

Field Study 2 Recap: Sendling

Friday, February 9, 2018 4:30 PM

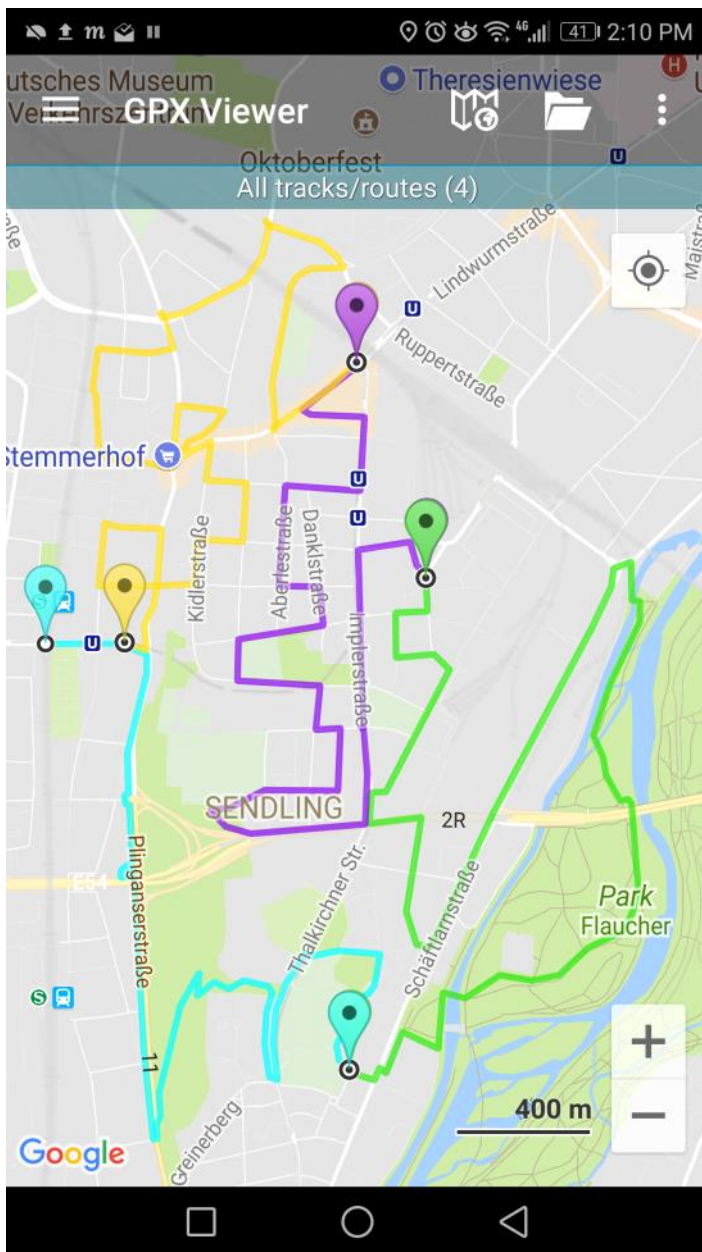
Date	Monday, February 12th 2018
Starting Time	09:20 AM
Ending Time	10:52 AM
Total Distance	18.51 km

Weather:

Partly Cloudy/Sunny. Flurries at the beginning which delayed the start, but otherwise no precipitation and very little wind. Temperatures were again chilly, at about 1° C.

The Field Study area was reached by bike, which was about a 30 minute ride from home.

Field Study Route (Segment 1 - cyan, Segment 2 - green, Segment 3 - purple, Segment 4 - yellow):



General Notes

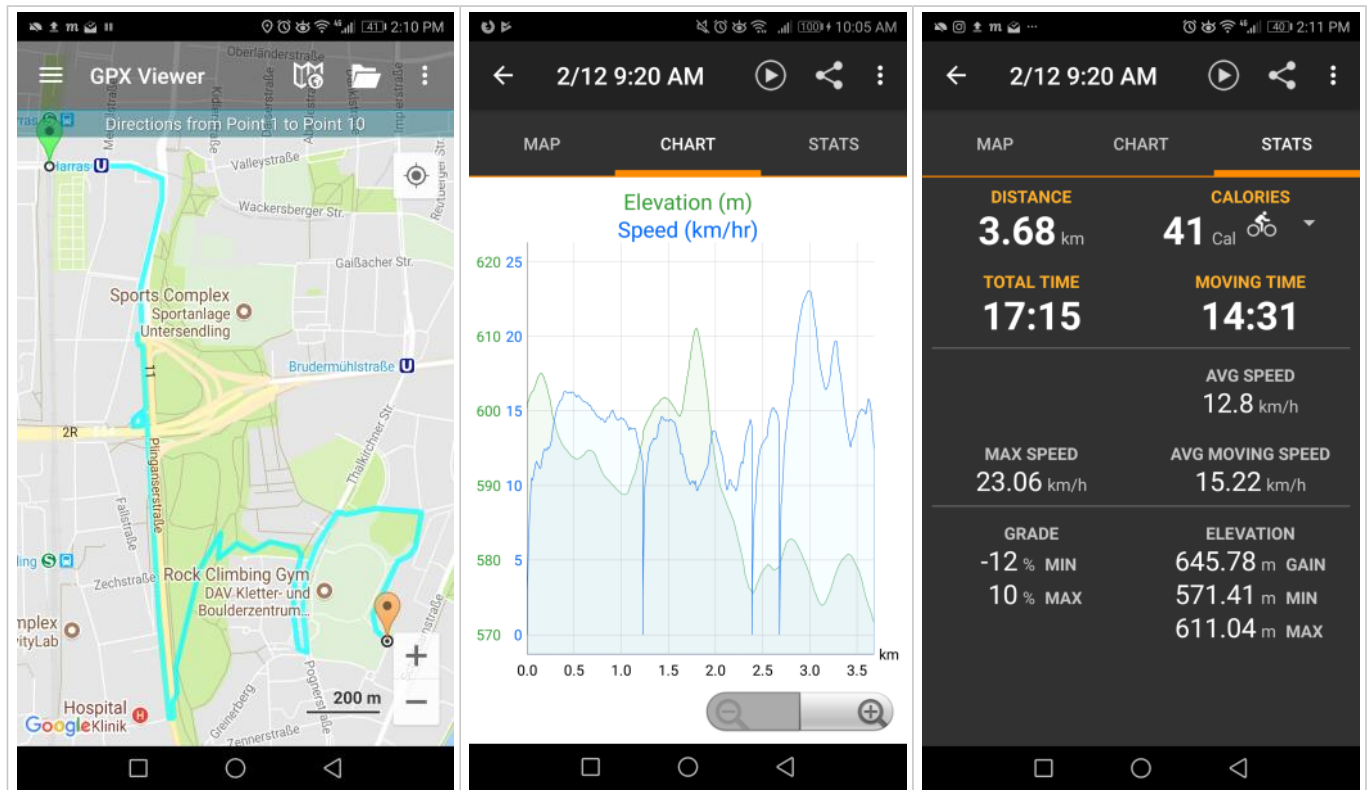
- Sendling was a very easy district to cycle in, save for a few select areas. The areas which were good for cycling include:
 - The area surrounding the interchange between the 2R (the Mittlerer Ring) and Plinganserstraße which had surprisingly wide paths and plenty of grass and trees to reduce the impacts of having such high-volume roads running through the area.
 - The forested areas around the Flaucher Park on the east side of the district were quite green, and the paths were in good condition, well covered with gravel and sand for traction in the winter snow.
 - Most residential areas were quiet and easy to cycle through, with many Shared Zones, Tempo30 Zones, Gegeneinbahnstraßen, Fahrradstraßen, and a relaxed feel.
 - The plaza around the Harras public transport station was quite large and included wide bike paths. As in many busy areas, conflicts with pedestrians were common, but the wide lanes and large pedestrian area gave everyone room to maneuver around each other.
- There were some areas which felt difficult to cycle in, and some aspects of the district which made it more difficult or less comfortable:
 - Schäftlarnstraße had a nice cycle path, but riding next to the massive industrial logistics facility, and all its machines running producing noise and pollution would not be pleasant every day. Plus, the

entrance is not even large enough to fit one semitruck, meaning cyclists and pedestrians on the west side of the road often need to navigate around the back end of a large truck. On busy days, riding past and through a line of diesel semitrucks does not sound very comfortable or healthy.

- A seemingly larger portion of residential streets were paved with cobblestones and stones,
- While the main roadways Implersstraße, Thalkirchner Straße, and Lindwurmstraße, all have cycle lanes or paths along the road, Plinganserstraße only has cycle paths along it south of its intersection with the Mittlerer Ring (2R)

Sendling also has a large difference in elevation between its western edge (especially along Plinganserstraße) and its eastern side (at its lowest in the Flaucher Park of course, but the developed area along the river are low as well). The difference is around 150m in elevation between the high northern end of Plinganserstraße where it intersects with Lindwurmstraße, and the area in the Flaucher Park.

Segment 1:

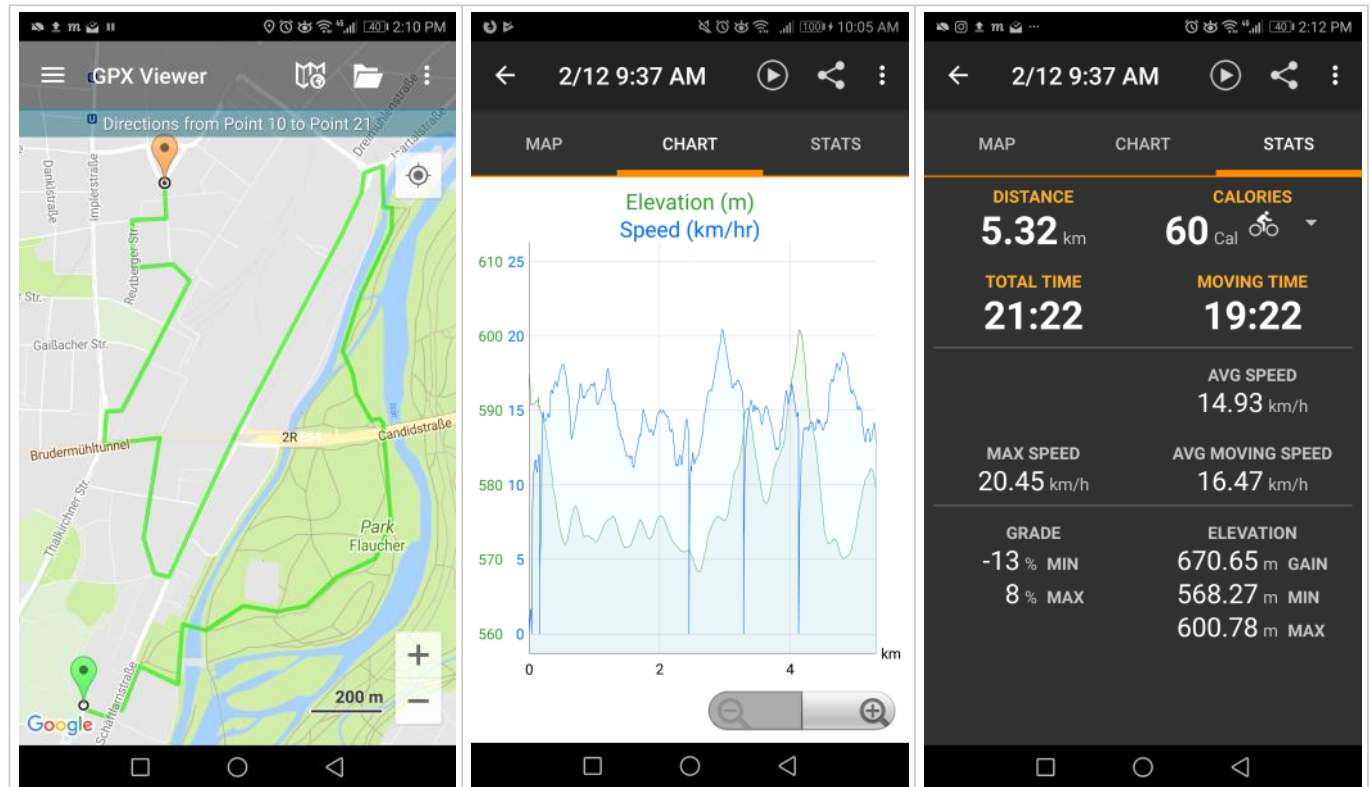


The plaza around the Harras station to the east is very nice and easy to ride through, as long as pedestrians keep an eye out, for cyclists. This is simply something that comes with dense compact areas however. Just south of this area, the cycle path is in the sidewalk, but not separated, and very close to the parked cars on the road, it does not seem like a high traffic area, so conflicts would still be rare. The rest of the ride to the south is a typical in-sidewalk cycle path along a major roadway. Very easy to cycle on, but a little boring as one might expect.

Cross the road and turning into the green area (Sendlinger Park) was a very nice change of pace. The paths in this area were surprisingly well maintained, and they were easy to navigate as well, as most were lined by large trees and brush. The steeper sections were paved and cleared of snow, and thus navigable on bike in winter. The route took a sharp hairpin turn from one path to another along the slope, which is probably not a normal action, but it was still possible without too much trouble. Cycling along Thalkirchner Straße was ideal, a cycle path in the sidewalk and next to a large green area with trees, (~1-3m) separating it from the road. The area is close to the zoo, so this early in the morning there wasn't much traffic, but at busier times the area might become quite congested.

Finally, the paths leading through the little green area on the west side of Schäfflarnstraße were also similarly well-maintained and easy to cycle on, even with one to two centimeters of snow covering them. It is green areas like this, and Sendlinger Park just before it, which make cyclists and other park users feel a little separated from the city. Filled with old trees and brush, they feel like a tranquil escape from the dense city just around them. The atmosphere, at least early in the morning, was quiet, and mostly filled with natural sounds, which is again surprising as both of these parks were so close to large and busy streets, especially in the morning.

Segment 2:



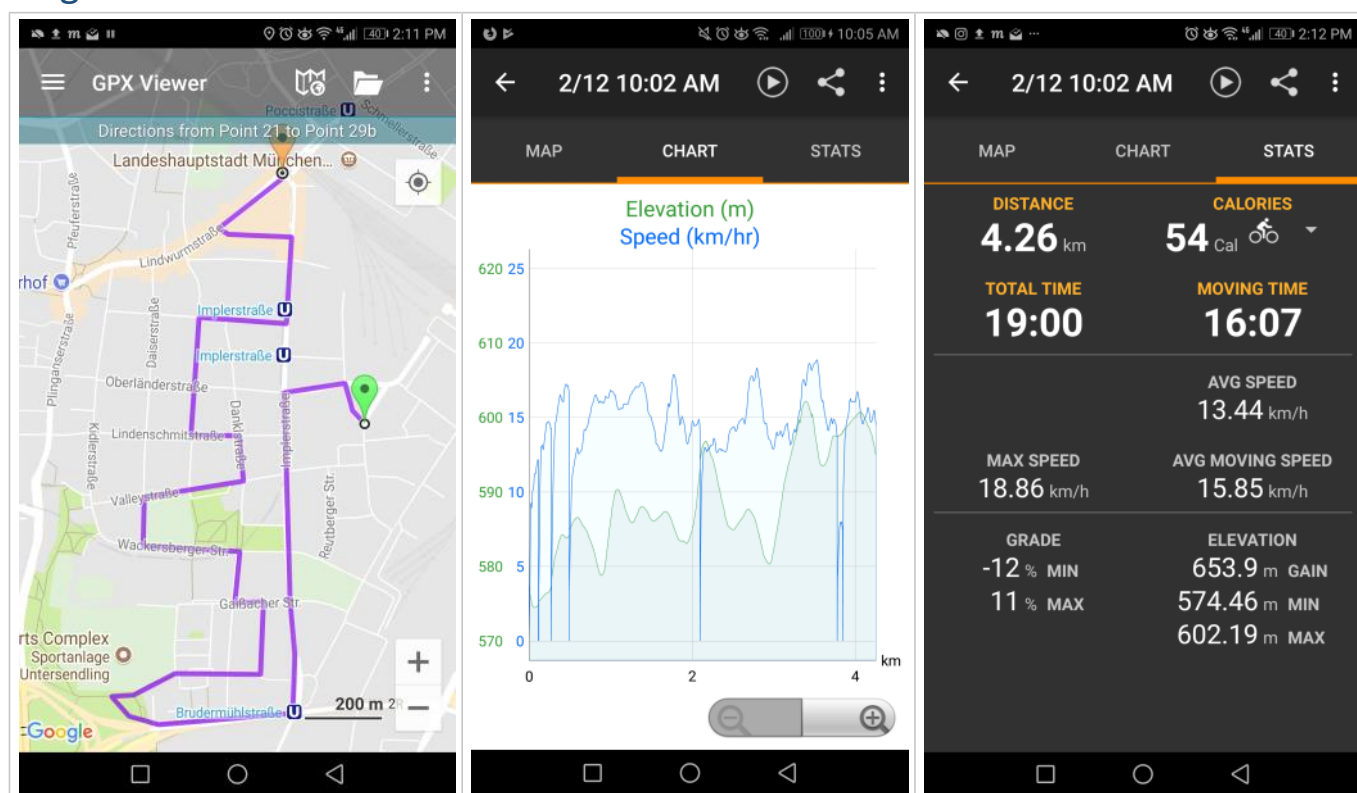
Accessing the Flaucher Park from the other side of Schäfflarnstraße was quite easy, and the park itself is full of paths, both paved and gravel, which weave through a beautiful forested area on the river. Even in winter, these paths were beautiful and easy to navigate by bike. The paved paths were mostly free of snow, and the gravel ones were just lightly covered in about a centimeter of snow in some parts, though a bit muddy in some spots as well. Otherwise, cycling in this park at the center of Munich was a tranquil escape that felt truly separate from the city surrounding it. The underpasses under the Mittlerer Ring (2R) which are common along the bike paths on the Isar, made it quite easy to make left turns (i.e. heading north in the park to heading west along the roadway). Changing from one path to another would also be unobstructed by the highway, as the interchange connecting all the paths converging at this underpass provides a smooth transition between each path (no sharp turns or grades). Exiting the park in the north was a little more difficult, as the bridge over the canal was quite narrow and only meant for pedestrians. There may have been a more suitable bridge further up the island, but this was the closest exit still inside Sendling.

The intersection with Schäfflarnstraße was quite well designed and easy and comfortable to navigate, just like the cycle path heading south on the west side of the street. It was separated nicely from the street by a green area with grass and trees, and was a separate asphalt track next to the sidewalk pavers. However, cycling next to the industrial logistics area (Großmarkthalle) was a little boring, and would certainly not be as nice on a busier day (not Rosenmontag). Additionally, the truck entrance to the logistics yard was short and offset from the street a distance shorter than a semitruck, which means that trucks waiting to enter at the gate building block the sidewalk and cycle path at least partially. Having to cycle around the back of a large semitruck in this industrial

setting is not the ideal cycling experience, however, it wasn't too busy the day of the Field Study, and so it is hard to say if it could get worse. It just wasn't a pleasant cycling area, but not a bad one.

Moving further south along the street, the area become more residential, though the green area between the street and the bike path was more muddy, and several of the bikes chained to trees were damaged. The residential streets were full of parked vehicles, but otherwise quiet and normal residential streets from a cyclist's perspective. Traffic was low enough that crossing streets without signals was comfortable and quick in these areas. The route required crossing and turning left onto Brüdermühlstraße which was quite easy, as the Mittlerer Ring tunnel under it takes the majority of the traffic off of this street. If the tunnel were not there, this area would be much different and definitely not pleasant to cycle in. The path along this street was on par with the others in the area, asphalt lane in the sidewalk separated from the street by about a 1m wide strip of green area. -The plaza around the station made it easy to switch directions to continue on the route. The wide streets north of this plaza were very pleasant and comfortable to drive in, not boring at all. The bike path did end however, but changing to cycling on the street was no issue as traffic was very low. At the end of this segment, in the old-looking residential area, many of the streets are cobblestone or stone pavers, which are not nearly as nice to cycle on (cobblestone is much worse) compared with asphalt or even gravel.

Segment 3:

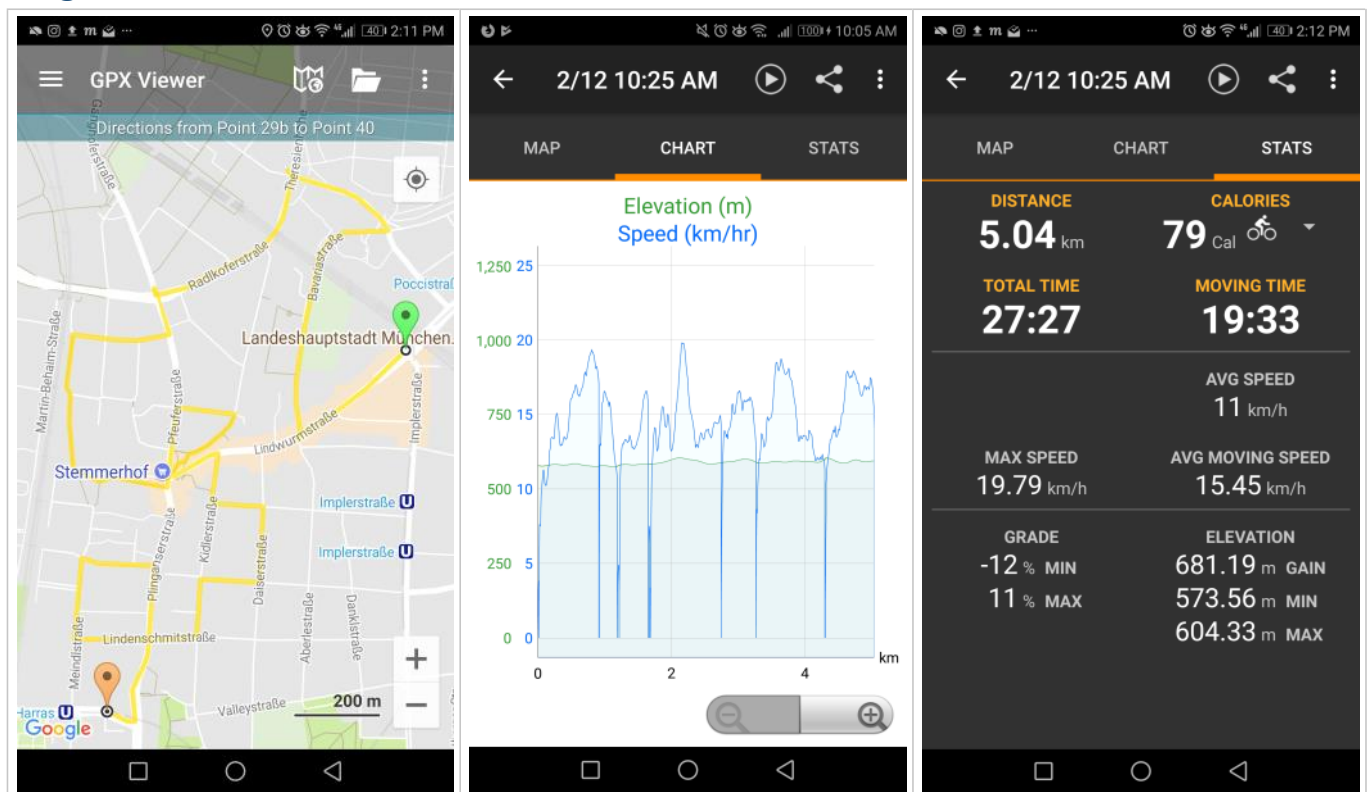


The beginning of this route was not on a cycle path and crossed a street with high traffic, which made it a little stressful. Implerstraße had very nice cycle paths, again on par with the paths along other major streets in this district (asphalt path, separated from the street (parked cars by a 1m wide green area with trees), even around the U-Bahn exists at the intersection. The intersections along this road were well designed for cyclists as well. The path also runs parallel to the various U-Bahn exits which reduces the possibility of conflict between public transit riders exiting the station and cyclists riding by on the paths.

Returning to Brüdermühlstraße was fine, even though the traffic was a bit higher, the path was comfortable and separated from the street nicely, and returning to Sendling Park (on this side of the interchange) reinforced the opinion that this park has very comfortable and wide bike paths which, even though they are next to a high-traffic roadway interchange, feel separate from the city and the roadways.

The residential areas of this segment aren't very noteworthy, they are very similar to other residential areas in the district and the city, although it felt as if a high proportion of the streets were paved with stone pavers, making cycling on them a little uncomfortable. There were even more cobblestone streets, which are considerably worse than stone pavers as the gaps between the stones are much bigger. The residential areas were still quiet and low traffic enough, and with wide enough shared streets, to make cycling through them easy. Crossing Implerstraße was easy at the intersection. However, compared to the other areas of the street, this northern side had worse bike paths, and seemed considerably higher traffic (both of pedestrians and cars). Garages along the street with ramps below make cyclists much more cautious of cars. This could simply be a busier area (next to the city KVR as well), but the bike path was also not as good as they are in other areas of the district).. Clearly marked against-one way streets make cyclists more confident in their route and riding through a street.

Segment 4:



Lindwurmstraße, like most of the other major roadways in this district, has a very nice bike path along it. It is also next to dense greenery and dense urban development with cafes, shops, and residences 6 stories tall on either side. This makes the area seem much more exciting to cycle through, and as if cycling belongs to this area. Bavariastraße has no cycle lanes, but had little traffic and wide lanes, however its intersection with Hans-Fischer-Straße was difficult as it was impossible to get up on the cycle path before the intersection, so the left turn had to be made through the vehicle area of the roads. Turning onto red cycle lanes across one of the spurs did make it feel as if cycling belonged here and more secure.

The cycle path along Radlkoferstraße was very nice, and further makes the point that major roadways in this district do have (for the most part) nice cycling infrastructure along them. The bridge over the railway tracks had a narrow bike path in the sidewalk that was elevated from the roadway a large amount, making maneuvers to avoid pedestrians potentially dangerous. The intersection with Pfeuferstraße / Plinganserstraße was normal, but space to turn left after crossing the street and waiting for the next light was limited.

The path behind the residences was narrow, but useful for cyclists as it avoids riding on streets and head the

right direction straight from where their bike was stored, it also felt relaxing and easy to ride along. The same goes for the park back here behind the buildings. The intersection at the corner behind the church (Lindwurmstraße and Pfeuferstraße) was quite busy, they had clearly marked cycle lanes, and turning left, crossing one street and then the other was very easy as both crossings are green simultaneously. Only waiting once to make such a turn was a welcome break from the usual slow process of waiting through a whole cycle of signals. This may be due to the cycling distance signs in the park at the northwest corner of the intersection, which itself makes this intersection and the area around it very cycling-friendly. The cycle path along Pfeuferstraße was a little tight and directly next to the vehicles parked on the side of the road, which makes cyclists a little more nervous. Coming into the park from the other side was very nice, a wide path with a view down the hill and plenty of greenery to make it feel above and out of the city.

The steep grade heading east on Lindwurmstraße is a prime example of difficult cycling streets, very narrow cycling paths and a steep slope (due to the very large difference in elevation between east and west Sendling). More stone paver intersections and cobblestone streets make it difficult to cycle. These residential areas are just like the others, with a bit more commercial/retail/restaurant activity, making more destinations and racks for bikes, generally they are quiet, low-traffic, and bike-friendly, which make for peaceful beginnings and ends of a resident's journey by bike.

Turning onto Plinganserstraße revealed the worst area in the district for cycling. The cycle lane quickly merged into the main stream of traffic, with no protection or markings from the vehicles or space between it and the parked cars. Additionally, turning left into Margaretenplatz from this street felt very unsafe. With no cycle lane, no way to ride up onto the sidewalk (too high of curbs), and an extremely long signal cycle (pedestrians were already waiting to cross as I arrived) of around 4 minutes and 15 seconds, standing and waiting feel very exposed to the traffic and must wait uncomfortably on the grade for far too long. An additional stone paver streets in the final area of the segment further made it clear that this type of pavement is common in Sendling. Clearly marked Fahrradstraßen again help cyclists feel confident and safe. Returning to Harras again reinforced this area as busy, but with enough space to maneuver.