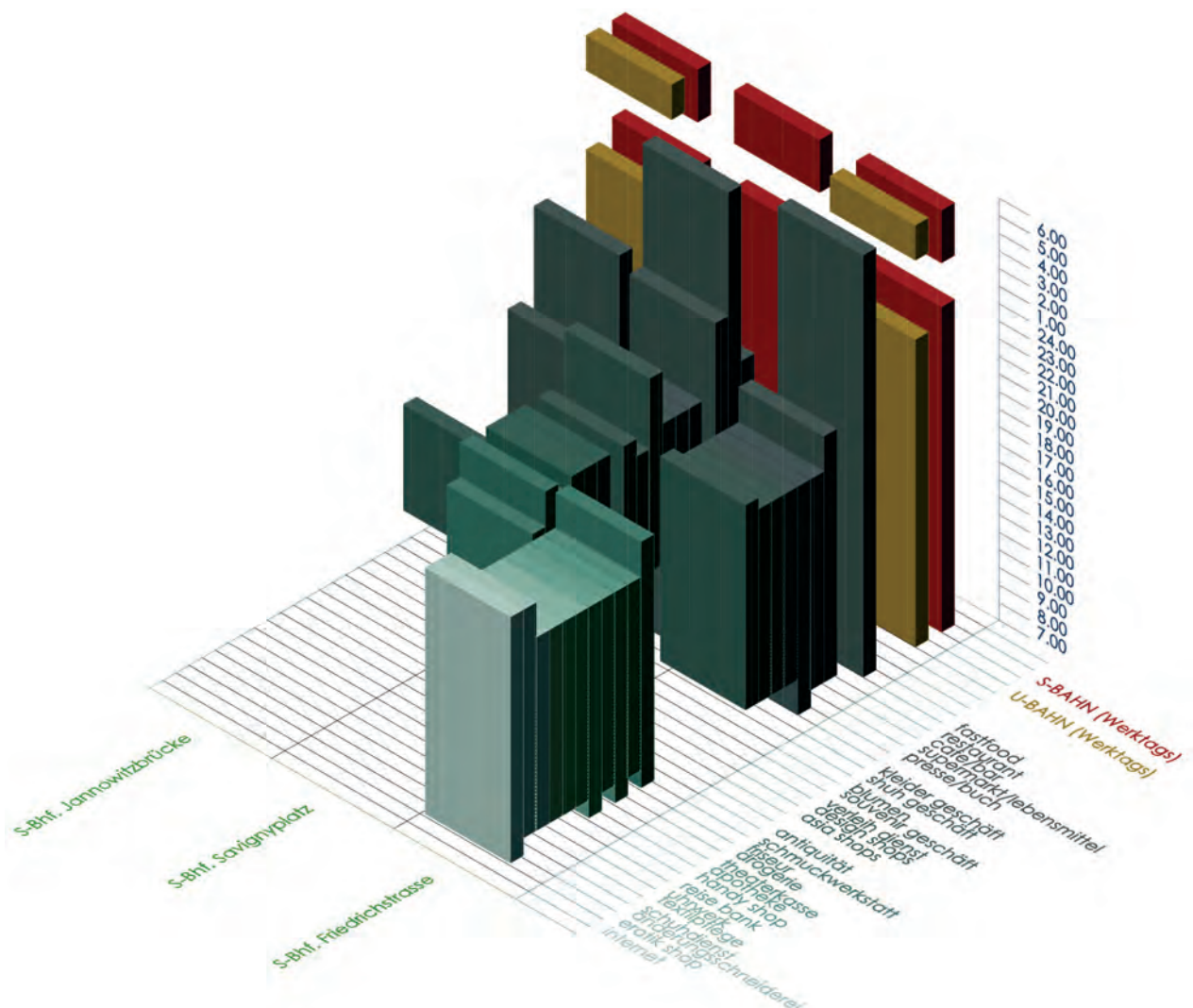
distance & proportion & function & cityscape



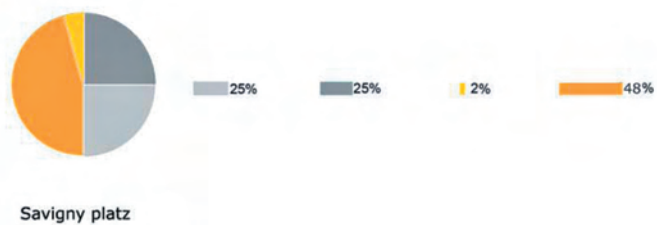
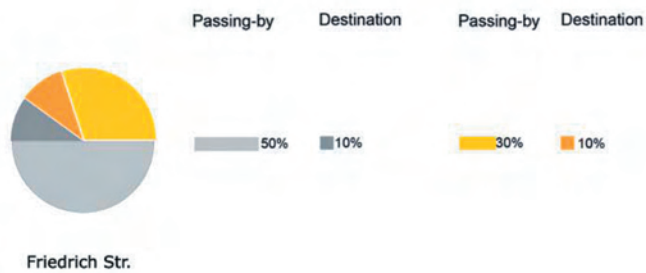
Comparison of the three stations

The diagram on this page shows the flow of people depending on the time and the percentage of tourists and inhabitants. Distinguishing those who pass from those who aim the station.

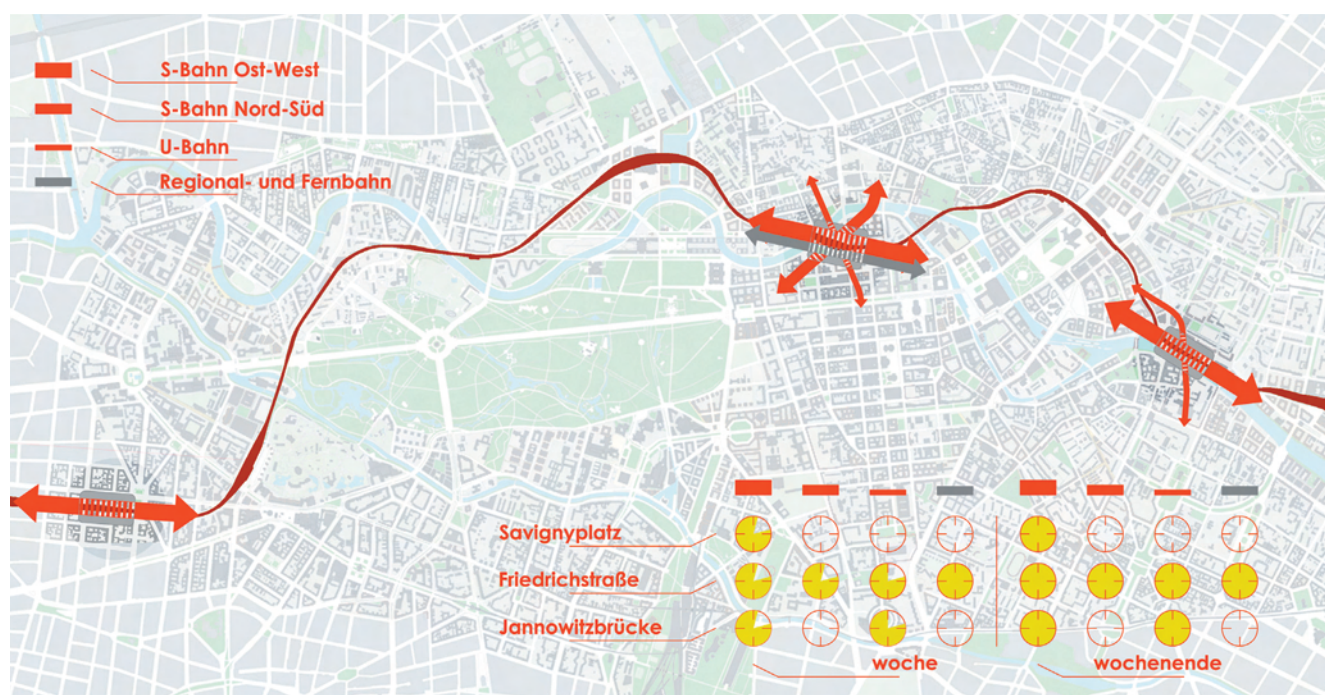
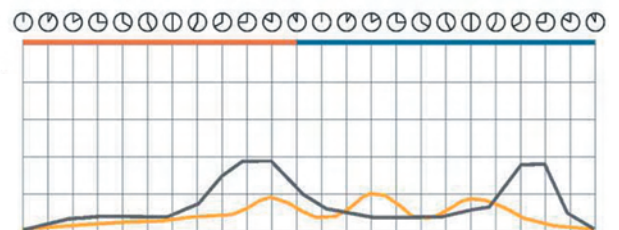
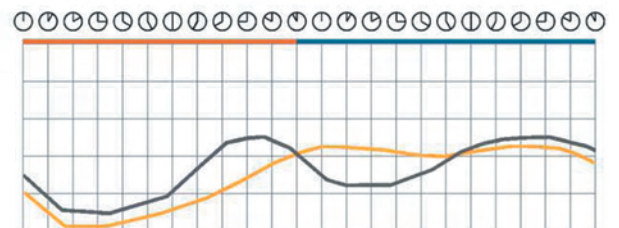
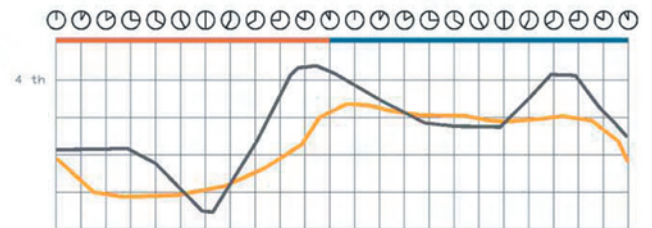
The first diagram on the next page shows the opening hours. Depending on the demand, the opening hours are very different from station to station. And the second diagram shows the stations with their S- U- and intercity railway connections, their capacity and operating hours.



Comparision



- Passing-by : people go for changing train to go to other places
- Destination: people go for shopping, meeting and other planned activities



4. *‘Mobility means prosperity’: Case study Berlin: The Development of Urban Transport Infrastructure in Urban Space, Research Seminar 2008/2009*

4.1 Berlin Hauptbahnhof

**Participants: Yanwen Qui, Rafael Garcia,
Jose L. Llaca, Ricardo Paris, Eva Rathgeber**

Part Two: Research in Hauptbahnhof

Introduction of research

1.1. Members: Yanwen Qiu, Eva, Richardo, Hose, Rafa

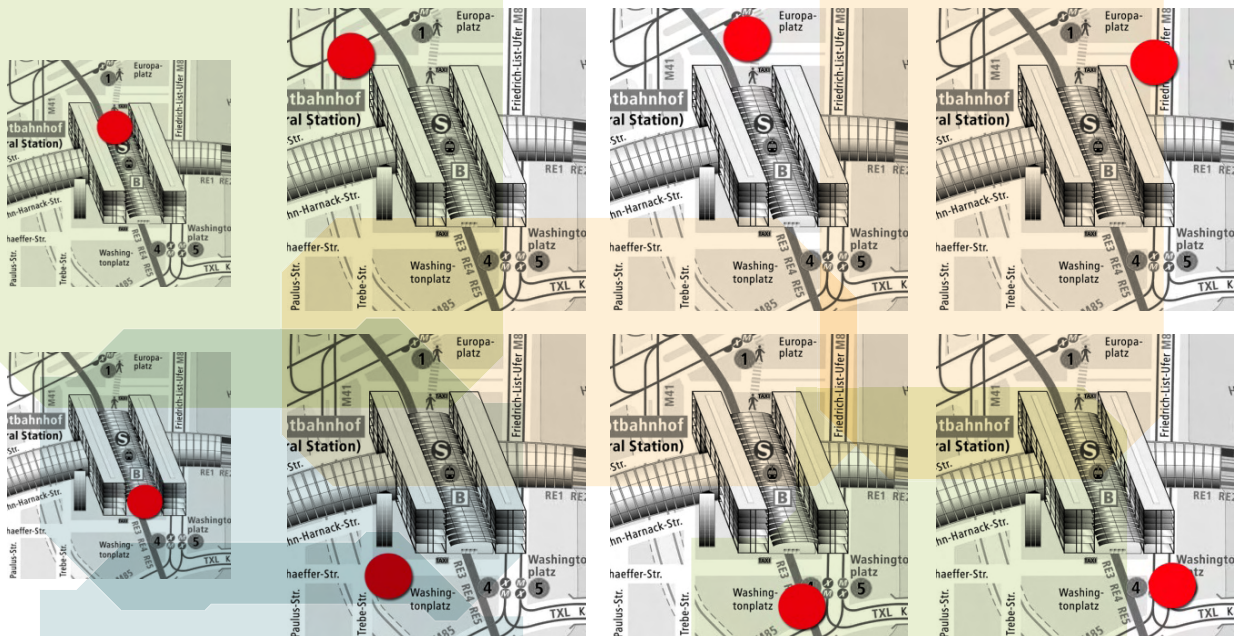
1.2. Times:

- a. 09.02.06. Thursday Morning in 15mins (Workday)
- b. 09.02.08. Sunday Afternoon in 15mins (Weekend)

1.3. Positions:

We choose two sides of Entrance of Hbf and at each side, we selected three main direction of people flows.

(Picture 42)



1.3.1. North Side:

The North Entrance is facing the Europaplatz / the Geschichtspark and large area of residential housing.

- North-West: which connected mostly the nearest neighbor in walking distance
- North-Center: there're three main bus stations on the both side of the Invalidenstrasse
- North-East: to the only road which cross the Hauptbahnhof called Friedrich-List-Ufer and links to the parking place nearby

1.3.2. South Side

The South Entrance is facing the Washingtonplatz and crossing the River Spree is the governmental area.

- South-East: link to the two roads called I.Schaeffer strasse and Ella-Trebe strasse
- South-Center: people go for taxis or just walking around
- South-East: the other two bus stations where people take Bus TXT/M85 around the city

1.4. Way of research: Counting / Interview

We use two main methods to do our research: One is Counting and the other is Interview. Counting means counting the number of people in different situation and further analyzing the trends of people's moving. And in Interview part, we use five small questions to ask people to know some detail information of people flow.

2. Counting

2.1.Data

09.02.06. Thursday Morning (15min)

Time	location	In/Out	Direction	Number
8:35-8:50	North	In	All	208
8:35-8:50	North	Out	All	176
8:35-8:50	South	In	All	188
8:35-8:50	South	Out	All	56(29 with luggage)
Time	location	In/Out	Direction	Number
9:15-9:30	North	In	Door	229
9:15-9:30	North	Out	Door	155
9:15-9:30	North	In	Left	54
9:15-9:30	North	Out	Left	26
9:15-9:30	North	In	Stops	87
9:15-9:30	North	Out	Stops	33
9:15-9:30	North	In	Right	64
9:15-9:30	North	Out	Right	64
10:00-10:15	South	In	Door	54
10:00-10:15	South	Out	Door	54
10:00-10:15	South	In	Left	29
10:00-10:15	South	Out	Left	78
10:00-10:15	South	In	Right	10
10:00-10:15	South	Out	Right	14

09.02.08. Sunday Afternoon (15min)

Time	location	In/Out	Direction	Number
15:20-15:35	North	In	All	319(82 with luggage)
15:20-15:35	North	Out	All	262(114 with luggage)
15:20-15:35	South	In	All	338(165 with luggage)
15:20-15:35	South	Out	All	397(91 with luggage)
Time	location	In/Out	Direction	Number
15:50-16:05	North	In	Door	346
15:50-16:05	North	Out	Door	244
15:50-16:05	North	In	Left	57
15:50-16:05	North	Out	Left	55
15:50-16:05	North	In	Stops	73
15:50-16:05	North	Out	Stops	62
15:50-16:05	North	In	Right	144
15:50-16:05	North	Out	Right	144
16:55-17:10	South	In	Door	166
16:55-17:10	South	Out	Door	209(3 group take taxis)
16:55-17:10	South	In	Left	136
16:55-17:10	South	Out	Left	74
16:55-17:10	South	In	Right	77
16:55-17:10	South	Out	Right	97

2. Mobility Aspect:

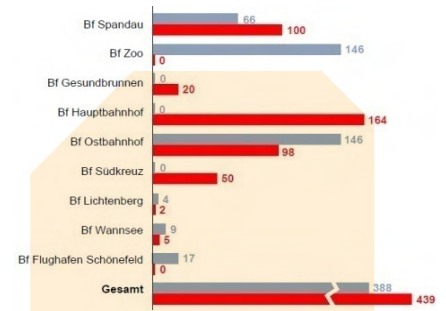
2.1. As one of the most important station in Berlin, Hbf connects more long-distance trains than short-distance trains.

2.1.1. Time spending before and after Hbf

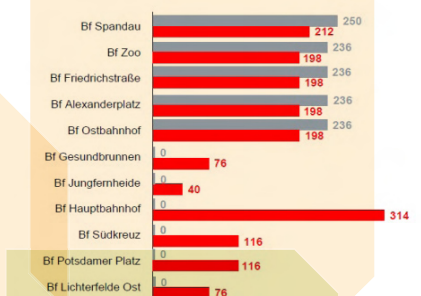
Method: Information on the Website of Hauptbahnhof

Relation		2005	2006	Reduzierung
Luckenwalde	<> Bln Potsdamer Platz	66 min	39 min	41%
	<> Bln Friedrichstraße	56 min	45 min	20%
Eberswalde Hbf	<> Bln Potsdamer Platz	61 min	38 min	38%
	<> Bln Friedrichstraße	53 min	44 min	17%
Fürstenberg (Havel)	<> Bln Potsdamer Platz	92 min	66 min	28%
	<> Bln Friedrichstraße	82 min	59 min	28%
Nauen	<> Bln Potsdamer Platz	45 min	36 min	20%
	<> Bln Friedrichstraße	35 min	35 min	–

Relation	Fahrzeit	Zeitgewinn	Reduzierung
Hamburg <-> Bln Zoo 2005	ca. 1 h 30 min	+/- 0	+/- 0
<-> Bln Hbf 2006	ca. 1 h 30 min		
Leipzig <-> Bln Zoo 2005	ca. 1 h 50 min	40 min	36%
<-> Bln Hbf 2006	ca. 1 h 10 min		
Dresden <-> Bln Zoo 2005	ca. 2 h 20 min	10 min	8%
<-> Bln Hbf 2006	ca. 2 h 10 min		
Stralsund <-> Bln Zoo 2005	ca. 3 h 20 min	40 min	20%
<-> Bln Hbf 2006	ca. 2 h 40 min		
Hamburg <-> Leipzig 2005	ca. 3 h 20 min	40 min	20%
<-> Leipzig 2006	ca. 2 h 40 min		



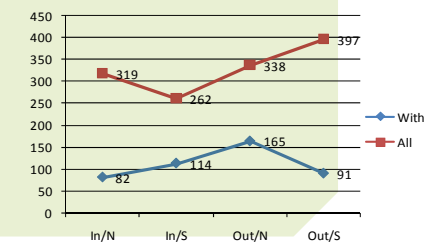
„Zahl der Halte von Nahverkehrszügen in Berlin steigt deutlich“ (Picture 50)



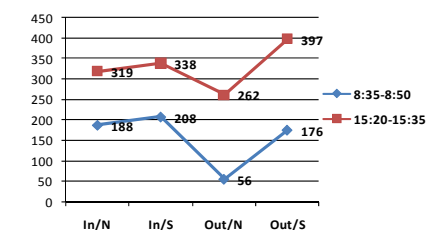
(Picture 49)

„Die Zahl der Halte von Fernzügen in Berlin steigt ab 28. Mai 2006 um 13 Prozent“ (Picture 51)

With / Without Luggages



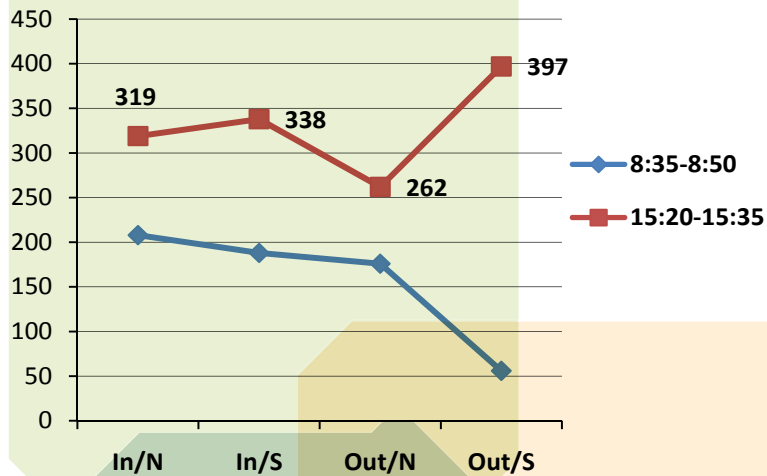
Weekday vs Weekend



2.2. Analysis:

2.2.1. Weekday vs Weekend

	8:35-8:50	15:20-15:35
In/N	208	319
In/S	188	338
Out/N	176	262
Out/S	56	397



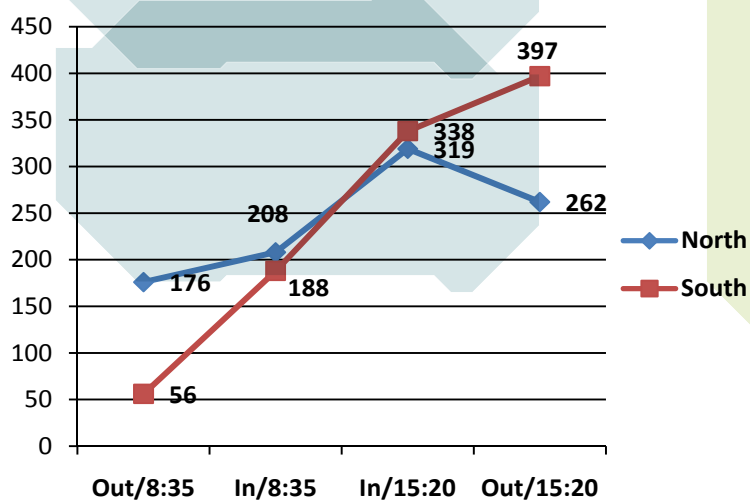
(Chart 04)

2.2.1. Weekend > Weekday:

More people in Hbf in weekend than in weekdays.

2.2.2. North vs South

	North	South
Out/8:35	176	56
In/8:35	208	188
In/15:20	319	338
Out/15:20	262	397



(Chart 05)

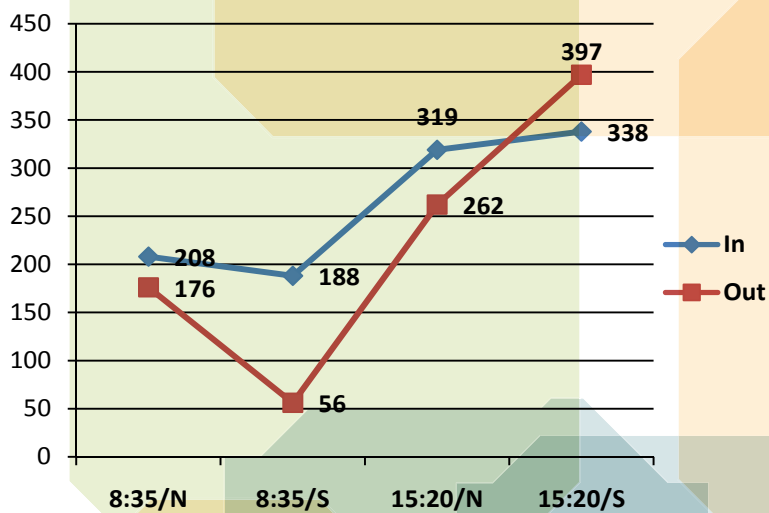
2.2.2. North vs South

Weekday: North > South

Weekend: South > North

2.3.3. In vs Out

	In	Out
8:35/N	208	176
8:35/S	188	56
15:20/N	319	262
15:20/S	338	397



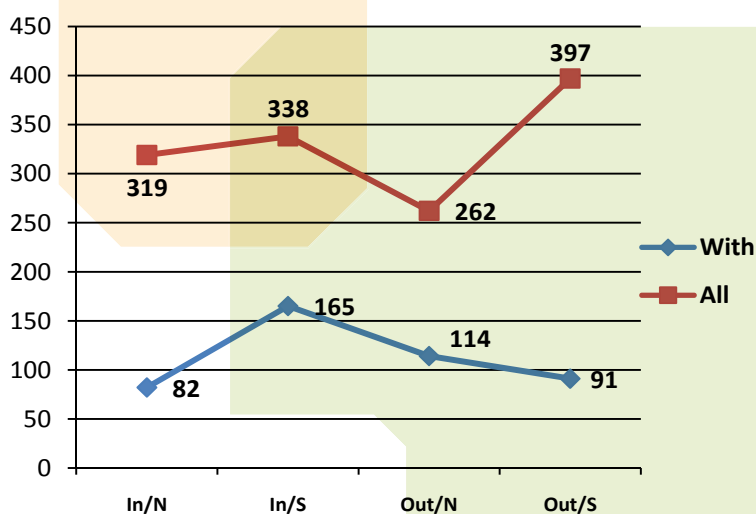
(Chart 06)

2.3.3. In vs Out

Mostly, there're more people go in than out of Hauptbahnhof.

2.3.4. With vs Without Luggage (in weekend)

	With	All	Percent
In/N	82	319	26
In/S	165	338	49
Out/N	114	262	44
Out/S	91	397	23

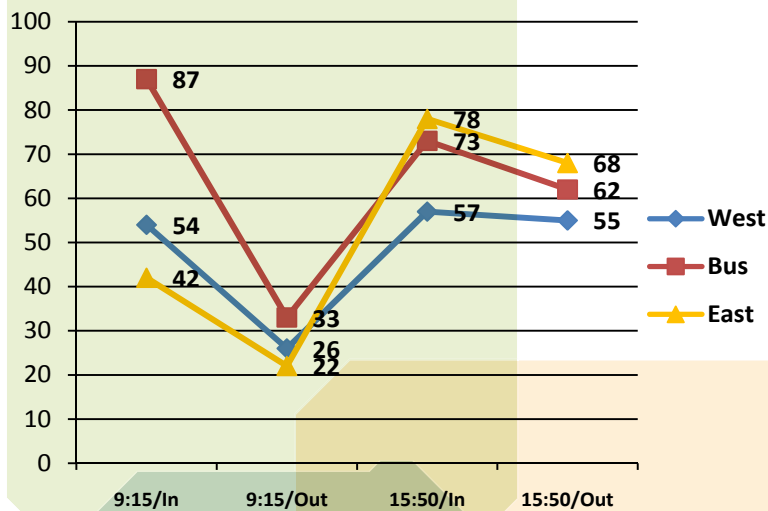


(Chart 07)

2.3.4. With vs Without

2.3.5. Three Directions of North

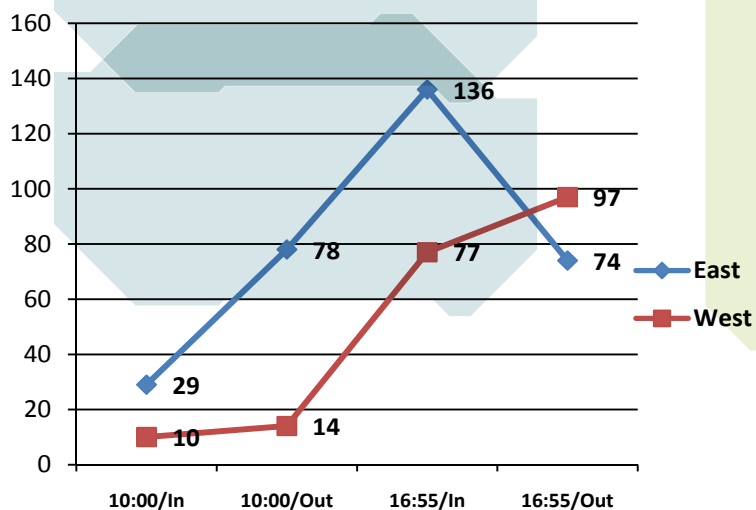
	West	Bus	East
9:15/In	54	87	42
9:15/Out	26	33	22
15:50/In	57	73	78
15:50/Out	55	62	68



(Chart 08)

2.3.6. Two Direction of South

	East	West
10:00/In	29	10
10:00/Out	78	14
16:55/In	136	77
16:55/Out	74	97



(Chart 09)

2.3.5. Three Directions of North

Weekdays: Bus > West > East

Weekends: East > Bus > West

2.3.6. Two Directions of South

- **in Workday**

Layer 1: 202 (red), 78 (blue)

Layer 2: 262 (red), 18 (blue)

Layer 3: 182 (red), 118 (blue)

- **in Weekend**

Layer	Blue	Red
Layer 1	64	216
Layer 2	19	261
Layer 3	91	209

- Parked
- Unparked



3. Interview

3.1. Time:

17:00, 15.02.2009 Sunday Afternoon

3.2. Amount: 43 people

3.3. Question:

Where are you from? **(Departure)**

What's your **transportation**?

Where will you go? **(Arrival)**

What's your **transportation**?

How long do you stay in Hbf?

3.4. Data & Analysis:

3.4.1. Entrance Part

North

	Departure	Transportation	Arrival	Transportation	Staying
1	neukoelln	bus	mitte		
2	wedding	bus	frankfurt	train	30min
3	brandenburg	reg. Bahn	berlin	s-bahn	3-4h
4	airport	bus (tegel)	leipzig	train	1h
5	berlin	s-bahn	berlin	feet	10min
6	charlottenburg	s-bahn	dresden	reg.bahn	30min

South

	Departure	Transportation	Arrival	Transportation	Staying
7	Berlin	S-Bahn	Wuppertal	ICE	1h
8	Chemnitz	ICE	Berlin	Private car	0.5h
9	Stuttgart	ICE	Berlin	S-Bahn	1h
10	Berlin	S-Bahn	Berlin	S-Bahn	10min
11	Berlin	S-Bahn	Verkenstas?	ICE	15min
12	Berlin	Train	Brandenburg		1h
13	Berlin	Car	Berlin		2h
14	30km around	Train	Back to home		10-15min
15	Surrounding	Train	Hamburg		1h
16	Jena	Train	Hamburg		1h

3.4.2. North Part

North-West

	Departure	Transportation	Arrival	Transportation	Staying
17	Live nearby	Walk	Postamerplatz	S-Bahn	10min
18	Stuttgart	ICE	Live nearby	Walk	30min
19	Zoologische	S-Bahn	Live nearby	Walk	25min
20	Zoologische	S-Bahn	Live nearby	Walk	10min
21	Live nearby	Walk	Schoneberg	S-Bahn	5min

North-Bus

	Departure	Transportation	Arrival	Transportation	Staying
22	house (nearby)	feet	potsdamer platz	bus	5min
23	leipzig	train	berlin (hause)	bus	15min
24	berlin prenzlauerberg	s-bahn	hause	bus	20min
25	jena	train	gruenewal	bus	10min

North-East

	Departure	Transportation	Arrival	Transportation	Staying
26	Art Exhibition--Hamburger Hahn	Walk	Wien	Train	30min
27	Art Gallery in Heidestrasse	Walk	Home in Berlin	S-Bahn	10min
28	Lipstadt	ICE	Home in nearby Heidestrasse	Feet	20min
29	Hbf-Bring Friends to train	Car	Heidestrasse Parking for free	Car	5min
30	Hbf-Bring Friends to train	Car	Heidestrasse Parking for free	Car	40min

3.4.3. South Part

South-East

	Departure	Transportation	Arrival	Transportation	Staying
31	Mien	ICE	Berlin Hinderburg	M85	25min
32	Prague	ICE	Berlin	Private Car	40min
33	Postam	RE	Berlin	TXT	10min
34	Live nearby	Private Car	Dresten?	ICE	5min
35	Hamburger	ICE	Berlin	Private Car	25min

South-Taxi

	Departure	Transportation	Arrival	Transportation	Staying
36	frankfurt am oder	reg. Bahn	berlin		40min
37	Thermal bath	reg. Bahn	berlin prenzelauberg	s-bahn	60min
38	tiergarten	s-bahn	braunau str.		5min
39	cottbus	reg. Bahn	berlin	taxi	20min

South-West

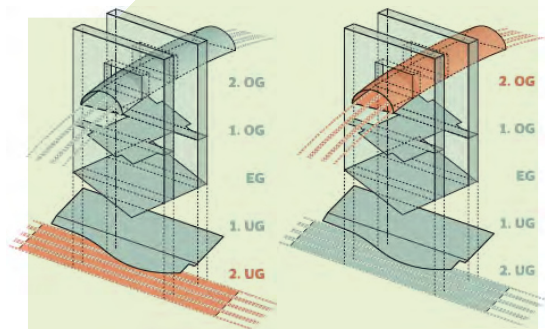
	Departure	Transportation	Arrival	Transportation	Staying
40	Parking	Car	S-Bahn	Car	15min
41	Gottingen	Train	Parking	Car	10min
42	Take child from Hbf	Car	Parking	Car	30min
43	Parking	Car	Shopping in Hbf	Car	15min

4. Economic Reason

4.1. Commercial Reason

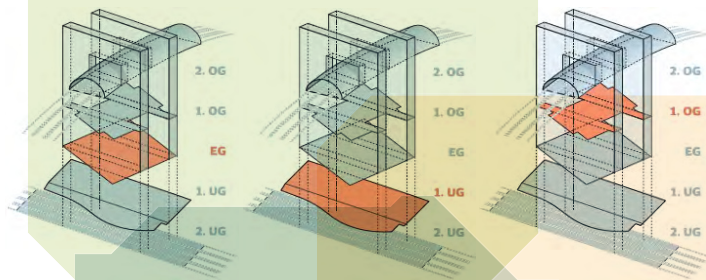
Method: Information from DB and field research

4.1.1. Space of Business



There are five floors in the Hbf:
Two of them are for the **Traffic Place:**
the Upper Layer/
the Lower Layer

(Picture 64)



And the other three layers are totally for the **Business Place** which is quite enough for a station. (Picture 64)

Beauty and Wellness

- Chemist's
- Douglas
- Krass Optik
- The Body Shop
- Gerry Weber
- Görtz 17
- lam Accessoires
- Look 54
- s.Oliver
- SIX Modeschmuck
- Tally Weijl
- Tamaris
- Tom Tailor
- Vero Moda
- Jack & Jones

Daily Use

- Kaiser's
- Rossmann

Feasting at the Railway Station

- Asia Gourmet
- Dunkin' Donuts
- Eiscafe Zanetti
- Fatih Servet Döner
- Hopfingerbräu
- McDonald's
- Saft Bar
- Segafredo Coffee Shop
- Starbucks Coffee
- Bäckerei Kamps

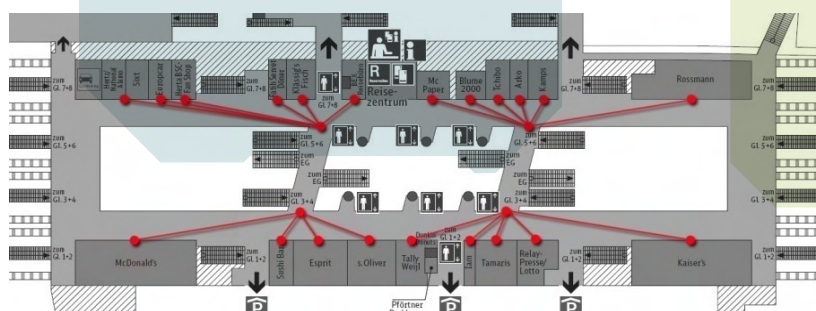
Photography, Fan Shop

- Bärnin Souvenirs
- Mobilcom
- Montblanc
- O2

Hair stylist

- BEX Reisebüro
- DB Carsharing
- Sixt

4.1.3. Accessibility of Business:



(Picture 65)

2.2. Mobility Efficiency:

2.2.1. Lists of transportation around Hbf:

- Comparison of importance:**

Point 1: Bus 120 (N) / Bus 147 (E) / Bus 240 (E) / Bus 245 (E) / Bus TXL (E) / Bus N20 (N) / Bus N40 (E) / M85 (S)

Point 2: Bus 123 (W)/Bus 147 (N)/Bus 245 (W)/Bus TXL (W)/Bus N40 (W)

Point 3: M41 (E)

Point 4: Bus TXL (E) / M85 (S)

Point 5: Bus TXL (W)

N: City Berlin North / **S:** City Berlin South / **E:** City Berlin East /

W: City Berlin West

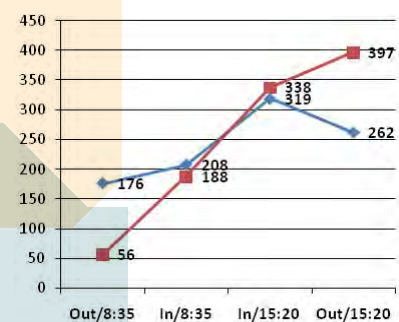


(Picture 52)

Comparison: Point 1 > Point 2 > Point 4 > Point 3 > Point 5

From the Comparison can we see that most of the important stations are in the **north side** of Hauptbahnhof.

So that also explains that why in weekday, North entrance is more important than South. It's because that people go working choose to take further bus in the Hauptbahnhof.



- Comparison of Direction:**

City Berlin North:

Bus 120 (Point 1) / Bus 147 (Point 2) / Bus N20 (Point 1)

City Berlin East:

Bus 147 (Point 1) / Bus 240 (Point 1) / Bus 245 (Point 1) / Bus N40 (Point 1) / Bus TXL (Point 1 & 4) / M41 (Point 3)

S5 / S7 / S75 / S9

City Berlin South:

M85 (Point 1 & 4)

City Berlin West:

Bus 123 (Point 2) / Bus 245 (Point 2) / Bus N40 (Point 2) / Bus TXL (Point 2 & 5)

S5 / S7 / S75 / S9

Comparison: East > West > North > South

The comparison shows that not only the S-bahn inside the Hauptbahnhof but also the transportation around the Hbf connects more East-West direction than North-South direction.

4. *'Mobility means prosperity': Case study Berlin: The Development of Urban Transport Infrastructure in Urban Space, Research Seminar 2008/2009*

4.2 Daily Motion in Berlin

**Participants: Daniel Juve, Carles Guinot,
Flora Marchand, Marie Dalin**

Protocol

Studied places

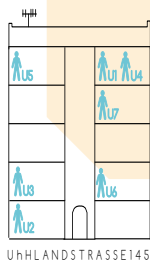
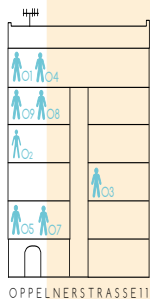
A single starting point with profiles diversity

To study the daily life dispersal, it's necessary to choose one common point from which looking at all the movings. The chosen point is housing, a common daily life place for all the people who lived in the same building. The choice of the place considers also the social profiles diversity of the different subjects (different ages, jobs, familial status...)[#p7].

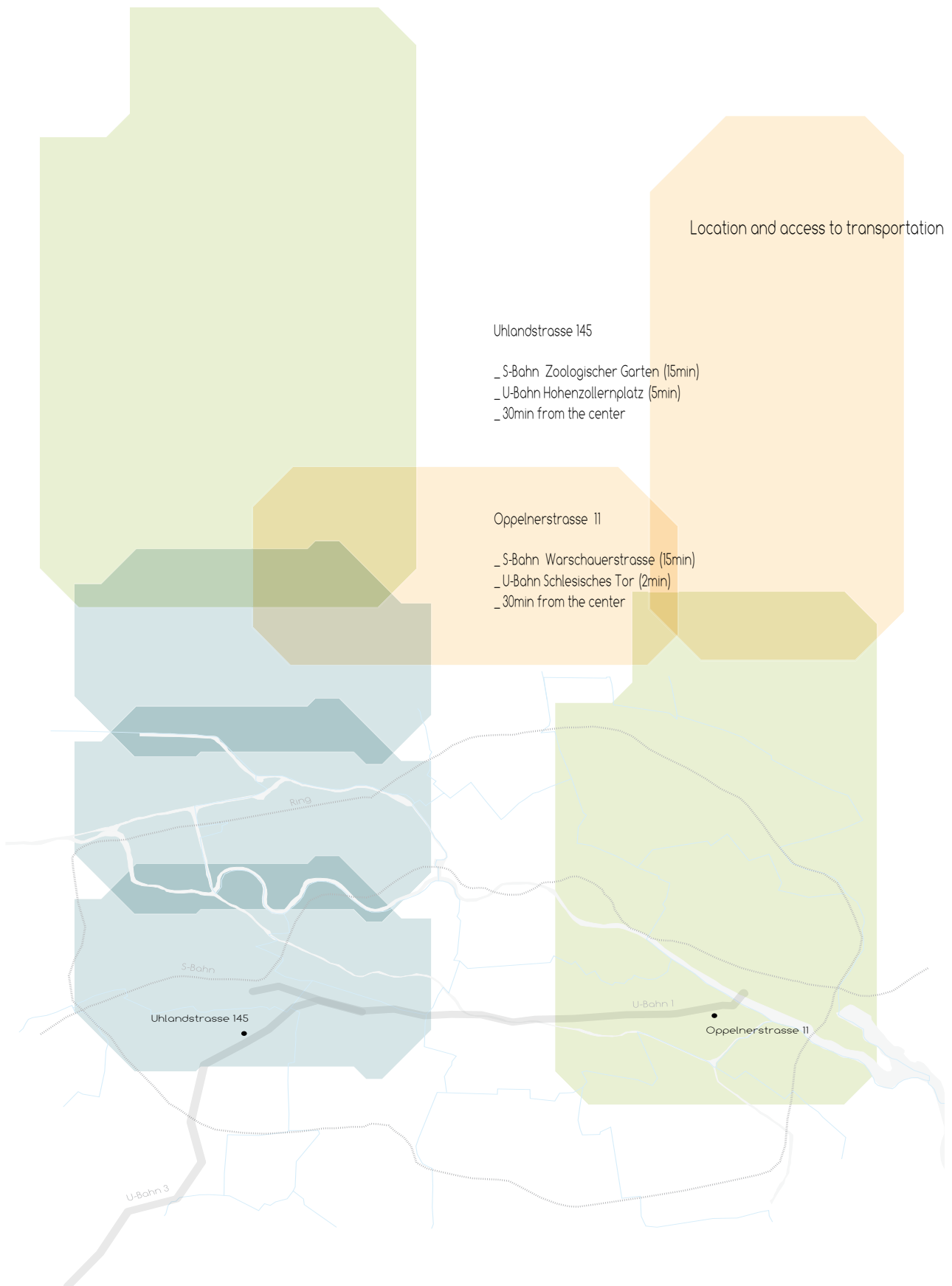
Comparison of two districts

Two buildings are chosen to look at the mobility differences regarding the initial areas [#p9]. Indeed local life may be more important in some district than in others. One building is chosen in Wilmendorf (Uhlandstrasse 145, where Carles lives) [#p10-11] and the other one in Kreuzberg (Oppelnerstrasse 11, where Flora lives) [#p12-13].

By taking different social profiles in two different housing places, we will be able to look at the everybody mobility equality in Berlin. Is the city accessible to everybody, everywhere you live?



O1	Leandra	W	14	Schulerin	De	Ledig
O2	Julia	W	29	Filmemacherin	De	Ledig
O3	Hodzic	M	13	Schuler	So	Ledig
O4	Stefanie	W	50	Artz	De	Verheiratet
O5	Flora	W	23	Studentin	Fr	Ledig
O6	Julia	W	29	Projekt Koordination	De	Ledig
O7	Johanna	W	30	Europäische Ethnologin	De	Ledig
O8	Malgosia	W	30	Juristin	Pol	in Partnerschaft
O9	Benjamin	M	28	Geophysika	De	in Partnerschaft
U1	Carles	M	21	Stutent	Sp	Ledig
U2	Matthias	M	43	Artz	De	Verheiratet
U3	Lara	W	24	Studentin	De	Ledig
U4	Johan	M	23	Selbständig	De	Ledig
U5	Tamara	W	33	Schauspielerin	De	Ledig
U6	Johannes	M	42	Büro	De	Verheiratet
U7	Norman	M	31	Vermesamgstechner	De	Verheiratet



#p10

Areas mood

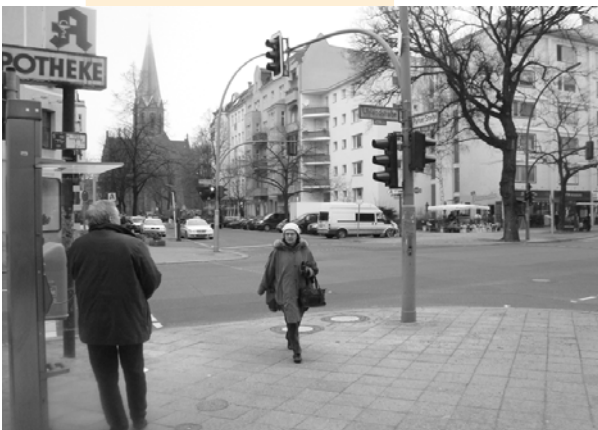
«This building located in a quiet place the area between Schöneberg and Charlottenburg. The main shopping area is the "ku-damm" where we can find all kind of shops. There are also two supermarkets and a "spätkauf" really close to the house.

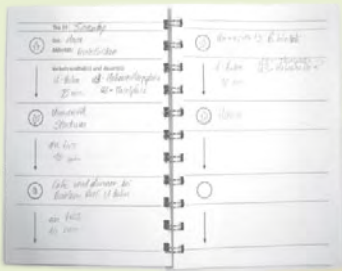
The buildings are usually 4-5 floors high. Most of them are old, but good restored. The streets are relatively small and it is nice to go with bike around.

The area is quite nice, welcoming, and not so much touristic. There is no night live (pubs and bars), but some cafe bars are present.

The transportation offer is also quite good (bus and U-Bahn station not so far).»

Corles





A “mobility notebook”

One week, points and movings

The books were carefully designed in order to make the study easy and funny. At the end, most of people were really implicated and enjoyed. Finally we collected 17 books and 16 were useable.


At the end we don't have the same number of samples for the two buildings: 7 for Uhlandstr. and 9 for Oppelestr. . Despite it will be difficult to compare some results because of the imbalance, we decided to conserve all the cases to have more as possible.

Mobilitätsnotizbuch

Persönliche Informationen

Name :
 Vorname :
☐ Männlich ☐ Weiblich

Alter :
 Beruf :
 Familiensituation :
 Kinderzahl :

Wo wohnen Sie ?

Copyright 2011

Mit wem wohnen Sie ?
☐ Mitbewohner
☐ Familie
☐ Allein

Vielbesuchte Orte

Arbeit (Lokalität, Adresse):

Einkaufen:

Schule(n):

Freizeit:

Anderes:

Welche Stadtviertel besuchen Sie häufig?

Verkehrsmittel

	Oft	manchmal	Niemals
Auto	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fahrrad	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
U-Bahn	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
S-Bahn	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tram	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
ICE	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
zu Fuss	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traineroller	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Andere:	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Haben Sie ein Abonnement mit der Bahn?

Mit welchem Verkehrsmittel fahren Sie am liebsten?

Was nehmen Sie am häufigsten mit (Kinderwagen, Laptop...)?

Tag 01:

☐ Ort:
 Aktivität:

Verkehrsmittel(n) und dauer(n):

↓

☐

↓

☐

↓

☐

Tag 02:

☐ Ort:
 Aktivität:

Verkehrsmittel(n) und dauer(n):

↓

☐

↓

☐

↓

☐

Results

Table of contents

Movings repartition.....	#p18
Activities repartition.....	#p28
Activities sequence.....	#p40
Movings form.....	#p48
Transportations way.....	#p64

Movings repartition

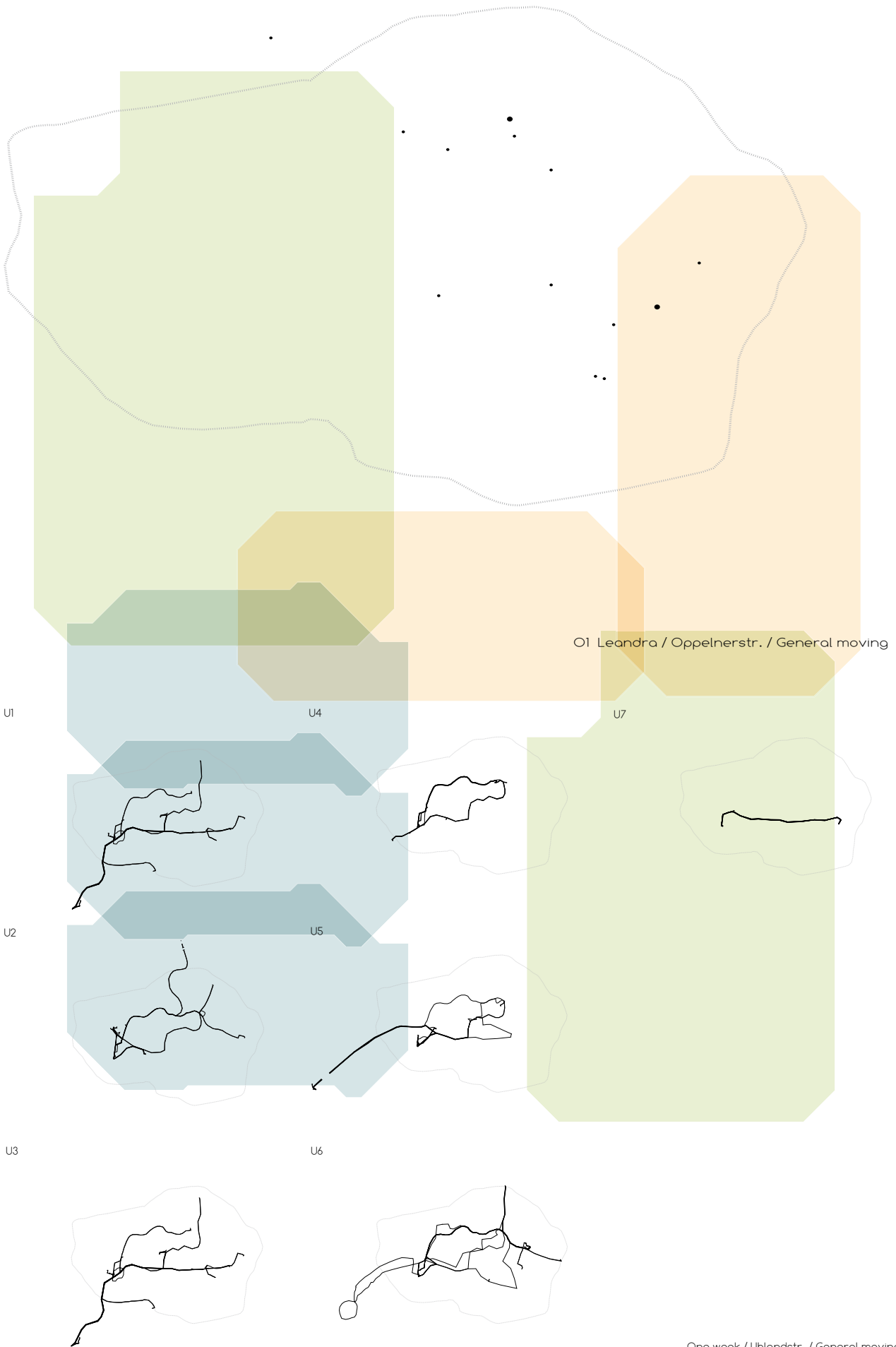
Maps Design

With all the collected notebooks, one map was design for each person. Per person, all the activities points are firstly placed on the map ground, and then each moving is separatly drawn for each day [#p19].

Based on this graphic langage more frequented the way is, thicker it is. And the biggest points are the most frequented [mostly working and housing].

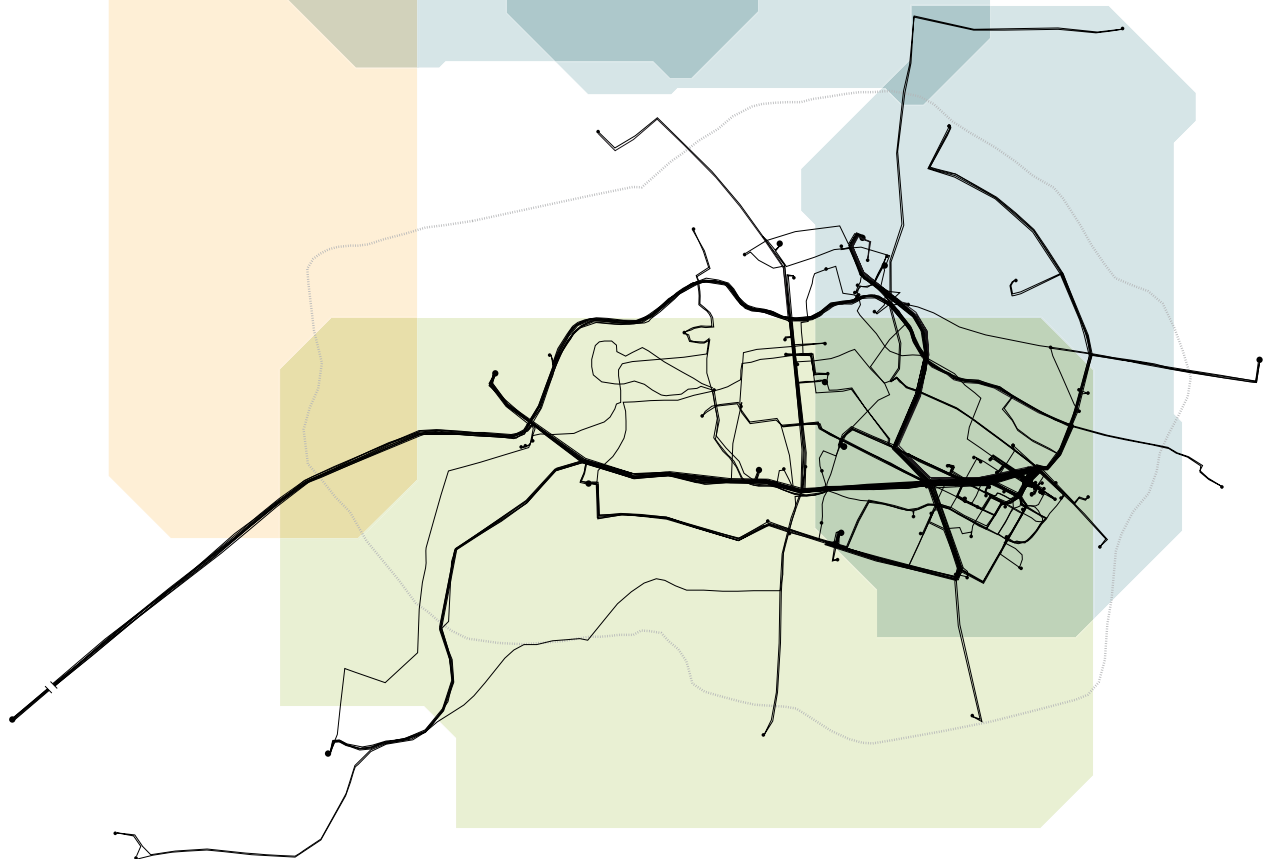
All the movings of all the seven days are overlayed to obtain the map of the entire week for each person[#p20-21].

The superposition of all the persons from one building gives the general map of this one [#p22-23]. And then Oppelnerstr. map and Uhlandstr. map are overlayed [#p25].





Everybody / One week / Uhlanstr. / General moving



Everybody / One week / Oppelnerstr. / General moving

Movings dispersal in the city

Access to the city regarding the social profile

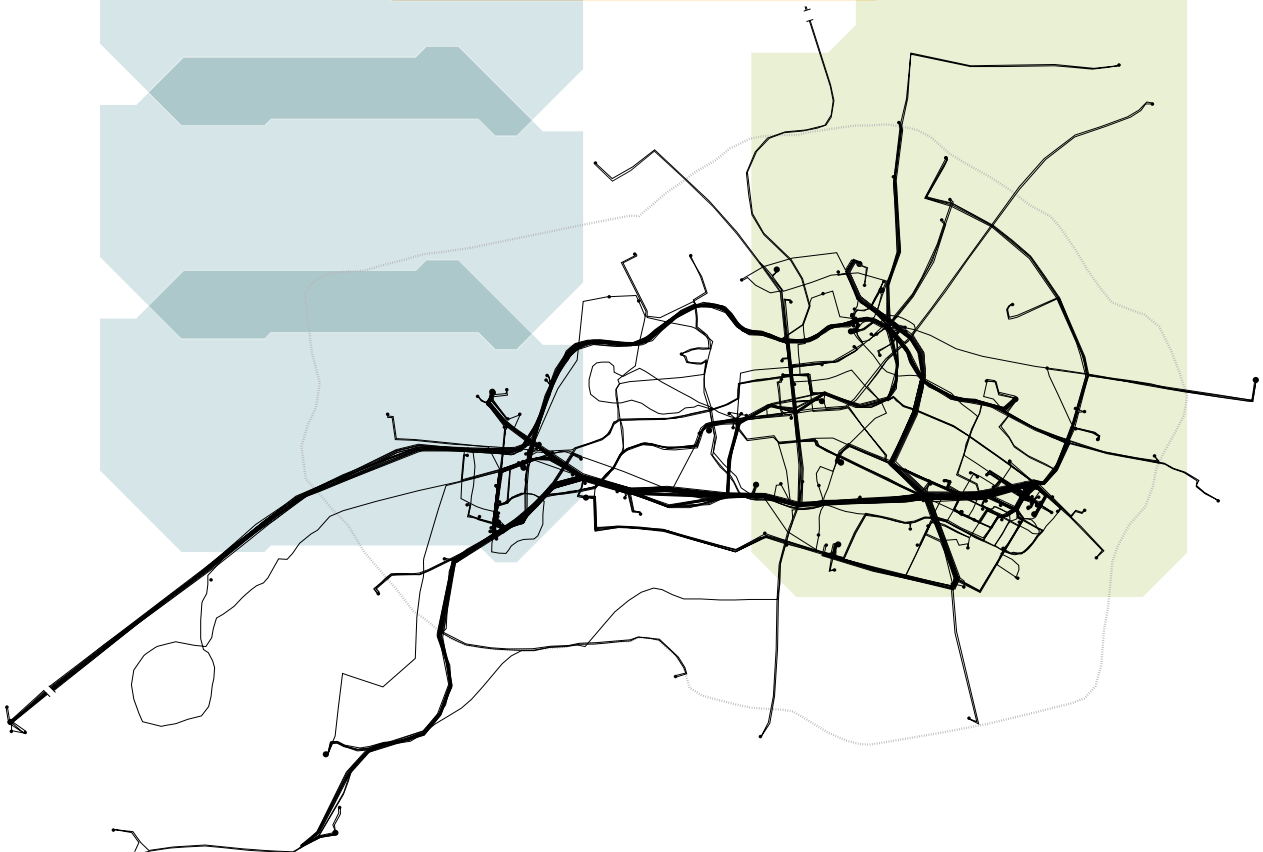
Regarding the personal movements, we can consider how people's life is clearly scattered in the city for both buildings [#p20-21]. In the way that all (for all the different kinds of social profiles) have many activities in different areas (except U7), that creates variety of movements (trip forms and directions). We will know later what is the quality of these points to understand what makes people move.

Access to the city regarding the building localisation

Despite the two different locations of the buildings, almost the same occupation of the city is noted for Uhlandstr. and Oppelnerstr. [#p22-23]. Indeed movements and activities are mostly localised between the S-Bahn and the U-Bahn 1. Otherwise there is some occupation of the city space outside from the ring, mostly in Sud-West and Nord-Est for both.

Thus we can say that, the access to city space is globally almost the same regarding the two starting points of Uhlandstr. and Oppelnerstr. Buildings. Despite the fact one is in the West and the other one in the East.

But maybe it is because, they are almost in the same position regarding the rail network [#p8-9]. They are both near a U-Bahn station, at 15min. from the first S-Bahn station and at the same distance from the centre with transportation. Maybe we should consider other buildings with more differences regarding the rail network access. For example one outside from the ring could be interesting, but it is a clearly different case.





«Proximity zones» localisation

Near the two housing points we can see an important quantity of micromovings, creating a zone of micromovements [#p27]. They reveal the local occupation of each district around the two buildings. We will call them the "proximity zones". They are symbolised by two circles centred on the buildings. The smallest represents the 5 min. and the biggest the 20 min. by foot zones.

We can note that the points and the micromovements seem to be more present in the Oppelnerstr. area than in the Ulandstr. one, even if there are two less persons for the last one. The local life seems to be more important in the building from Kreuzberg.

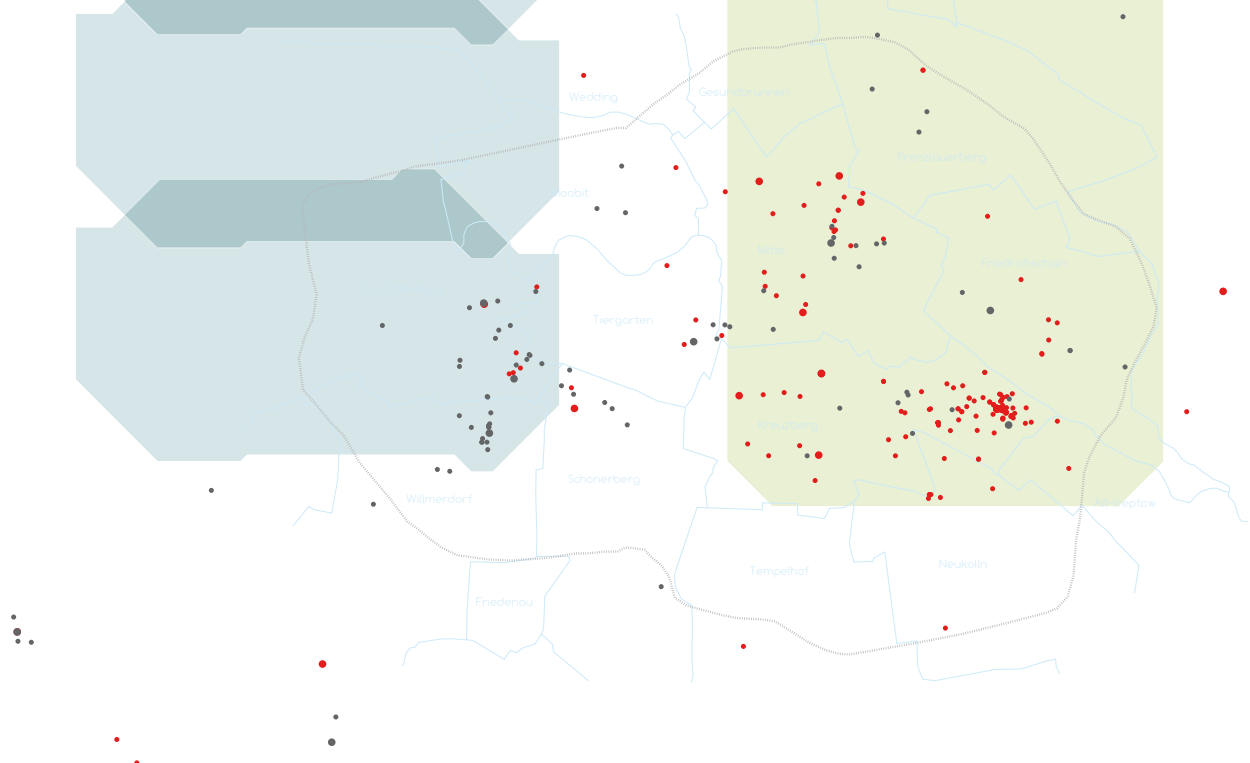
Activities repartitions

Repartition of places regarding districts

The activities of Uhlandstr. inhabitants are mostly located in their district and the neighbor ones, as Charlottenburg and Schöneberg, and also in Mitte [#p29]. For Oppelnerstr. it's almost the same with Kreuzberg and Mitte. Despite the facts that we have two studied persons less in Uhlandstr., we can note the important occupation of the Oppelnerstr. proximity zone, compared to Uhlandstr. where the activities are very less many.

In most of cases the points are clearly positionned close to the rail network. Is the points chosen because there are close? Any way the activities offer is located near the rail network in a city. Activities and transportations are always closely linked, and none is first.

- UHLANDSTR.
- OPPELNERSTR.



Repartition of places regarding time zones

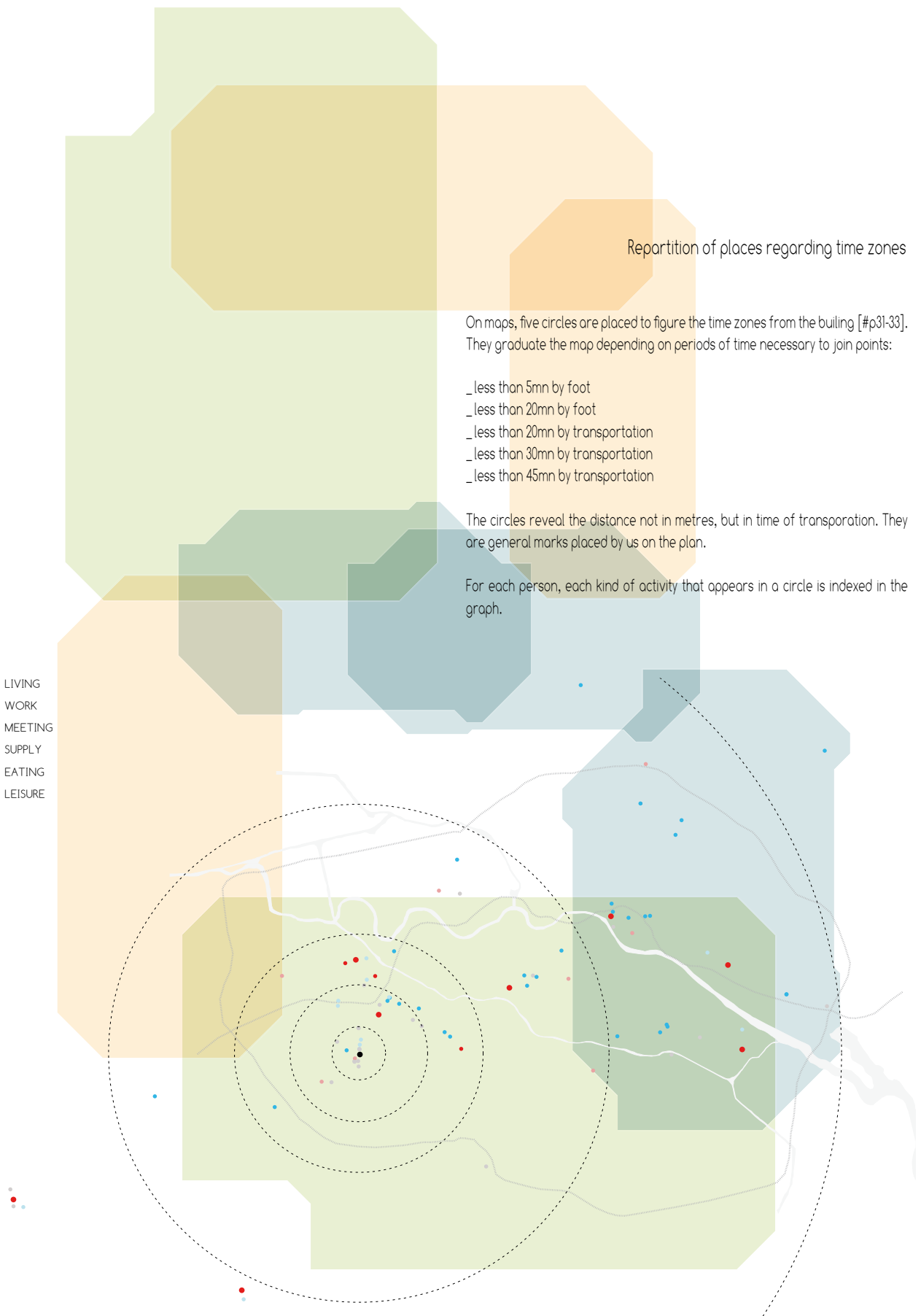
On maps, five circles are placed to figure the time zones from the building [#p31-33].
They graduate the map depending on periods of time necessary to join points:

- _ less than 5mn by foot
- _ less than 20mn by foot
- _ less than 20mn by transportation
- _ less than 30mn by transportation
- _ less than 45mn by transportation

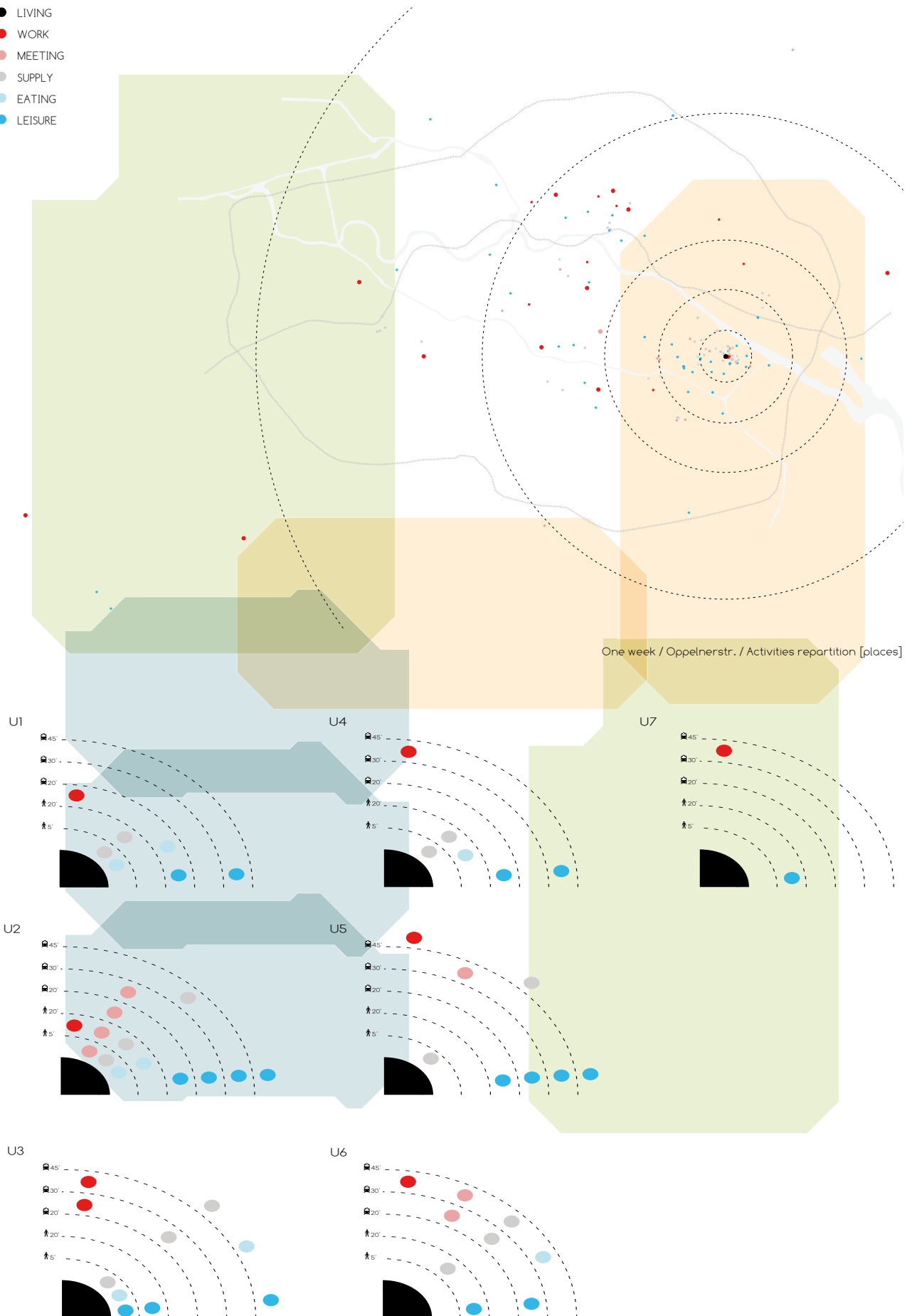
The circles reveal the distance not in metres, but in time of transportation. They are general marks placed by us on the plan.

For each person, each kind of activity that appears in a circle is indexed in the graph.

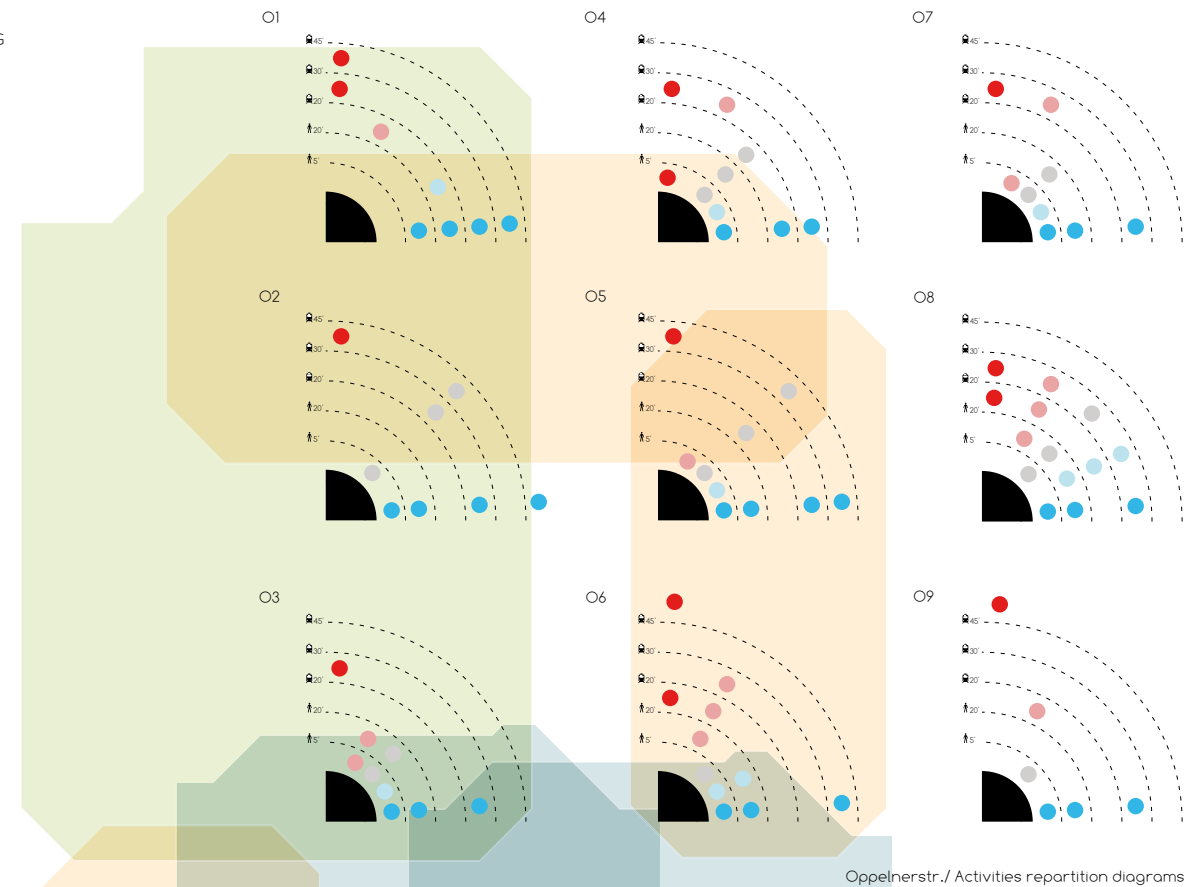
- LIVING
- WORK
- MEETING
- SUPPLY
- EATING
- LEISURE



- LIVING
- WORK
- MEETING
- SUPPLY
- EATING
- LEISURE



- LIVING
- WORK
- MEETING
- SUPPLY
- EATING
- LEISURE



Oppelnerstr. / Activities repartition diagrams

Activites repartition diagrams analyse

These schemes show the distribution of activities, per person, in the predetermined time zones [p34-35].

Oppelnerstr.

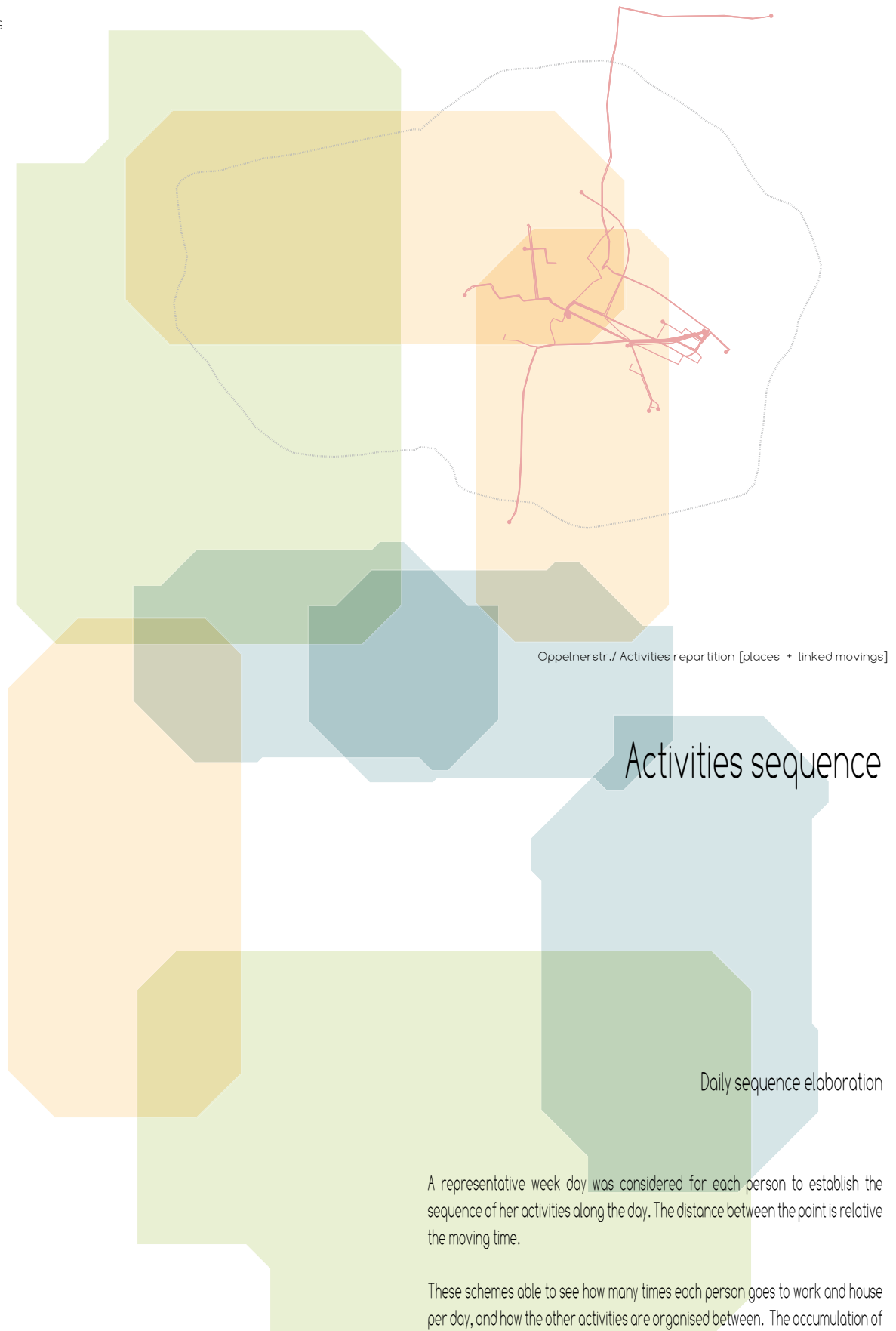
During the watched week, we can remark different tendencies:

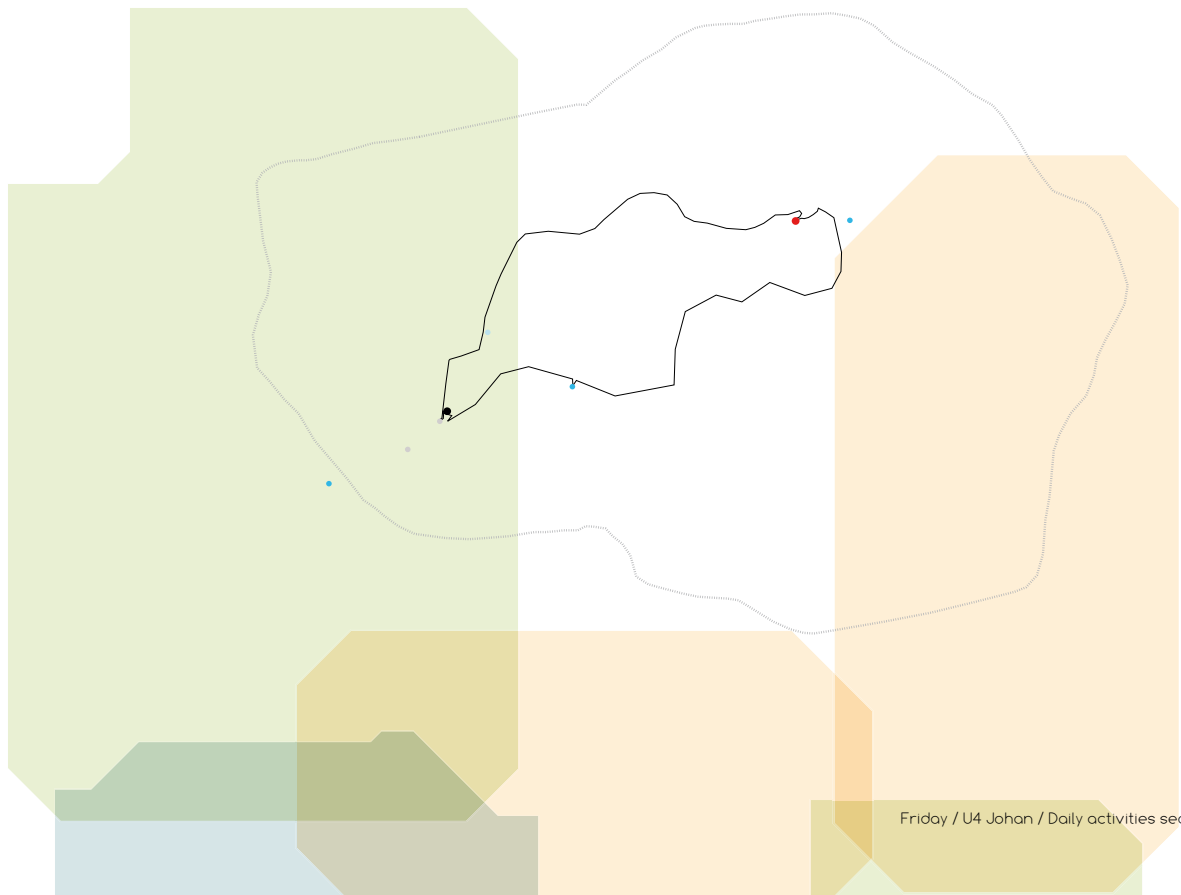
- _ Persons whose most of the activities are concentrated in an accessible beam in less than 20min. (O3, O7). These persons have a strong local life.
- _ Persons whose activities are distributed in each circle (O4, O5, O6, O8, O9). The local life is as stronger as the spread life.
- _ Persons whose most of the activities are farther than 20min. by foot (O1, O2). For those people, the local activities are leisure and supply.

For most, a great diversity of activities are localized in the nearness area. But the work is often accessible from 20 or 30 min. by transportation. Only two people exceed the Ring-bahn limit for working. According to the size of Berlin, the workplaces are not so spread.

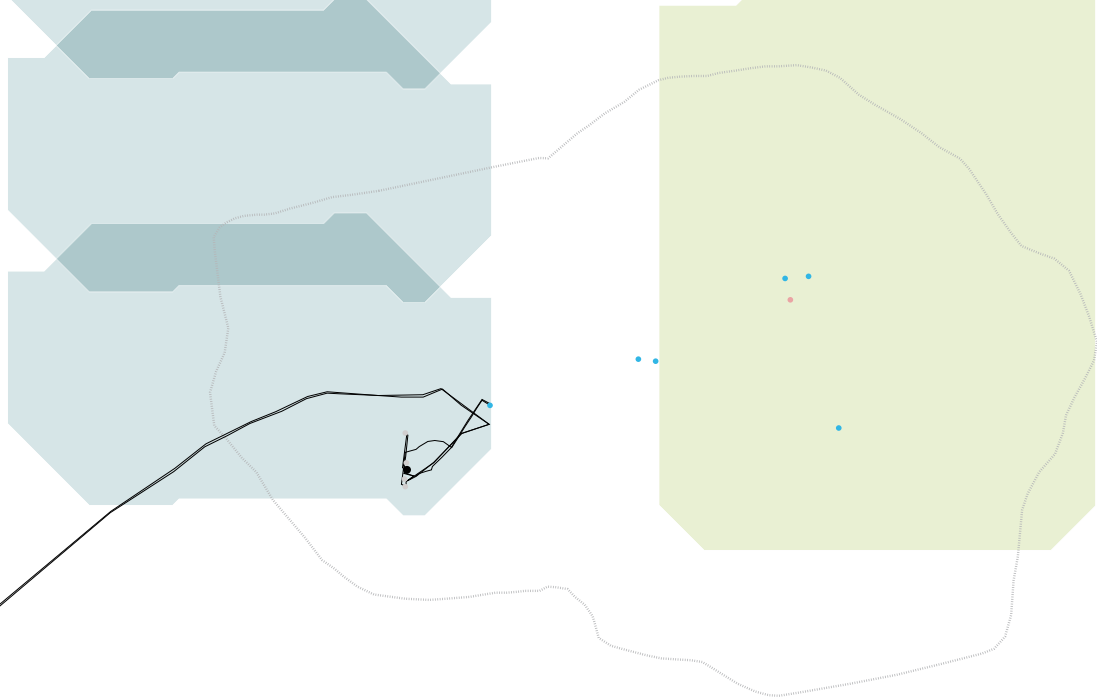
It is interesting to observe that for any profile, the work count among the most distant activities. The division of work in the city drives the mobility. The workplace is very rarely chosen. But if activities are not more distant than the work, the work distance seems to be a kind of reference of measurement for moving not to be exceeded. Can we say that the work distance establishes a mental limit? This hypothesis could be verified by interviews. mobility? Or need to change is stronger?

- LIVING
- WORK
- MEETING
- SUPPLY
- EATING
- LEISURE

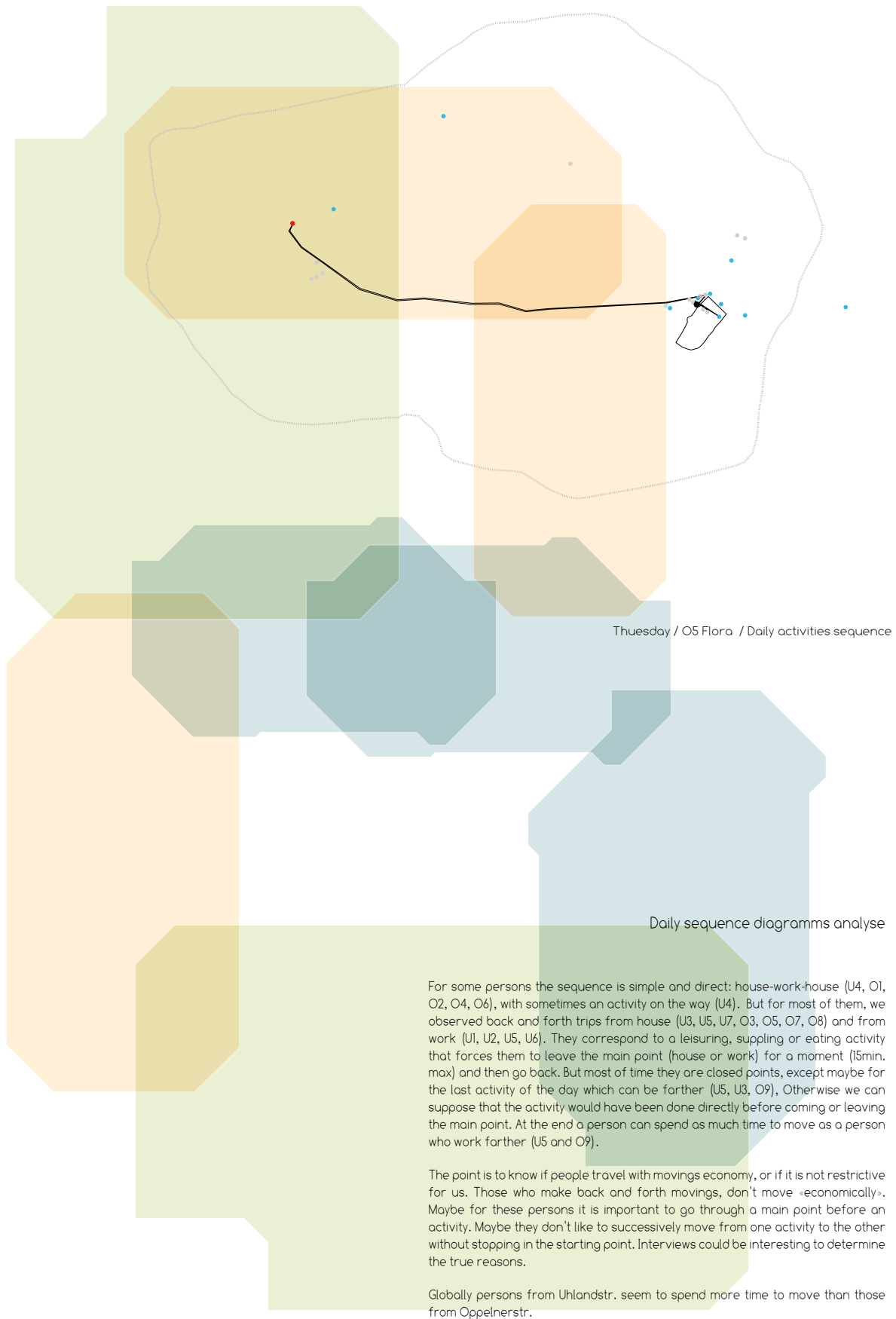




Friday / U4 Johan / Daily activities sequence



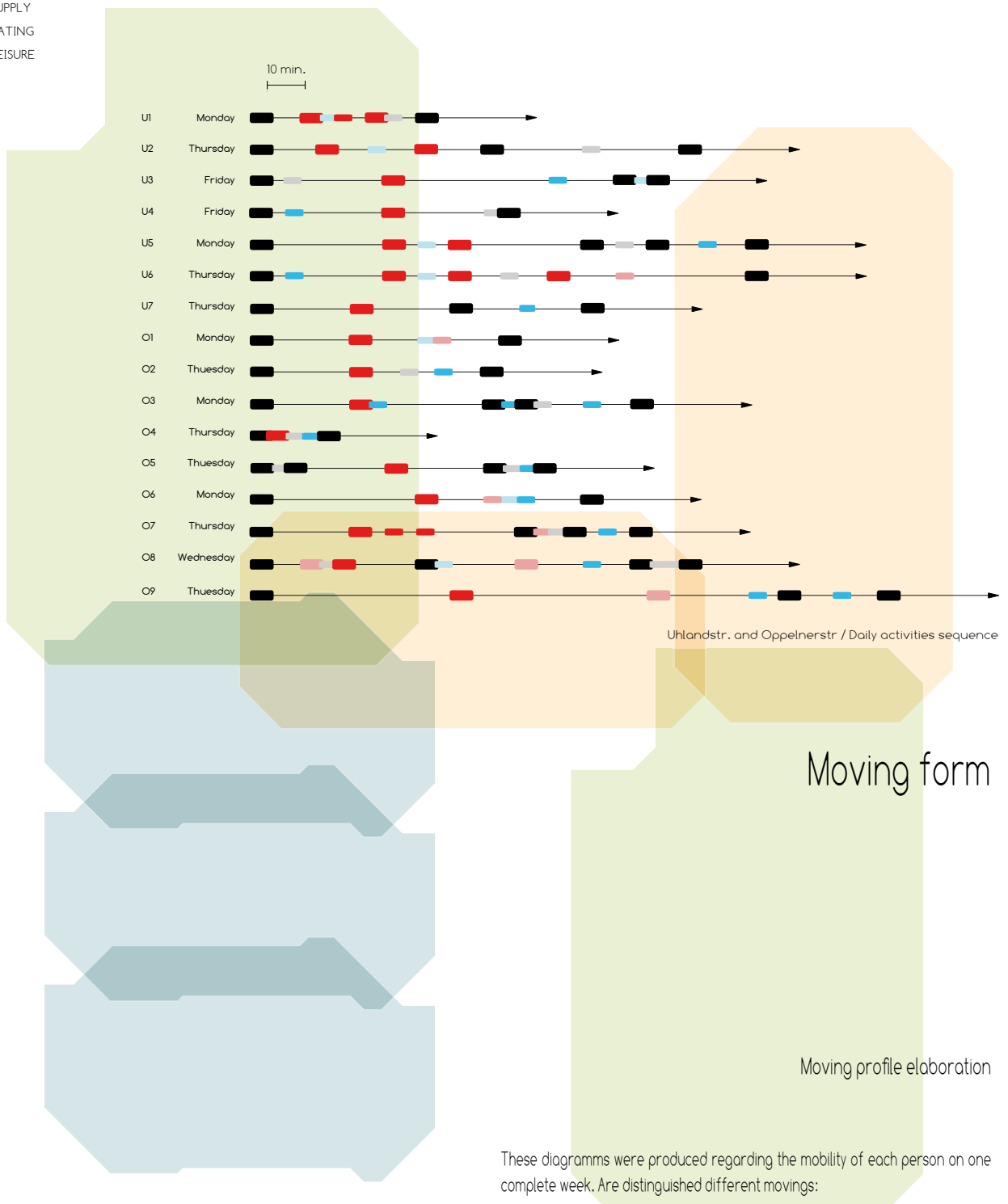
Monday / U5 Tamara / Daily activities sequence



It would be also intersting to do the same sequence for the week-end to see if people spend so much time to move and if the activities are far from the house or not.

- LIVING
- WORK
- MEETING
- SUPPLY
- EATING
- LEISURE

- MAIN POINT
- SECONDARY POINT

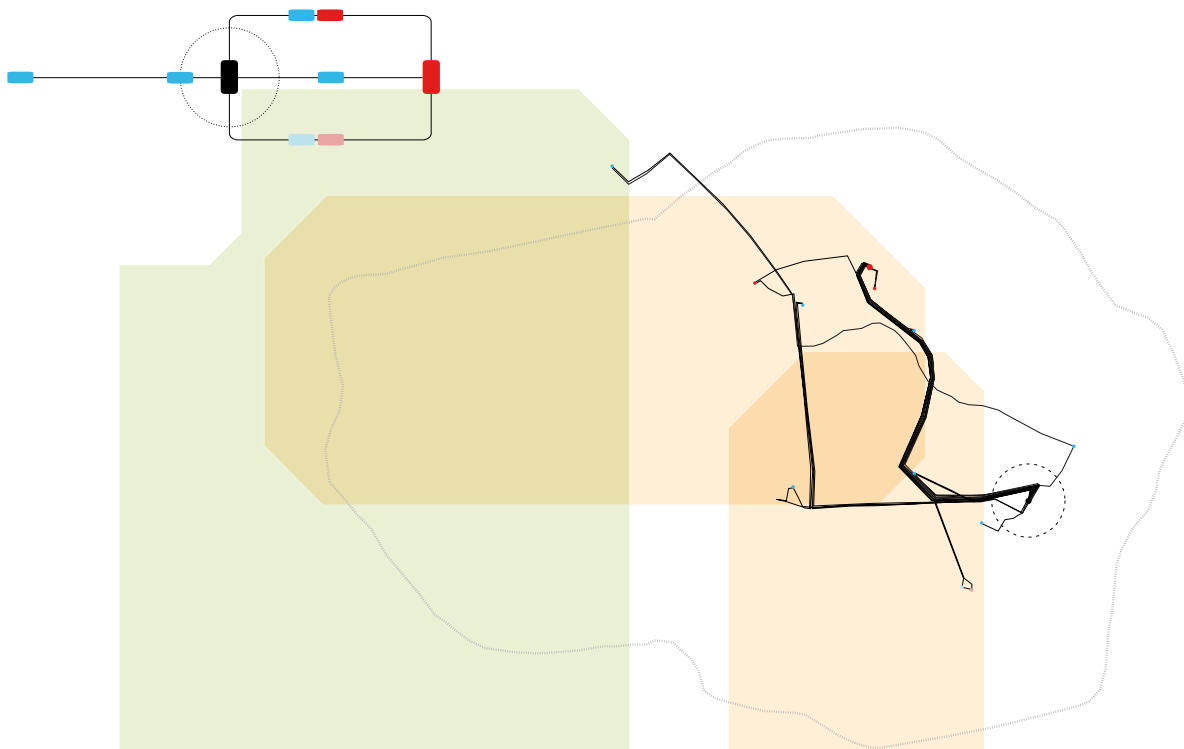


These diagrams were produced regarding the mobility of each person on one complete week. Are distinguished different movings:

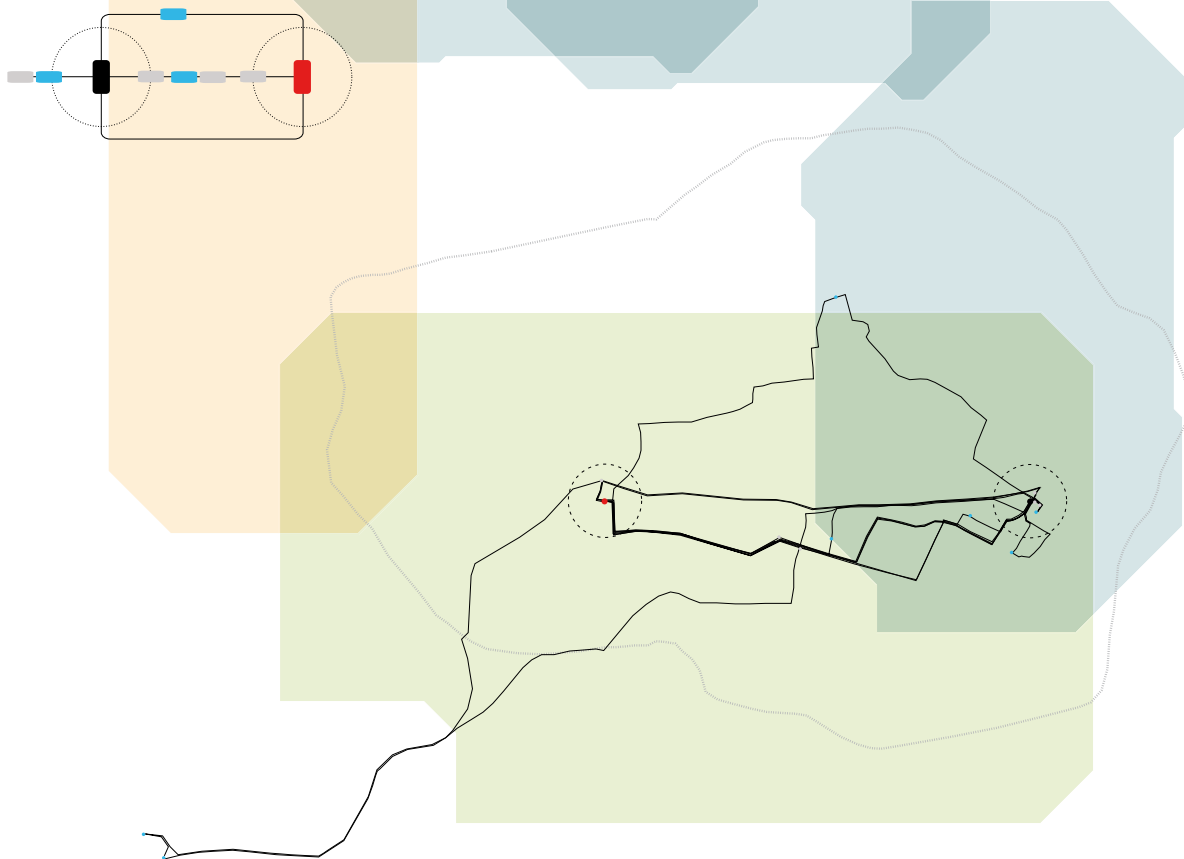
- _ the direct way between house and work, which links directly the two main points,
- _ the indirect way between house and work, when somebody deviates his current way to have a particular activity,
- _ the way that directly links a main point to an activity, out of the house-work way.

Some activities are contained in the proximity zone of the main points. Thus a circle is drawn.

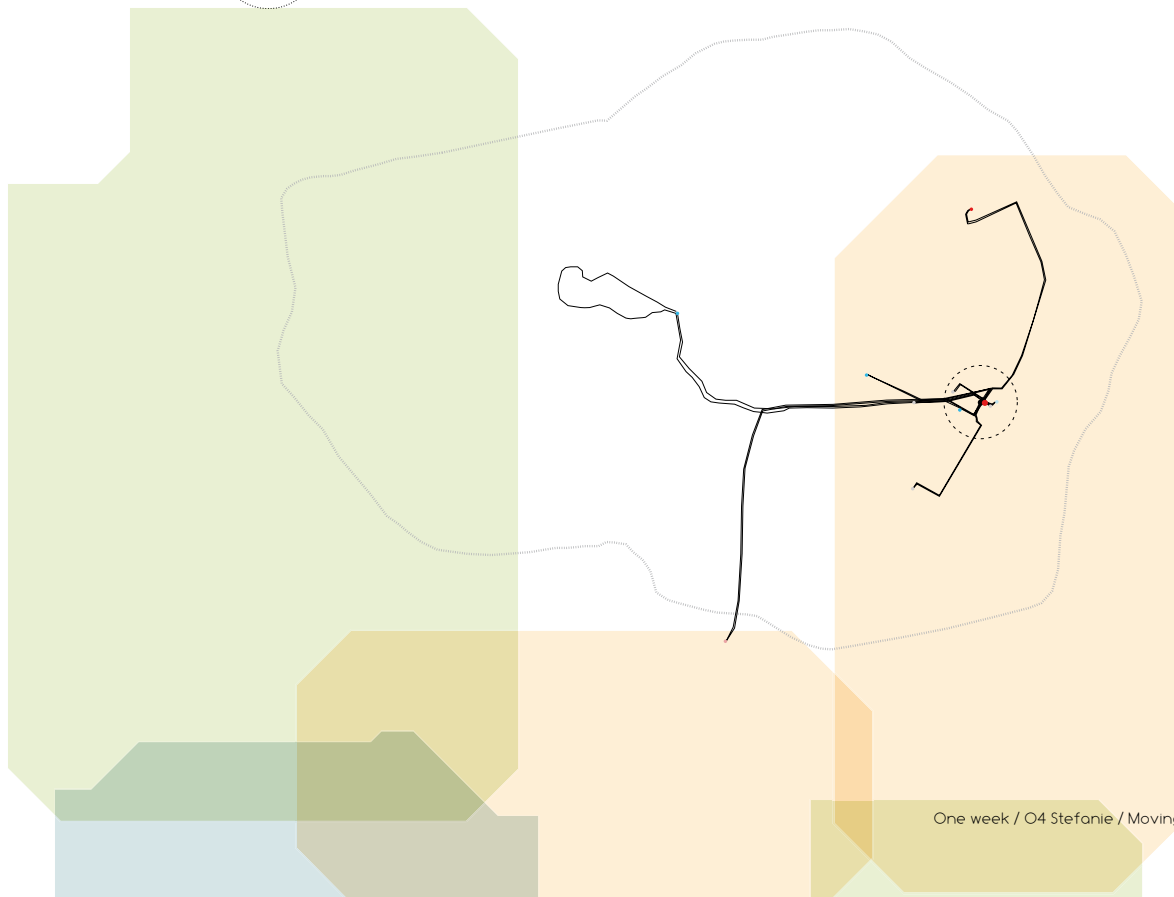
Each different kind of activity done is placed on the corresponding way in or outside the proximity zones.



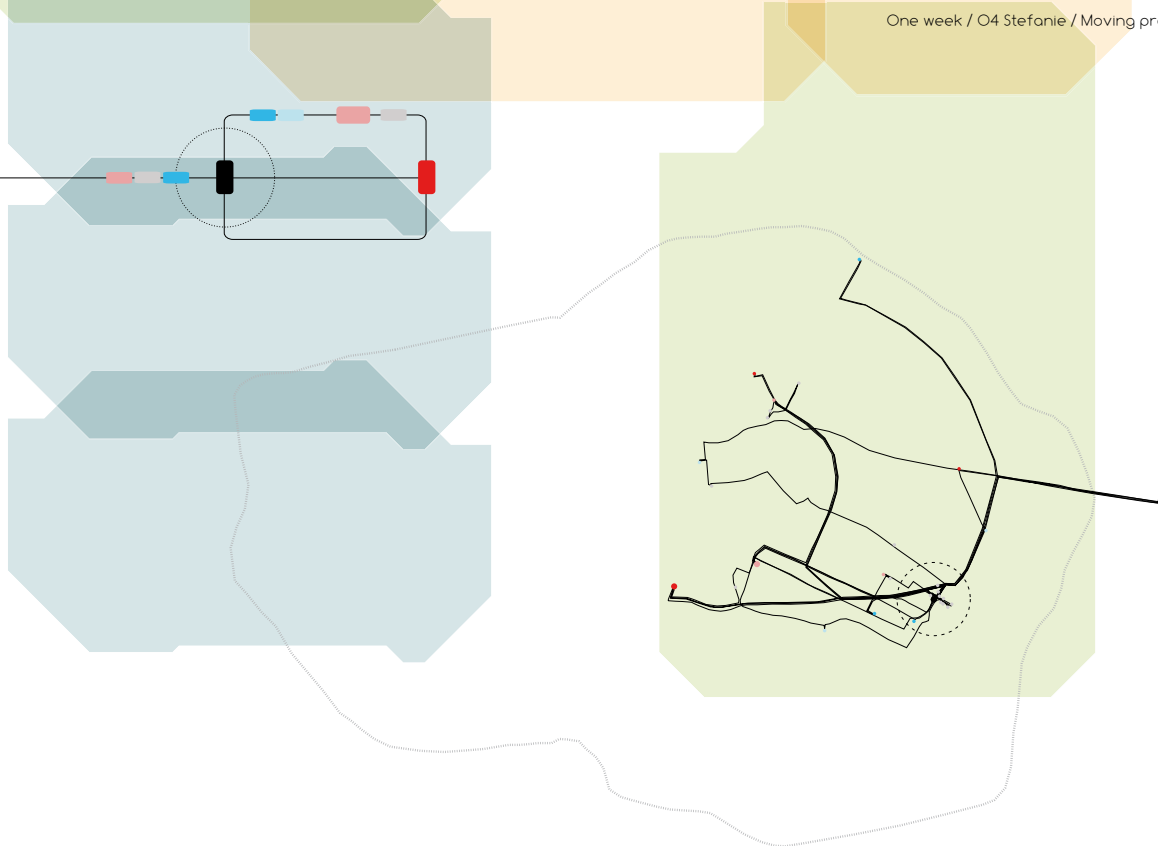
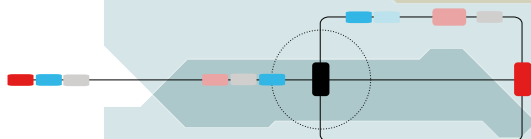
One week / O1 Leandro / Moving profile



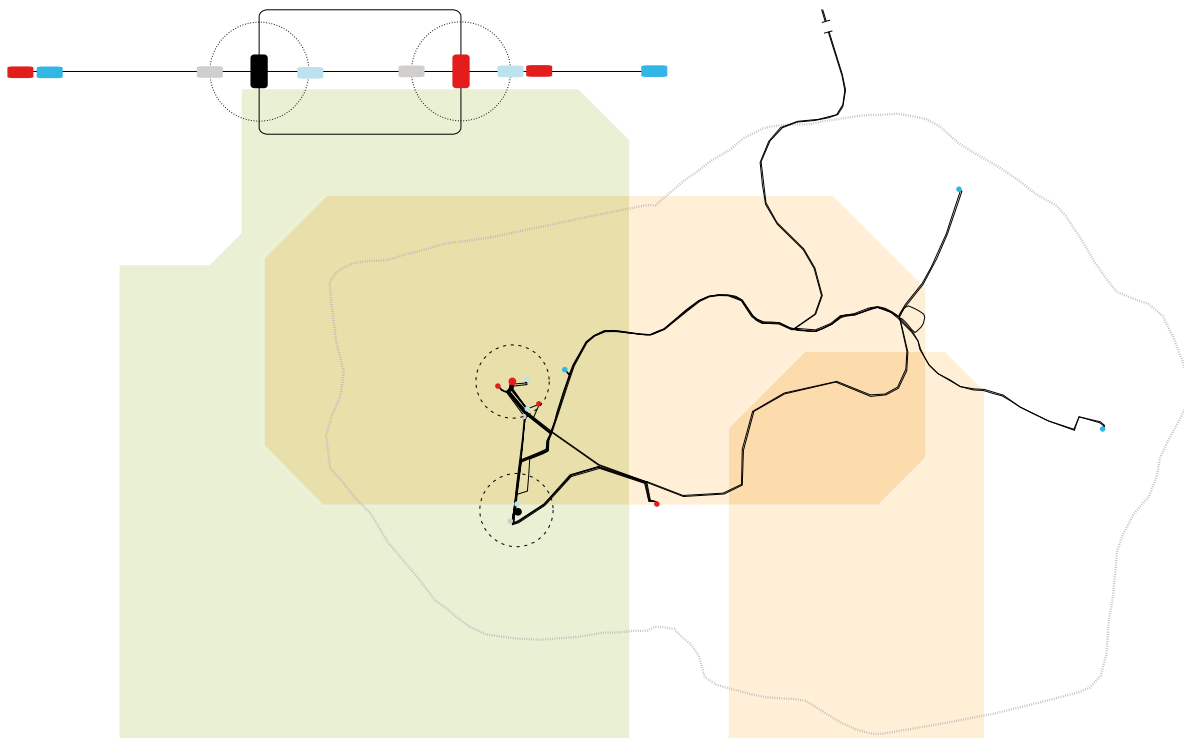
One week / O2 Julia / Moving profile



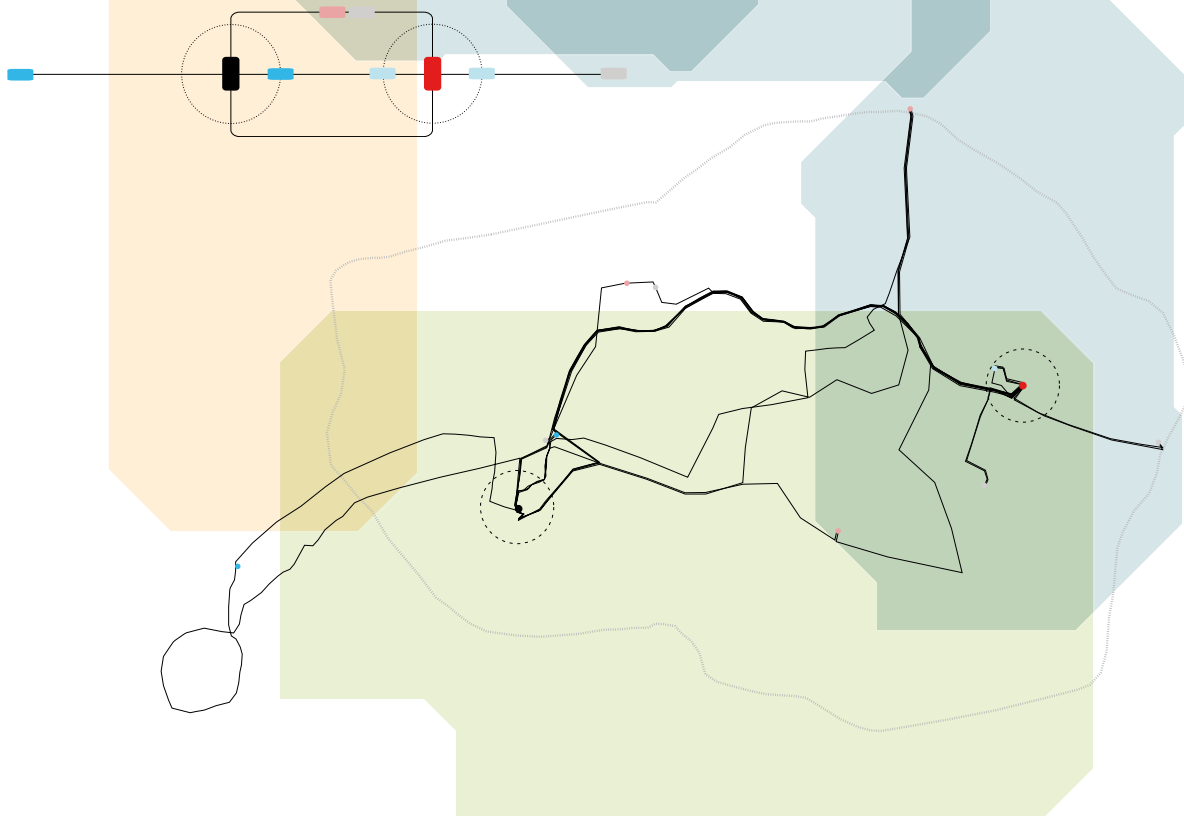
One week / O4 Stefanie / Moving profile



One week / O8 Malgosia / Moving profile

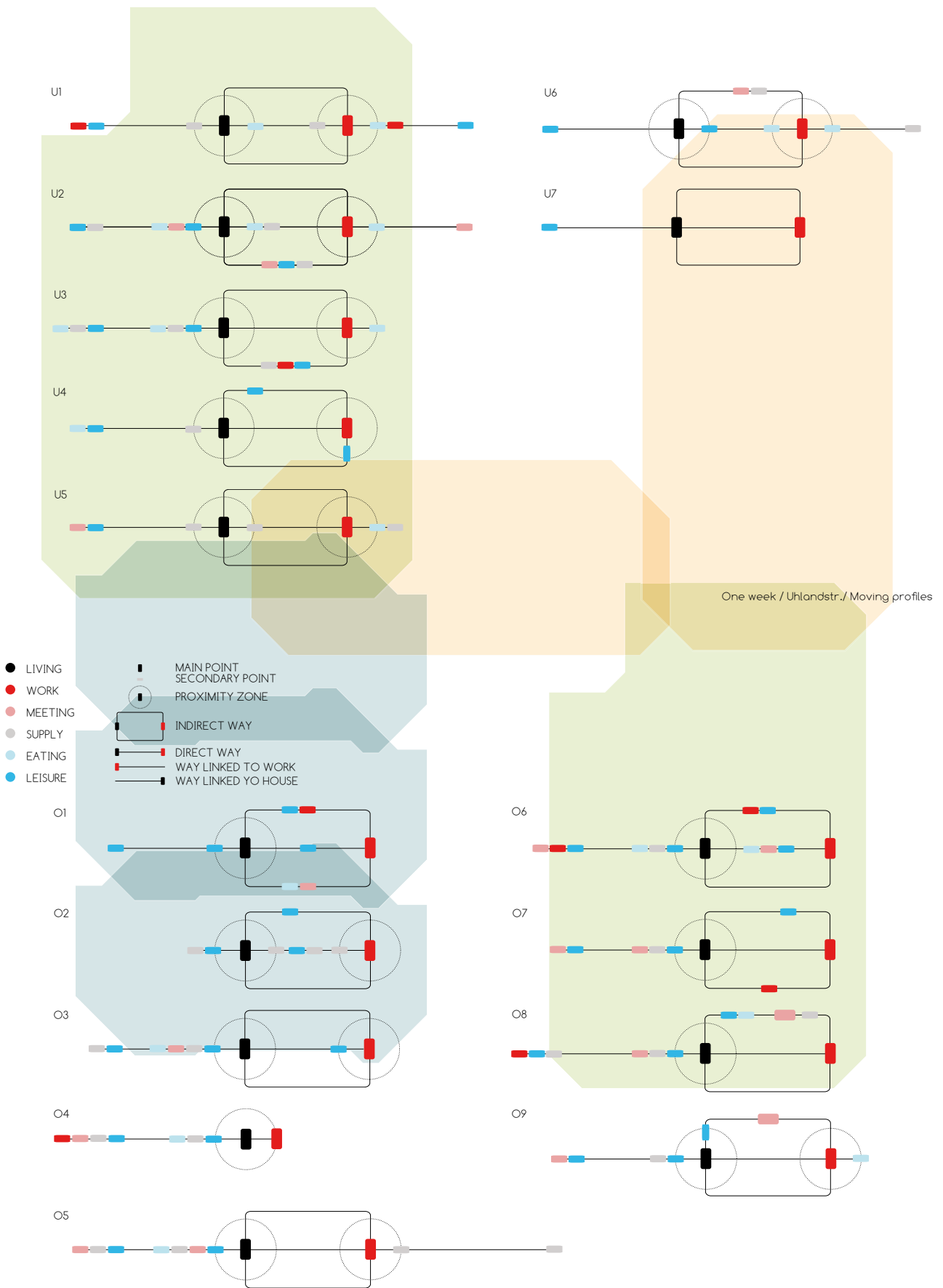


One week / UI Carles / Moving profile



One week / U6 Johannes / Moving profile

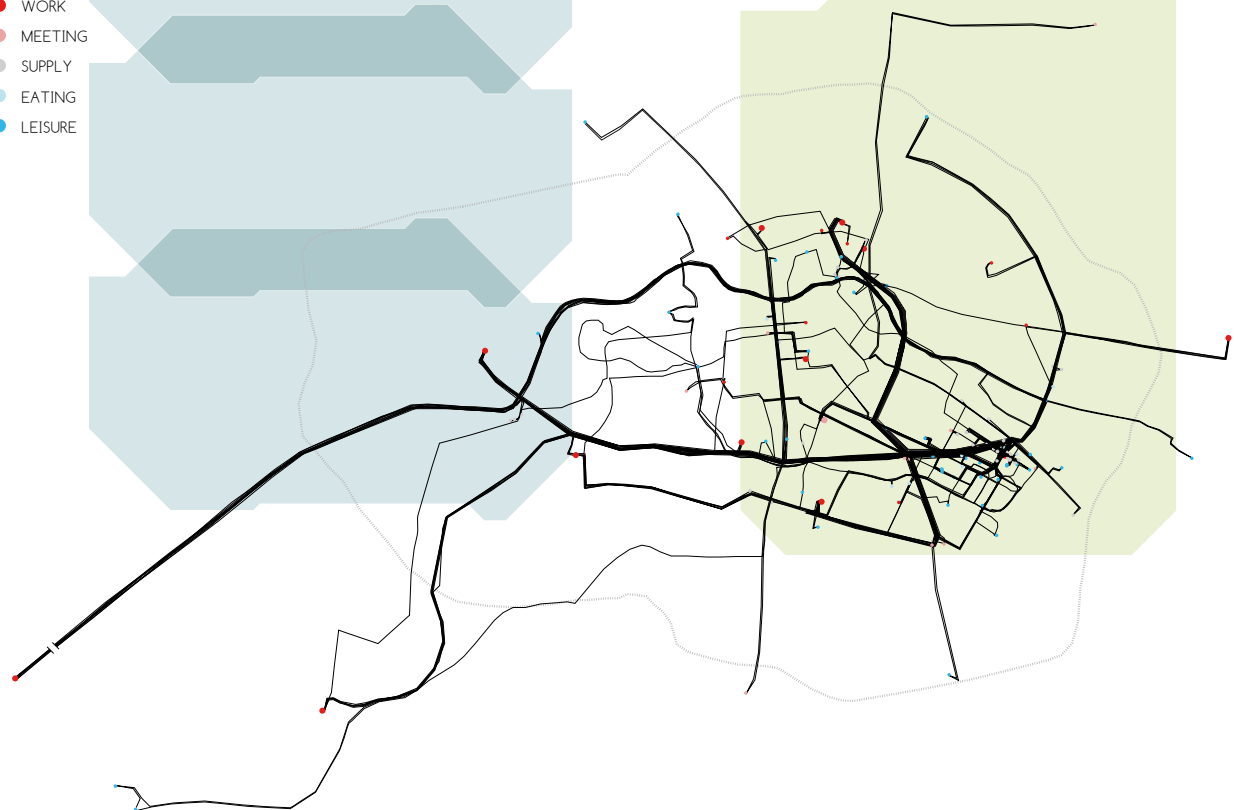
#p60



- LIVING
- WORK
- MEETING
- SUPPLY
- EATING
- LEISURE



- LIVING
- WORK
- MEETING
- SUPPLY
- EATING
- LEISURE

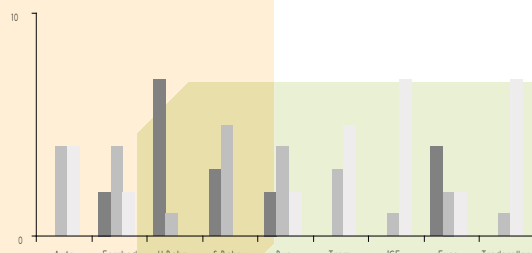


Transportations use

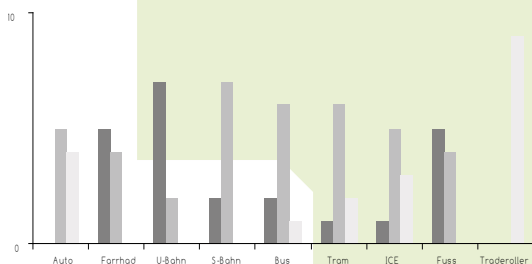
For both buildings, car is less successful than bike or public transportation. And the U-Bahn is more used than the S-Bahn.

The bike is more used by the Oppelnerstr. inhabitants than by the Uhlandstr. ones.

■ OFTEN
■ SOMETIMES
■ NEVER



Uhlandstrasse

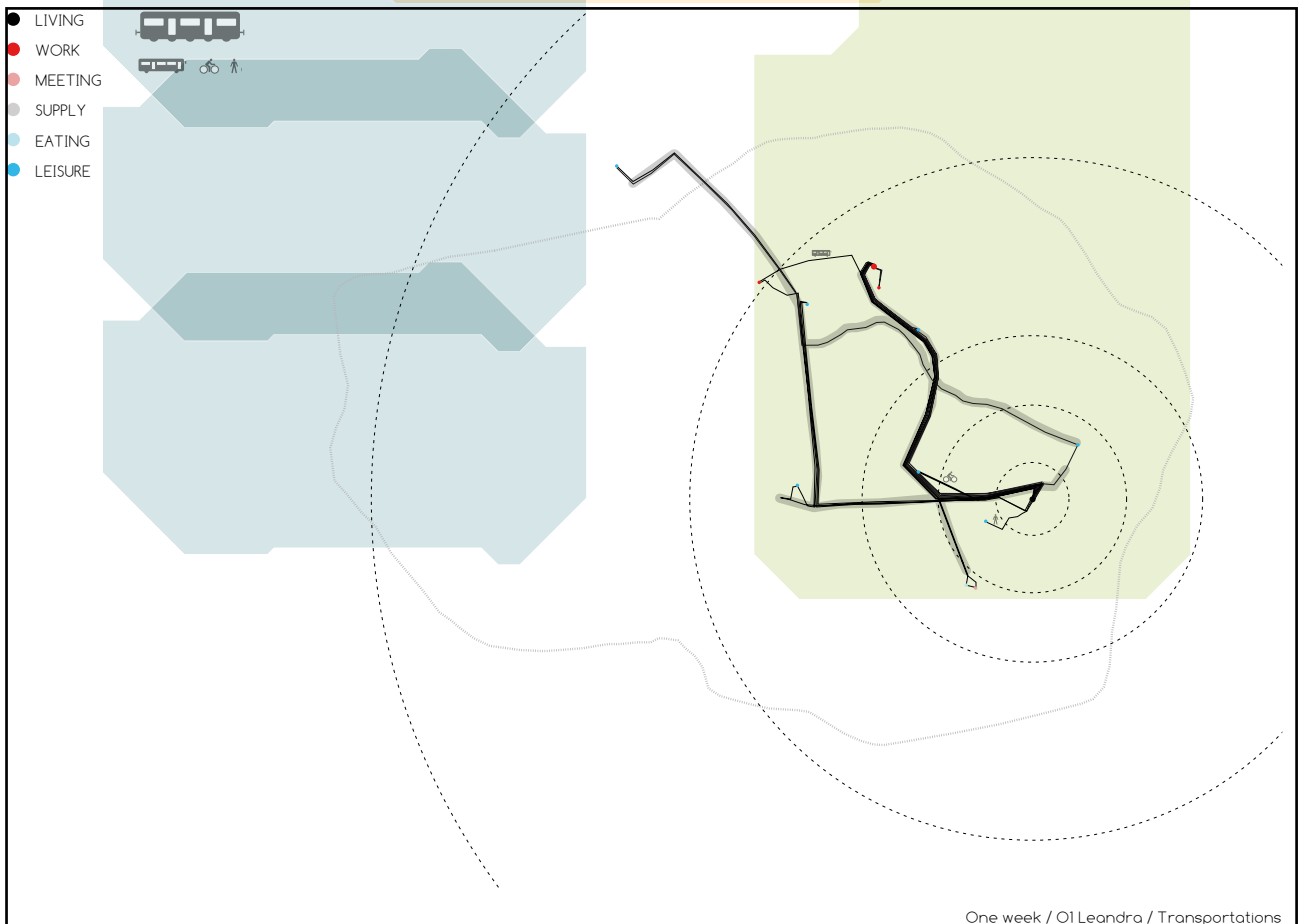


Oppelnerstrasse

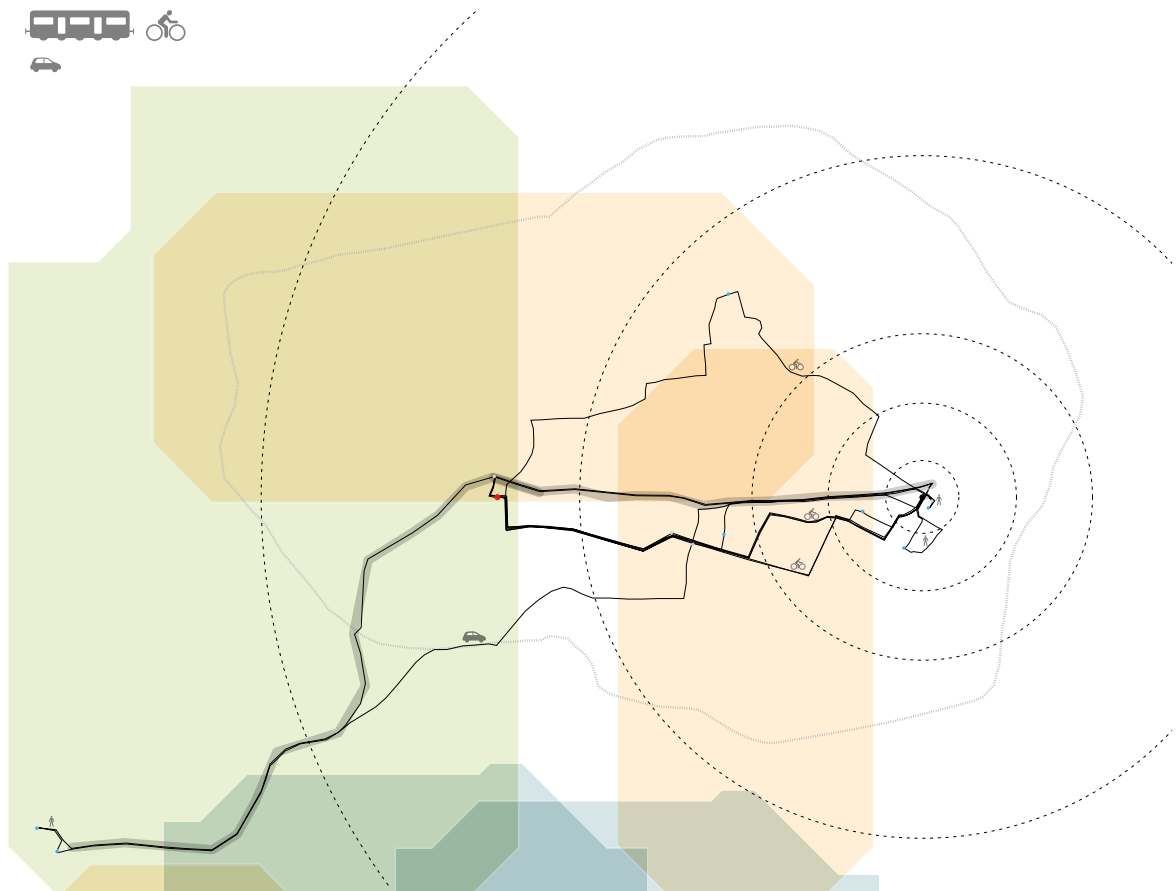
Transportations map elaboration

The movements quality are determined and placed for all the entire week for each person. When the movements are realised by S-Bahn or U-Bahn, the lines are marked in grey. For the others, the transportation is given by the icon, whose legend is on the page #p103.

For each person, big icons stand for the most taken transportations, and small icons for the less used ones. Then the different activities associated to the different transportations are represented by colored points under the icons [#p102-103]. The frequency was determined regarding the map and the questionnaire of the notebook.

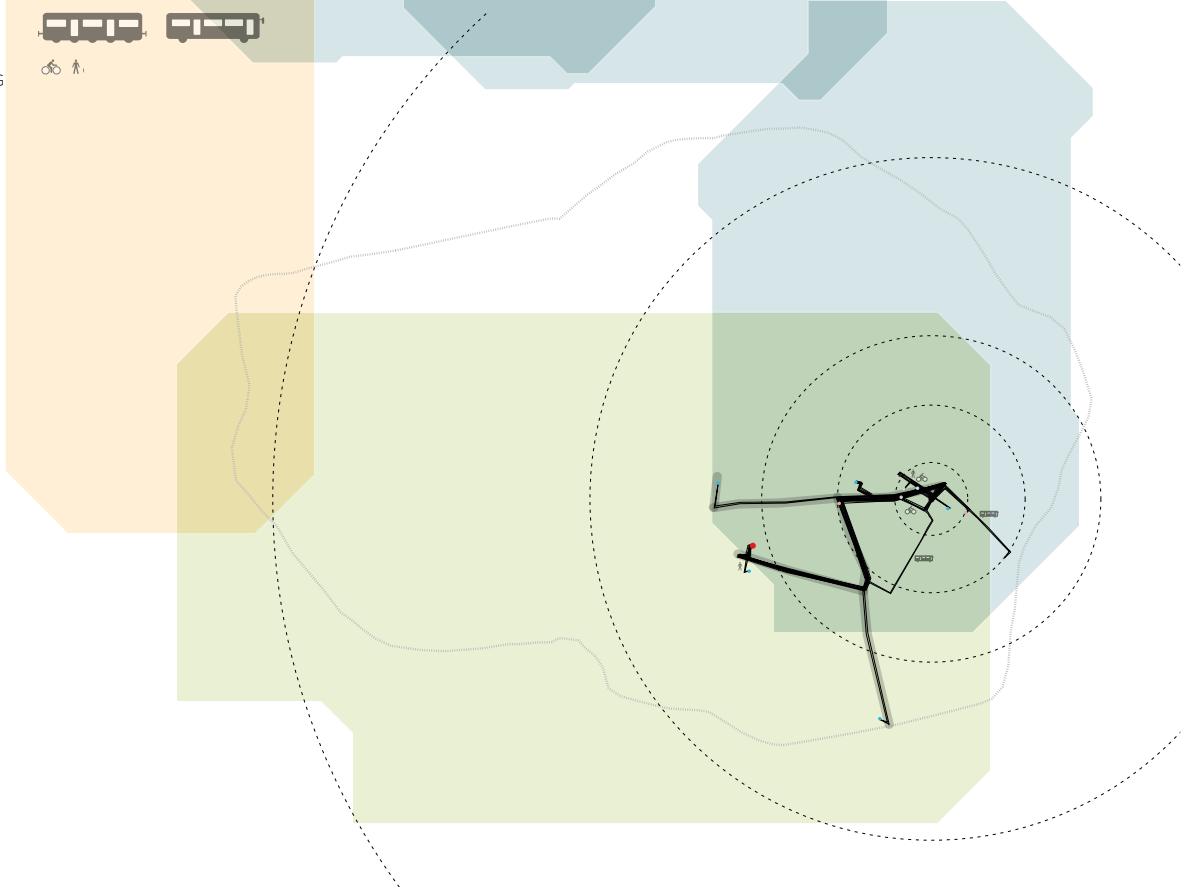


- LIVING
- WORK
- MEETING
- SUPPLY
- EATING
- LEISURE



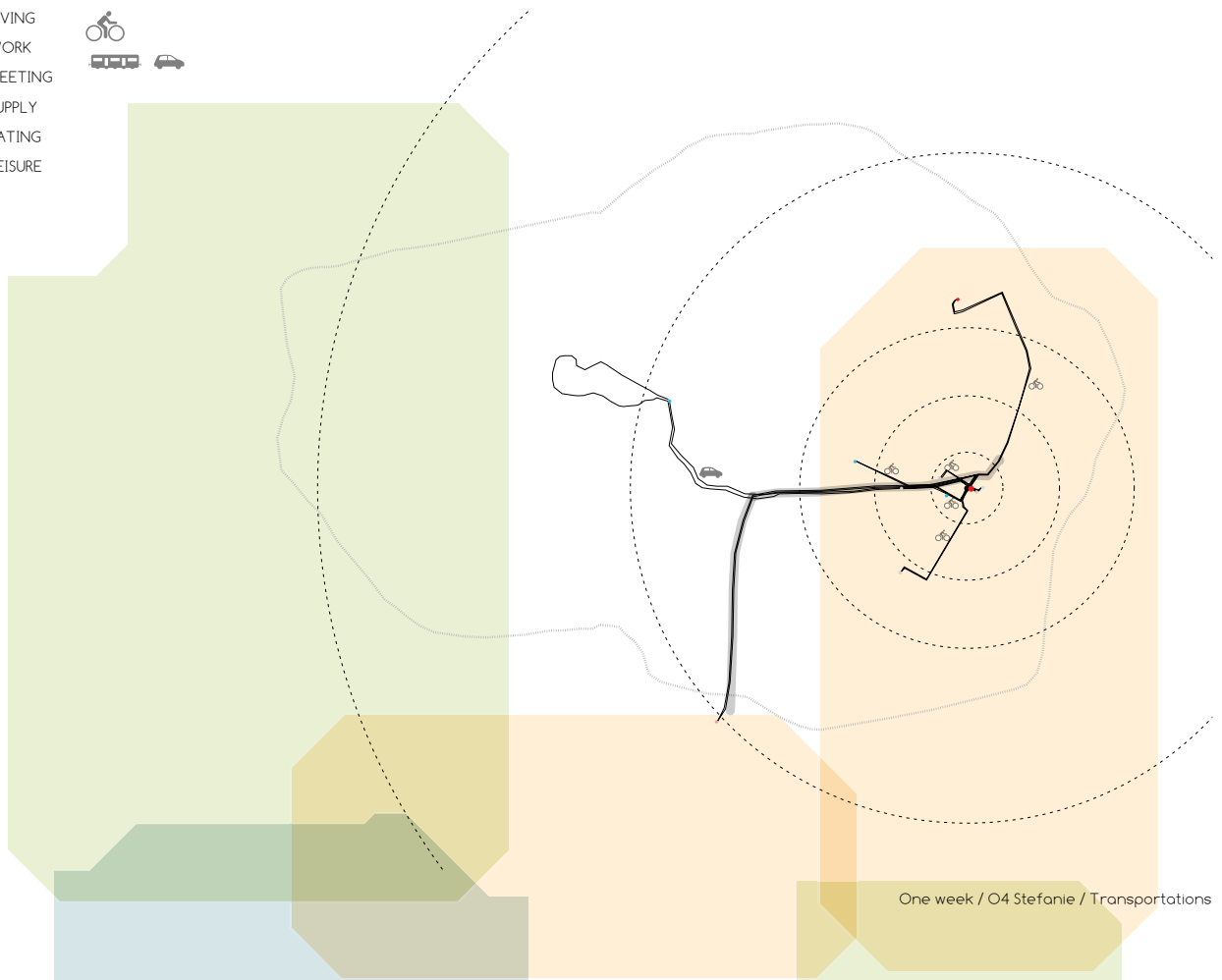
One week / O2 Julia / Transportations

- LIVING
- WORK
- MEETING
- SUPPLY
- EATING
- LEISURE



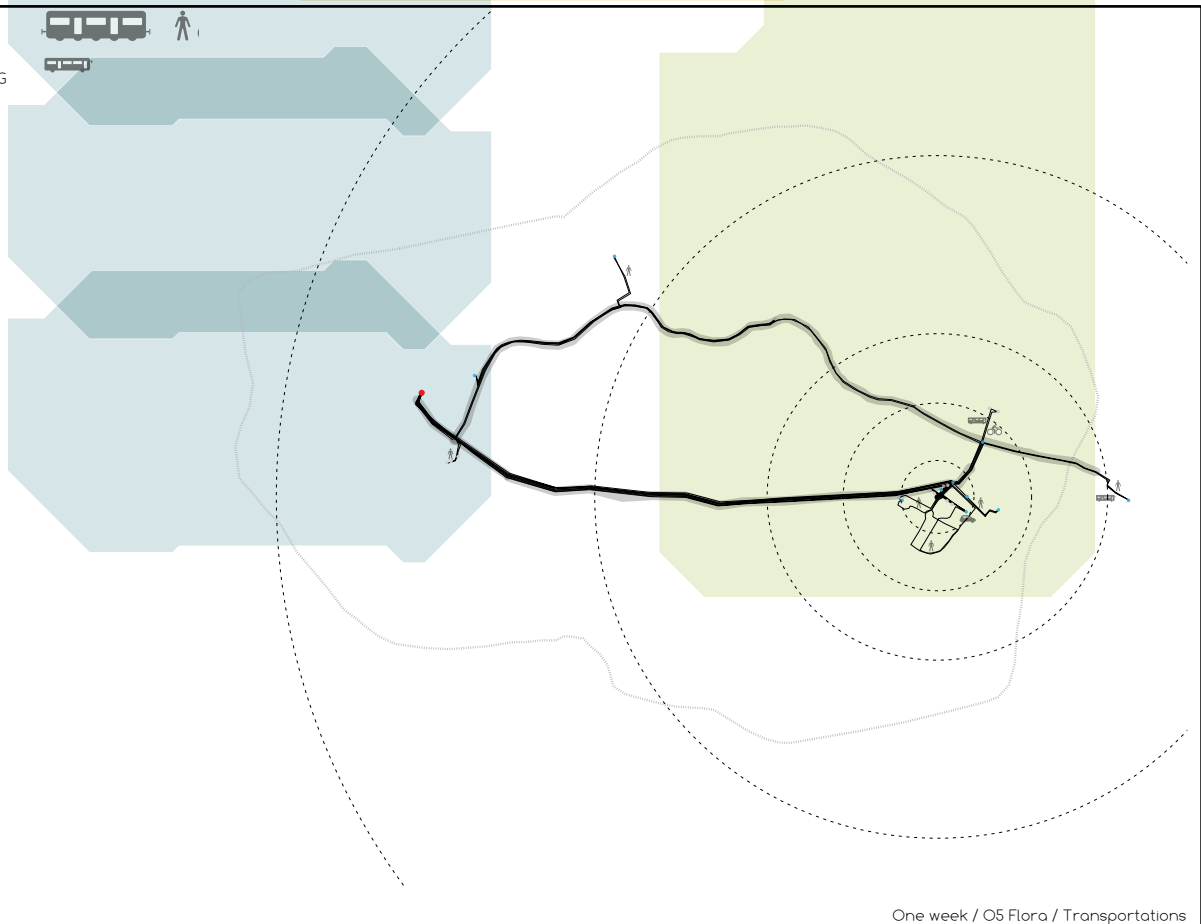
One week / O3 Hodzic / Transportations

- LIVING
- WORK
- MEETING
- SUPPLY
- EATING
- LEISURE



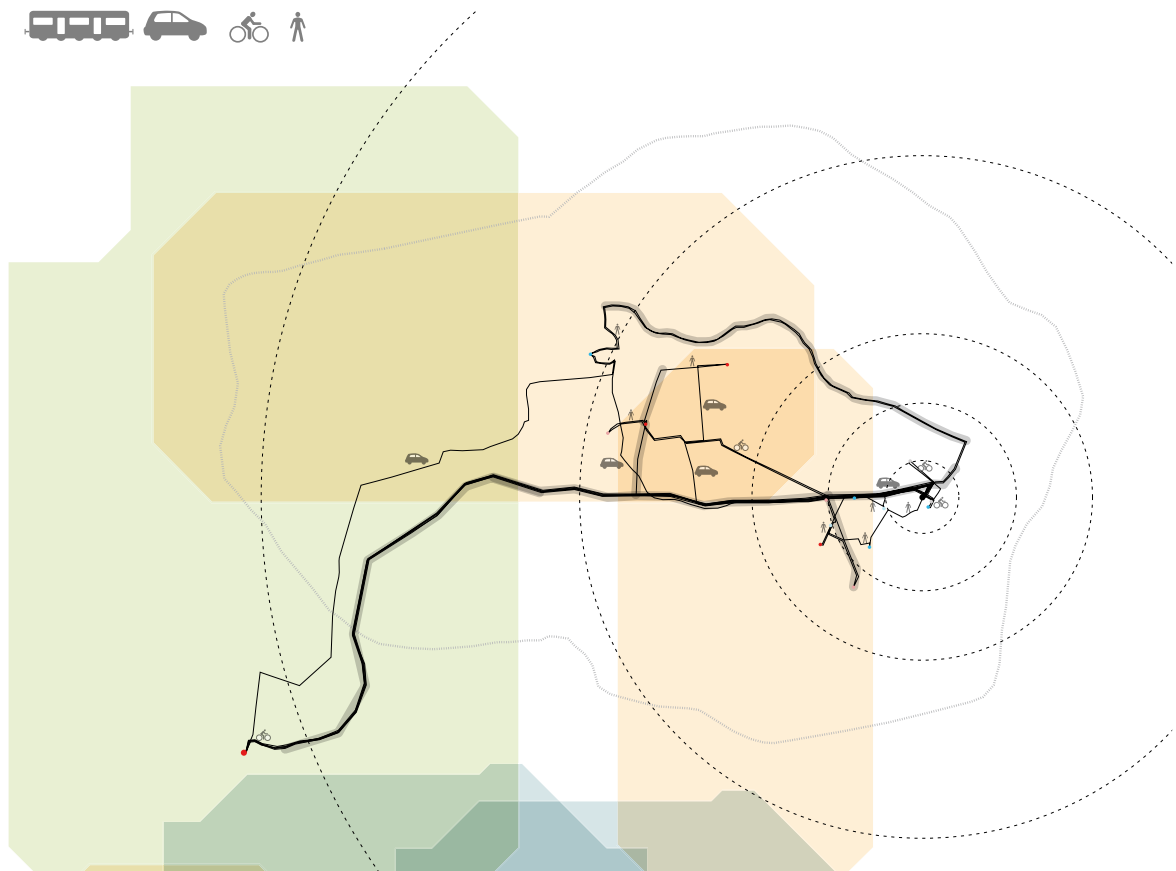
One week / O4 Stefanie / Transportations

- LIVING
- WORK
- MEETING
- SUPPLY
- EATING
- LEISURE



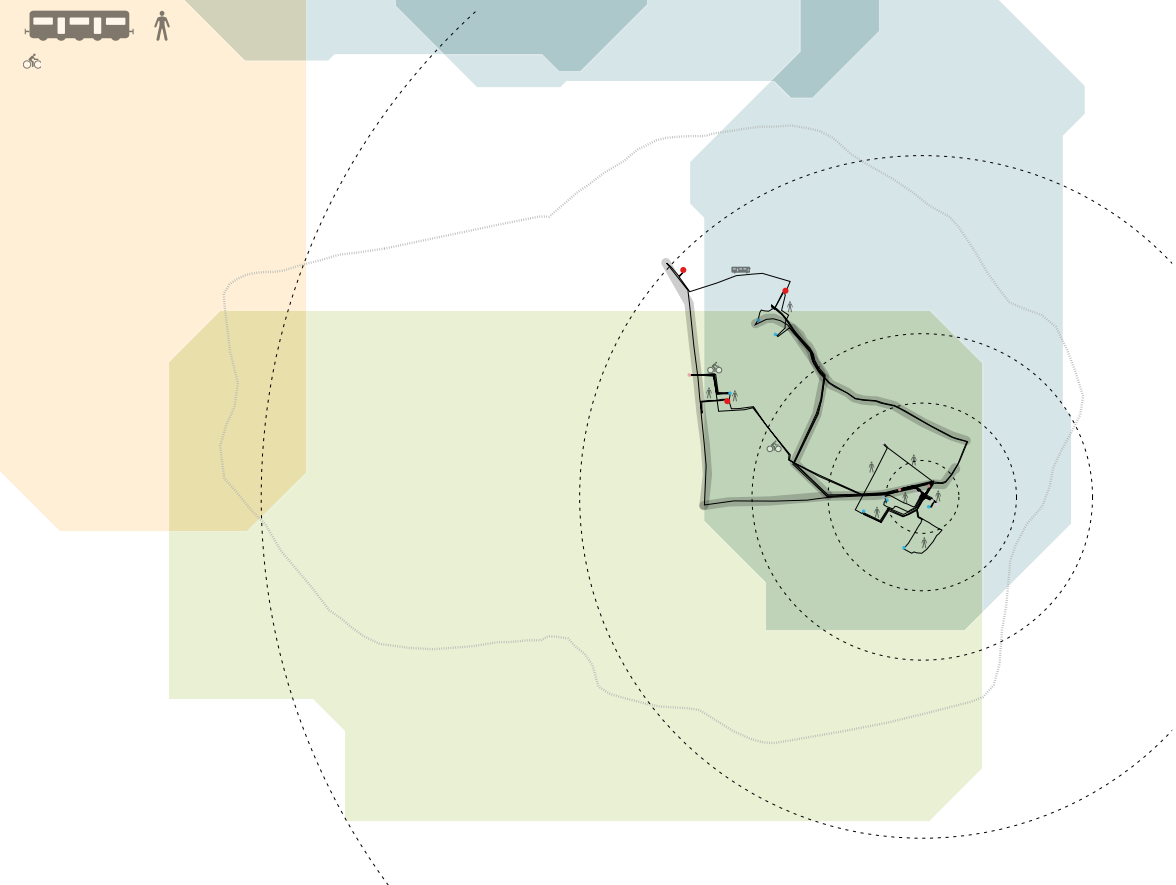
One week / O5 Flora / Transportations

- LIVING
- WORK
- MEETING
- SUPPLY
- EATING
- LEISURE



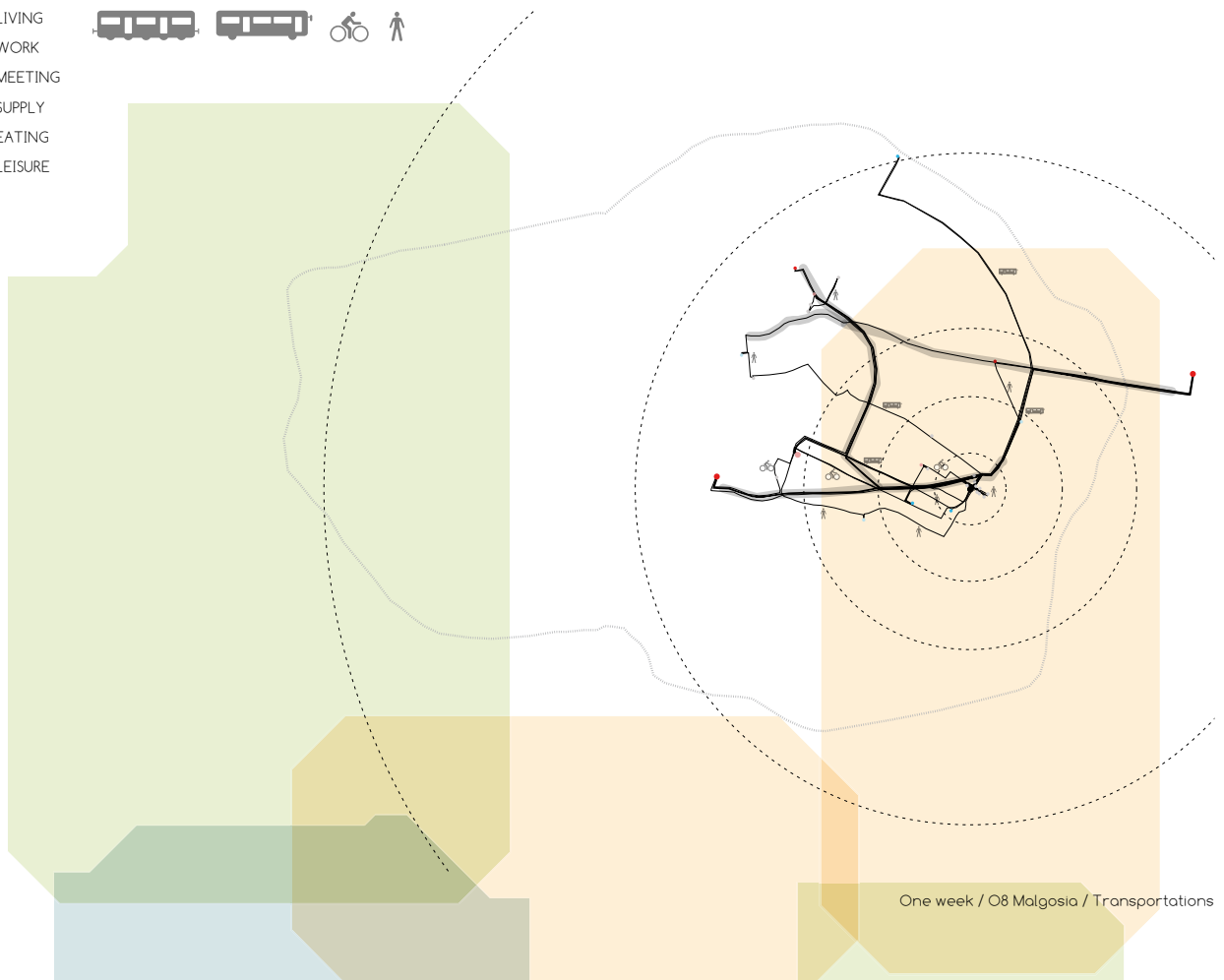
One week / O6 Julia / Transportations

- LIVING
- WORK
- MEETING
- SUPPLY
- EATING
- LEISURE

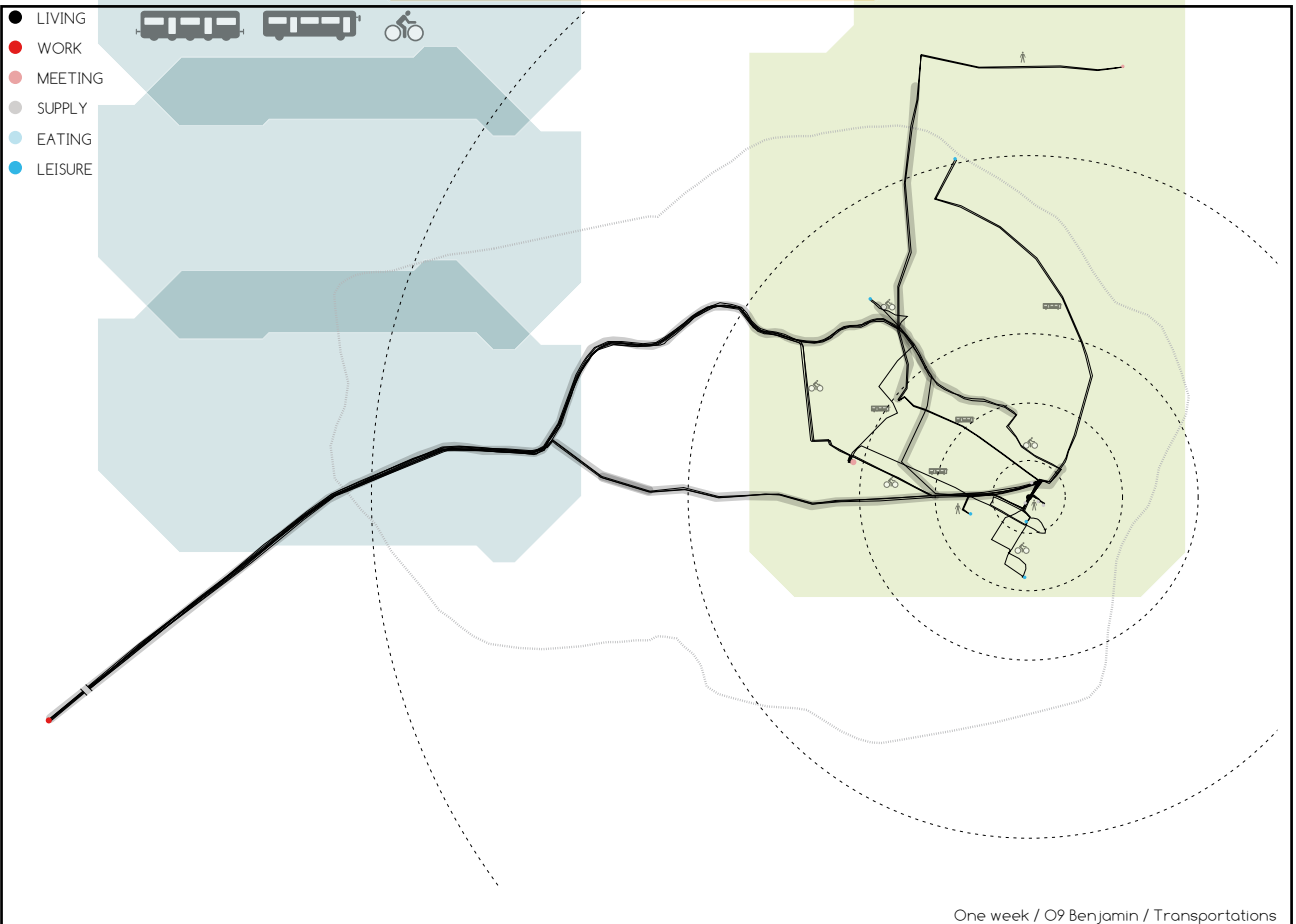


One week / O7 Johanna / Transportations

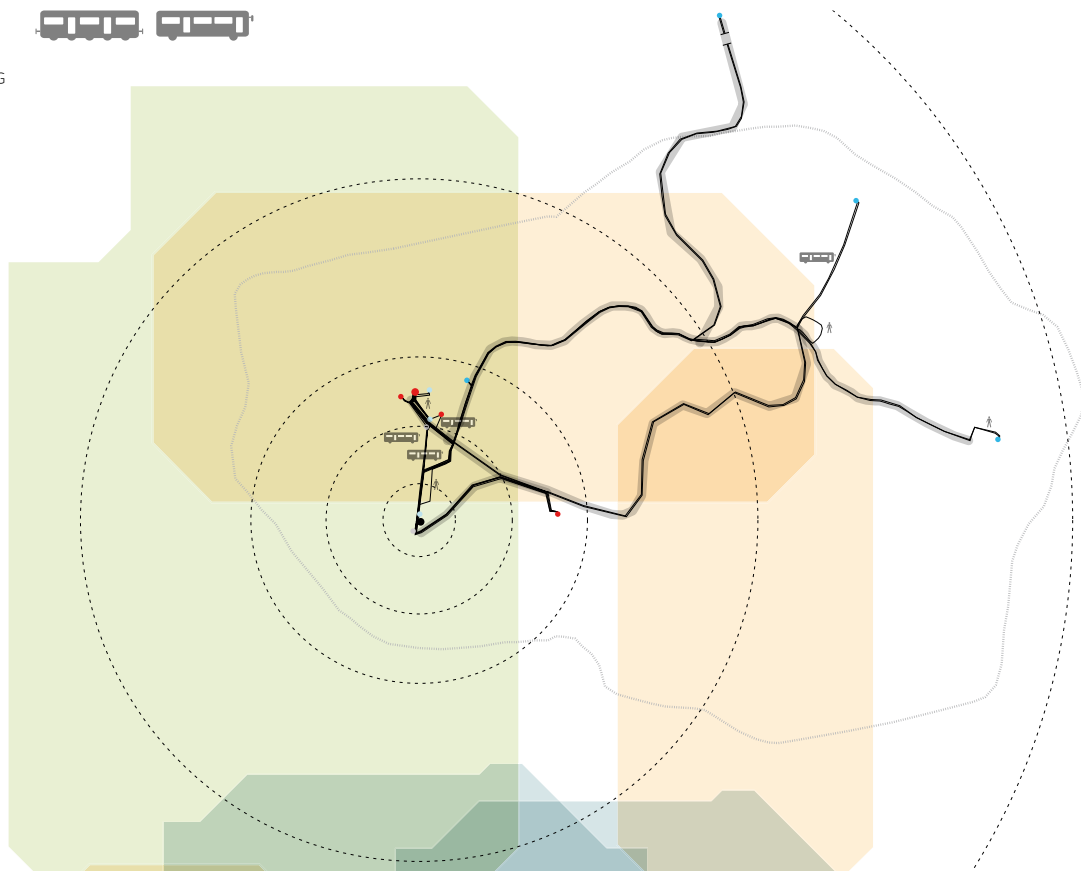
- LIVING
- WORK
- MEETING
- SUPPLY
- EATING
- LEISURE



- LIVING
- WORK
- MEETING
- SUPPLY
- EATING
- LEISURE

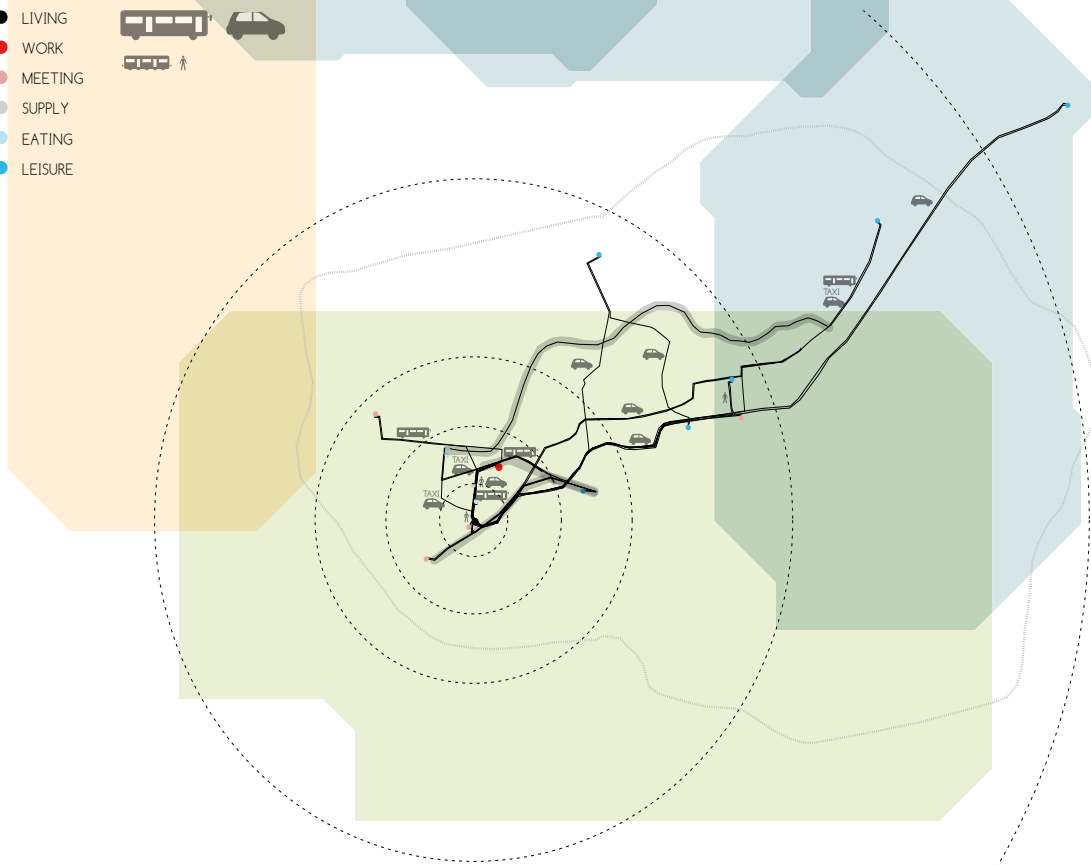


- LIVING
- WORK
- MEETING
- SUPPLY
- EATING
- LEISURE



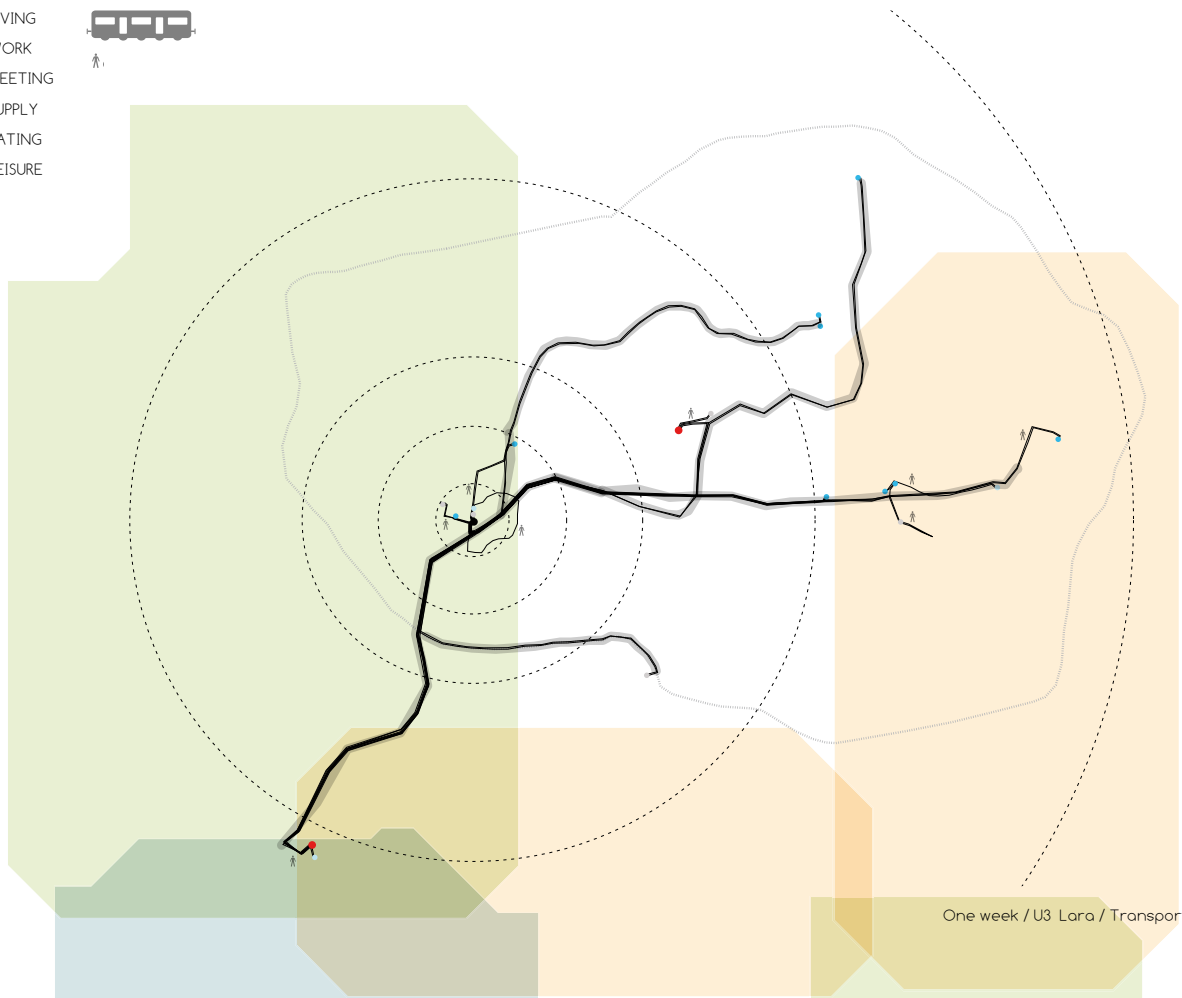
One week / U1 Carles / Transportations

- LIVING
- WORK
- MEETING
- SUPPLY
- EATING
- LEISURE

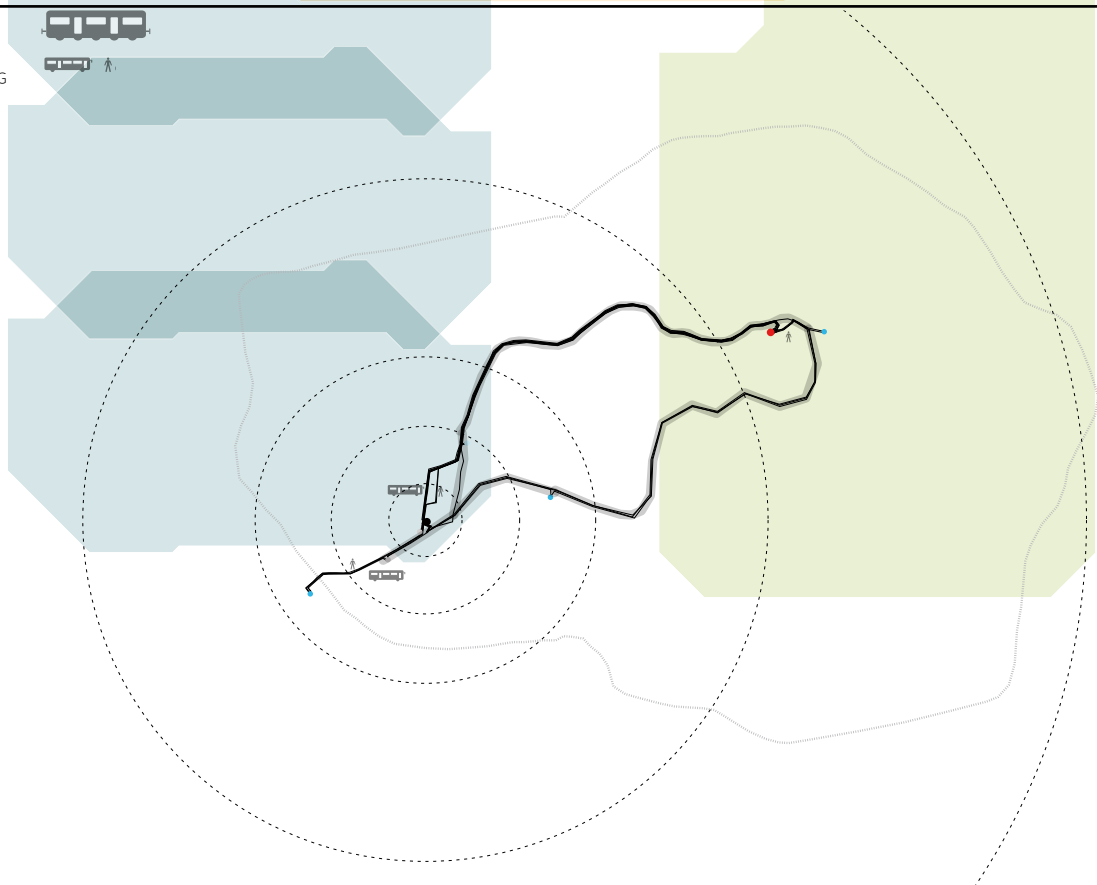


One week / U2 Matthias / Transportations

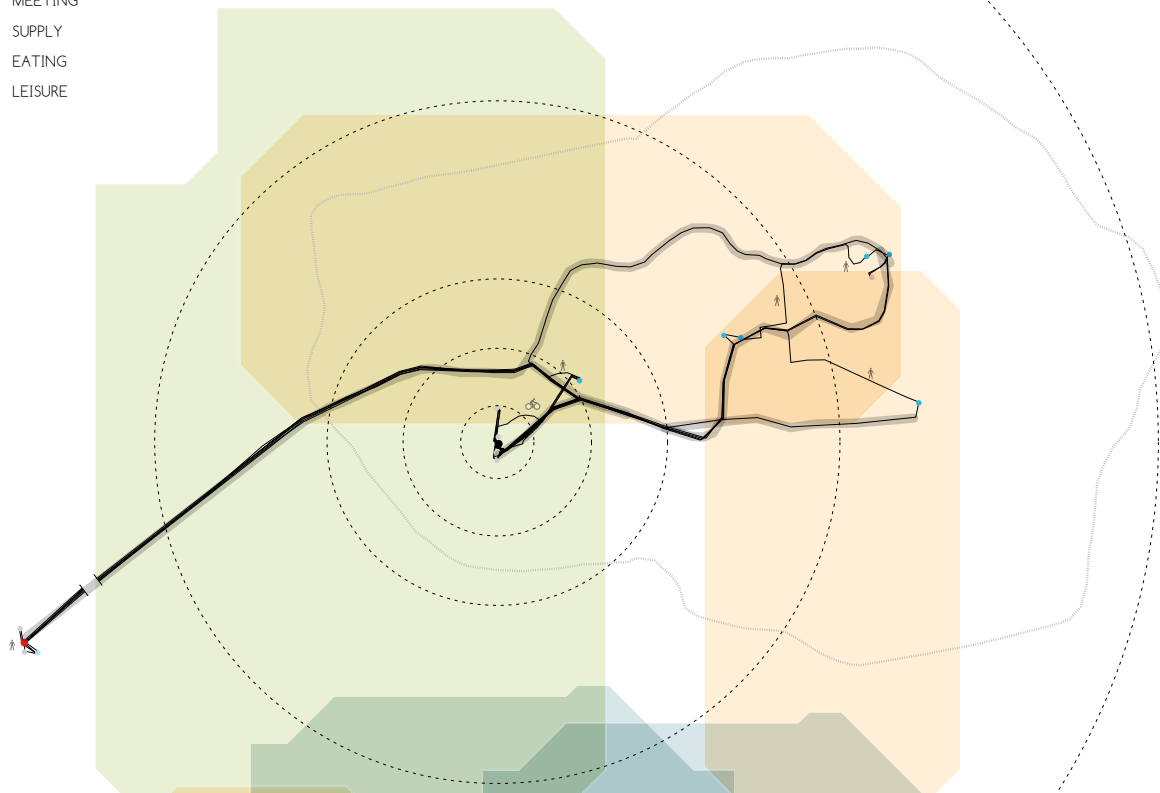
- LIVING
- WORK
- MEETING
- SUPPLY
- EATING
- LEISURE



- LIVING
- WORK
- MEETING
- SUPPLY
- EATING
- LEISURE

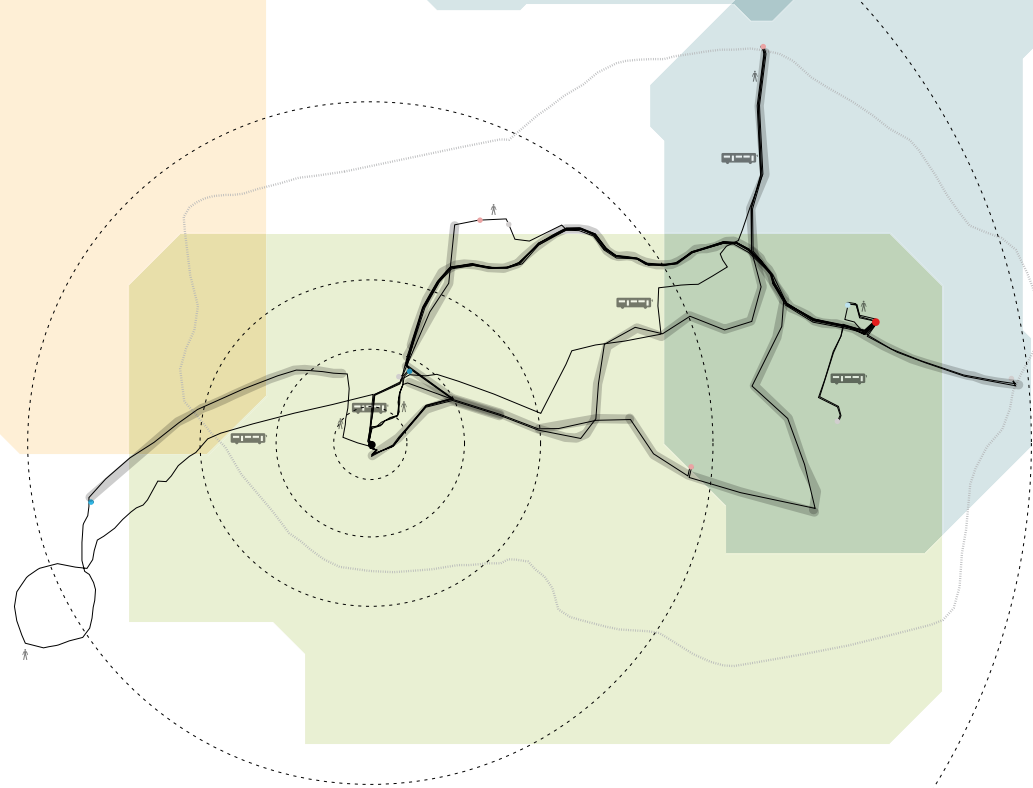


- LIVING
- WORK
- MEETING
- SUPPLY
- EATING
- LEISURE



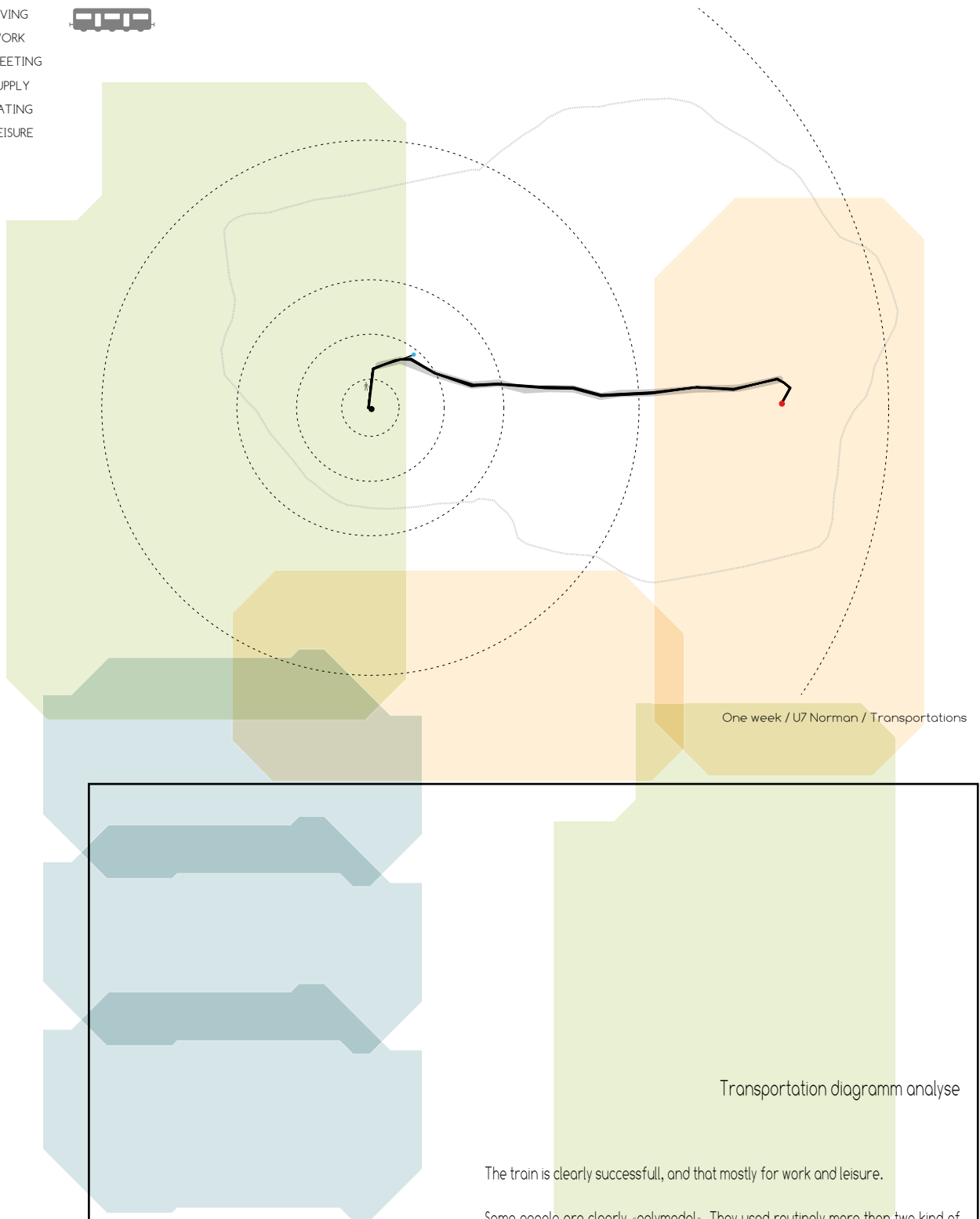
One week / U5 Tamara / Transportations

- LIVING
- WORK
- MEETING
- SUPPLY
- EATING
- LEISURE



One week / U6 Johannes / Transportations

- LIVING
- WORK
- MEETING
- SUPPLY
- EATING
- LEISURE



One week / U7 Norman / Transportations

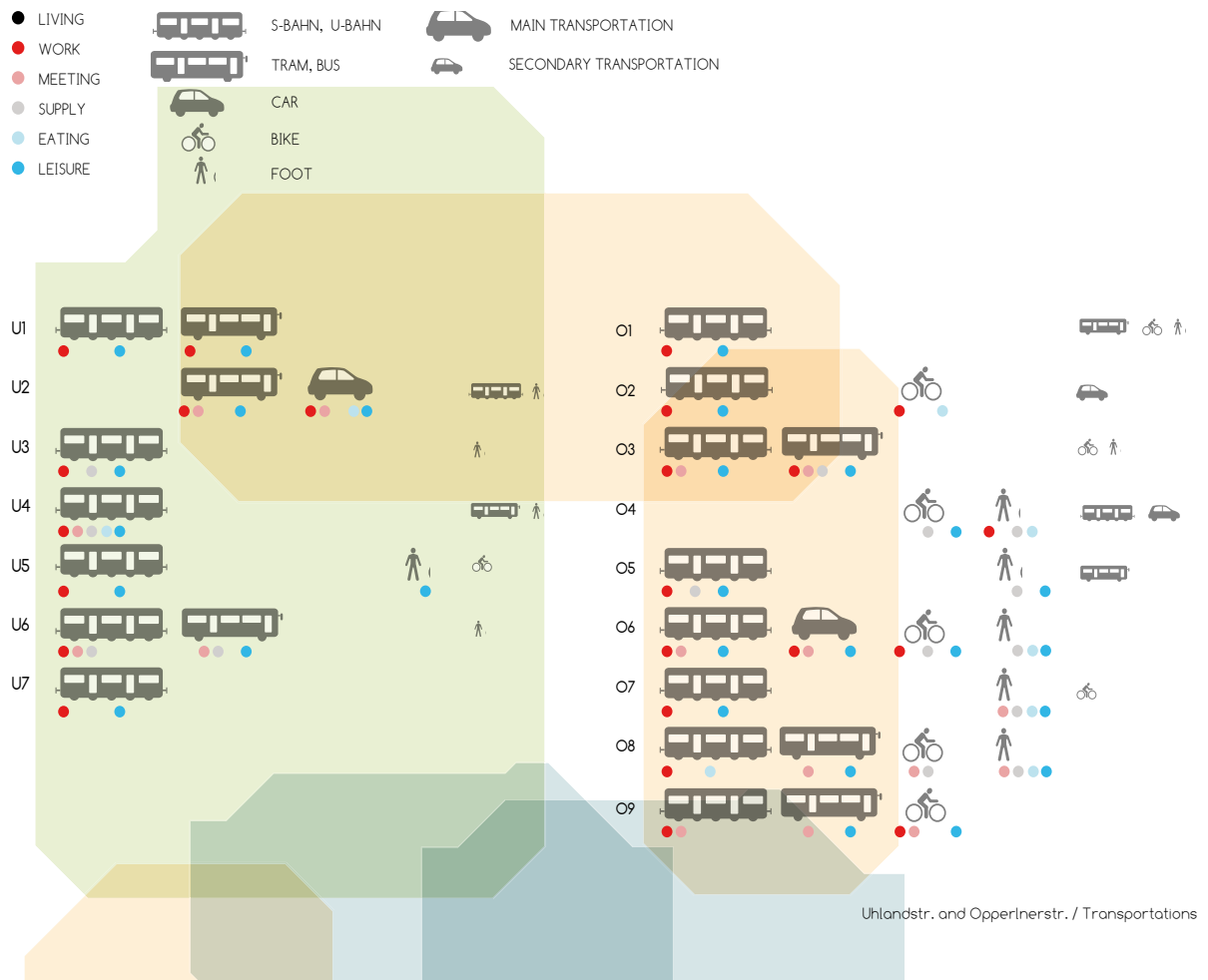
Transportation diagram analyse

The train is clearly successful, and that mostly for work and leisure.

Some people are clearly «polymodal». They used routinely more than two kind of transportation (O6, O8, O9). They always alternate the different ones, even in one day. None of the Uhlandstr. inhabitants are «polymodal». Some of them uses only one kind of transportation (U3, U4, U7). Why people are «polymodal»? It is more simple for them, or it is most for pleasure.

Oppelnerstr. inhabitants clearly used more frequently «soft» transportations like bike and foot.

Even if the train is mostly used for work and leisure movings, all the transportations are used for different activities. The choice is guided maybe by the distance, or maybe simply by the mood of the person. If the person has time or not? It is difficult to make these causal data objective.



By all the studied points we tried to define mobility in city. At the end, mobility consists in:

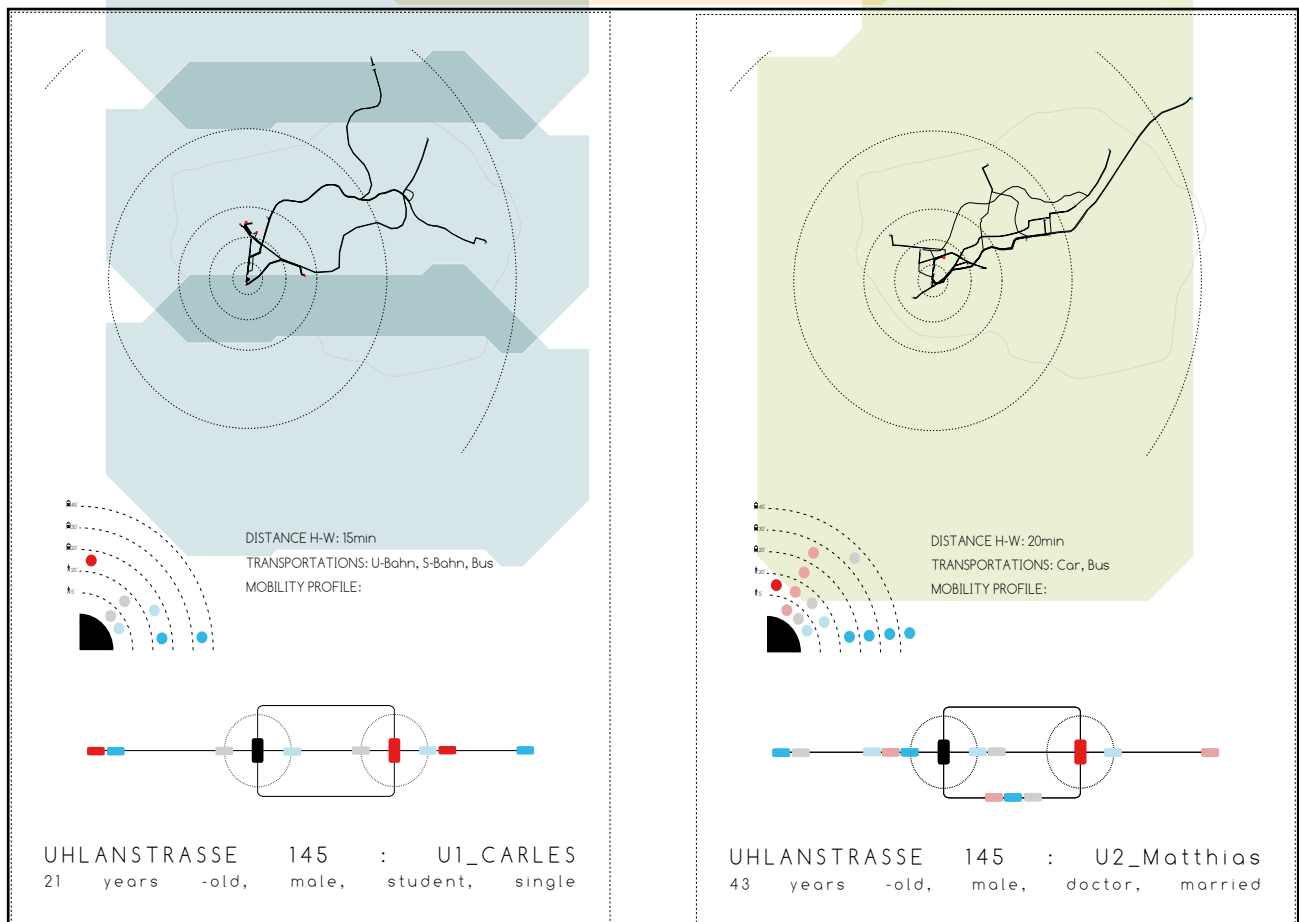
- _movings repartition,
- _activities points dispersal,
- _activities sequence,
- _movings form
- _way of transportation.

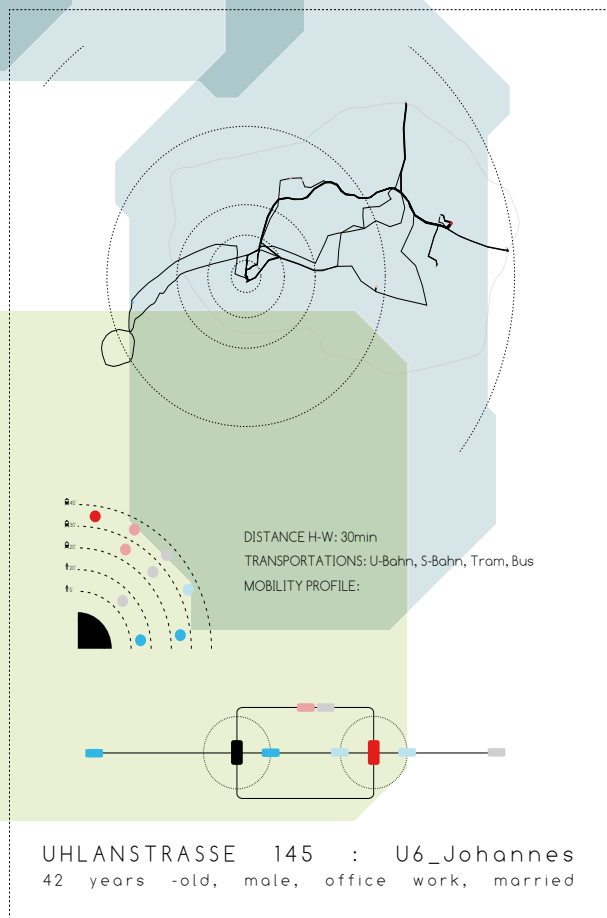
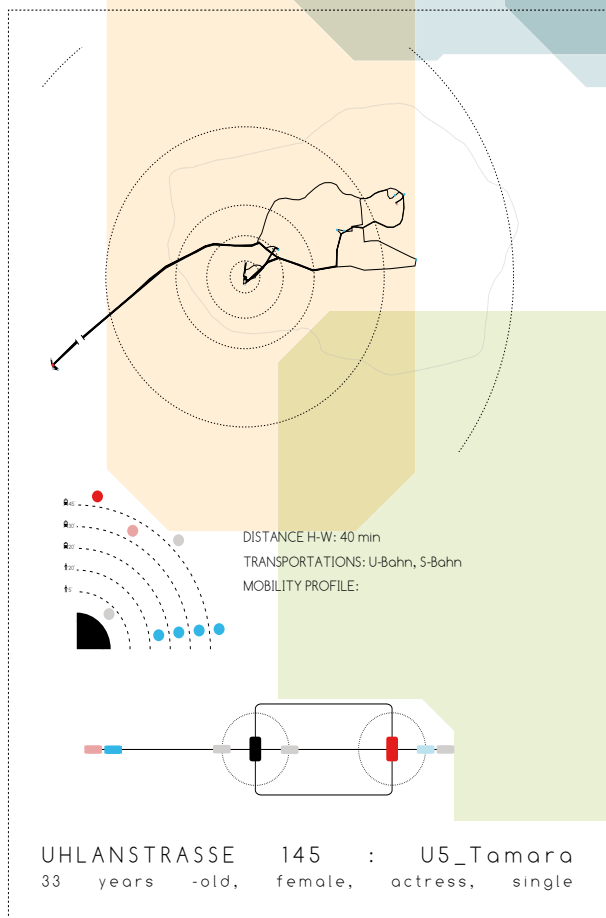
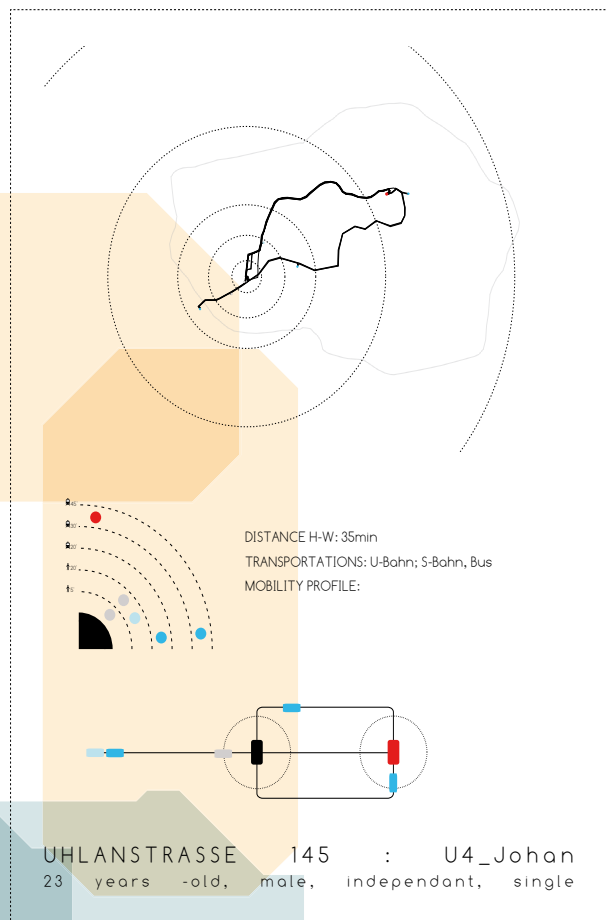
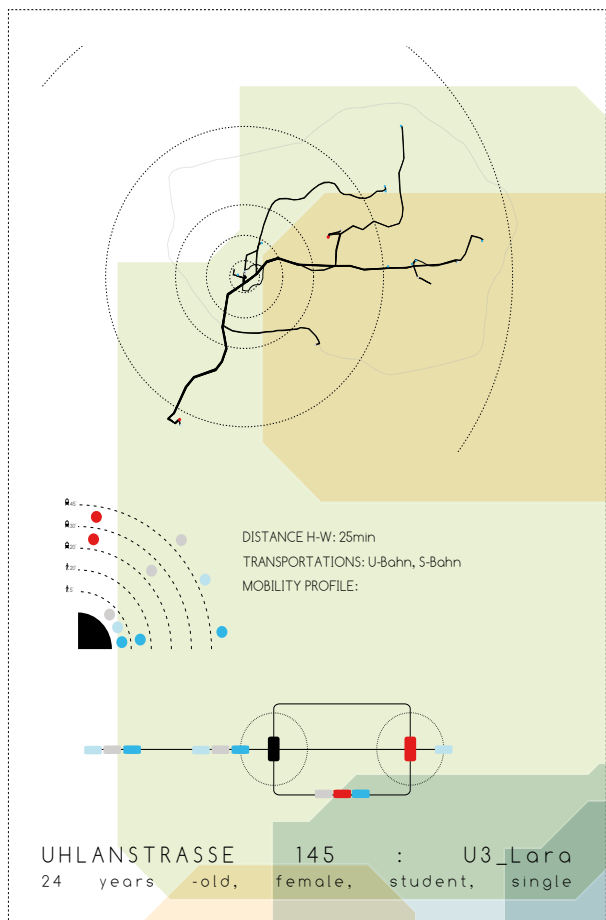
For each one of points we made some observations that must be completed now by further research and personal interviews, to know the explanations of the different moving profiles.

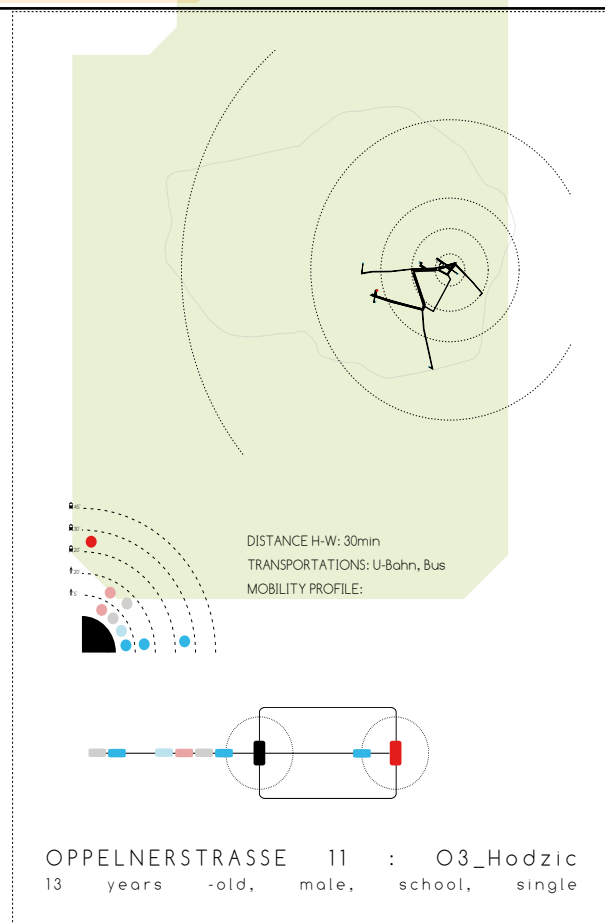
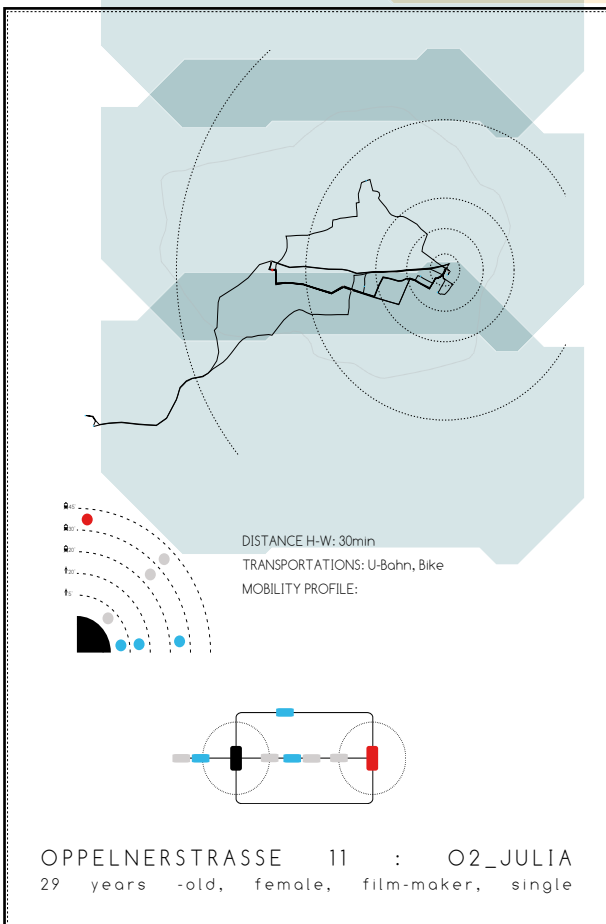
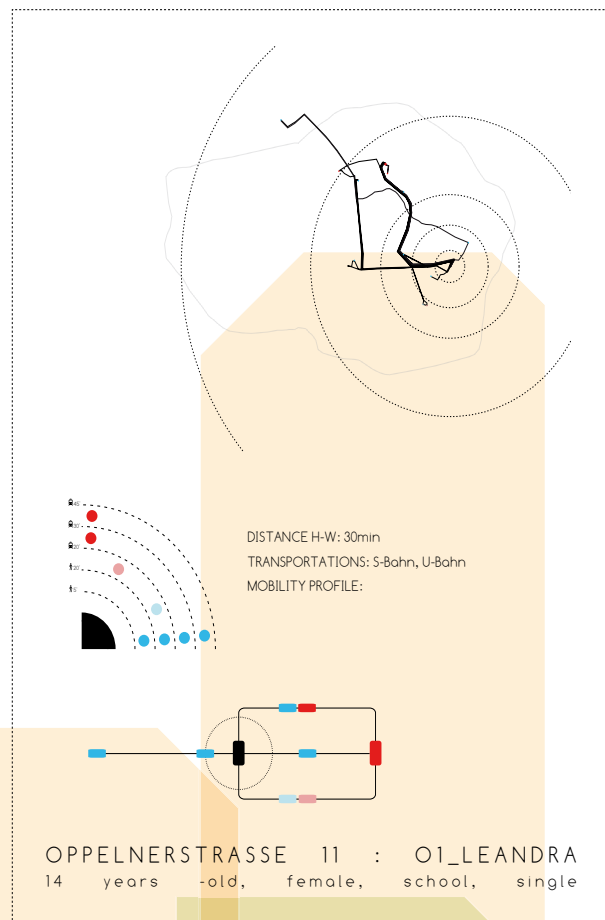
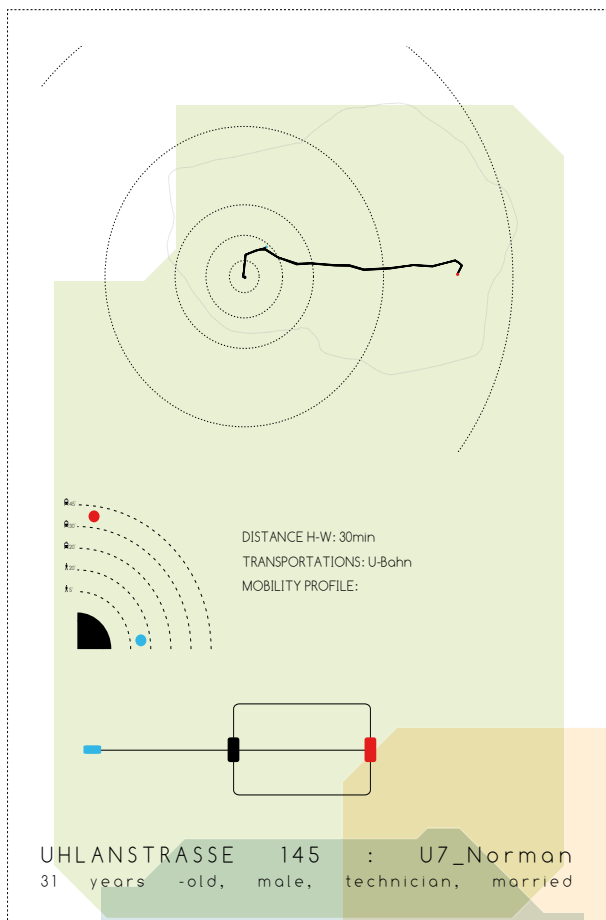
Indeed some mobility profiles appear concerning all these points. The daily mobility depends on them:

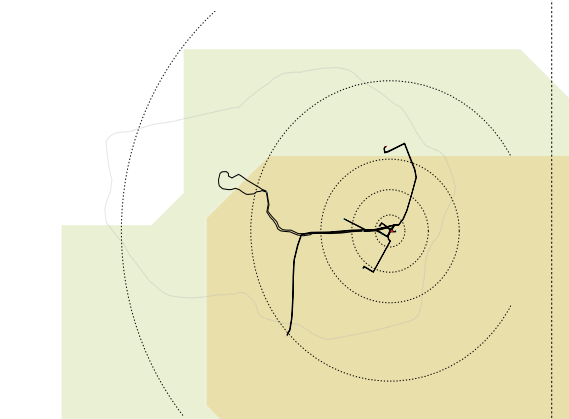
- _ the working place distance regarding the housing place,
- _ some people are more spread than the others,
- _ the repartition of the activity is often linked to working place,
- _ some people are more nomad than the others,
- _ some are polymodal and some not...

The next step could be to define for each observed person her profile. We try to begin by establishing some mobility identity cards [#p106-113]. They able to observe all the analysing elements produced for each one, regarding there social profile. And then connections could be made between people to determine some «mobility profiles».

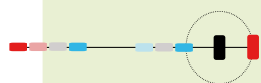
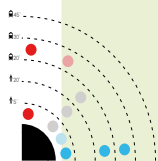




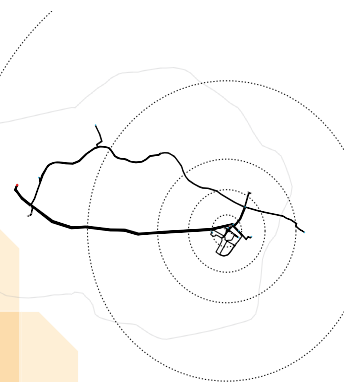




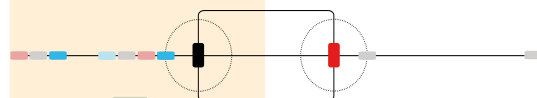
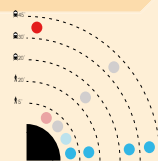
DISTANCE H-W: 2min
 TRANSPORTATIONS: U-Bahn, Bike, Foot
 MOBILITY PROFILE:



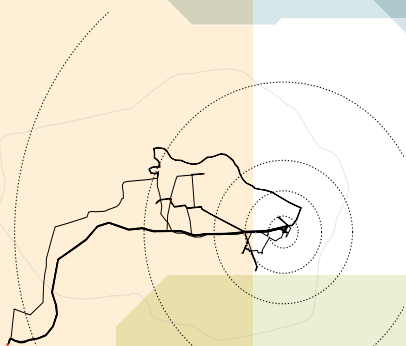
OPPELNERSTRASSE 11 : O4_Stephanie
 50 years -old, female, doctor, married



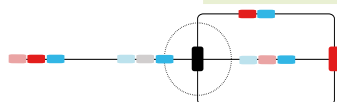
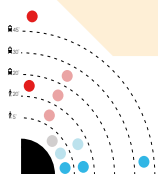
DISTANCE H-W: 30min
 TRANSPORTATIONS: U-Bahn, S-Bahn
 MOBILITY PROFILE:



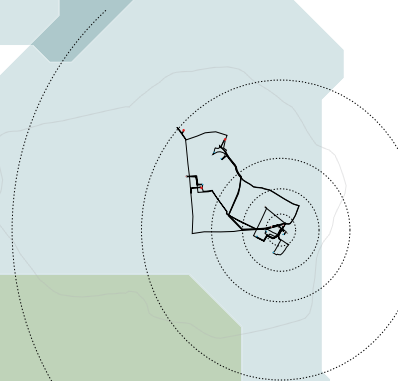
OPPELNERSTRASSE 11 : O5_Flora
 23 years -old, female, student, single



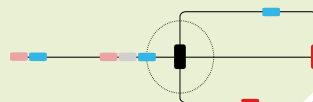
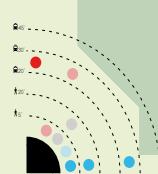
DISTANCE H-W: 40min
 TRANSPORTATIONS: U-Bahn, S-Bahn, Bike, Car, Foot
 MOBILITY PROFILE:



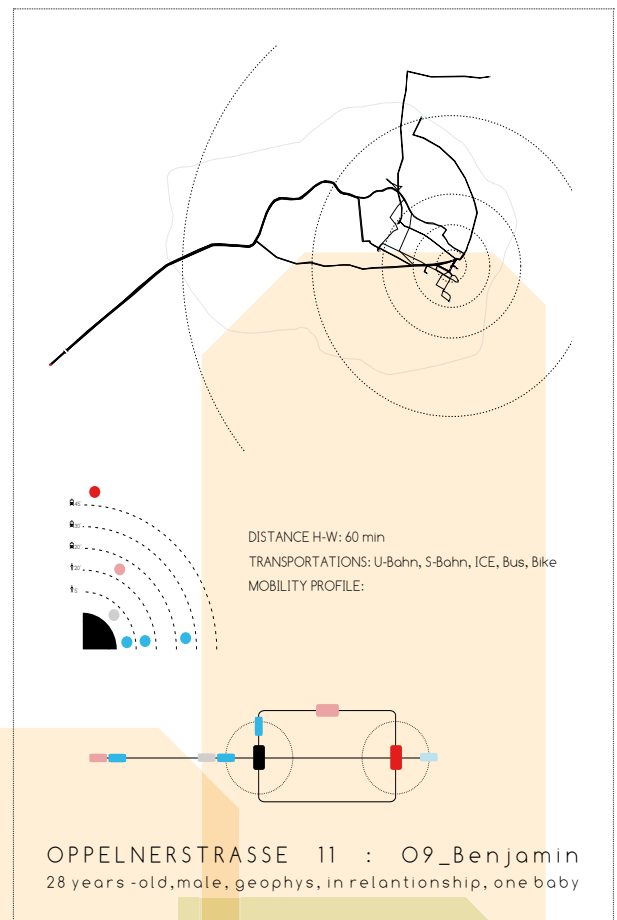
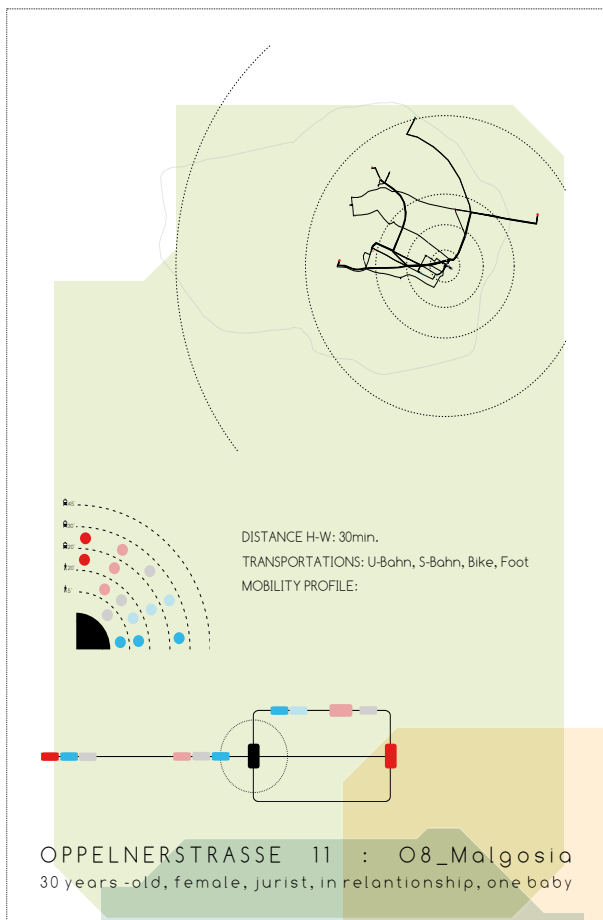
OPPELNERSTRASSE 11 : O6_Julia
 39 years -old, female, project coordinator, single



DISTANCE H-W: 30min
 TRANSPORTATIONS: S-Bahn, U-Bahn, Bike, Foot
 MOBILITY PROFILE:



OPPELNERSTRASSE 11 : O7_Johanna
 30 years -old, female, ethnologist, single



4. *‘Mobility means prosperity’: Case study Berlin: The Development of Urban Transport Infrastructure in Urban Space, Research Seminar 2008/2009*

4.3 Südkreuz

**Participants: CHEN Hao, Zoya Schiller,
Flavio Giaccone, Mariana Do Monte**

By the data from a survey for the station in 2009, from 7am to 8am, a time for commuters' activities mostly, we can find out that on the platform, more people were using S-bahn than Ring-bahn in all, and at the entrance and exit of the station, more people were coming to the station than leaving it. It means that more people were coming here to use the station as an original station and use it for commuting than other activities. At the same time, the passenger numbers altogether shows that more people are using S-bahn than Ring-bahn, which also means that more come from or go to the south-north direction than the west-east direction. (figure 6)



Figure 6: Usage of the station; Source: Antoniou, Heinrich, Siskou's survey, 2006;

2.2 Phenomenon and analysis from the questionnaire

In weekdays, we choose a Friday morning and a Tuesday afternoon to have a survey at the station by questionnaire. The questionnaires were done at the gates, in the entrance halls, on the main platform, at the bus stops and in the building of parking space. By open questions, we can conclude from their answers a lot of obvious phenomenon. First, almost all the people at the station would like to use it as an interchange point to switch the S-bahn. Then, on the platform, very few people would prefer doing isolated activities like buying tickets in the ticket center, or eating, drinking, and going shopping. While in the parking building, not so much people were using the Park and Ride. And it is not used so frequently as it should be. Quite a lot pas-

sengers of the S-bahn don't know about what are the large cities that directly connected by DB at this station. But fortunately, from the opinions for the station, a lot of passengers are still confident with the construction of the new station.

In the parking building, there are already 208 parking spaces open to the passengers. As the survey shows, in an ordinary weekday, there are more cars using the parking spaces in the afternoon than in the morning. Fewer cars leave the station in the afternoon, and more cars arrive in the morning. But compared with the total capacity of the parking building with 208 parking spaces, the percentage is still very low. (figure 7) (figure 8)

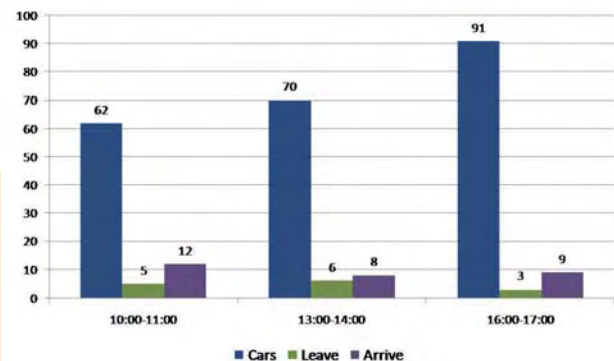


figure 7: Living condition of parking Data from Author, 2009

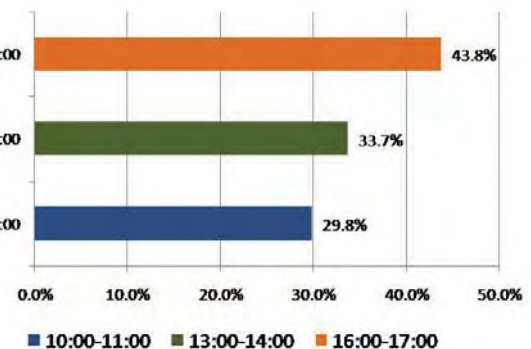


figure 8: Living percentage of parking Data from Author, 2009

The survey also shows that most of people are using S-bahn as a transportation way to the station, which is very reasonable. Besides, the percentages of buses, trains, regional railways, bicycles, walking, and cars are quite average. That kind of people, who drive to the station and change to S-bahn or other trains, are not as frequent as it is supposed to be. (figure 9) In the survey, we also give an investigation about passengers' origins and destinations of their trips. Of course all of these places are quite different. But they could be divided into four kinds to give a description. To be connected with the inner city, these four kinds could be inside of the ring, on or near the ring, outside of the ring and other cities. From the origins, it is quite

obvious that the most people come from outside of the ring, and then is other cities. While for the destinations, the kinds of inside of the ring or on or near the ring get higher percentages. It means that more people are using this station to move from out of the city to inner city. At the same time, considering arriving transport ways, very few people who move into the inner city are using automobile as their arriving way. (figure 10)

The frequency also shows that the station is so used by commuters, or in other words, who are stead passengers. (figure 11)

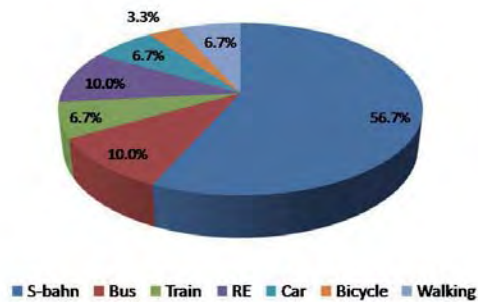


Figure 9: Arriving ways of passengers; Data from Author, 2009

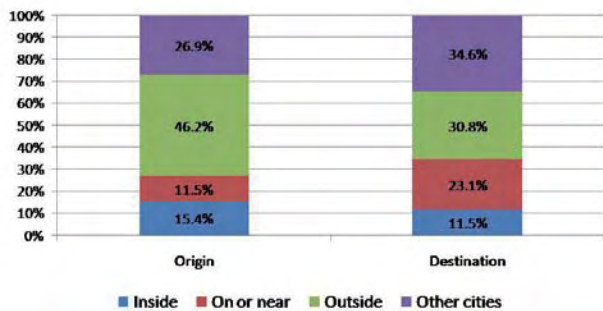


Figure 10: Origins and destinations of passengers' trips; Data from Author, 2009

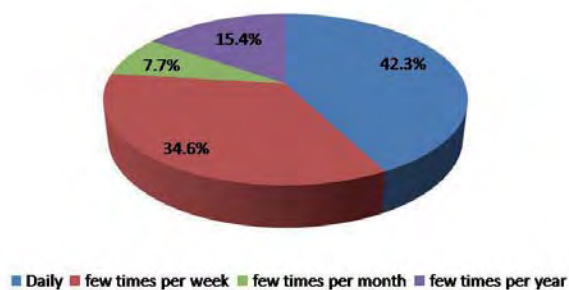


Figure 11: Using frequency; Data from Author, 2009

3 Analysis for reasons

3.1 Location and Surroundings

As mentioned above, S dkreuz was constructed to be a hinge in the south of Berlin s inner city. It is also beside the highway A100, which is west-east direction in Berlin s high way system, and it also connects several highways that are north-south direction to the south cities of Berlin. (figure 12)



Figure 12: Sdkreuz's location in Berlin and highway system;

As picture shows, the surroundings of the station are not so occupied and without street identities. The station is not combined with them. (figure 1)

The landuse surrounding the station is also not so well organized. There are so much open space or empty landuse around it, but without function and not suitable for using. There are also many industrial areas. Residential areas are a bit far away from the station, and also are not so much. They are served by other residential facilities on the opposite side to the station. (figure 14)

rom the inhabitant density of surrounding, we can find out that the density is really low. As not so much people living near the station, it would be reasonable why not so much people are using the shops and facilities there as daily activities. (figure 1)



Figure 15: Inhabitant density of surrounding, 2008; Source: fbinter.stadt-berlin.de

3.2 Site plan and inside functions

The design of the station was a result of competition since 1998 launched by Deutsche Bahn. And the investment to the competition was million D , of an amount of 40 million D used in the station. Now, six S-bahn and three Regional railways travel through the station in two different directions. The parking spaces are on the top of two platforms. The south part of the parking space is open, while the north part is closed. People can drive their cars to parking platform by a corkscrew lane. Then drop their cars and go down the platform to ground floor to take a train or S-bahn. (figure 1) (figure 17)



Figure 16: Corkscrew lane; photo by author, 2008;



Figure 17: Site plan of the station;



Figure 20: Layout of functions inside the station;



Figure 21: Location of these parking lots;
Drawn by author, 2009

	Name	Capacity	Mode	Tariff		
				one hour	daily price	month price
1	Südkreuz	208	centralized	1.	1	70
2	Europe center	90	centralized	2.	20	10
	Sony Center	820	centralized	2.	20	
4	Friedrichstraße	200	roadside	1.	1	10.8
	Ostbahnhof	1	roadside	1.		0
	Park Inn Alexanderplatz	14	centralized	2	20	
7	Incipark Wedding	2	centralized	1	10	9
8	Victoria Center	0	roadside		1	.9
9	Sinnigke	04	roadside	1.1	10	90

Table: Compares between Südkreuz and other parking;
Source: Parken in Berlin, 2009

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4.4 Potsdamer Platz

Participant: ZAHNG Yangfei

those

12 headquarters scattered in other parts of the world,

about 2/ of them are inside cities, and 1/ are in the outskirts and suburbs.

Possession of Plants:

As it is acknowledged that information and technology are crucial to innovative firms, which do not have much to do with a direct process of production, unless they are gigantic groups, merely a few possess plants.

Visual Promotions:

There is not significant result of visual promotions. But

it is worth noticing that even a large firm like Siemens keeps absolutely low and conservative in the Sony Center. People could not find exaggerated or eye-catching billboards, except for a well decorated ego Store and a Sony Style Store. Perhaps strict housing rules are part of the reason as well.

Crosstab of Headquarters and Professional Fields:

The statistical results of consulting firms and integrated ones are significant, of which the locations are all inside the cities.

Crosstab of Visual promotions and Professional Fields:

The statistical result of consulting firms is also more significant. The firms in consulting field in the Sony Center pay more attention to visual promotions than the others.

Data Base

1. The Location



Figure 3: The location of Potsdamer Platz in downtown Berlin.



Figure 4: The location of the Sony Center am Potsdamer Platz, where convenient transportation facilities are provided .

2. The Micro Level

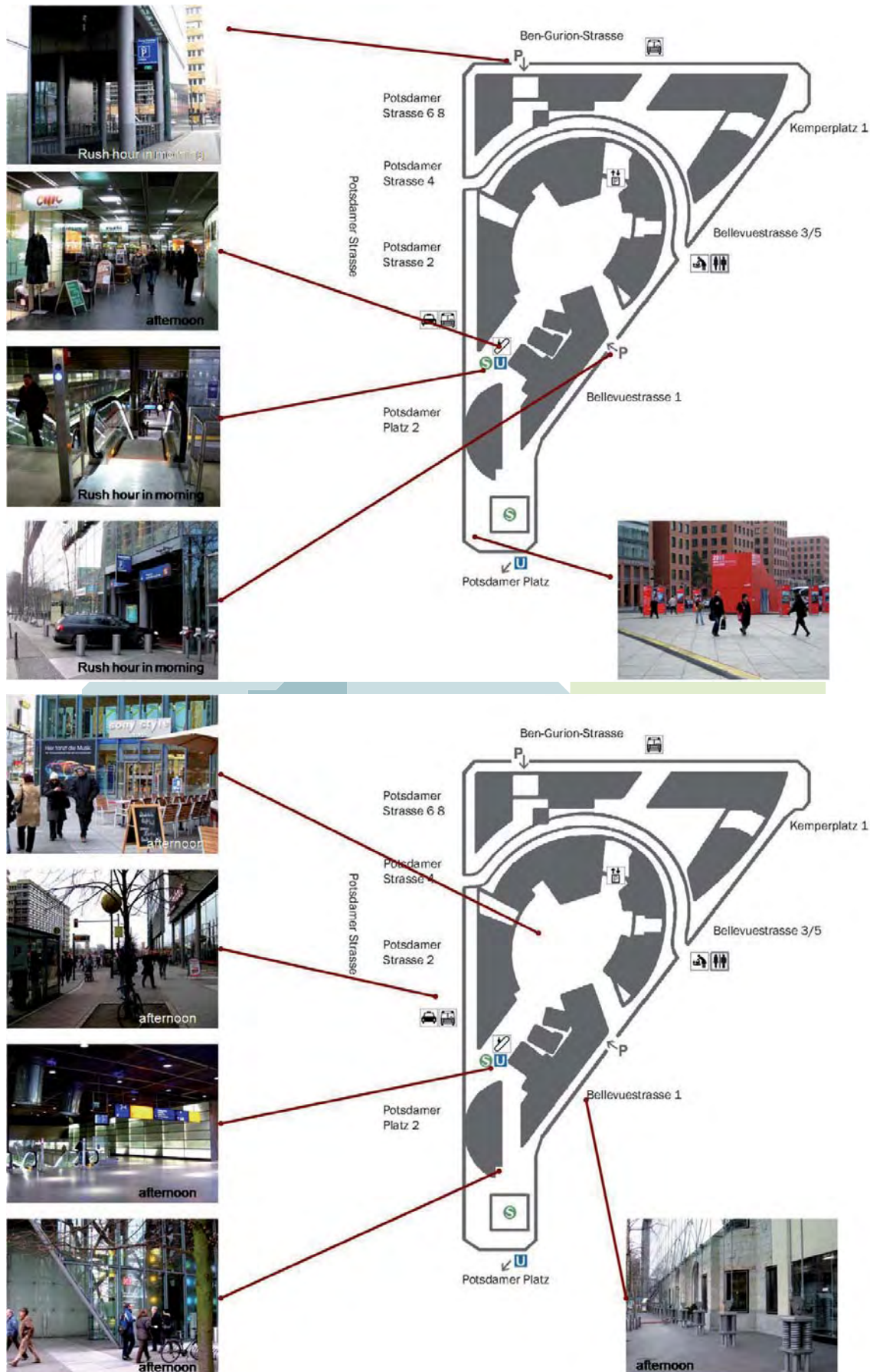


Figure 5: Local activities in the Sony Center.

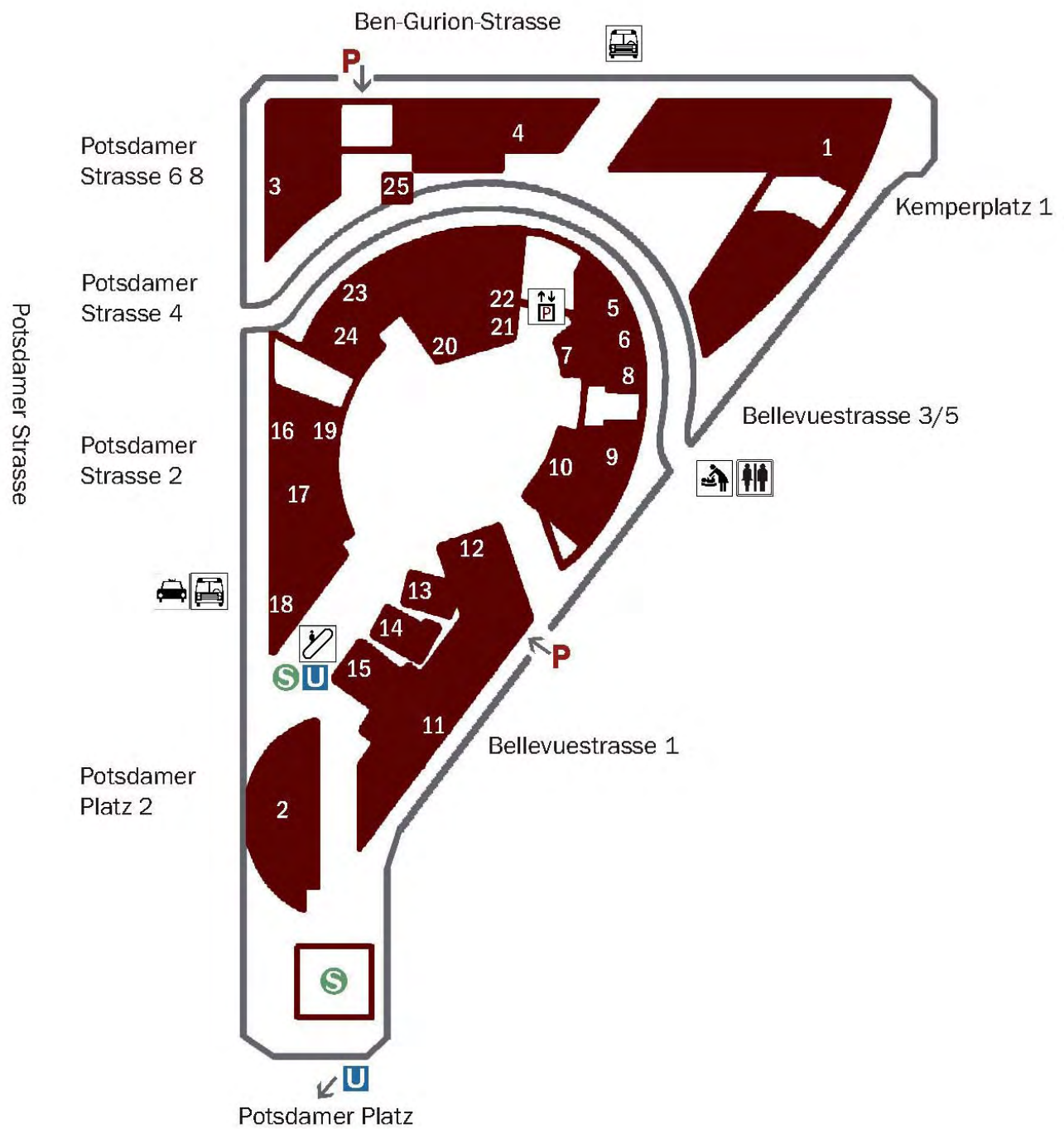


Figure 6: Locations of firms in the Sony Center, matching Table 2

Table 2: Some Properties of the firms in the Sony Center. The 14 firms marked with a background color of grey are innovative firms or involve innovative activities

<u>Location</u>	<u>Tenants</u>	<u>Nationality</u>	<u>Specific property</u>	<u>Headquarters</u>
1	Murphy Jahn Architects	US	Designer of Sony Center	Chicago
3	Sanofi-Aventis	France	World Leading Pharmaceutical Company	Paris
4	DTZ Zadelhoff Tie Leung	UK	World Top Estate Consulting	London
5	EUROEYES Augen-Laser-Zentrum Berlin GmbH	Germany	High-tech Medical Treatment	Hamburg
6	SVA Gruppe	Germany	IT DataCenter Infrastructure	Wiesbaden
12	KAIZEN	Switzerland	Consulting	Zug
1	Fuji TV	Japan	Media and Information	Tokyo
1	Sony	Japan	Integrated	Tokyo
1	Atkon AG	Germany	Broadcast Media	Wiesbaden/Essen
2	Deutsche Bahn Headquarters	Germany	Transportation and Media	Berlin
6	WISAG Gebäude- und Betriebstechnik	Germany	Technical and Infrastructural Service and Consulting	Frankfurt am Main
8	Siemens	Germany	Integrated	Muenchen
9	Werbegemeinschaft Sony Center GbR	Japan		Tokyo
19	Volkswagen startklar	Germany	Automobile Industry	Wolfburg
9	CORPUS SIREO	Germany	Real Estate Management	Duesseldorf
4	Property Management	Germany	Real Estate Management	
9	Argoneo Real Estate GmbH	Germany	Largest in Germany, owned by Morgan Stanley	Frankfurt am Main
9	SOCHRIBEL GmbH		Real Estate Management	
9	Urban Center Management GmbH	Germany	Real Estate Management	Koeln
11	Esplanade Residence		Hotel	
23	Forum Apartments		Real Estate Management	
1	BE-ST Real Estate	Germany	Real Estate Management	
7	Lindenbräu			
10	Corroboree			
10	Café Le Comptoir			
13	Josty Restaurant, Café & Bar			
14	Kaisersaal		Salon/restaurant	
15	Historische Saele		Restaurant	
16	Billy Wilder's			
17	Kino Arsenal			
17	Deutsche Film- und Fernsehakademie			
17	Filmmuseum Berlin			
18	Dunkin' Donuts			
20	Alex Café			
21	CineStar Original and IMAX 3D			
22	CinesStar Kino			
24	Sony Style Store			
25	Legoland Discovery Center			

3.The Macro Level

Analysis at this level is focused on the innovative firms.

Nationality		
Nationality		Frequency
Valid	France	1
	Germany	7
	Japan	2
	Jpan	1
	Switzerland	1
	UK	1
	US	1

Table 3: Nationalities

Scale			
		Frequency	Valid Percent
Valid	National	3	21.4
	International(Europe)	2	14.3
	International(Worldwide)	9	64.3
	Total	14	100.0

Table 4: Scales

Field			
		Frequency	Valid Percent
Valid	ICT	3	21.4
	Consulting	4	28.6
	R&D	2	14.3
	Integrated	5	35.7
	Total	14	100.0

Table 5: Professional Fields

H or B			
		Frequency	Valid Percent
Valid	(Regional)Headquarters	2	14.3
	Branch/Agency	12	85.7
	Total	14	100.0

Table 6: Headquarter or Branch Offices

Field * H location Crosstabulation				
Count		H location		Total
		in the city	outskirt/s uburbs	
Field	ICT	1	2	3
	consulting	4	0	4
	R&D	1	1	2
	integrated	3	1	4
	Total	9	4	13

Table 7: Crosstab of Headquarters and Professional Fields

Field * Visible Promotion Crosstabulation				
Count		Visible Promotion		Total
		no	yes	
Field	ICT	2	1	3
	consulting	3	1	4
	R&D	1	1	2
	integrated	1	3	4
	Total	7	6	13

Table 8: Crosstab of Visual promotions and Professional Fields

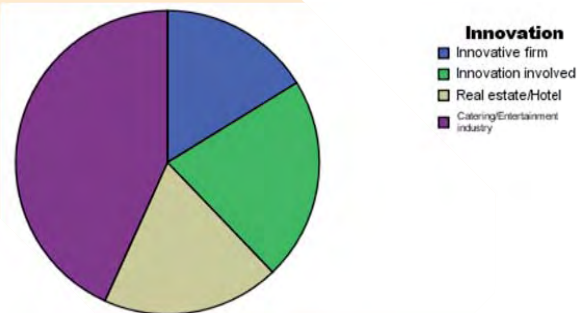


Figure 7: Proportions of Innovative Firms

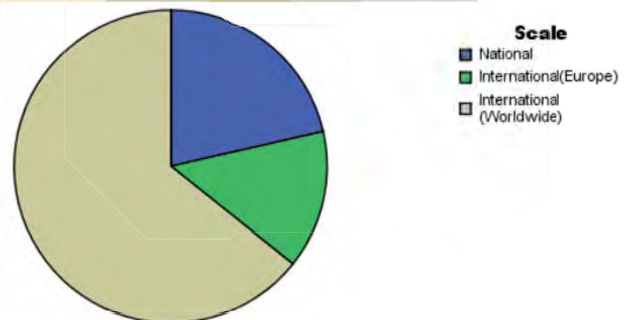


Figure 8: Scales

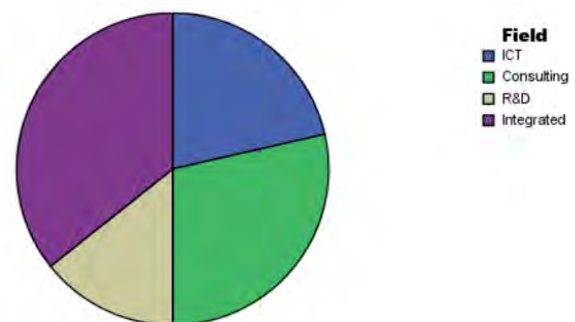


Figure 9: Professional Fields

Mobility Means Prosperity

Postdamer Platz;

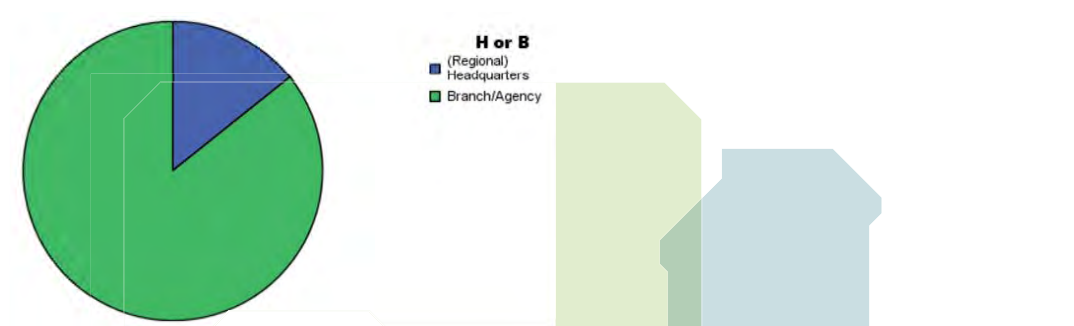


Figure 10: Headquarters or Branch Offices



Figure 11: Locations of Headquarters



Figure 12: Possession of Plants

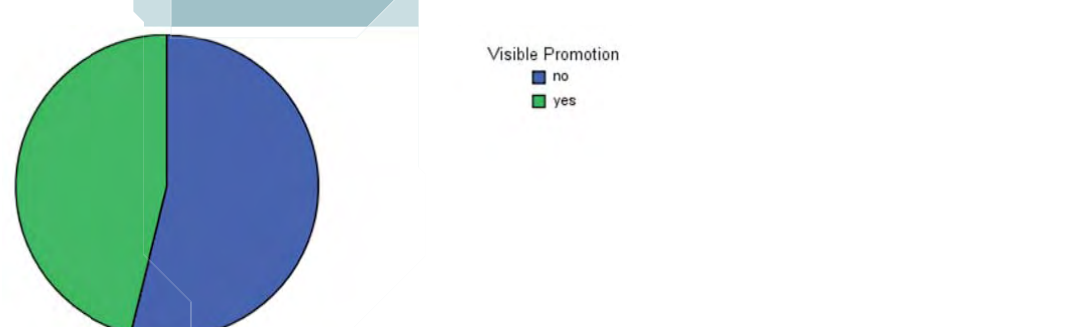


Figure 13: Visual Promotions in the Sony Center

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4.5 Savignyplatz

**Participants: Jurgen Breedijk, Marciej Sokolnicki,
Gloria Riccarducci**

Kriterien der Gentrifizierung am Savignyplatz

Attraktoren :

- zentrale Lage/Innenstadtnähe
- gute Wohnlage
- Gründerzeitquartier/repräsentative Vorderhäuser

Bevölkerungsstruktur

- Verdrängung der ursprünglichen Bewohner durch Angehörige einer jungen gutverdienenden Mittelschicht
- sinkende Bevölkerungsdichte, weniger Kinder und Senioren
- Zuzug von Ausländern mit gleichzeitig zunehmendem Anteil ausländisch bewirtschaftetem Gewerbe

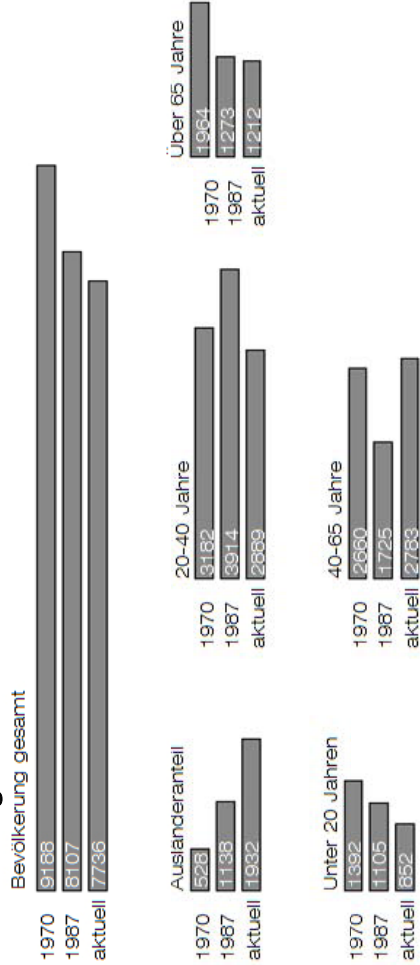
Einzelhandel/Gewerbe

- Monostruktur (Cafés und Restaurants)
- Luxusgeschäfte (Boutiquen, Schuhläden, Feinkost)
- kaum Läden zur Versorgung des täglichen Bedarfs (Bäcker, Fleischer, Gemüseläden)

Wohnungen

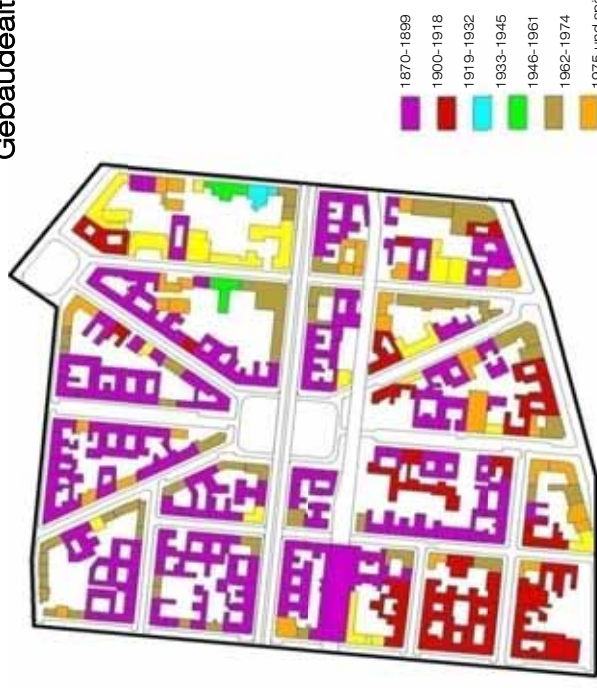
- veränderter Wohnungsschlüssel – sehr hoher Anteil großer Wohnungen
- Wohnungszusammenlegungen
- überdurchschnittlicher Ausstattungsstandard

Bevölkerungsstruktur



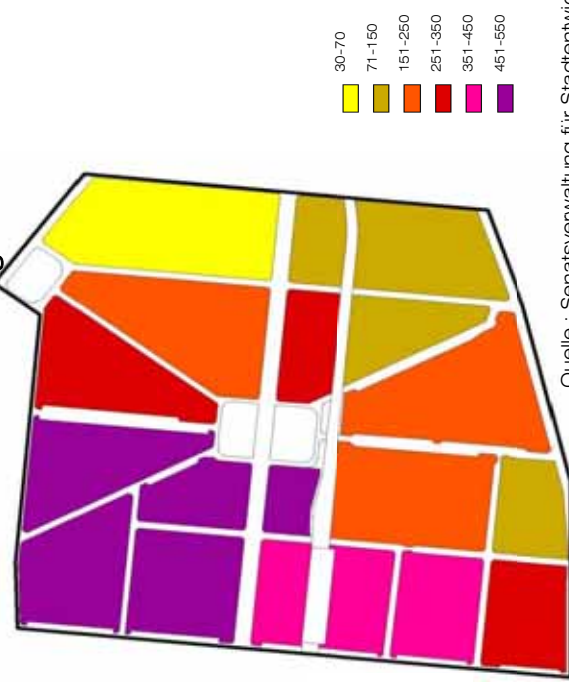
Tilo Freudenberg , Christian Hannig

Gebäudealter



Quelle : Senatsverwaltung für Stadtentwicklung

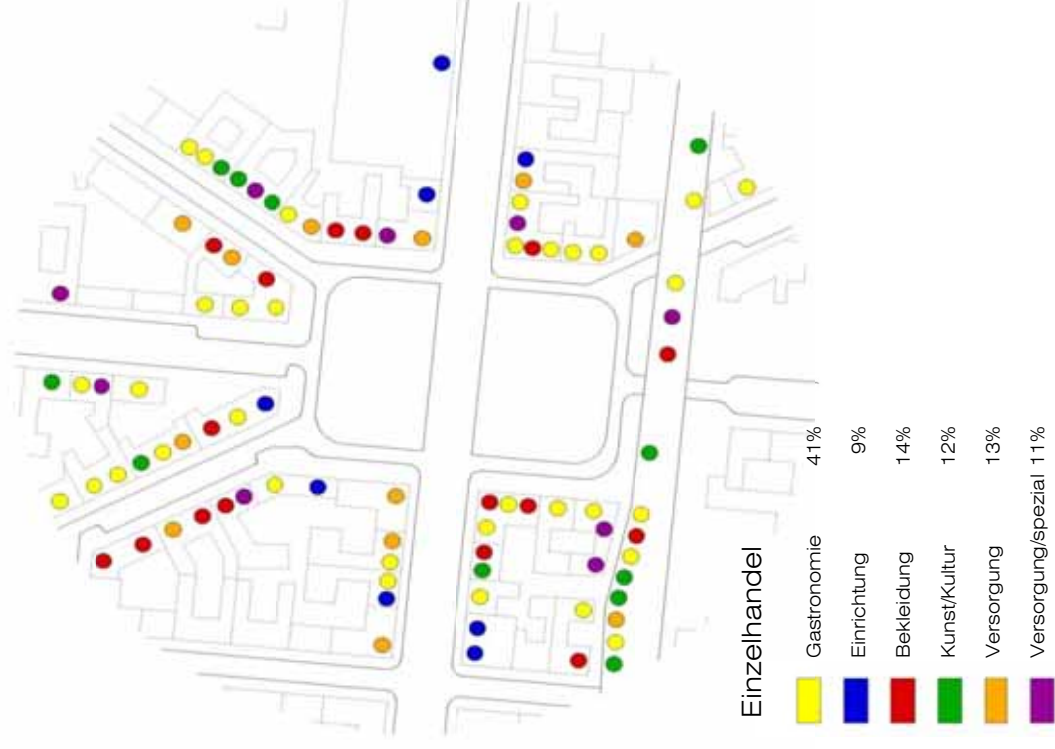
Bevölkerungsdichte - Einwohner/ha



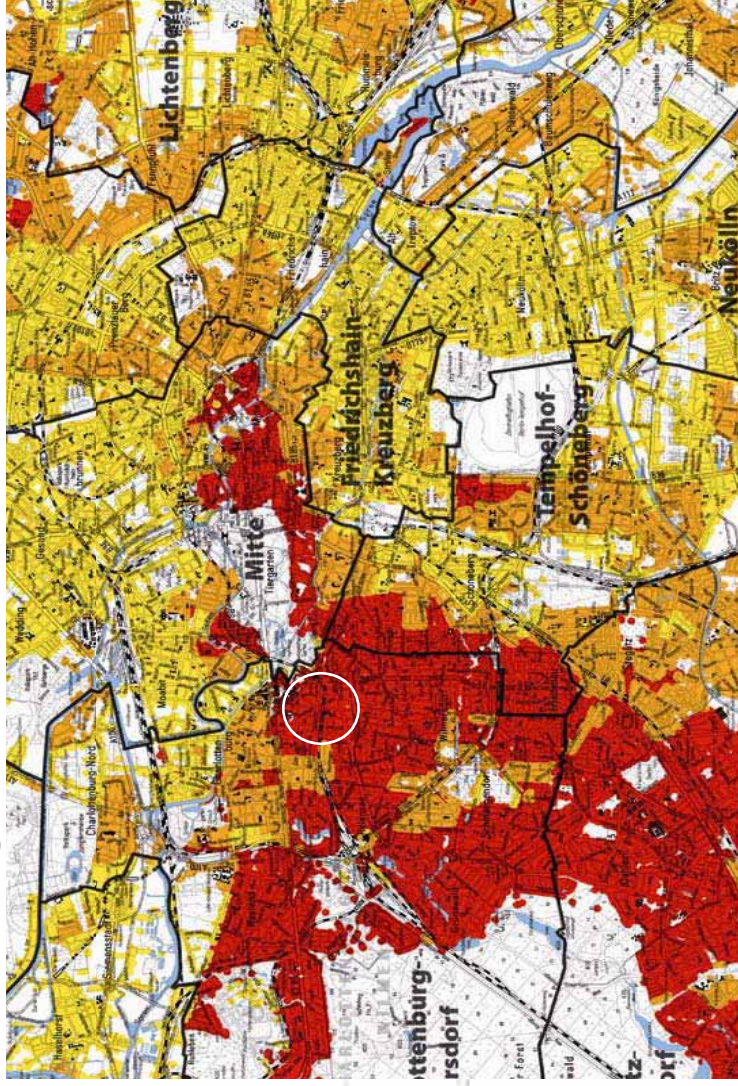
Quelle : Senatsverwaltung für Stadtentwicklung

Savignyplatz

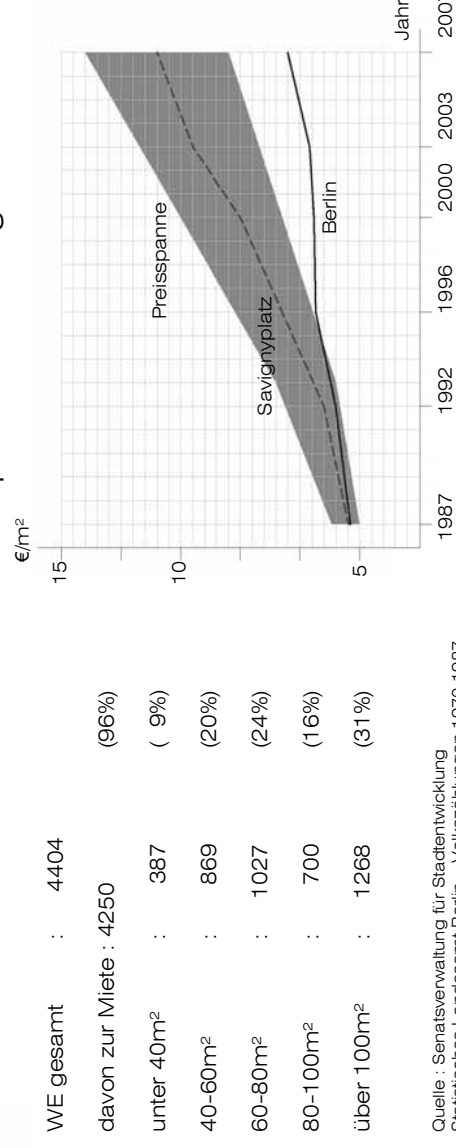
Gewerbestruktur heute



Wohnungssituation



Mietpreisentwicklung

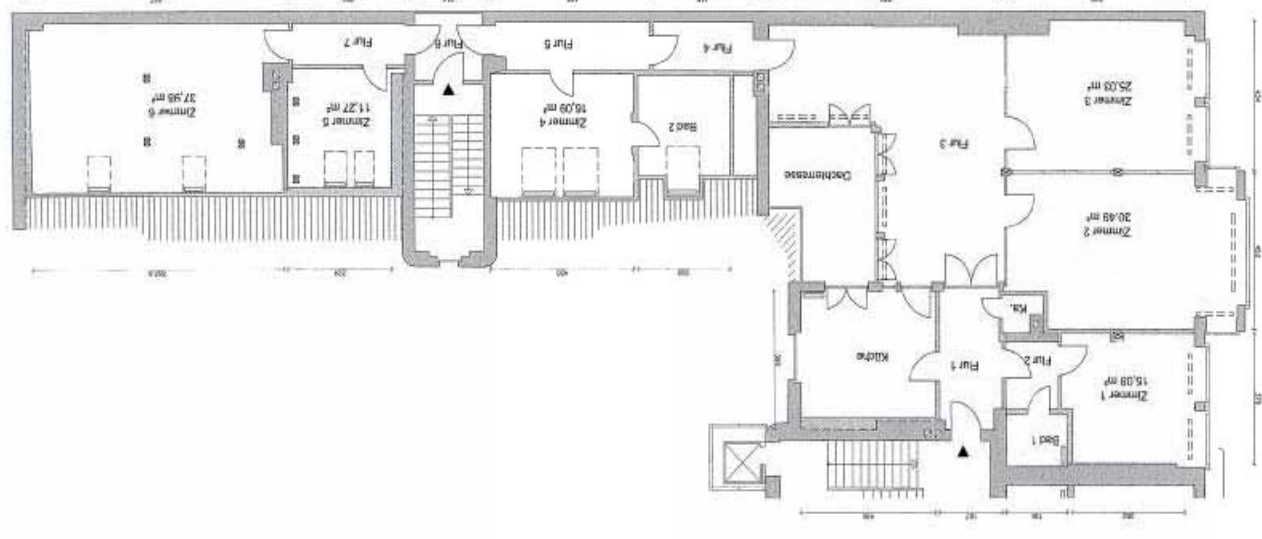
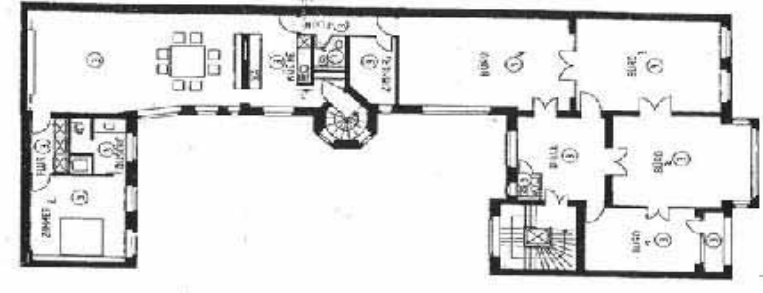


Quelle : eigene Erhebungen 2008

Savignyplatz

Tilo Freudenberg , Christian Hannig

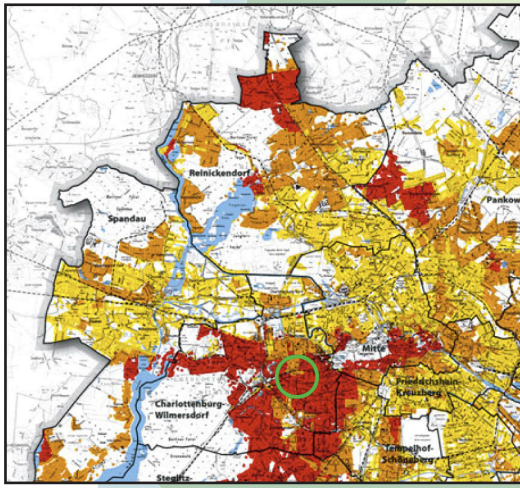
Wohnungen Beispiele



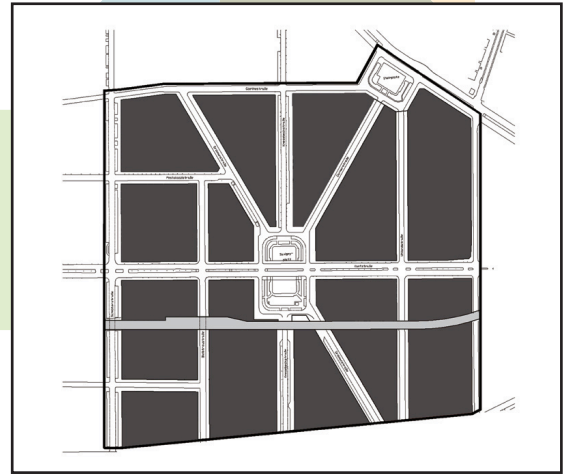
Quelle : immobilienscout24

Savignyplatz

Tilo Freudenberg , Christian Hannig



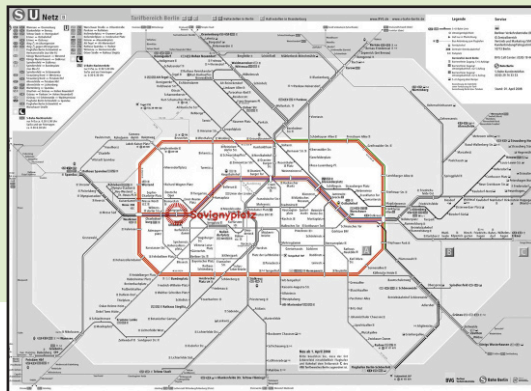
1.1 Position Savignyplatz (red is expensive rent)
Source: Grundstücksamt



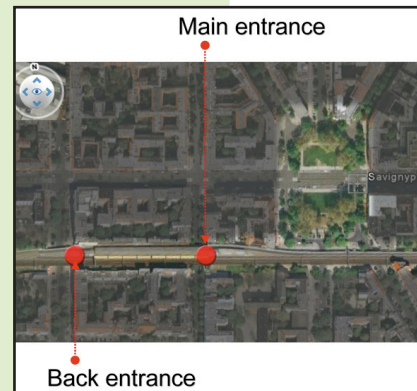
1.2 Research area



1.3 General images urban space



1.5 Savignyplatz in the S-Bahn system



1.6 Front and back entrance of Savignyplatz station



1.7



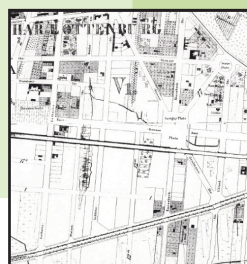
1.8



1.9



1.10 verwaltung 1876



1.11 verwaltung 1888



1.12 verwaltung 1903



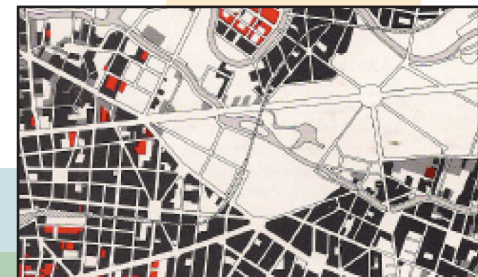
1.13 Pferdenbahnplan



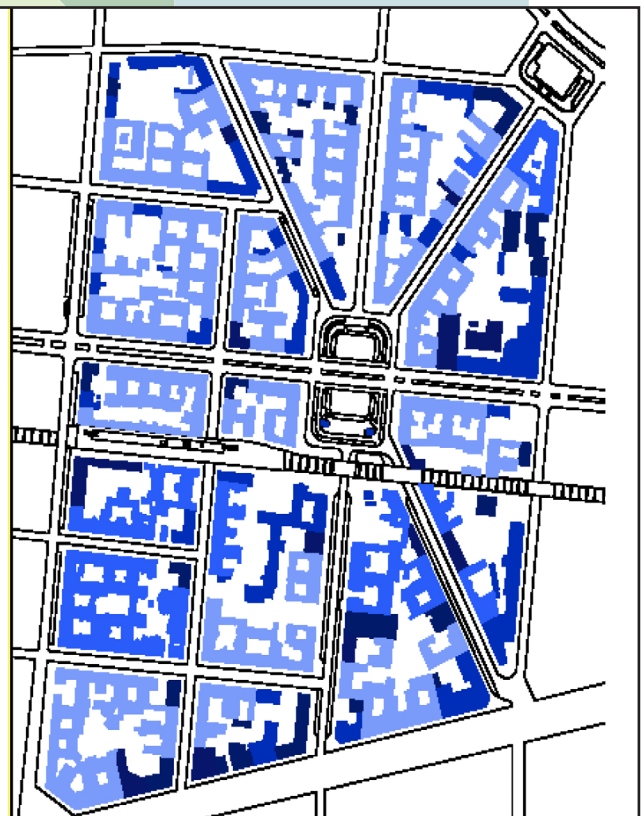
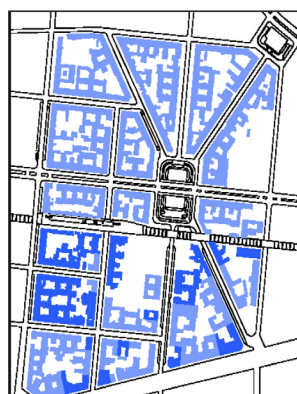
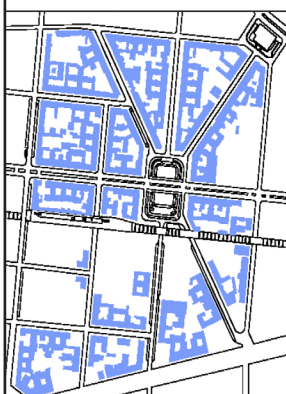
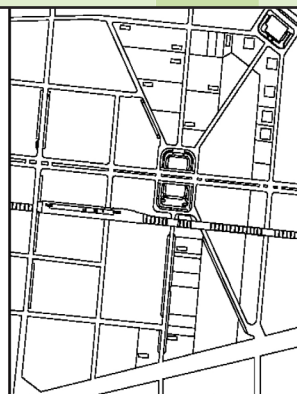
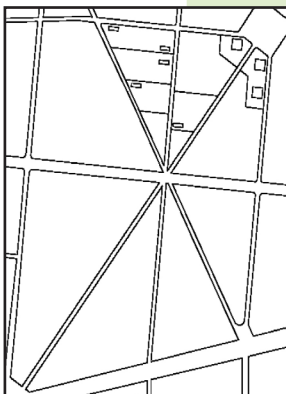
1.14 Gebäudealter 1988



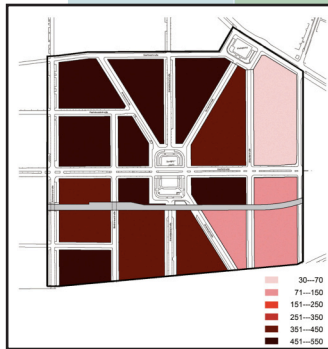
1.15 Savignyplatz 1920



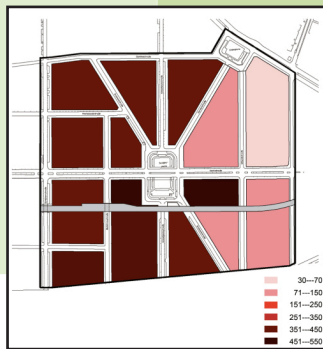
1.16 Rental houses from 1868 until 1925



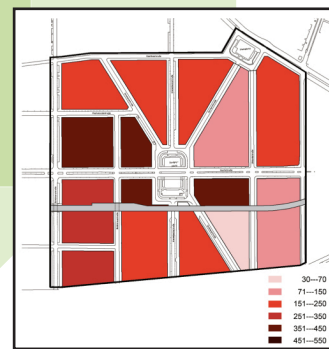
1.17 Reconstruction of houses from 1880 until 1920



1.18 Density map 1970



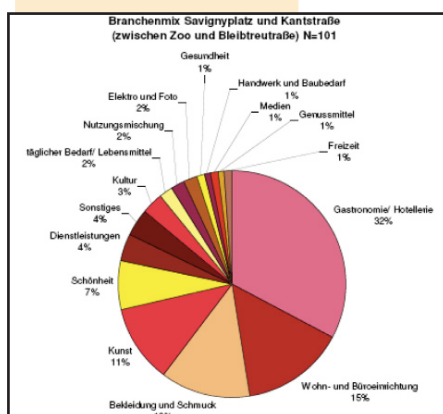
1.19 Density map 1980



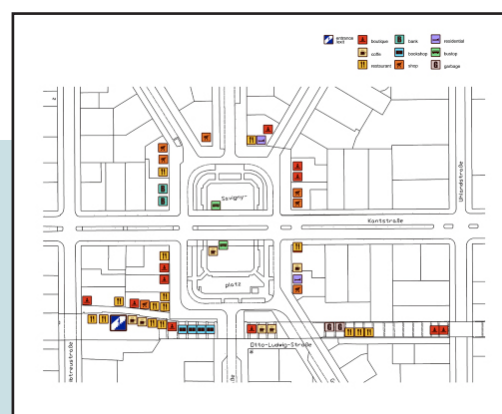
1.2 Density map 2008



1.21 Savignyplatz 1900



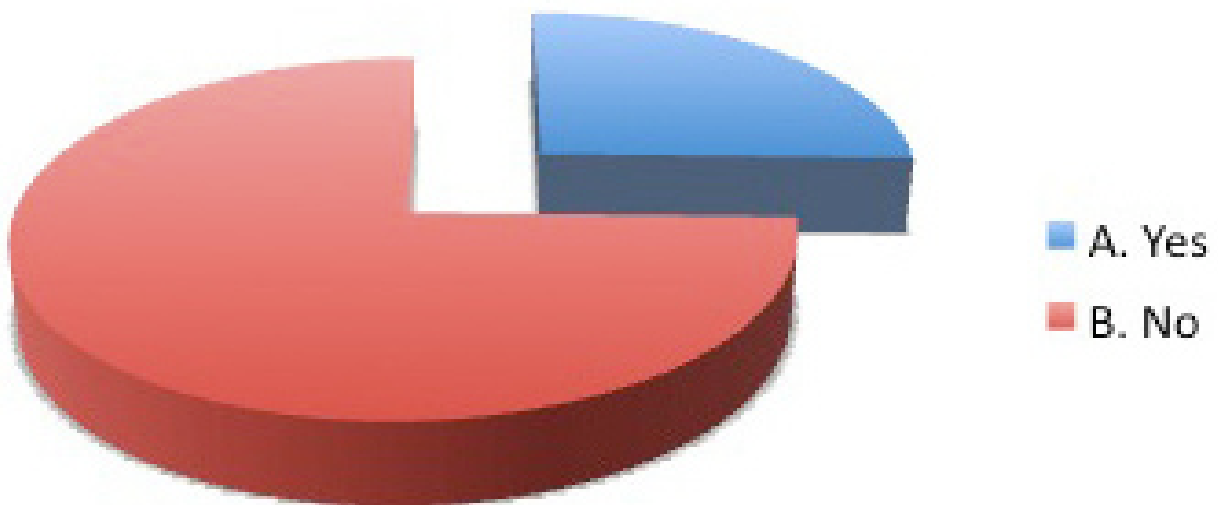
1.22 Different functions



1.23 Map different functions

Are you living near the station Savignyplatz?	
A. Yes	15
B. No	44

Inhabitants of Savigniplatz



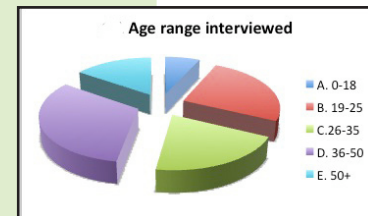
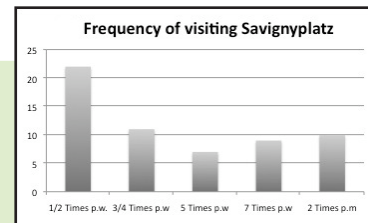
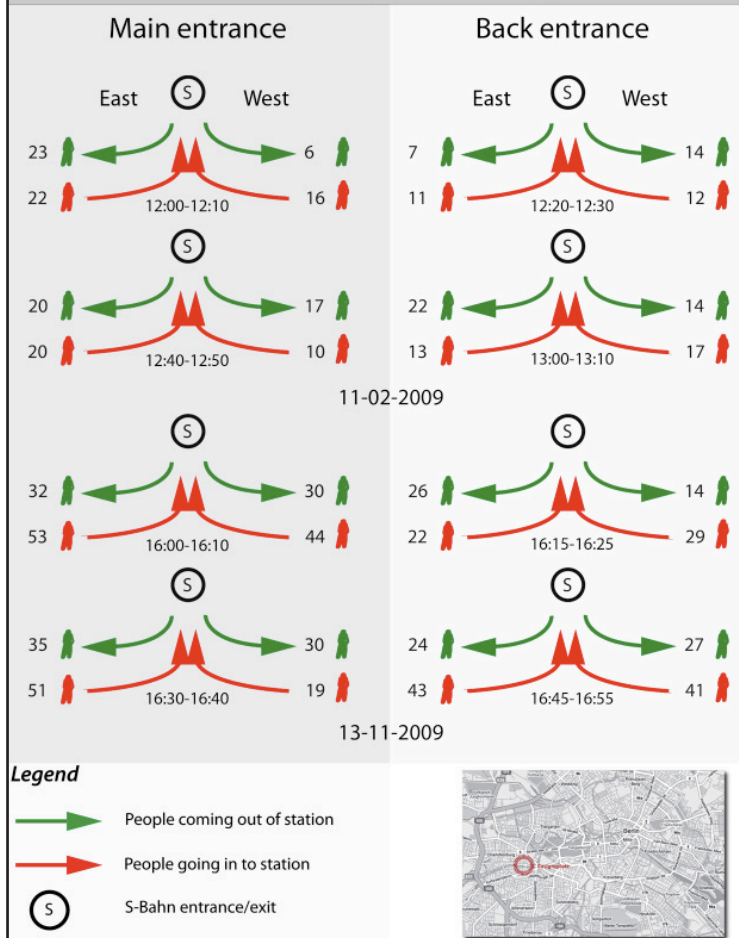
Age range	Amount
A. 0-18	4
B. 19-25	15
C. 26-35	12
D. 36-50	19
E. 50+	9

Frequency	Amount
1/2 Times p.w	22
3/4 Times p.w	11
5 Times p.w	7
7 Times p.w	9
2 Times p.m	10



Occupation	Amount
A. Working	31
B. Studying	15
C. Social work	2
D. Other	11

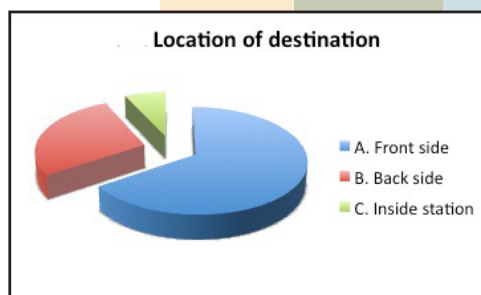
Counting Diagram



Purpose	Amount
A. Shopping	7
B. Working	23
C. Recreation	15
D. Other	14

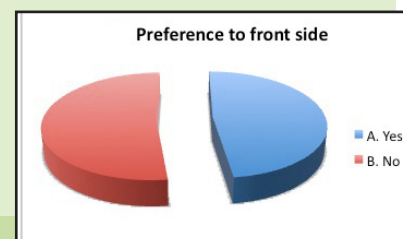


1.26 Interview and counting diagram

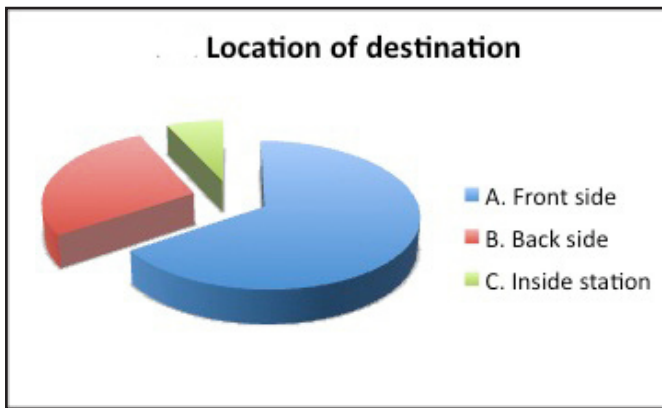


Side	Amount
A. Front side	19
B. Back side	8
C. Inside	2

Picture	Amount
A.	21
B.	12
C.	24
D.	2



1.3 Images from interview



Side	Amount
A. Front side	19
B. Back side	8
C. Inside	2

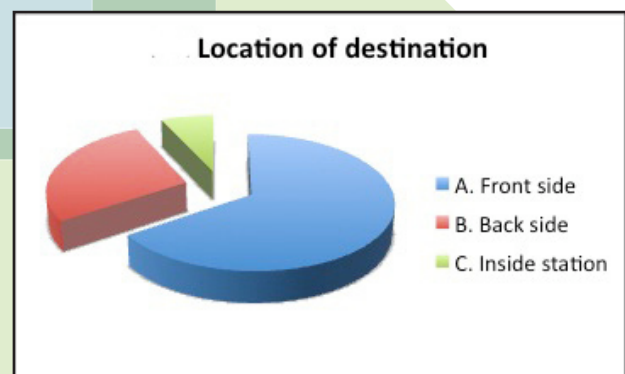
Do you have a preference for the front side?

A. Yes	12
B. No	13

Side	Amount
A. Front side	19
B. Back side	8
C. Inside	2

Side	Amount
A. Front side	19
B. Back side	8
C. Inside	2

Picture	Amount
A.	21
B.	12
C.	24
D.	2



1.27 Interviews and counting image of space



1.28 Used images for interview

LOCATION	Savignyplatz			
participants	QUESTION 1			
	1st. Arches	2nd. Arches	1st. Station	2nd. Station
1	Savignyplatz		Charlottenburg	Zoologischer Garten
2	Savignyplatz		Tiergarten	Hackeschermarkt
3	Hackeschermarkt	Savignyplatz	Zoologischer Garten	Hackeschermarkt
4	Friedrichstrasse	Savignyplatz	Charlottenburg	Hackeschermarkt
5	Hackeschermarkt	Savignyplatz	Charlottenburg	Tiergarten
6	Tierharten	Savignyplatz	Friedrichstrasse	Hackeschermarkt
7	Savignyplatz		Alexanderplatz	Hackeschermarkt
8	Hackeschermarkt		Charlottenburg	Tiergarten
9	Alexanderplatz		Friedrichstrasse	Charlottenburg
10	Savignyplatz		Zoologischer Garten	Charlottenburg
11	Hackeschermarkt	Savignyplatz	Zoologischer Garten	Friedrichstrasse
12	Savignyplatz		Charlottenburg	Friedrichstrasse
13	Savignyplatz		Charlottenburg	Zoologischer Garten
14	Alexanderplatz		Bellevue	Zoologischer Garten
15	Hackeschermarkt		Charlottenburg	Zoologischer Garten
16	Savignyplatz		Charlottenburg	Zoologischer Garten
17	Friedrichstrasse		Charlottenburg	Zoologischer Garten
18	Hackeschermarkt		Tiergarten	Zoologischer Garten
19	Savignyplatz		Zoologischer Garten	Charlottenburg
20	Savignyplatz	Hackeschermarkt	Friedrichstrasse	Zoologischer Garten
21	Hackeschermarkt	Savignyplatz	Zoologischer Garten	Hackeschermarkt
22	Savignyplatz	Alexanderplatz	Charlottenburg	Hackeschermarkt
23	Hackeschermarkt	Savignyplatz	Zoologischer Garten	Hackeschermarkt
24	Savignyplatz	Alexanderplatz	Zoologischer Garten	Hackeschermarkt
25	Alexanderplatz		Friedrichstrasse	Bellevue
26	Savignyplatz	Hackeschermarkt	Zoologischer Garten	Friedrichstrasse
27	Tierharten		Charlottenburg	Zoologischer Garten
28	Tierharten		Tiergarten	Charlottenburg
29	Savignyplatz	Hackeschermarkt	Charlottenburg	Zoologischer Garten
30	Hackeschermarkt		Charlottenburg	Friedrichstrasse
31	Jannowitzbrücke		Zoologischer Garten	Friedrichstrasse
32	Tierharten	Hackeschermarkt	Hauptbahnhof	Charlottenburg
33	Hackeschermarkt	Janowitzbrücke	Friedrichstrasse	Hackeschermarkt
34	Savignyplatz	Friedrichstrasse	Charlottenburg	Friedrichstrasse
35	Savignyplatz	Hackeschermarkt	Charlottenburg	Friedrichstrasse
36	Tierharten		Charlottenburg	Zoologischer Garten
37	Savignyplatz	Ostbahnhof	Zoologischer Garten	Charlottenburg
38	Friedrichstrasse		Charlottenburg	Friedrichstrasse
39	Hackeschermarkt	Savignyplatz	Alexanderplatz	Zoologischer Garten
40	Friedrichstrasse	Tiergarten	Charlottenburg	Hauptbahnhof
41	Savignyplatz	Hackeschermarkt	Charlottenburg	Friedrichstrasse
42	Savignyplatz		Friedrichstrasse	Charlottenburg
43	Hackeschermarkt	Savignyplatz	Charlottenburg	Zoologischer Garten
44	Hackeschermarkt	Friedrichstrasse	Charlottenburg	Alexanderplatz
45	Savignyplatz		Zoologischer Garten	Charlottenburg
46	Savignyplatz		Zoologischer Garten	Hackeschermarkt
47	Savignyplatz		Charlottenburg	Zoologischer Garten
48	Hackeschermarkt	Savignyplatz	Hauptbahnhof	Charlottenburg

LOCATION	Savignyplatz			
participants	QUESTION 1			
	1st. Arches	2nd. Arches	1st. Station	2nd. Station
49	Savignyplatz	Tiergarten	Charlottenburg	Zoologischer Garten
50	Savignyplatz		Bellevue	Zoologischer Garten
51	Friedrichstrasse		Zoologischer Garten	Tiergarten
52	Savignyplatz		Tiergarten	Zoologischer Garten
53	Savignyplatz		Hackeschermarkt	Hackeschermarkt
54	Friedrichstrasse		Charlottenburg	Zoologischer Garten
55	Savignyplatz		Friedrichstrasse	Zoologischer Garten
56	Savignyplatz		Zoologischer Garten	Friedrichstrasse
57	Savignyplatz	Hackeschermarkt	Zoologischer Garten	Charlottenburg
58	Hackeschermarkt	Friedrichstrasse	Alexanderplatz	Friedrichstrasse
59	Ostbahnhof	Friedrichstrasse	Friedrichstrasse	Zoologischer Garten
60	Savignyplatz		Zoologischer Garten	Charlottenburg
	QUESTION 2			
	visit the arches	purpose for the arches	purpose for station	
1		working	usually travel	
2		cafe	usually travel	
3	xx	shop	daily travel	
4	xx	tourist_technical_Hsitory	usually travel	
5	x	tourist_technical_Hsitory	daily travel	
6	x	nightlife	interchange point	
7		tourist_technical_Hsitory	usually travel	
8		restaurant	daily travel	
9	xx	shop	usually travel	
10		tourist	daily travel	
11		gallery	usually travel	
12	xx	tourist	daily travel	
13	xx	cafe	usually travel	
14		shop	usually travel	
15	xx	tourist	usually travel	
16		cafe	usually travel	
17	x	cafe	interchange point	
18		shop	interchange point	
19	x	working	usually travel	
20	x	cafe	usually travel	
21		cafe	usually travel	
22		cafe	interchange point	
23		tourist	daily travel	
24		working	usually travel	
25		working	interchange point	
26		restaurant	usually travel	
27	x	restaurant	usually travel	
28		cafe	usually travel	
29		shop	interchange point	
30	xx	working	usually travel	
31	xx	cafe	usually travel	
32	x	restaurant	interchange point	
33		tourist_history	daily travel	
34	xx	tourist	usually travel	

LOCATION	Savignyplatz						
	QUESTION 2						
	visit the arches	purpose for the arches		purpose for station			
35	xx		shop		interchange point		
36			working		usually travel		
37			shop		usually travel		
38			tourist		usually travel		
39			cafe		usually travel		
40			cafe		usually travel		
41			restaurant		usually travel		
42			working		usually travel		
43		xx		cafe		daily travel	
44				cafe		usually travel	
45			shop		usually travel		
46			cafe		usually travel		
47			cafe		daily travel		
48	xx		cafe		interchange point		
49			cafe		interchange point		
50			cafe		usually travel		
51	x		cafe		daily travel		
52			nightlife		usually travel		
53	x		tourist_history		daily travel		
54			restaurant		usually travel		
55	x		cafe		usually travel		
56	x		working_galery		daily travel		
57	xx		tourist_technical		usually travel		
58	xx		cafe		interchange point		
59	x		restaurant		usually travel		
60	xx		cafe		usually travel		
participants	QUESTION 3		personal information		1: 15-20 35-60	2: 20-35 4: 60 +	3:
	intermodality/ centrality	comments	domicile	Tourist	age	traffic to the place	
1	yes		Düsseldorferstr/WI		3	public trans.	
2	yes		Stuttgarter Platz		3	walking	
3	intermodality what is this?		Warnetr/WI		3	bike	
4	I don't use the offer	To expensive	Schlüterstr	x	3	public trans.	
5	not my route		Grolmannstr		3	public trans.	
6	yes	To expensive	Sybelstr		4	bike	
7	yes	Good purpose	Stephanstr/WE		1	public trans.	
8	no idea		Sybelstr		4	walking	
9	no idea		Siemestr/TI		4	public trans.	
10	no idea		Osloerstr/WED		4	walking	
11	I don't use the offer	What is about the main station Zoologischer Garten	Friedrichstr		4	public trans.	
12	I don't use the offer		Stuttgarter Platz		3	public trans.	

LOCATION Savignyplatz						
participants	QUESTION 3		personal information			
	intermodality/ centrality	comments	domicile	Tourist	age	traffic to the place
13	no idea	I am not good informed about the changes. I don't understand the idea to reduce the use of Zoologischer Garten	Holländerstr/REIN		2	walking
14	I go shopping	to expensive	Kantstr		1	public trans.
15	yes		Grolmanstr		1	public trans.
16	no idea		Nordufer/WED		2	walking
17	intermodality	to expensive	Kurfürstendamm		3	public trans.
18	no idea		Fassanenstr	x		public trans.
19	I don't use the offer		Hertzallee	x	2	public trans.
20	no		Berlinerstr/WI		2	walking
21	I don't use the offer		Sybelstr		4	public trans.
22	no	Why? How can I use this?	Niebuhrstr		1	public trans.
23	no idea		Kantstr		3	public trans.
24	not my route		Kantstr		1	walking
25	I don't use the train		Stuttgarter Platz		2	public trans.
26	I don't use the offer		Bleibstreustr	x	2	walking
27	no idea		Cramerstr		4	bike
28	I don't use the offer	I don't like the station it is to far away for me	Uhlandstr		1	public trans.
29	I don't use the offer		Turmstr/TI		4	public trans.
30	no idea	I travel only with the bike and I don't like the crowded public transp..	Niebuhrstr		4	bike
31	I travel with the car only		Falterweg/ZEH		1	car
32	no idea	I am not good informed about the changes. I don't understand the idea to reduce the use of Zoologischer Garten	Grolmannstr	x	4	public trans.
33	I don't use the train	I like the station	Max-Dohrn Str		2	public trans.
34	I don't use the offer		Cramerstr	x	1	walking
35	no idea		Mühlenstr/Pankow		3	public trans.

LOCATION	Savignyplatz						
participants	QUESTION 3		personal information		1: 15-20 35-60	2: 20-35 4: 60 +	3:
	intermodality/ centrality	comments	domicile	Tourist	age	traffic to the place	
36	I go shopping	I like the station	Grolmanstr		2	public trans.	
37	no idea		Sybelstr		1	bike	
38	I don't use the offer		Mommсенstr		2	walking	
39	no idea		Schützestr	x	3	walking	
40	no idea		Uhlandstr	x	2	walking	
41	I travel with the bike only		Kurfürstendamm		4	walking	
42	I don't use the offer		Mohrenstr		4	walking	
43	I don't use the train		Kantstr		4	walking	
44	I don't use the offer		Mommсенstr		3	walking	
45	I travel with the bike only		Wittenbergplatz		4	bike	
46	I don't use the offer		EisenacherStr/WI		2	walking	
47	yes		Atilastr/STE		1	walking	
48	I don't use the offer		HolsteinischeStr/WI		2	public trans.	
49	yes		Mohrenstr			car	
50	I don't use the offer		Königsallee/ZEH	x	4	public trans.	
51	I go shopping		Cramerstr		3	public trans.	
52	I go shopping		Uhlandstr		2	bike	
53	intermodality what is this?		Cramerstr		4	car	
54	no		Klopstockstr/TI		3	public trans.	
55	yes		Stuttgarter Platz		2	walking	
56	no idea	I am not good informed about the changes. I don't understand the idea to reduce the use of Zoologischer Garten	Grolmanstr		1	bike	
57	yes		KranzerStr/WI		4	public trans.	
58	yes		Agricolastr/TI		3	walking	
59	I don't use the offer		Güntzelstr/WI		1	walking	
60	no idea		Mohrenstr		3	public trans.	

4. *‘Mobility means prosperity’: Case study Berlin: The Development of Urban Transport Infrastructure in Urban Space, Research Seminar 2008/2009*

4.6 Jannowitzbrücke

Participants: Malgarzata Ratajczak, Christoph Basler, Dirk Langer, Barbara Alaniz, Gao Shusan

politics

vision of Berlin as the creative capital of europe

The berlin senate defined the Media Spree area as an area for cultural economy.

It is the leading project of the urban development concept of Berlin until 2020. The city has to be turned into the no. 1 site in Media and Communication in europe.

Media Spree wants to be a place for big companies, similar to the Hamburg Hafen City or the Lomdon Docklands.

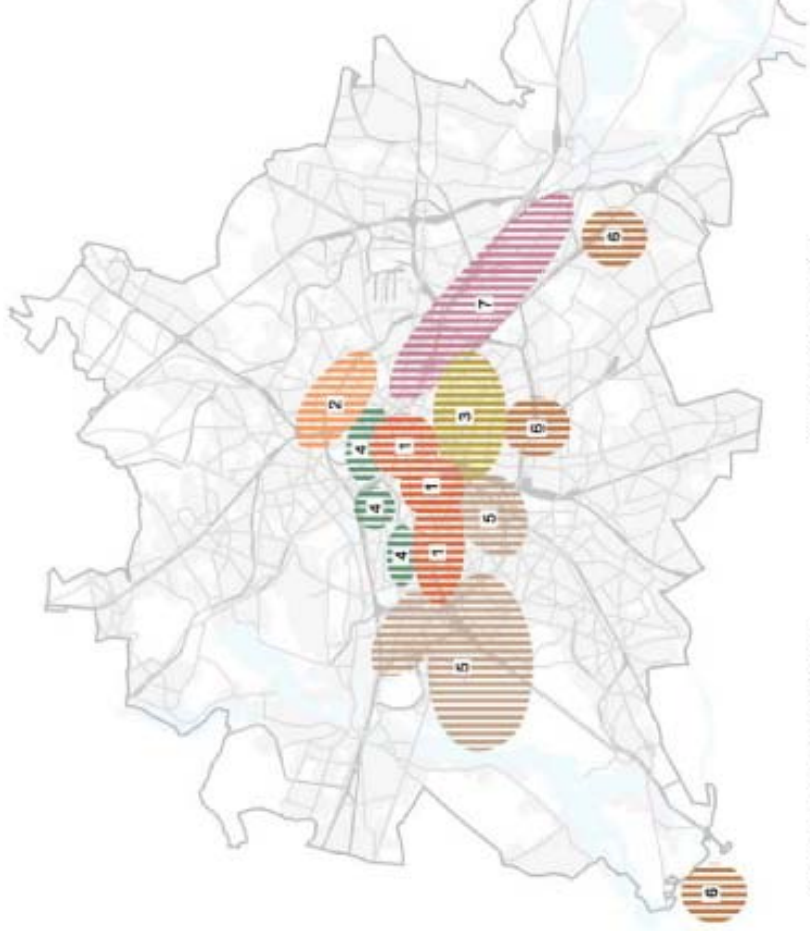
In this concept there is no place for intermediate users which are part of the identity of Berlin.



Kiki blofeld



bar 25



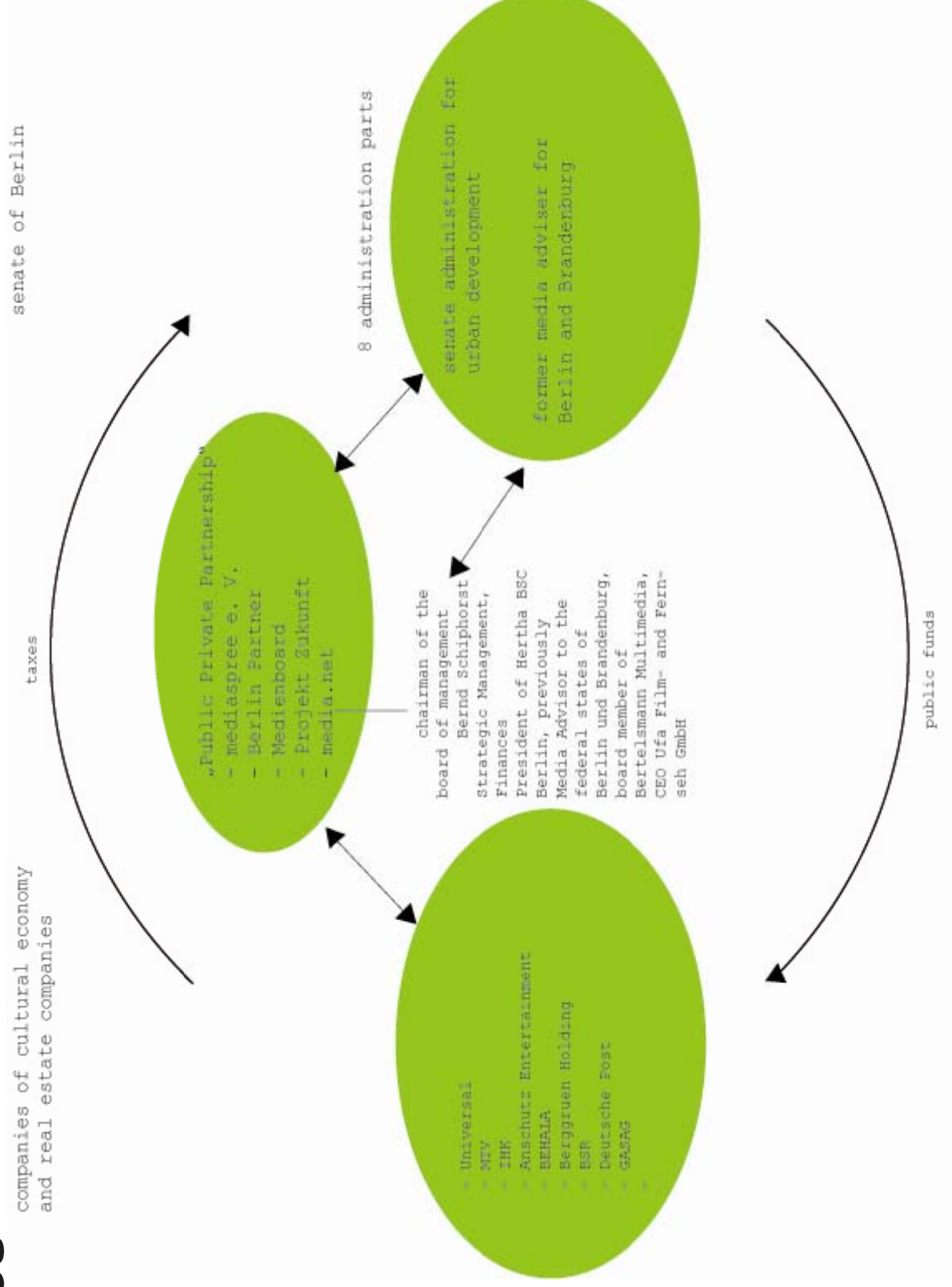
Raumtypen der Kulturwirtschaft

- 1 Touristische Flanier- bzw. Entertainmentgebiete und Standorte international wettbewerbsfähiger Unternehmen der Kulturwirtschaft
- 2 Touristisches Szenequartier mit kreativen Produktions- und Dienstleistungsunternehmen der Kulturwirtschaft
- 3 Ethnisch geprägtes Stadtquartier mit kreativen Produktions- und Dienstleistungsunternehmen der Kulturwirtschaft
- 4 Lokale Ausstrahlungsorte von Kunst-, Musik-, Design-, FilmMedien- und Softwarehochschulen
- 5 Gebiete etablierter Produktions- und Dienstleistungsunternehmen der Kulturwirtschaft mit "guter Adresse"
- 6 Gewachshaus bzw. ausgewiesene Gewerbegebiete für TV, Medien und IT
- 7 Erhebungsraum der Kulturwirtschaft

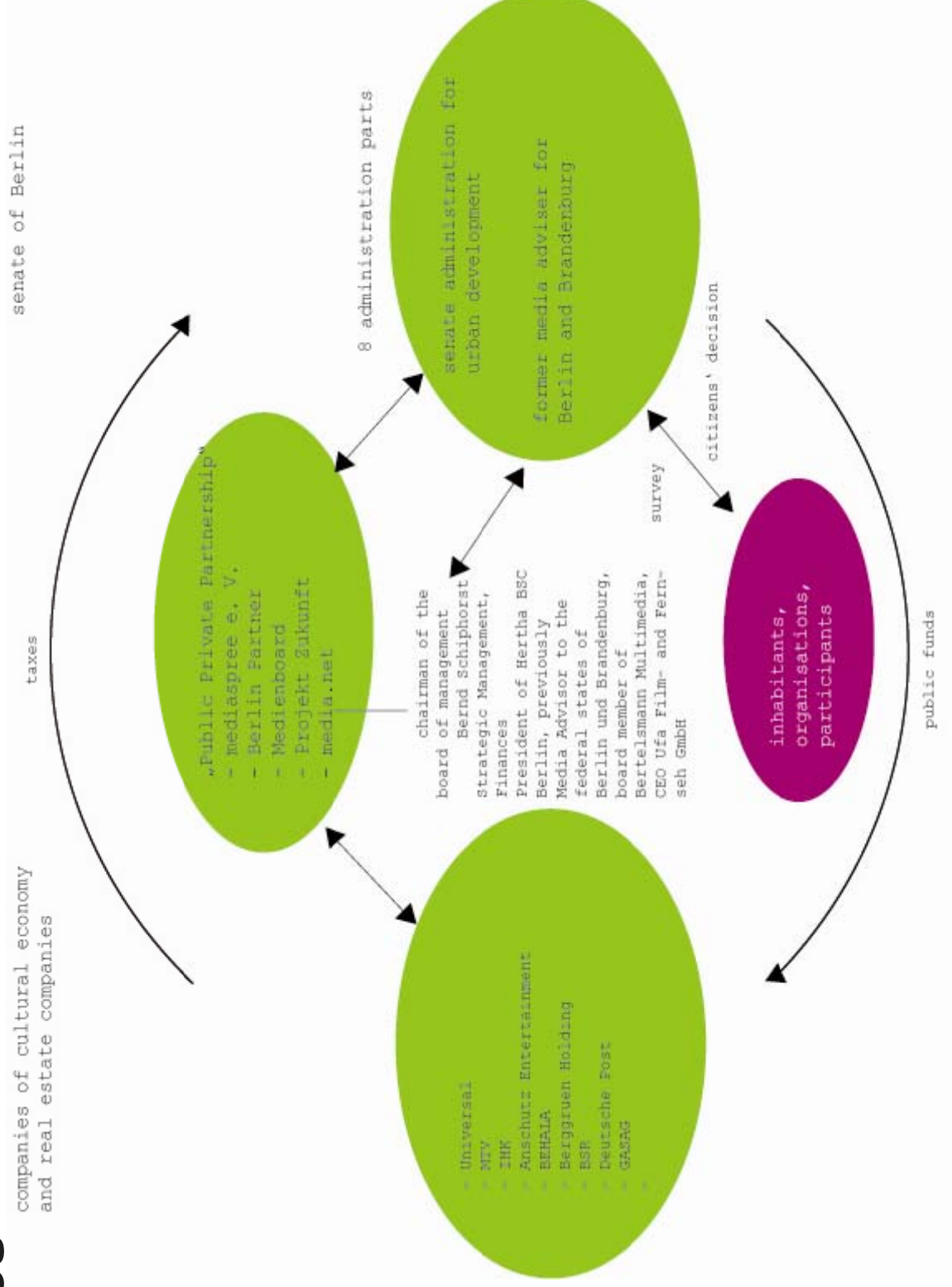
Handlungsanforderungen

- Stärkung der Zentrumsfunktionen durch Kultur und Kulturwirtschaft
- Weiterentwicklung touristisch relevanter Angebote der Kulturwirtschaft
- Schaffung von Transparenz über das Angebot an preisgünstigen Gewerbe- und Wohnflächen
- Schaffung von Transparenz über das Angebot an preisgünstigen Gewerbe- und Wohnflächen
- zurzeit keine
- Erweiterung der Gewerbeflächen der Kulturwirtschaft bei sich abzeichnender Nachfrage und gegebenenfalls Maßnahmen zur Aufwertung
- Von der Integrierung zur nachhaltigen Nutzung durch Kultur und Kulturwirtschaft

politics



politics



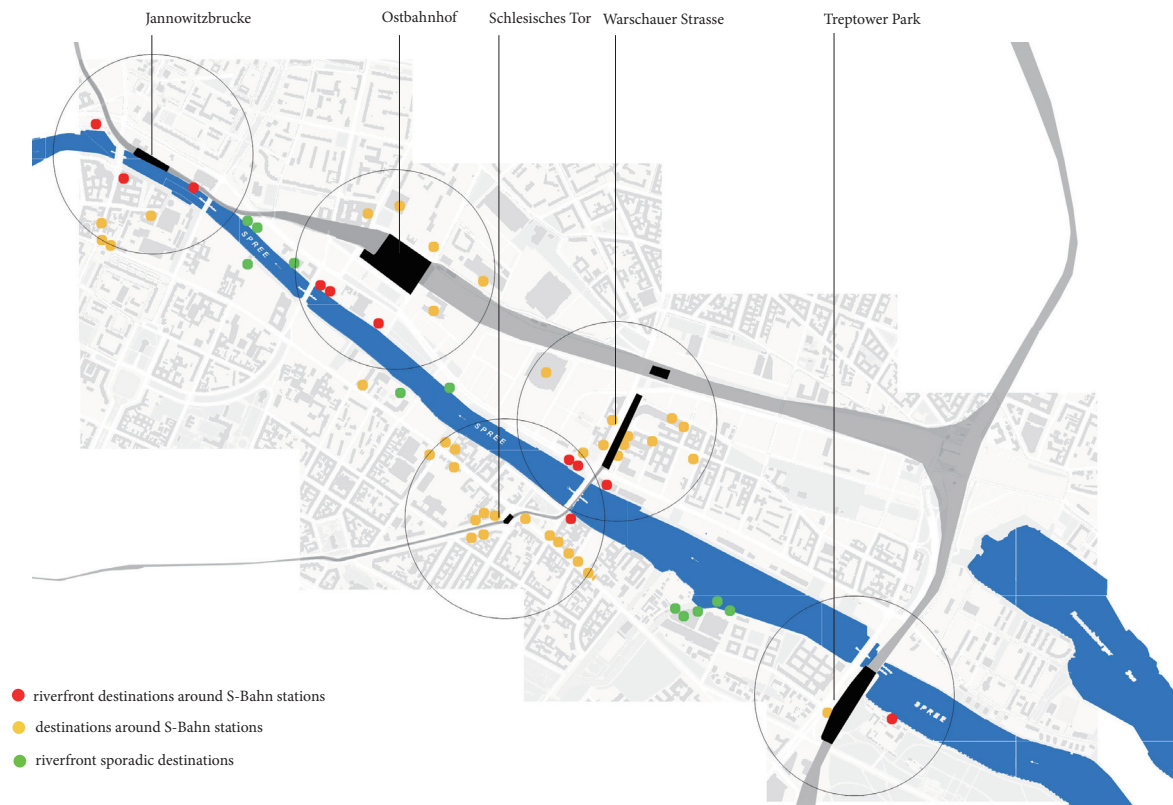
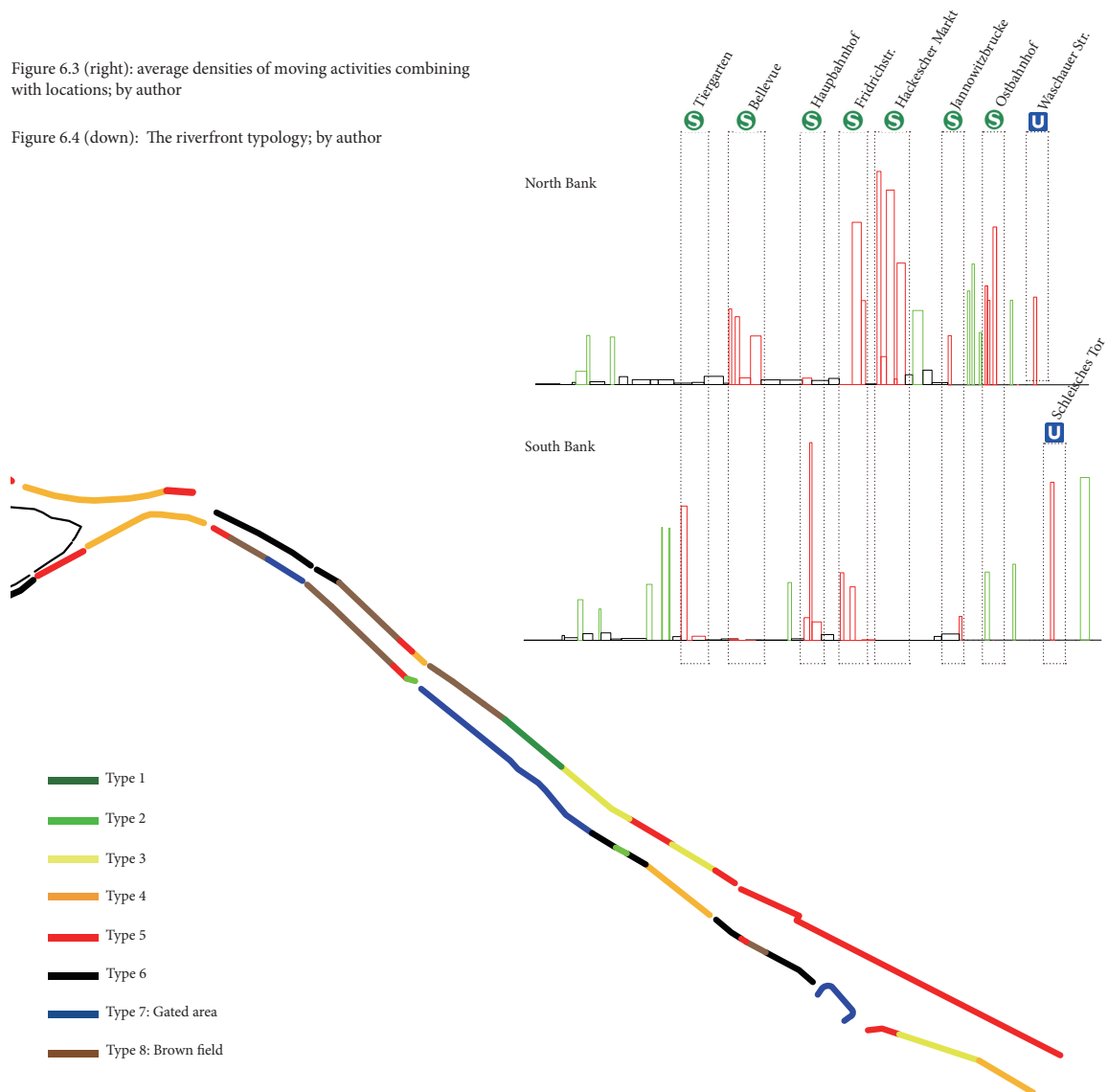


Figure 6.2: activities on the site; by the author

Figure 6.3 (right): average densities of moving activities combining with locations; by author

Figure 6.4 (down): The riverfront typology; by author



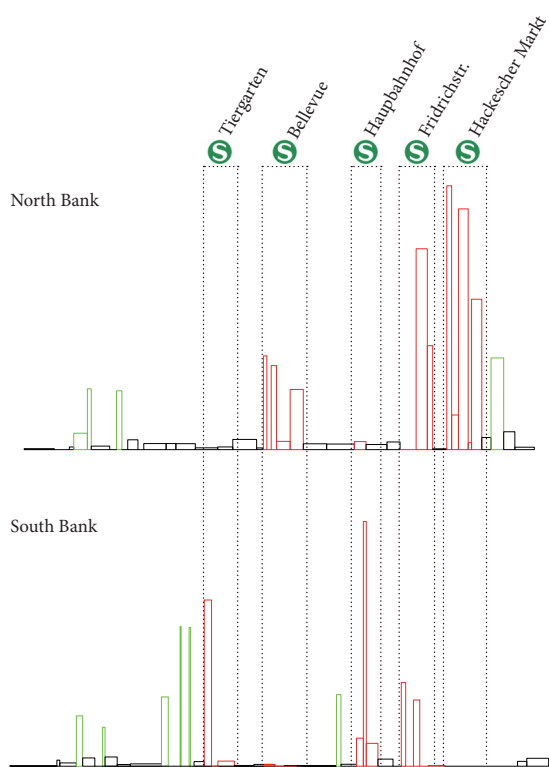
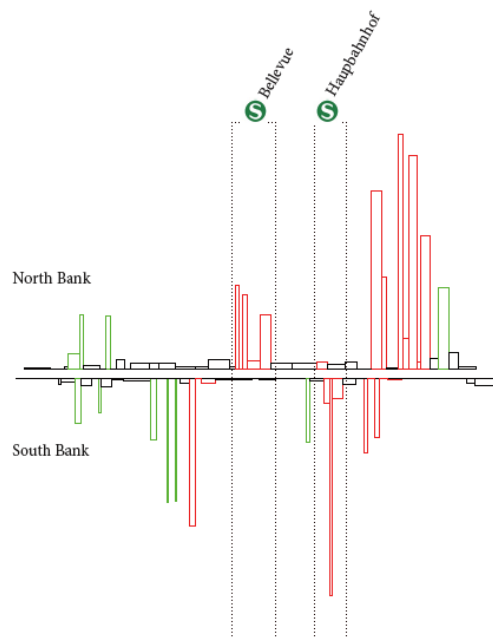


Figure 4.1: average densities of still activities combining with locations; by author

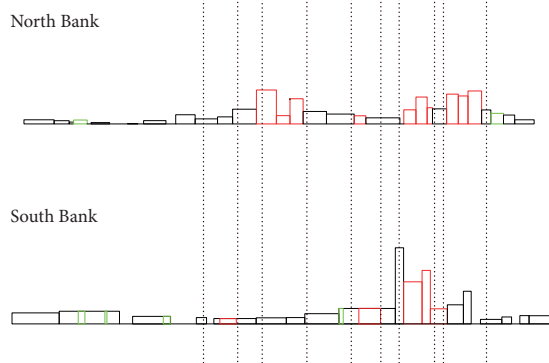


Figure 4.2: average densities of moving activities combining with locations; by author

- S-Bahn station
- riverfront destinations
- major attractions

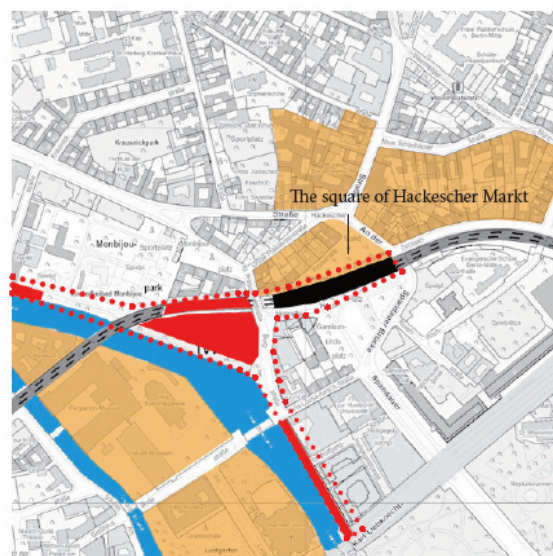


Figure 5.1.1.1: The unorganized riverfront area near the S-Bahn station Hackescher Markt; by author

- S-Bahn station
- riverfront destinations
- major attractions

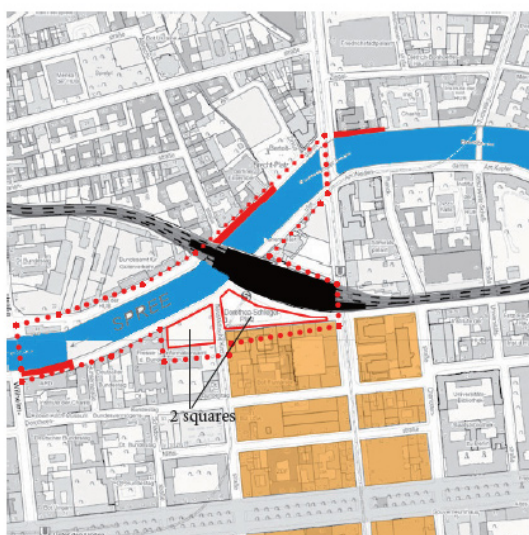


Figure 5.1.1.2: The unorganized riverfront area near S-Bahn station Friedrichstr.; by author

LOCATION	Jannowitzbrücke 12th. February 2009 , 9.00 - 11.00			
	The station is very empty. A lot of people are passing by and several shops in the station are opening there business. People use to leave. This is today no place to stay. People are rushing and not in mood to respond questions.			
	QUESTION 1			
questions participants	purpose for visit Jannowitzbrücke	transportation mode	purpose/Final destination	intensity of uses
1	final destination	Subway	Arrival to work	daily travel
2	point of departure	S-Bahn	way to work	
3	Interchange to subway	S-Bahn/subway	way to work	daily travel
4	final destination	S-Bahn	Arrival to work	daily travel
5	final destination	S-Bahn	Arrival to work	daily travel
6	Interchange to subway	S-Bahn/subway	way to work Charlottenburg	daily travel
7	Interchange to S-Bahn	Subway/S-Bahn	Ostbahnhof, travel further to Frankfurt Oder	no only today/car use
8	point of departure	S-Bahn	way to work to Ostbahnhof	daily travel
9	Interchange to S-Bahn	Subway/S-Bahn	way to work to Ostbahnhof	usually travel
10	point of departure	bike/S-Bahn	way to work to Alexander Platz	daily travel
11	final destination	Subway	way home	no only today/other route
12	final destination	Subway	visitor in Berlin	daily travel
13	point of departure	S-Bahn	way to work to Alexander Platz	daily travel
14	point of departure	S-Bahn	way to work to Ostbahnhof	usually travel
15	point of departure	bike/S-Bahn	way to work to Friedrichstrasse	daily travel
16	point of departure	S-Bahn	way to work to Friedrichstrasse	usually travel
17	point of departure	S-Bahn	way to work to Friedrichstrasse	daily travel
18	final destination	S-Bahn	way home	daily travel
19	Interchange to subway	S-Bahn/subway	way to work Gesundbrunnen	daily travel
20	Interchange to subway	S-Bahn	way to work Berliner Strasse	no only today
21	final destination	Subway	way to work	daily travel
22	Interchange to S-Bahn	bike/Subway/S-Bahn	way to visit person in Potsdam	daily travel
23	point of departure	Subway	way to work Kurfürstendamm	I change within Subway or S-Bahn.
24	no purpose	subway	undefined	
25	no purpose	subway	undefined	
26	Interchange to subway	S-Bahn/subway	way for supply Friedrichstrasse	daily travel
27	point of departure	subway	way home	not every day I take the bike in summer e.g.
28	final destination	subway	way to work	no only today
29	Interchange to S-Bahn	Subway/S-Bahn	way for supply Friedrichstrasse	daily travel
30	Interchange to subway	S-Bahn/subway	way for administration Rosenthaler Platz	daily travel

LOCATION Jannowitzbrücke 12th. February 2009 , 9.00 - 11.00					
	The station is very empty. A lot of people are passing by and several shops in the station are opening there business. People use to leave. This is today no place to stay. People are rushing and not in mood to respond questions.				
	QUESTION 2				1: 15-20 2: 20-35 3: 35-60 4: 60+
questions participants	domicile in the neighborhood or further	Question about perception	Do you know something about the arches ?	Tourist	age
1	further/Ahrensfelde	for transportation ?	no		3
2	neighborhood	nice place with the Spree but empty and dirty and dangerous in the night. It is full of strolling persons in the night. They use to sleep here in the Winter because it is warm	they are protected and closed		1
3	further/Marzahn	no comment			3
4	further/Mitte	is quit nice station but ugly surrounding	tourist_technical and historical details about the station are known		4
5	further/Moabit	no comment	no		2
6	further/Mitte	Is not very modern but the river is nice	I know that one is open for night-life and the others are for DB. Are they doing something?		3
7	further/Neukölln	for transportation ?	restaurant		3
8	neighborhood	for transportation ?	restaurant		2
9	further/Kreuzberg	no comment	nightlife		1
10	neighborhood	It is dangerous to cross the big streets for using the station	I know the night club. But that is all. They are closed or?		3
11	neighborhood	Good to buy food within the new supermarket in the entrance	Yes, they are going to refurbish the station and the arches in this year or the next		4
12	further/Neukölln	Nice place but empty	I am not a Berliner but I brought once friend to see the station. They like the station. But why is everything shutdown?		3
13	neighborhood	Is very empty in the night strolling persons from Kreuzberg	I like the Supermarket. Why is this not in the arches? Good Mall position		2
14	neighborhood	Good as point of interchange with the shopping for me very good	I wonder about the ugly shops in the station. They could be in the arches as it is in Friedrichstrasse		4
15	neighborhood	Transportation	I think the state has now money.		4
16	neighborhood	Transportation. Nice view in the Stadtbahn to the city. I like above ground more than the subway	no		3
17	neighborhood	Nice place but empty and the connection of the station as bad for my purpose to travel to Schöneberg. I have to switch three times.	no		2

LOCATION	Jannowitzbrücke 12th. February 2009 , 9.00 - 11.00				
	The station is very empty. A lot of people are passing by and several shops in the station are opening there business. People use to leave. This is today no place to stay. People are rushing and not in mood to respond questions.				
	QUESTION 2				1: 15-20 2: 20-35 3: 35-60 4: 60+
questions participants	domicile in the neighborhood or further	Question about perception	Do you know something about the arches ?	Tourist	age
19	further/Marzahn	for transportation and I buy something in the supermarket when I go home	I worked once in the arches next corner and people don't know how to reach my business. I am to far for make good business		3
20	further/Treptow	This was never a nice station. It needs more care as Friedrichstrasse. Look at the river (dirty)	no		2
23	neighborhood	The Station is nice but the shops are not to stay. I wish a nice cafe with the view to the Spree. But the supermarket is very helpful for me	I know that tourist can take from here the ferry. Is this right? But this has nothing to do with the station?		4
24	fare away	we come here to stay. What are you doing here? (People come to ask for money)	They have to work for the station its getting old		4
25	fare away	we come here to stay. What are you doing here? (People come to ask for money)	no I heart once they are protected		2
26	further/Britz	Transportation. Sorry I am late	no		1
27	neighborhood	I like the idea to do something with the station. I am living here since 21 years and the station is good and one it was better than now.	A nice restaurant. I remember in Alexander Platz there was a nice restaurant in the 80es.		4
28	further/Charlottenburg	transportation	tourist		2
29	further/Friedrichshain	transportation quit stressful with the long ways from subway to S-Bahn	Yes there is night life...that's all		1
30	further/Friedrichshain	Yes I one of nice station in the S-Bahn but why is it so empty? The ferry stops here but all people leave elsewhere	I visit the station with friends during our trip with the ferry. But more details I could not say		1

LOCATION	Jannowitzbrücke 12th. February 2009 , 18.00 - 20.00			
	The station is with more people. People use in intensive pattern the supermarket by arriving with the car. This happening outside of the station. The shops in the station are going to close. A group of punks are asking for money. One of them was in the morning at the station.			
	QUESTION 1			
questions participants	purpose for visit Jannowitzbrücke	transportation mode	purpose/Final destination	intensity of uses
1	final destination	Subway	way home	daily travel
2	final destination	S-Bahn/bike	way home	occasionally
3	Interchange to subway	S-Bahn/subway	way home	daily travel
4	Interchange to S-Bahn	Subway/S-Bahn	way to work Friedrichstrasse	daily travel
5	Interchange to subway	S-Bahn/subway	way to supply	occasionally
6	Interchange to S-Bahn	S-Bahn/subway	way home Willmersdorf	daily travel
7	Interchange to S-Bahn	Subway/S-Bahn	to travel Hauptbahnhof	no only today/car use
8	point of departure	S-Bahn	way to work to Ostbahnhof	daily travel
9	no purpose	Subway		occasionally
10	no purpose	bike		daily travel
11	no purpose	Subway		no only today/other route
12	final destination	Subway	visitor in Berlin	only today
13	final destination	S-Bahn	visitor in Berlin	only today
14	final destination	S-Bahn	way home	occasionally
15	Interchange to subway	bike/S-Bahn	way to work to Friedrichstrasse	daily travel
16	final destination	S-Bahn	to the Strand bars	occasionally
17	Interchange to S-Bahn	Subway/S-Bahn	way to work to Friedrichstrasse	daily travel
18	final destination	S-Bahn	way home	daily travel
19	Interchange to subway	S-Bahn/subway	way home Wedding	daily travel
20	Interchange to subway	S-Bahn/subway	way to supply/Kurfürstendamm	no only today
21	Interchange to subway	S-Bahn/subway	way home	daily travel
22	Interchange to subway	bike/S-Bahn/subway	way home	daily travel
23	final destination	Subway	way to work	daily travel
24	final destination	subway	way home	daily travel
25	final destination	subway	way home	occasionally
26	final destination	subway	way to the Supermarket	daily travel
27	interchange to S-Bahn	subway/S-Bahn	way to the Supermarket	not every day I take the bike
28	Interchange to S-Bahn	Subway/S-Bahn	way for supply Alexanderplatz	no only today
29	final destination	Subway/bike	way home	daily travel
30	Interchange to subway	S-Bahn/subway	way to travel Südkreuz	no only today
	QUESTION 2			
	1: 15-20 2: 20-35 3: 35-60 4: 60+			
questions participants	domicile in the neighborhood or further	Question about perception	Do you know something about the arches ?	Tourist age
1	neighborhood	no comment	no	3
2	neighborhood	The Station is for me good developed. I appreciate the possibility to buy things in when I come home. However, it could be more attractive. I summer time the space is empty. The ferry could stop here at the station. This would bring more people to this point.	I guess they stand other protection and therefore closed. That's a pity.	1

LOCATION	Jannowitzbrücke 12th. February 2009 , 18.00 - 20.00				
	The station is with more people. People use in intensive pattern the supermarket by arriving with the car. This happening outside of the station. The shops in the station are going to close. A group of punks are asking for money. One of them was in the morning at the station.				
	QUESTION 2				1: 15-20 2: 20-35 3: 35-60 4: 60+
questions participants	domicile in the neighborhood or further	Question about perception	Do you know something about the arches ?	Tourist	age
3	neighborhood	I only visit the station to travel.	no		4
4	further/Eiche (Marzahn)	Nice station, but long and unfriendly way of connection	no		4
5	further/Willmersdorfer Str	no comment	no		1
6	further/Willmersdorf	Transportation	Yes I saw a bar. That's it. But the ferry isn't this one not stopping here?		2
7	further/Neukölln	for transportation ?	Nightlife, Guess the others are closed. By the renovated in the station something. I remember being closed.		4
8	neighborhood	for transportation !	Yes there is a night life, but anyway it is dangerous here in the night. Very empty and you see strange strolling persons in the surrounding.		1
9	further/Kreuzberg	no comment	nightlife		4
10	neighborhood	We meet friends here	The club is o.k. But bad music		4
11	further/Friedrichshain	no comment	no		4
12	further/Mitte	Nice place but empty	I come to see the Berliner Mauer. The station is very nice x but why closed?		1
13	further/Mite	I come to visit the East-Side Gallery. Berlin is very interesting	There are boots? x		4
14	neighborhood	I come here to travel that's it	No, this is closed maybe they have financial problem...Sorry I don't know		1
15	Kreuzberg	for transportation only	no		1
16	Kreuzberg	A beautiful station but still empty and the supermarket is very ugly. All the shops are quit ugly.	Well they don't see the potentials		3
17	further/Neukölln	Ok as station. I don't like full stations. I life here closed and it is ok.	Yes I know that the station is under protection		4
18	neighborhood	O.K.- as station	I don't like the night life here. To much people and all here around in the night		3
19	Gesundbrunnen	I buy in the supermarket before I go home. That very practical.	They are very nice but old and closed!		2

LOCATION	Jannowitzbrücke 12th. February 2009 , 18.00 - 20.00			
	The station is with more people. People use in intensive pattern the supermarket by arriving with the car. This happening outside of the station. The shops in the station are going to close. A group of punks are asking for money. One of them was in the morning at the station.			
	QUESTION 2			1: 15-20 2: 20-35 3: 35-60 4: 60+
questions participants	domicile in the neighborhood or further	Question about perception	Do you know something about the arches ?	Tourist age
20	further/Treptow	no comment	no	2
21	Schöneberg	Transportation !	no	1
22	further/Lichterfelde	The station has been refurbished it is nicer that years ago.	Yes there are some clubs here around the Bar 25. A good place for nightlife	2
23	neighborhood	The station is o.k. I now stations here in Berlin that are very ugly. I like the above grounded transportation. I relax when I drive home. That's o.k. Berlin by night is beautiful.	I hope that they are doing something, but maybe it is to coasty	4
24		Nice place but empty and full of cheap shops....	Yes there is night life...that's all	4
25	further/Friedrichshain	no comment	Is o.k. but empty	2
26	neighborhood	Transportation.	no	1
27	neighborhood	I like the station but it is not nice done. Look at the entrance (show all the strolling people in the outside)	We need more friendly people	4
28	further/Friedrichshain	no comment	no comment	2
29	further/Friedrichshain	Bad connection to the subway with the bike	I know that the station is protected and the viaducts too. But they are very nice.	1
30	further/Friedrichshain	The ferry should stop here this would be great and than a good coffee.	I don't know really. I thought they are going to something.	1
LOCATION	Jannowitzbrücke 7th. July 2009 , 21.00 - 22.00			
	The station is with several people. The majority are going to the strand bars closed to the Station. Some are standing in front of the station and the night bar is open. People are entering to the bar. Boots are traveling in the spree.			
	QUESTION 1			
questions participants	purpose for visit Jannowitzbrücke	transportation mode	purpose/Final destination	intensity of uses
1	final destination	Subway/S-Bahn	way home	daily travel
2	final destination	Subway/S-Bahn	way home	occasionally
3	Interchange to subway	S-Bahn/subway	clubbing in Mitte	occasionally
4	final destination	Subway/S-Bahn	to the Strand bar	occasionally
5	Interchange to S-Bahn	Subway/S-Bahn	To friends	occasionally
6	final destination	S-Bahn/subway	way home Willmersdorf	daily travel
7	Interchange to S-Bahn	Subway/S-Bahn	to travel Hauptbahnhof	no only today/car use
8	point of departure	Subway/S-Bahn	way to work to Ostbahnhof	daily travel
9	Interchange to S-Bahn	Subway	way home	occasionally
10	Interchange to S-Bahn	Subway/S-Bahn	way to Mitte	daily travel

LOCATION	Jannowitzbrücke 7th. July 2009 , 21.00 - 22.00			
	The station is with several people. The majority are going to the strand bars closed to the Station. Some are standing in front of the station and the night bar is open. People are entering to the bar. Boots are traveling in the spree.			
	QUESTION 1			
questions participants	purpose for visit Jannowitzbrücke	transportation mode	purpose/Final destination	intensity of uses
11	no purpose	Subway		no only today/other route
12	Interchange to subway	Subway/S-Bahn	visitor in Berlin	only today
13	final destination	S-Bahn/subway	visitor in Berlin	only today
14	final destination	S-Bahn	to the Strand bar	occasionally
15	Interchange to subway	bike/S-Bahn	way to work to Friedrichstrasse	daily travel
16	final destination	S-Bahn	to the Strand bar	occasionally
17	Interchange to subway	Subway/S-Bahn	way to work to Friedrichstrasse	daily travel
18	final destination	S-Bahn	way home	daily travel
19	Interchange to subway	S-Bahn/subway	way home Wedding	daily travel
20	final destination	S-Bahn	to the Strand bar	no only today
21	Interchange to S-Bahn	S-Bahn/subway	way home	daily travel
22	Interchange to subway	bike/S-Bahn/subway	way home	daily travel
23	final destination	Subway	to the Strand bar	occasionally
24	final destination	subway	way home	daily travel
LOCATION	Jannowitzbrücke 7th. July 2009 , 21.00 - 22.00			
	The station is with several people. The majority are going to the strand bars closed to the Station. Some are standing in front of the station and the night bar is open. People are entering to the bar. Boots are traveling in the spree.			
	QUESTION 2			
				1: 15-20 2: 20-35 3: 35-60 4: 60+
questions participants	domicile in the neighborhood or further	Question about perception	Do you know something about the arches ?	Tourist age
1	neighborhood	no comment	no	3
2	neighborhood	For my travel the station remains complicated. I have to switch very times to reach my destination. While the other stations are far from here. I don't understand why they provide less buses for the area. Large part of the area are with less bus access.	Yes, they are interesting in Hackeschermarkt I know few arches.	1
3	neighborhood	Is o.k. quit long connection way from the subway to the S-Bahn and not so nice.	Yes, I was here at the music bar.	4
4	Kreuzberg	no comment	Yes, but this one are not so nice than in other places.	4
5	further/Willmersdorfer Str	Well the shops could be better. If this is the new media spree outline. I don't like it.	Yes, but I don't know this one. They are all closed or?	1
6	further/Willmersdorf	I like the station with its flair so closed to the River. But there is nothing to do! No access to the river.	There is a bar here in the station.	4
7	further/Charlottenburg	It is o.k.	No	1

LOCATION	Jannowitzbrücke 7th. July 2009 , 21.00 - 22.00				
	The station is with several people. The majority are going to the strand bars closed to the Station. Some are standing in front of the station and the night bar is open. People are entering to the bar. Boots are traveling in the spree.				
	QUESTION 2				1: 15-20 2: 20-35 3: 35-60 4: 60+
questions participants	domicile in the neighborhood or further	Question about perception	Do you know something about the arches ?	Tourist	age
8	neighborhood	I am very curious were all this people are going to. I know that the bars are very good. There is a long waiting line in front of the location.	Yes they is here a flee market as also in the Friedrichstrasse		1
9	further/Kreuzberg	no comment	I was here during the Art exhibition.		4
10	further/Friedrichshain	I visit once the bar here at the station and I bought things in the supermarket. That's it.	There is a funny club here with good music.		4
11	further/Friedrichshain	no comment	no		4
12	further/Mitte	I know this point because of the Strand bars. This is very nice about Berlin. Why the don't do Strand bars in the station. A wonderful Idea.	I come to see the Berliner Mauer. The station is very nice but why closed?	x	1
13	further/Mite	I come to visit the East-Side Gallery yesterday and I am going to see the Strand bar.	There are boots?	x	1
14	further/Schöneberg	I live very closed to the station and I like that the bars and nightlife is increasing here. I am affirmed of the media spree. Is this coming?	No, this is closed maybe they have financial problem....Sorry I don't know		1
15	further/Neukölln	Do you know how much stairs this are to interconnect the rails? no Terrible!			1
16	further/Zehlendorf	A beautiful station but so closed everything. The Hauptbahnhof is open and they could do here a good business to!	Well they don't see the potentials		3
17	further/Treptow	The station is o.k. with the supermarket I by something's here usually.	Yes I know that the station is under protection		4
18	neighborhood	O.K. I like the Stadtbahn because it is above grounded. Nicer than the subway	I don't like the night life here. To much people and all here around in the night		3
19	further/Brunnenstrasse	I buy in the supermarket. Supermarkets are always ugly but there are cheaper than other stores.	They are very nice but old and closed!		2
20	further/Charlottenburg	Transportation	I go to the Strand bar ..		2

LOCATION	Jannowitzbrücke 7th. July 2009 , 21.00 - 22.00			
	The station is with several people. The majority are going to the strand bars closed to the Station. Some are standing in front of the station and the night bar is open. People are entering to the bar. Boots are traveling in the spree.			
	QUESTION 2			1: 15-20 2: 20-35 3: 35-60 4: 60+
questions participants	domicile in the neighborhood or further	Question about perception	Do you know something about the arches ? Tourist	age
21	Schöneberg	The station stands under protection. It is a monument and the arches are also protected. I have been here for the art opening.	Yes, the station is protected and they are opening something here with the new plans. But I don't know details.	1
22	further/Tiergarten	The station is very nice because of the water site. But the ferry could stop here this would be a good point for the station.	no sorry	2
23	neighborhood	The station is o.k. I now stations here in Berlin that are very ugly. I like the above grounded transportation. I relax when I drive home. That's o.k. Berlin by night is beautiful.	Nice station but why they don't do a Strand bar here. You know the Strand bar at Monbijou Park this is wonderful.	1
24	neighborhood	The urban development is always about fast food and supermarket. Sorry	I don't like all the strolling persons here. We need a nicer station with better clients.	4

4. *“Mobility means prosperity”: Case study Berlin: The Development of Urban Transport Infrastructure in Urban Space, Research Seminar 2008/2009*

4.7 Hackescher Markt

**Participants: Patrick Heinisch,
Vasiliki-Aikaterini Siskou**

LOCATION	Hackescher Markt			
	QUESTION 1			
participants	1st. Arches	2nd. Arches	1st. Station	2nd. Station
1	Savignyplatz	Friedrichstrasse	Alexanderplatz	Hackeschermarkt
2	Hackeschermarkt	Savignyplatz	Alexanderplatz	Hackeschermarkt
3	Hackeschermarkt	Savignyplatz	Alexanderplatz	Alexanderplatz
4	Savignyplatz	Alexanderplatz	Alexanderplatz	Charlottenburg
5	Savignyplatz	Alexanderplatz	Alexanderplatz	
6	Savignyplatz	Friedrichstrasse	Alexanderplatz	Friedrichstrasse
7	Hackeschermarkt		Alexanderplatz	Friedrichstrasse
8	Hackeschermarkt	Ostbahnhof	Alexanderplatz	Alexanderplatz
9	Hackeschermarkt	Alexanderplatz	Alexanderplatz	Zoologischer Garten
10	Savignyplatz	Ostbahnhof	Alexanderplatz	Tiergarten
11	Friedrichstrasse	Alexanderplatz	Alexanderplatz	Alexanderplatz
12	Hackeschermarkt	Savignyplatz	Alexanderplatz	Zoologischer Garten
13	Alexanderplatz	Savignyplatz	Alexanderplatz	Friedrichstrasse
14	Hackeschermarkt	Ostbahnhof	Alexanderplatz	Hauptbahnhof
15	Hackeschermarkt	Friedrichstrasse	Alexanderplatz	Alexanderplatz
16	Hackeschermarkt		Alexanderplatz	Zoologischer Garten
17	Alexanderplatz	Friedrichstrasse	Alexanderplatz	Savignyplatz
18	Hackeschermarkt		Alexanderplatz	Savignyplatz
19	Hackeschermarkt	Alexanderplatz	Charlottenburg	Friedrichstrasse
20	Hackeschermarkt	Savignyplatz	Friedrichstrasse	Alexanderplatz
21	Hackeschermarkt		Friedrichstrasse	Alexanderplatz
22	Hackeschermarkt	Friedrichstrasse	Friedrichstrasse	Friedrichstrasse
23	Hackeschermarkt	Alexanderplatz	Friedrichstrasse	Friedrichstrasse
24	Hackeschermarkt		Friedrichstrasse	Alexanderplatz
25	Hackeschermarkt	Savignyplatz	Friedrichstrasse	Hackeschermarkt
26	Hackeschermarkt	Friedrichstrasse	Friedrichstrasse	Hackeschermarkt
27	Savignyplatz		Friedrichstrasse	Alexanderplatz
28	Alexanderplatz	Savignyplatz	Friedrichstrasse	Alexanderplatz
29	Hackeschermarkt		Friedrichstrasse	Friedrichstrasse
30	Savignyplatz	Hackeschermarkt	Friedrichstrasse	Hauptbahnhof
31	Hackeschermarkt		Friedrichstrasse	Bellevue
32	Savignyplatz	Jannowitzbrücken	Friedrichstrasse	Friedrichstrasse
33	Tiergarten	Savignyplatz	Friedrichstrasse	Alexanderplatz
34	Hackeschermarkt	Tiergarten	Friedrichstrasse	Bellevue
35	Hackeschermarkt	Alexanderplatz	Friedrichstrasse	Alexanderplatz
36	Hackeschermarkt		Friedrichstrasse	Friedrichstrasse
37	Hackeschermarkt		Friedrichstrasse	Savignyplatz
38	Friedrichstrasse	Jannowitzbrücken	Friedrichstrasse	Alexanderplatz
39	Friedrichstrasse	Jannowitzbrücken	Friedrichstrasse	Alexanderplatz
40	Hackeschermarkt		Friedrichstrasse	Alexanderplatz
41	Hackeschermarkt		Friedrichstrasse	Zoologischer Garten
42	Friedrichstrasse		Friedrichstrasse	Alexanderplatz
43	Hackeschermarkt		Friedrichstrasse	Alexanderplatz
44	Hackeschermarkt	Jannowitzbrücken	Friedrichstrasse	Alexanderplatz
45	Hackeschermarkt		Friedrichstrasse	Alexanderplatz
46	Hackeschermarkt		Friedrichstrasse	Alexanderplatz
47	Ostbahnhof		Friedrichstrasse	Alexanderplatz
48	Jannowitzbrücken		Friedrichstrasse	Charlottenburg

LOCATION	Hackescher Markt			
	QUESTION 1			
participants	1st. Arches	2nd. Arches	1st. Station	2nd. Station
49	Hackeschermarkt		Friedrichstrasse	Tiergarten
50	Savignyplatz		Hackeschermarkt	Zoologischer Garten
51	Hackeschermarkt		Hackeschermarkt	Alexanderplatz
52	Hackeschermarkt	Ostbahnhof	Hackeschermarkt	Bellevue
53	Hackeschermarkt		Hauptbahnhof	Zoologischer Garten
54	Hackeschermarkt	Ostbahnhof	Hauptbahnhof	Savignyplatz
55	Hackeschermarkt		Savignyplatz	Hackeschermarkt
56	Hackeschermarkt		Savignyplatz	Hauptbahnhof
57	Hackeschermarkt	Alexanderplatz	Zoologischer Garten	Savignyplatz
58	Savignyplatz		Zoologischer Garten	Hauptbahnhof
59	Hackeschermarkt	Jannowitzbrücken	Zoologischer Garten	Zoologischer Garten
60	Ostbahnhof	Hackeschermarkt	Zoologischer Garten	Alexanderplatz
	QUESTION 2			
participants	visit the arches	purpose for the arches	comments	purpose for station
1		working		daily travel
2		cafe		daily travel
3	x	shop		travel_interchange point
4		tourist_technical_History		daily travel
5		cafe	I lived in Berlin during the cold war and I remember how several arches closed	travel_interchange point
6	x	night-life		
7		restaurant		usually travel
8	x	restaurant		daily travel
9		nightlife		interchange point
10		cafe		daily travel
11		tourist		daily travel
12	x	tourist		usually travel
13		shop	I bought closed to Moabit at Station Bellevue fresh fish and vegetables. I guess this was a Turkish food store. I think the are closed	daily travel
14		shop		usually travel
15	x	tourist		daily travel
16		cafe		travel_interchange point
17		tourist		daily travel
18	x	restaurant		daily travel
19	x	working		daily travel
20	xx	cafe		daily travel
21	xx	cafe		usually travel
22		cafe		travel_interchange point
23	x	tourist		interchange point
24		working		daily travel

LOCATION	Hackescher Markt					
participants	QUESTION 2					
	visit the arches	purpose for the arches	comments	purpose for station		
25	xx	restaurant	I love rails. They are related with summer and traveling	daily travel		
26		cafe		daily travel		
27	x	shop		usually travel		
28		tourist		usually travel		
29		Night life		daily travel		
30		tourist		usually travel		
31	x	working		usually travel		
32	x	cafe		daily travel		
33		restaurant		usually travel		
34		working		daily travel		
35	xx	tourist_history		daily travel		
36	x	cafe		daily travel		
37		nightlife		travel interchange point		
38		working		travel interchange point		
39		cafe		usually travel		
40		cafe		daily travel		
41	x	restaurant		usually travel		
42	x	shop		daily travel		
43	x	tourist		usually travel		
44		shop		usually travel		
45		tourist		travel_interchange point		
46	x	restaurant		travel_interchange point		
47		cafe		travel_interchange point		
48		working		usually travel		
49	x	cafe		daily travel		
50	x	cafe		daily travel		
51		restaurant		usually travel		
52	x	tourist		travel_interchange point		
53	x	night-life		usually travel		
54	x	shop		travel_interchange point		
55		cafe		usually travel		
56		cafe		usually travel		
57	x	tourist_technical		travel_interchange point		
58		cafe		travel_interchange point		
59		working		daily travel		
60		cafe		travel_interchange point		
LOCATION	Hackescher Markt					
participants	QUESTION 3		personal information	1: 15-20 35-60	2: 20-35 4: 60 +	3:
	intermodality/ centrality	comments	domicile	Tourist	age	traffic to the place
1	I don't use the offer	don't understand much about transportation	Sophienstr		3	walking
2	no idea		Mulackstr		1	walking
3	not my route		Hirtenstr		3	public trans.
4	no		Bergmannstr		4	public trans.

LOCATION	Hackescher Markt						
participants	QUESTION 3		personal information		1: 15-20 35-60	2: 20-35 4: 60 +	3:
	intermodality/ centrality	comments	domicile	Tourist	age	traffic to the place	
5	not my route	don't understand and shows concern about the expensive development	Mulackstr		2	public trans.	
6	not my route	to expensive	Keibelstr		3	walking	
7	yes	good purpose	Krausnickstr		3	walking	
8	intermodality what is this?		Köbisstr /Tierg	x	2	public trans.	
9	no comment	I use only my car	Kolonnenstr	x	1	car	
10	no idea		Lützowstr	x	3	walking	
11	yes	I like the station because everything is very modern	FranzösischeStr	x	4	public trans.	
12	I don't use the offer		Otto Dix Str		4	public trans.	
13	no	to expensive/no parking place were I live	Düsseldorferstr/Will		4	public trans.	
14	no idea		Burgstr/Mi		4	bike	
15	I don't use the offer		Keibelstr		4	walking	
16	no idea		sophienstr		3	public trans.	
17	no	to expensive/no parking place	Oranienburger		2	public trans.	
18	no idea		Rosenthaler		3	public trans.	
19	no		Immanuelkirchstr		4	public trans.	
20	no		Rochstrasse	x	1	bike	
21	no		Sopheinstr	x	3	walking	
22	no	Why? How is using this?	Oranienburger	x	1	walking	
23	not my route		Rochstr		2	car	
24	no	Shopping not traveling	Müllerstr/Wed		3	public trans.	
25	intermodality what is this?		Budapester/Zoo/Ch	x	2	walking	
26	intermodality what is this?		Keibelstr		1	bike	
27	I don't use the offer		Sophienstr	x	3	public trans.	
28	no	I don't like the station	Heinz-KappeleStr/Frie		2	public trans.	
29	I don't use the offer		Schulzendorferstr		1	car	
30	intermodality what is this?		Turmstr		1	public trans.	
31	I don't use the offer		Weinmeisterstr.		1	bike	
32	no		Pariserstr		1	public trans.	
33	yes		Rosenthaler		3	public trans.	
34	yes		Mulackstr		2	bike	
35	yes		Weinmeisterstr.		4	walking	
36	yes		sophienstr	x	2	walking	
37	I don't use the offer		Lehrterstr		3	walking	

LOCATION	Hackescher Markt					
	QUESTION 3	personal information		1: 15-20 35-60	2: 20-35 4: 60 +	3:
participants	intermodality/ centrality	comments	domicile	Tourist	age	traffic to the place
38	yes		Lüneburgerstrs	x	2	public trans.
39	I don't use the offer		Krausnickstr		2	bike
40	no idea		Rosa-Luxemburg/Mi	x	2	car
41	no idea		Dirksenstr/Mi	x	2	walking
42	no idea		Oderstr/Fri		4	public trans.
43	I don't use the offer		Keibelstr		4	walking
44	I don't use the offer		Erkstrasse		1	public trans.
45	I don't use the offer		Priesterwed/Schön		4	bike
46	I don't use the offer		Sopheinstr		3	walking
47	I don't use the offer		WestfälischeStr/Will		1	walking
48	I don't use the offer		Strassed.17Juni/Ti	x	4	bike
49			Keibelstr		1	public trans.
50	no comment		UnterdLinden	x	1	public trans.
51	no		Oranienburger		2	public trans.
52	no		Grunewaldstr	x	4	walking
53	not my route		Rochstr		3	public trans.
54	no idea		HarzerStr/Treptow		4	public trans.
55	yes		Boyenstr		2	walking
56	yes		Oranienburger		3	walking
57	I don't use the offer		Hirtenstr		1	public trans.
58	yes		Thulestr		2	public trans.
59	no idea		Schillerstr		1	walking
60	no idea		Dirksenstr/Mi	x	1	walking

4. *“Mobility means prosperity”: Case study Berlin: The Development of Urban Transport Infrastructure in Urban Space, Research Seminar 2008/2009*

4.8 IMAC

Participants: Markus Theel, Tristan Zelic

I ACs are the stories that happen during a journey: the looks, sounds, short-living discussions, apologies, interruptions, smells, touches that are so important during this in-between moments but that most of time we have already forgotten it five minutes later.

By looking to the others, we judge them, we compare ourselves to them and like that. We find or upload our position our place in the society.

For this case study of Berlin, after the first idea we decided to work on the pedestrian metric (in the in-between space of Oberbaum's bridge) to focus on a more city scale mobility space: we choose the Ring Bahn that forms the trace between the center and the periphery of Berlin.

After we found the stage for our study, we had to find a way to make I ACs easily understandable and to map them. That's why this case study is not really about concrete facts and technical subjects but more about the trial to open the eyes of the mobile-citizen-reader to his surrounding that is everything but not quiet

The space of mobility

What Wolfgang Schivelbusch explains in his work about the birth of railway "Geschichte der Eisenbahnreise", is that before the invention of the railway the mobility was integrated in the landscape. That is to say when you were travelling from a place to another, your coach was a part of the space you were going through. Although you were inside a vehicle, you were feeling all the details of the outside space, the smells, the sounds, the quality of the road, the topography...

But the move of the railway is much more abstract because of the speed and the specific infrastructure it requires. The railway is indeed disconnected of the space he goes through because it tries to follow straight lines and avoid the topography (tunnels and bridges). This disconnection of the landscape, which becomes a picture that you see through the window, enables the creation of a new space: the space of the mobility in itself. Nowadays this kind of disconnected mobility is developed in the city. In Berlin, specific infrastructures for U-bahn and S-bahn enable a rapid mobility that the citizens are using every day to go work or to a leisure place, to meet friends...

We have made a movie of the short time when the S-bahn is leaving the station (around 20 seconds). You can really see well that, before the doors are closed, the wagon and the platform are part of the same space, the one of the station. But then, as the train is starting and accelerating, while the platform is becoming blurred, the space of the wagon is appearing.

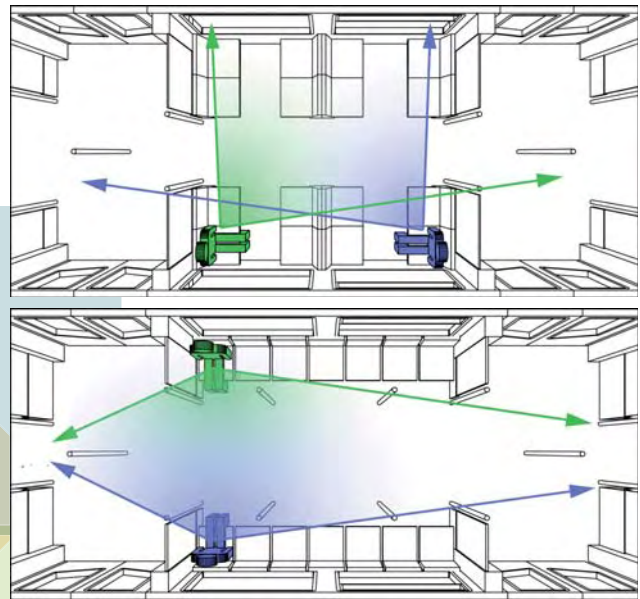
The traveller is then disconnected of the city, but paradoxically he becomes closer to the other citizens that will be enclosed with him for some time in the wagon. And he will have with them some IMACs that are the

topic of our study.

Our investigation- Ringtour- How to catch IMAC-problems

The first step of our work was the question how we'll collect our data. Here is a list of the tools we used for our observation.

Two of us were using a digital camera to catch all the passengers who were entering and leaving the S-Bahn.



The third was using an abstract plan of the stage organization of the wagon to note the position and special events of all the passengers.

To keep the overview of the situation we divided the wagon into four stages but just two different types (images above). The first gives space for fourteen seats. Seven positioned on each side with the view into the middle of the wagon where one can find space for bikes, big luggage, handicapped people with wheelchairs or baby buggies. The second type gives space for sixteen seats. Two seats are face to face with another two seats and this two times on each side.

By this method we tried to relate the story of one stage, during one ring tour, during a special time of the week: Saturday night, Wednesday afternoon, Sunday end of afternoon, Monday morning and so on. After the trip, we were sitting and then discussing about what we had seen in order to translate them easily into diagrams.

For these diagrams, we used the layout of a subway line, where each person is a colored horizontal line that begins when the character enters and stops when he leaves the wagon. Like that, it was possible to transcribe their time-print during the journey (one station or twenty).

The vertical grey lines that connect the horizontal colored lines are the I ACs.

The shape of the line describes the different categories of I ACs (unilateral contact, shared contact and short stories) and the thickness shows the intensity of this ephemeral contact.

The result of it is a kind of chronological narration, as a storyboard that shows how much I ACs are frequent in a trip and also the different relations of people towards I ACs (I ACpeople or nonI ACpeople). We can see also the density of the I AC possibilities threw little diagrams that shows the inflections or the dead times. An attentive reader can discover a real story.

But then we realized that it was maybe too narrative and not generic enough. This doubt came together with the difficulties we had to collect the datas: taking pictures of a scene with two cameras in the middle of a wagon makes two active members of the play out of us and these very subtle relations were destroyed by our presence. Some people were even feeling bad, as trapped into a KGB manhunt. And little by little, the only contact we received were scared looks and angry remarks.

Step 2: Catalogue

That's why we decided to go on with the second step: to become active spectators or secret I AC-spies...

We took in our everyday life the S-bahn but also the -bahn and collected new datas.

It was not anymore about chronology but more about situations, in order to create a catalogue of I AC typologies.

For each situation, the scene organisation is shown by a top-perspective view where the characters are described: a photo of the character, accessories shown by piktos that stands for them, and their role during the play (close to I ACs, open to I ACs, second role actor, unconscious actor, conscious actor) threw easy circle diagrams which symbolize their private sphere. Then two abstract diagrams are showing the initial situation (where the roles are different and where we see the formal groups) and then the I AC situation (where we use the same I AC representation as for our first step)

What comes out of all these different situations is that the interactions between people are very fluctuating. In function of the time, the density of people, their moods and their occupations, the quantity and the intensity of I ACs can really change.

We can not define clear rules to describe these interactions because they depend on too many subjective criterias.

But there is something we always observed: when the train starts, everybody is undefined. It's producing a

kind of suspicion and insecurity climate. The first interactions are most of the time unilateral. Each person is more or less looking at his surrounding, trying to define the people he is travelling with.

After this definition phase, that can be more or less precise, a new kind of interaction can happen during the one or two minutes before the next stop. And it seems that in function of the definition of the situation, a kind of organization in the interactions might happen: A person can become centre of interest, some groups are creating, and some unconscious rules become established.

That's why we have added an index of the accessories and specific characters to this catalogue that takes part in the definition of the situation that we can read as specific index cards from a game.

Of course, this catalogue can not be exhaustive and objective at all, because it comes only out of our personal experience. So we decided more to describe them as stereotypes.

The ticket inspector

Character

- ✓ Conscious actor
- ✓ Attraction point
- ✓ Creates uncomfortable feelings
- ~ Makes contacts between people easier



The Berliner ticket inspector is a very ambiguous character. He wears no uniform and may look like a drunkard or a student, but as soon as the doors are closed, he shows his true color !

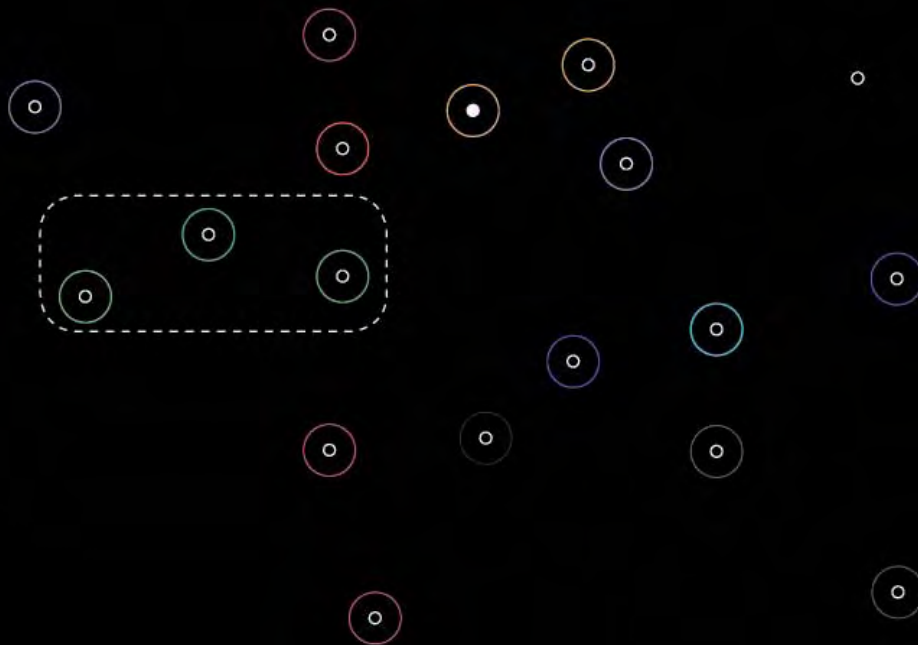
A wind of panic is blowing in the wagon....

Everybody stops his occupation to look for his ticket and becomes much more open to IMACs. The ticket inspector is a moving actor which enters in contact with all the passengers. It creates a succession of short scenes that are moving from one part of the wagon to the other.

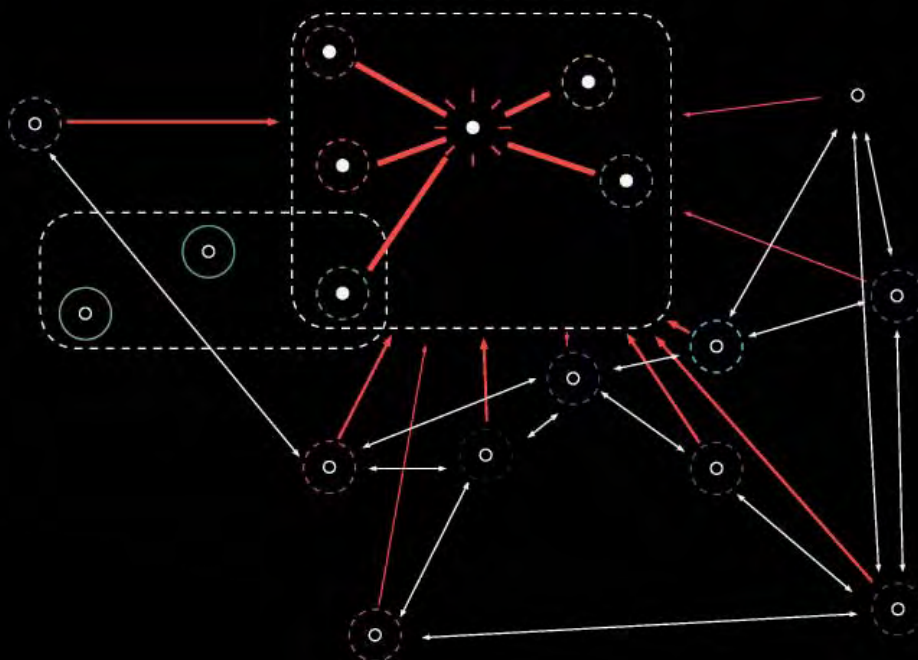
Do you have your ticket ?



Initial situation



IMAC's



The tramp

Character

- ~ Conscious actor
- ✓ Attraction point
- ~ Creates uncomfortable feelings
- ~ Makes contacts between people easier



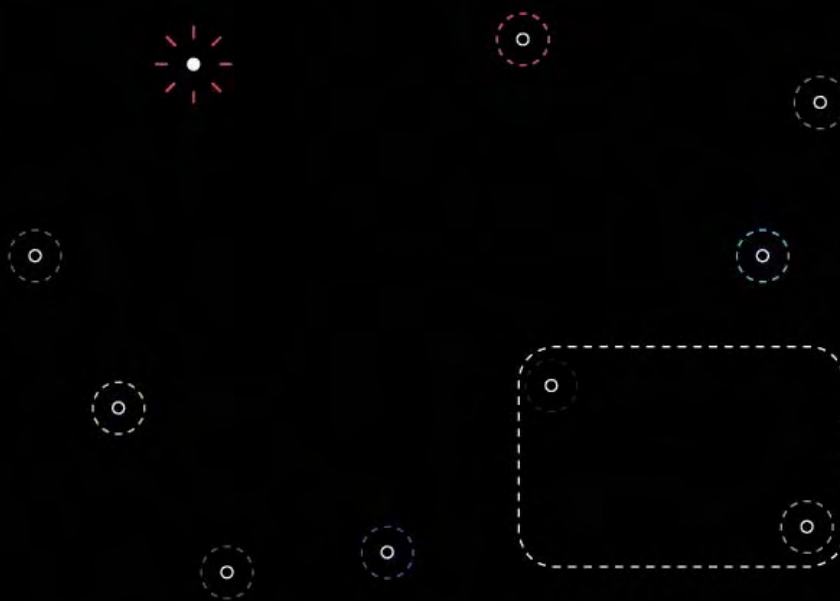
What is this disgusting smell, mixture of sweat and alcohol...?

You should have been more careful, because you have just sit next to an old tramp ! Will you change of place at the next station or endure stoically this ordeal ?

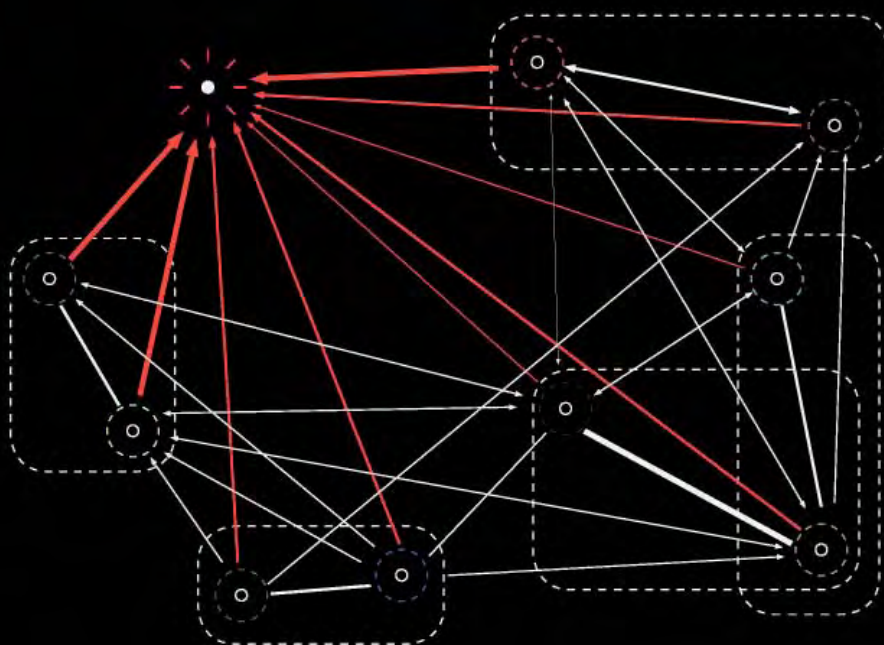
The paradox of the tramp is that everybody is interested in him but nobody wants to stay near him. He his unvolontarily interacting with all the other characters which become closer and try to share their opinion about this poor human being.



Initial situation



IMAC's



The «Motz» seller

Character

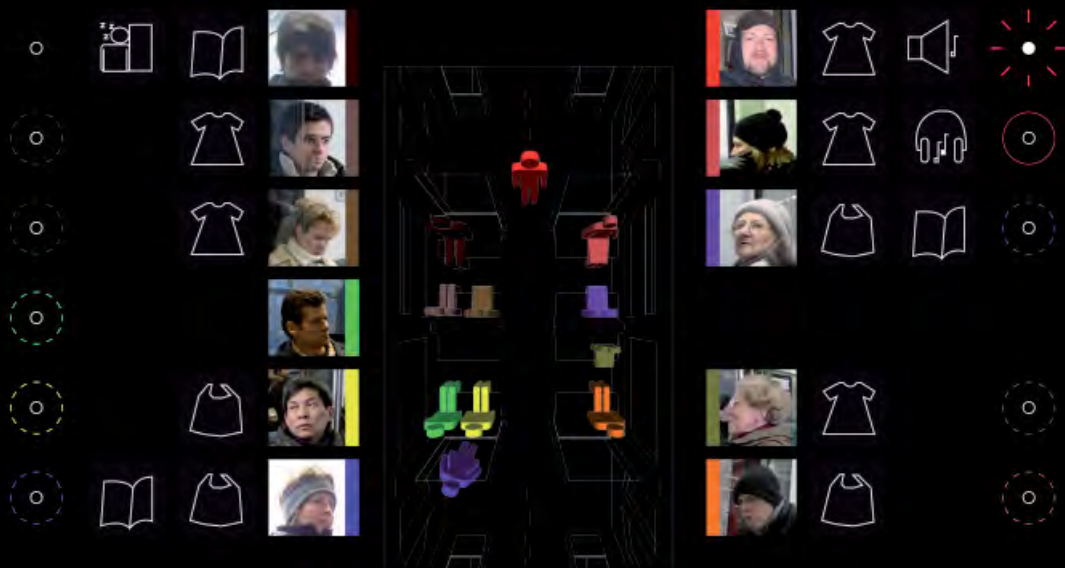
- ✓ Conscious actor
- ✓ Attraction point
- ✓ Creates uncomfortable feelings
- ✗ Makes contacts between people easier



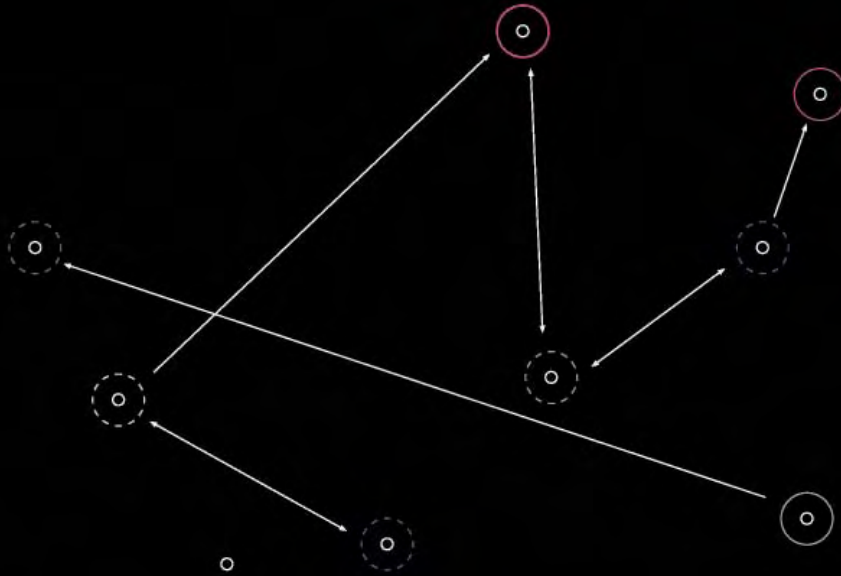
Somebody is speaking loud and seems to adress to you...
In fact he is speaking to everybody but nobody really care. He has a bundle of newspaper in his hand...

This character is a very well defined actor of the S-bahn stage. He is unemployed and tries to gain some money by selling these «Motz» or «Strassenfeger» newspapers. If you travel frequently, he becomes quite familiar. Always the same clothes, allways the same speech...always the same feeling of guilt in the wagon. Some people act as if they haven't noticed him and keep reading , talking or listening to music. Others listen to him and wonder if they will give him something this time.

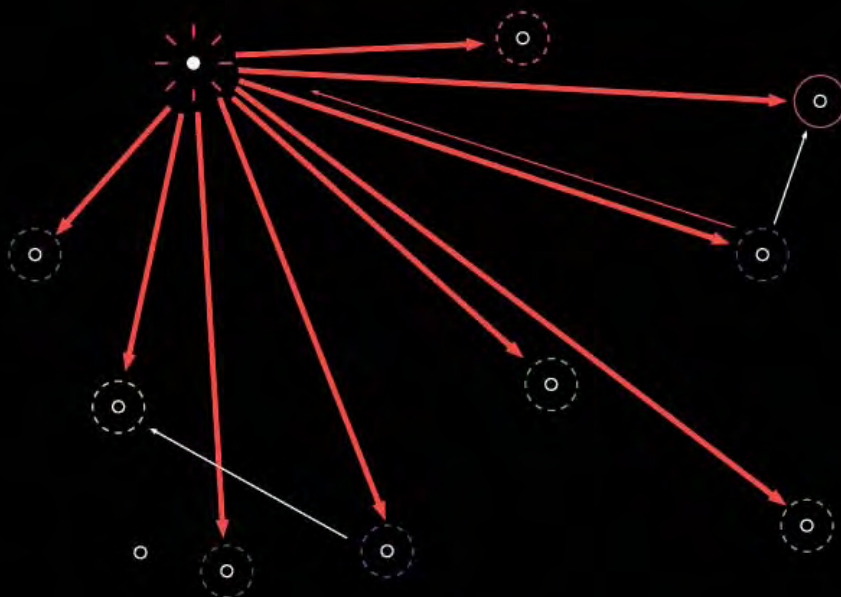
It creates a lot of short look between people who wants to now how react the others.



Initial situation



IMAC's



The musician

Character

- ✓ Conscious actor
- ✓ Attraction point
- ~ Creates uncomfortable feelings
- ✓ Makes contacts between people easier



...Besame....besame mucho... What a nice song!

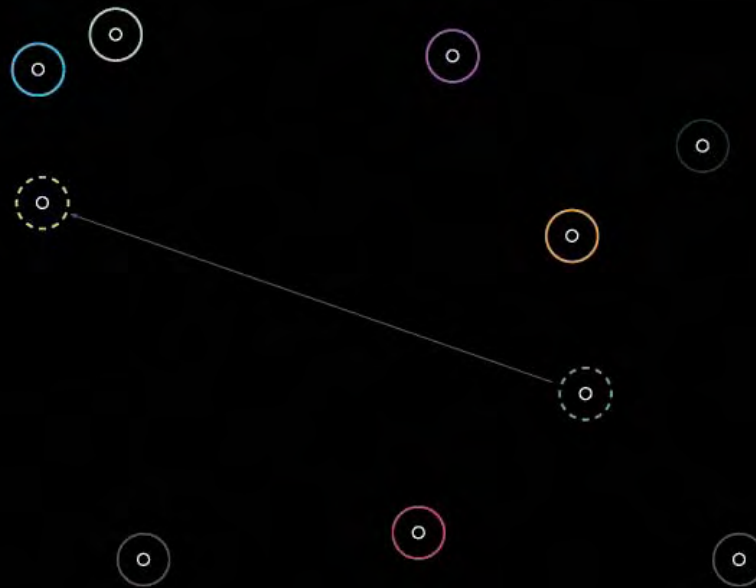
The musician takes deliberately the first role in the wagon without asking the permission. He is creating a lot of different feelings, happiness or anger, admiration or pity...

As you are forced to listen to the music (unless you have headphones) you become a member of the audience group in which you may have easier contact with other characters.

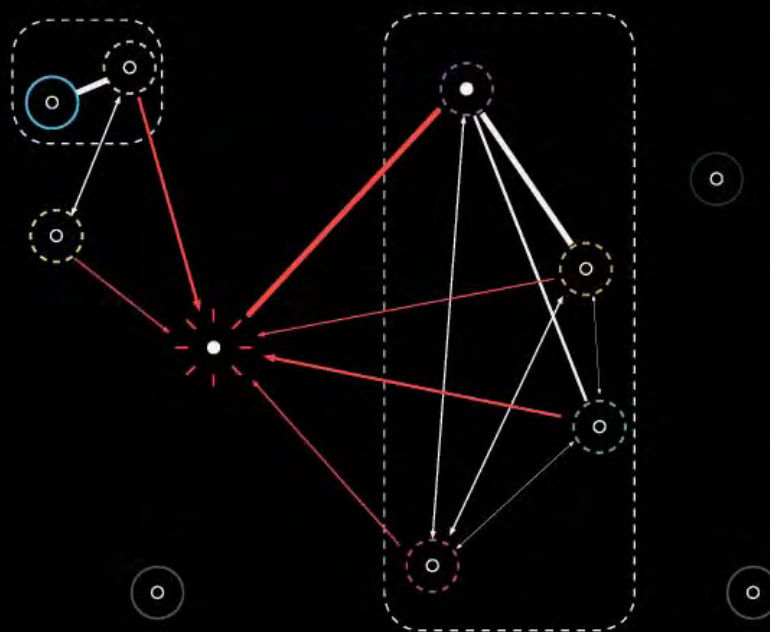
But when the musician leave and ask for money, the complicity disappears and the group is split in to part : those wha have given money and those who have not...



Initial situation



IMAC's



The group of pupils

Character

- ✗ Conscious actor
- ✓ Attraction point
- ~ Creates uncomfortable feelings
- ✓ Makes contacts between people easier

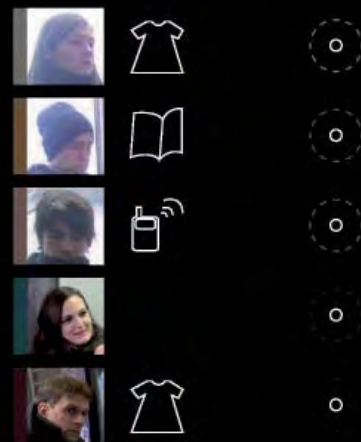


«Everybody goes out at the next station»,
«Sit down Brian !»,
«Who has seen Claudia ?»...

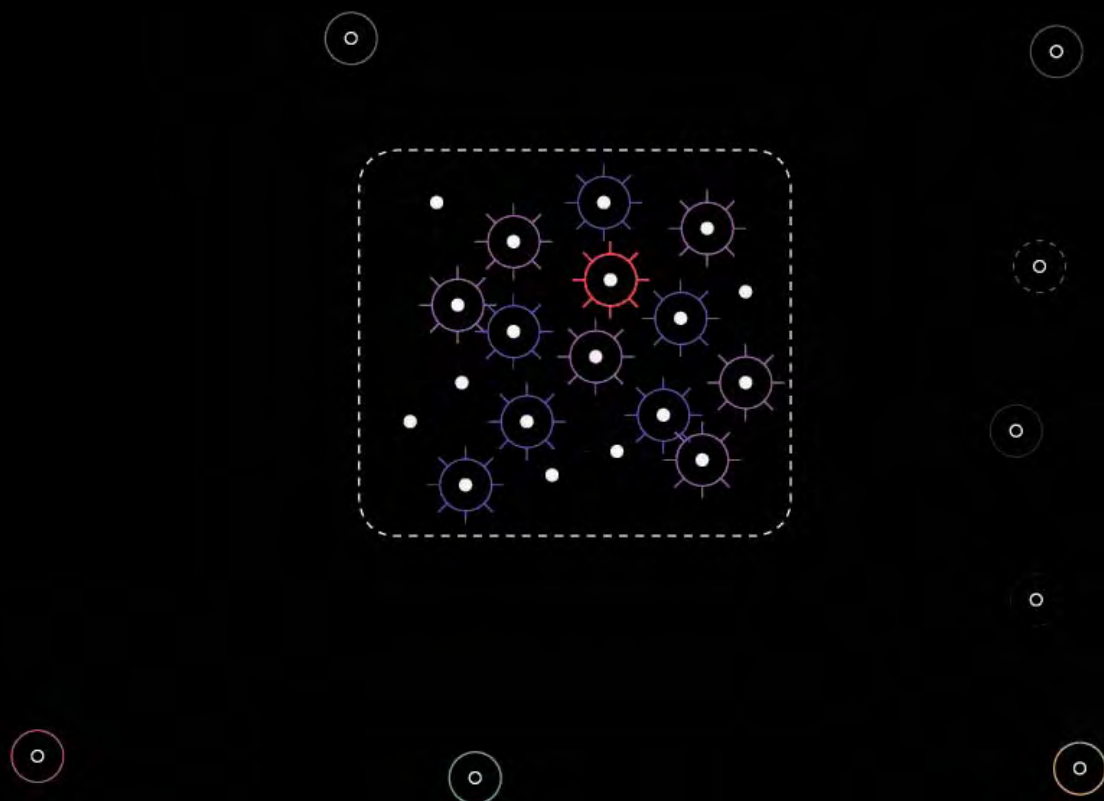
But why the hell did they choose your wagon ? Fifteen excited children moving around, talking loud...

Although they form a group, they are quite open to their surrounding and may force you to contact. Anyway you have lost all your concentration. So why not interesting yourself to this young society...

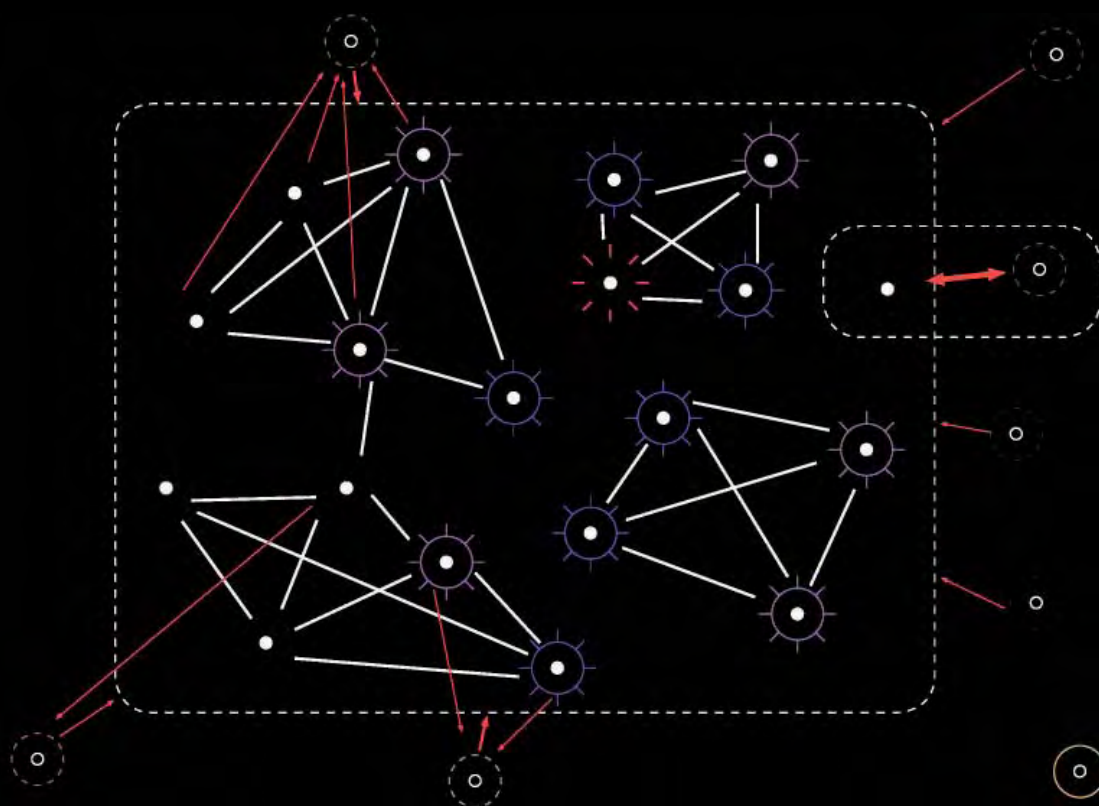
You will certainly share some amusement or irritation with your neighbours.



Initial situation

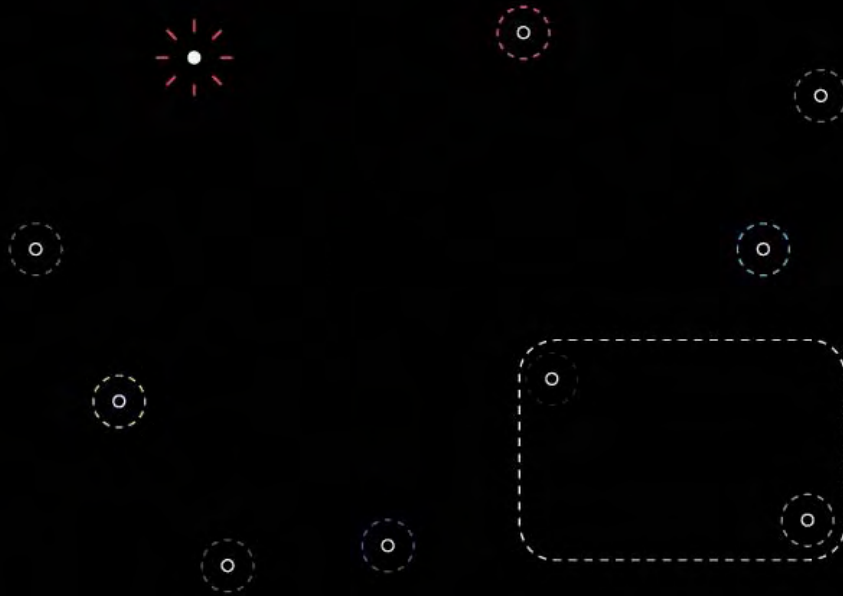


IMAC's

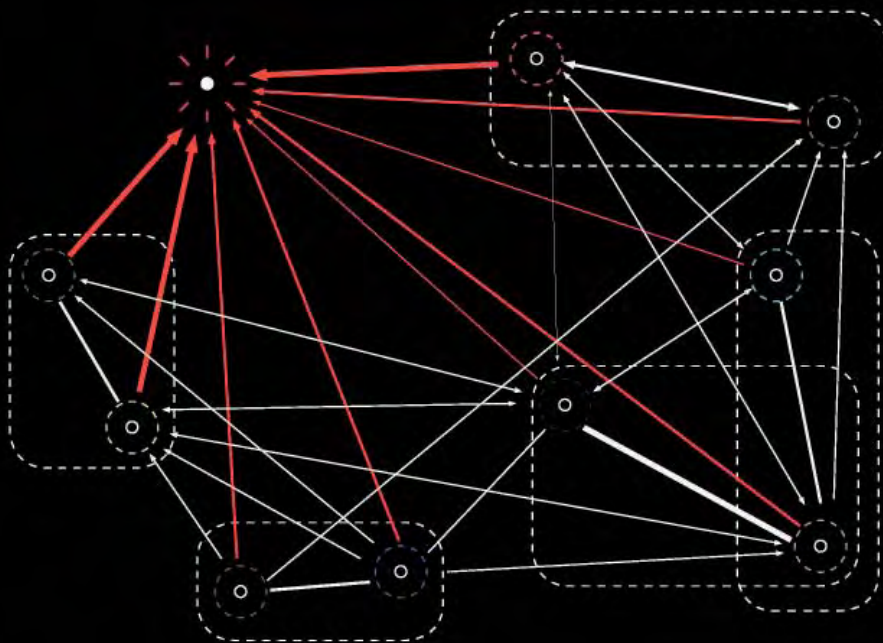




Initial situation



IMAC's



The cell-phone

Accessory

- ✗ Give information about the owner
- ✓ Occupy the owner
- ✓ Catch the attention of the neighbours
- ~ Disturbs the neighbours



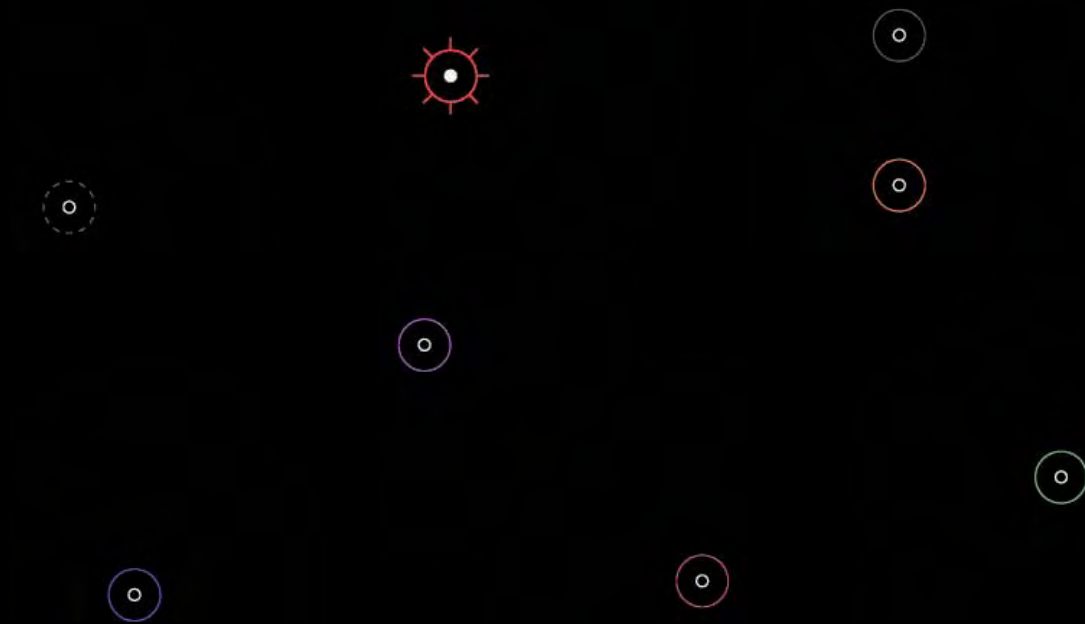
The cell-phone is probably the accessory that is shared by the majority of the passenger. So the fact that you have one is not really defining you. But the way you use it can reveal a lot !

Writing text message or phoning is an occupation that requires almost all your concentration. So you are not really open to your surrounding, yet you become the main character of the stage. Everybody hear or even listen to you. Your conversation can disturb those who need some silence (to read, dream, sleep...). But it can also become a very spicy distraction for those who are bored.

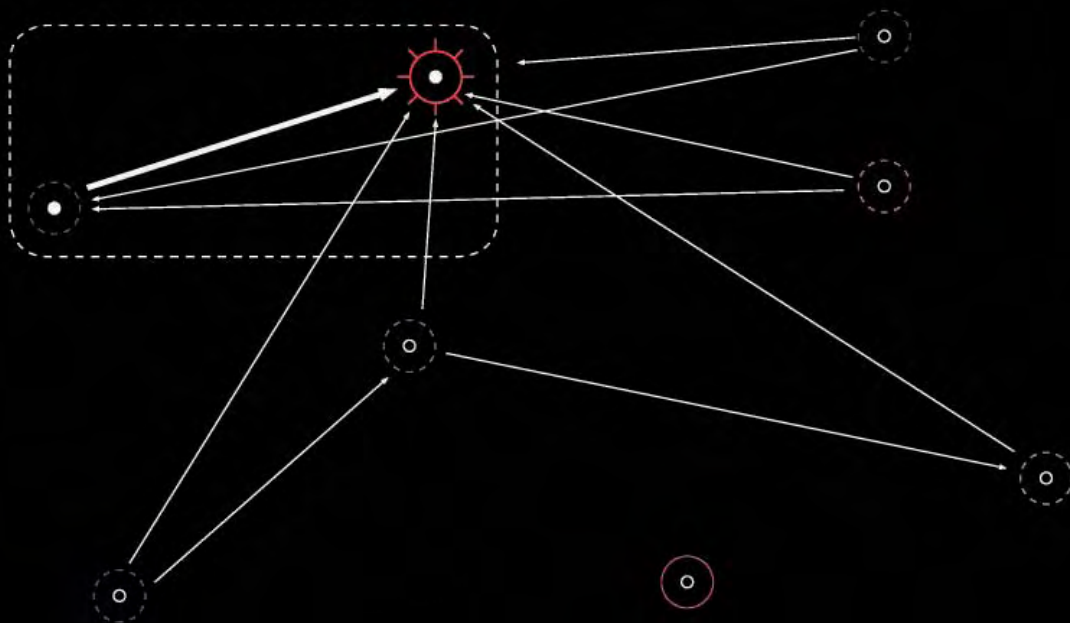
You interact indirectly with your neighbours while making them listen to your private life. But you may also be the source of direct interactions in your surrounding. Amused look shared with somebody who also listen to you, or common irritation because you speak too loud...



Initial situation

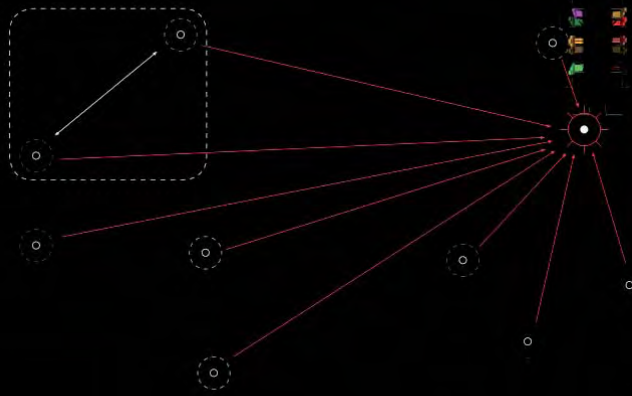


IMAC's

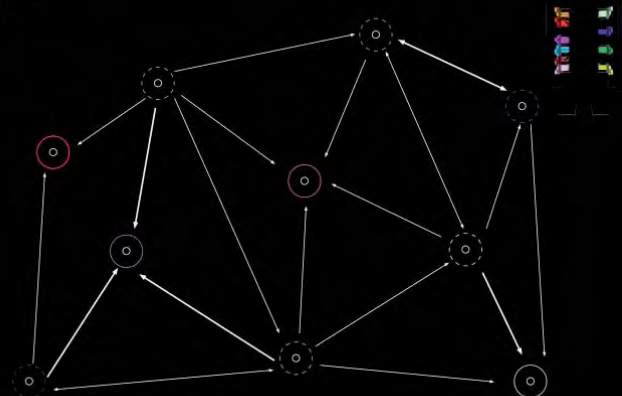


IMAC's

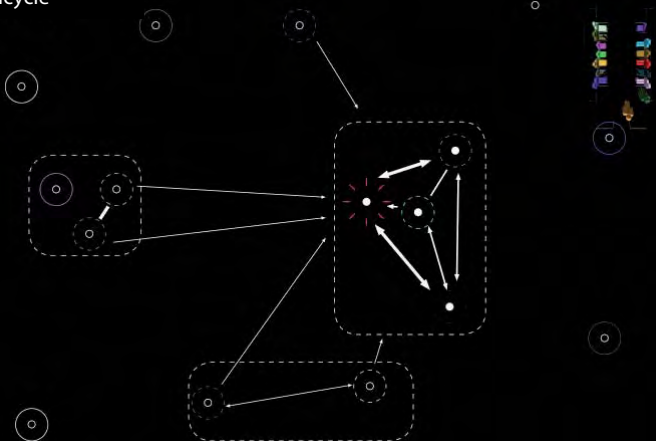
Handicapped



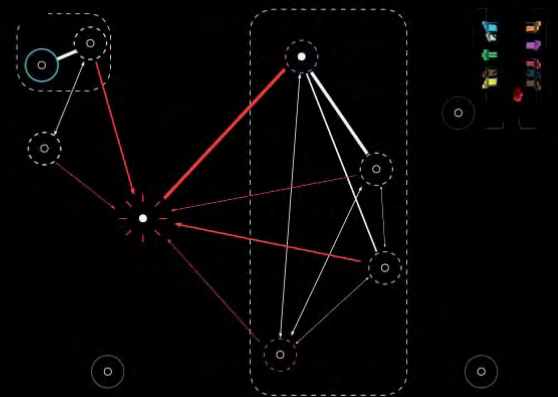
Undefined



Bicycle



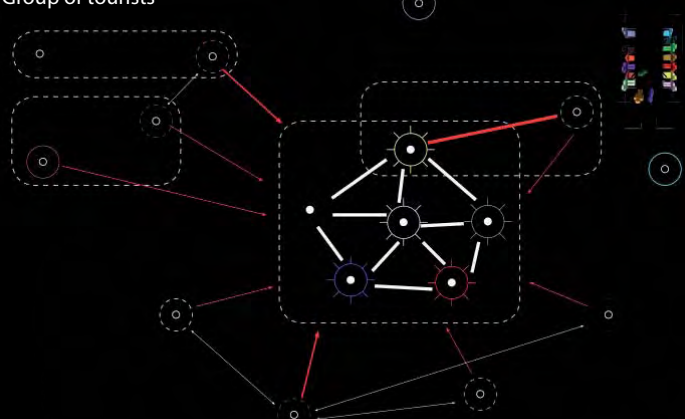
Musician



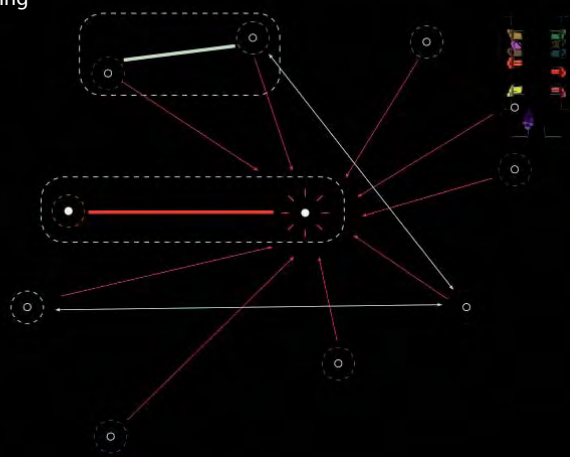
Going to work



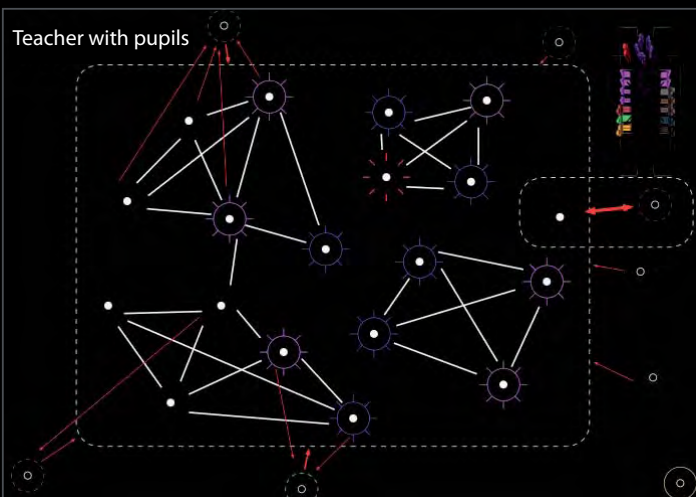
Group of tourists



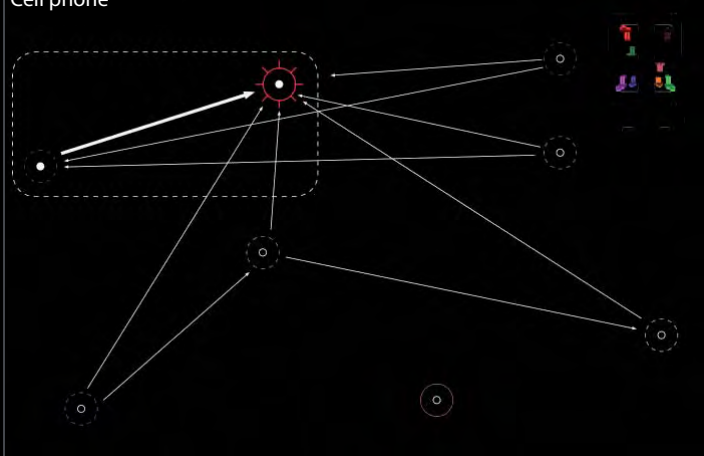
People eating



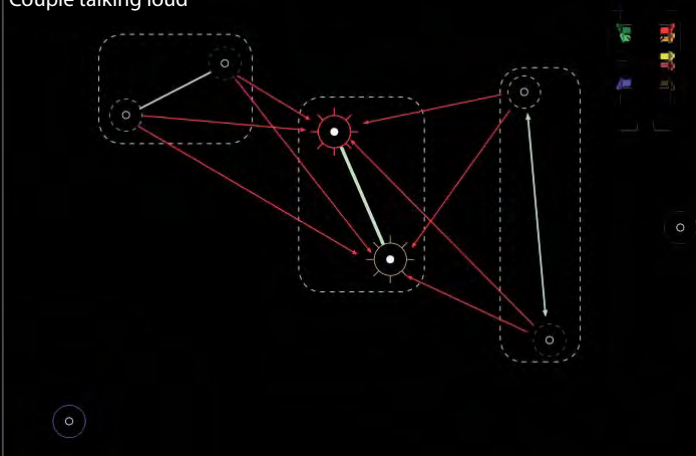
Teacher with pupils



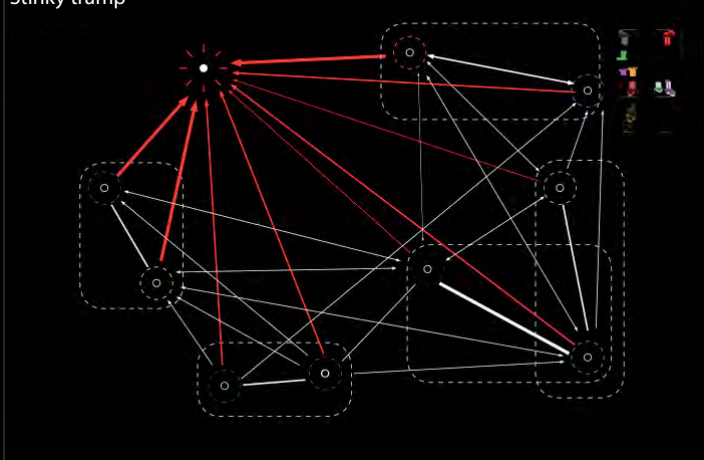
Cell phone



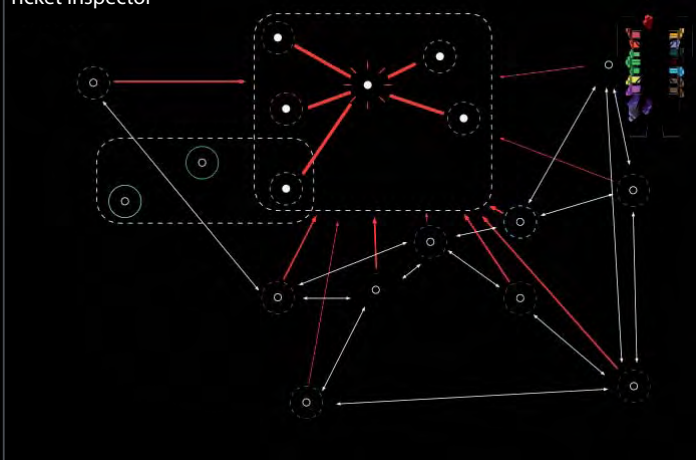
Couple talking loud



Stinky tramp



Ticket inspector



Characters

	Madman	Baby	Handicaped	Tramp	Couple	«Motz» seller	Musician	Ticket inspector	Tourist	Group of pupils	Sexual bomb
Conscious actor	~	✗	✗	~	✗	✓	✓	✓	✗	✗	✓
Attraction point	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Creates uncomfortable feelings	✓	✗	✓	✓	~	✓	~	✓	✗	~	✗
Makes contacts easier	~	✓	✗	~	~	✗	✓	~	~	✓	✗

Accessories

	Shopping bag	Suitcase	Food	Headphones	Book	Bicycle	Cell-phone	Clothes
Give information about the owner	✓	✓	✗	✗	~	~	✗	✓
Occupate the owner	✗	✗	✓	✓	✓	~	✓	✗
Catch the attention of the neighbours	✓	~	✓	~	~	~	✓	✓
Disturbs the neighbours	✗	~	~	~	✗	✓	~	✗



mobility space_one stage



mobility space_one train



mobility space_one line



mobility space_the city