

Field Study 3 Recap: Berg am Laim

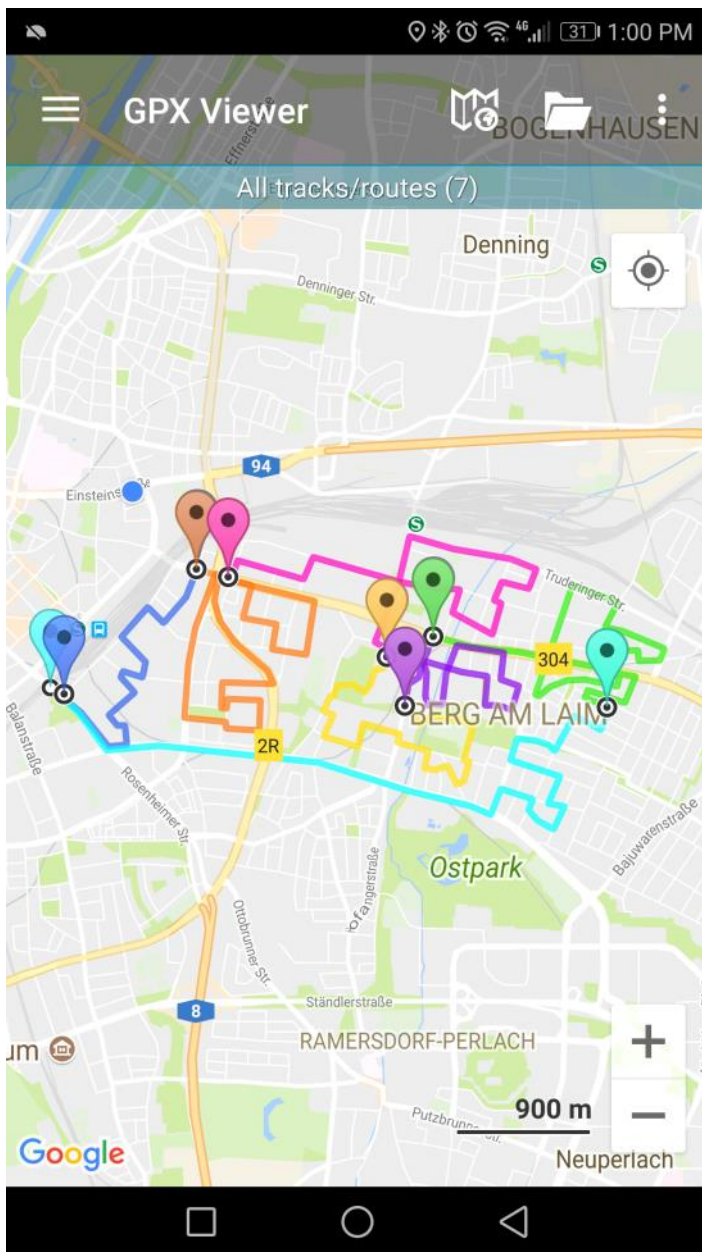
Friday, February 9, 2018 4:31 PM

Date	February 13th, 2018
Starting Time	9:00 am
Ending Time	11:16 am
Total Distance	29.75 km

Weather: Sunny and cold. Temperatures ranged from -1C to +1C

This Field Study was significantly longer than the 2 previous, for a couple of reasons. The district itself is larger, and there are several distinct areas within it, so visiting each and cycling along all the major roadways, of which there are several, made for a more complex and longer Field Study route.

Field Study Route (Segment 1 - cyan, Segment 2 - green, Segment 3 - purple, Segment 4 - yellow, Segment 5 - magenta, Segment 6 - orange, Segment 7 - blue):



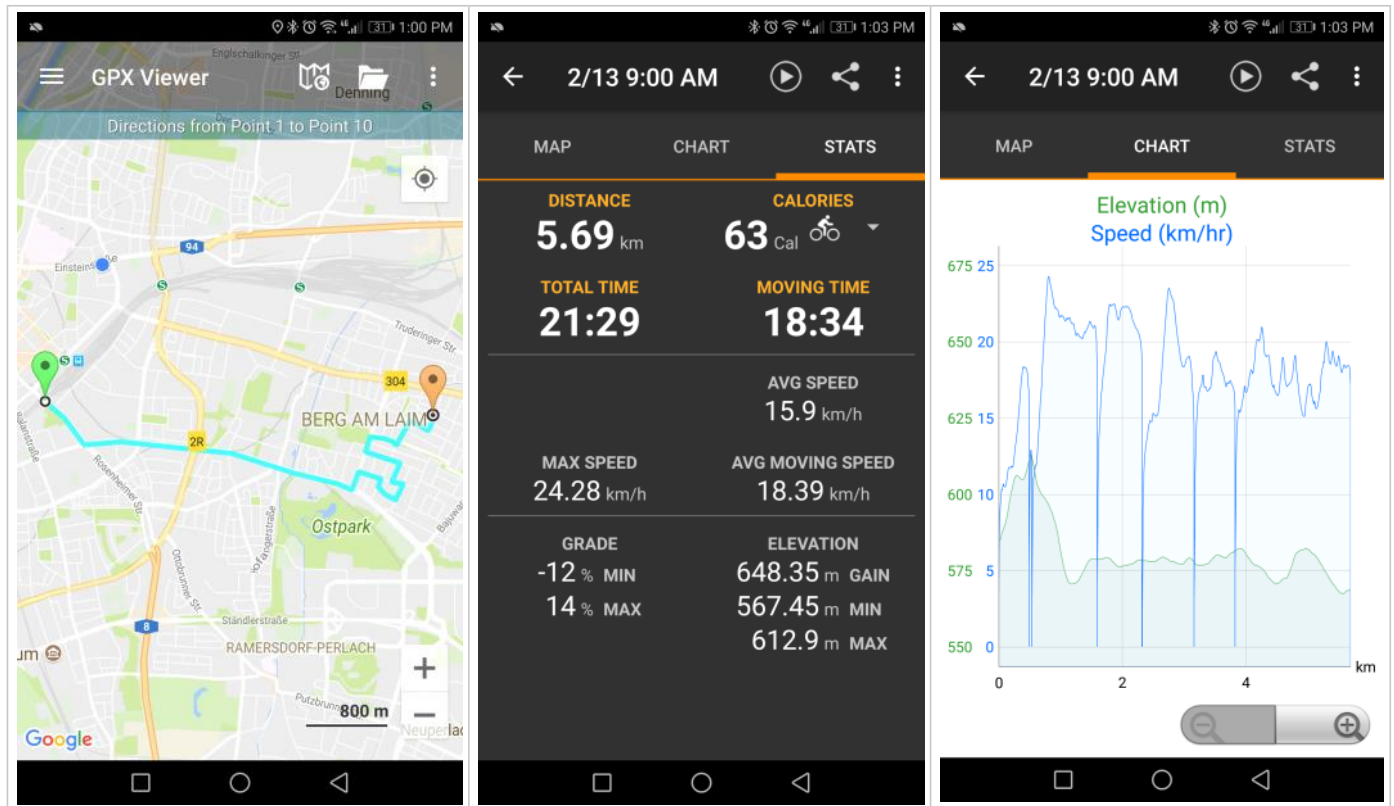
General Notes

In most areas of Berg am Laim, there are no inhibitors of cycling. Residential streets are wide enough, bike lanes and paths flank the major roadways, and a large green park with paths crisscrossing it sits in the middle of the district makes it easy to avoid traffic and get from A to B with a bike in this part of the Berg am Laim. Also, a large park, Ostpark, sits on its southern border, as does the indoor/outdoor pool Michaelibad. However, most of the area east of the Mittlerer ring is purely residential, with a couple of exceptions south of Berg am Laim station and along the B304. And also, cycling facilities are limited along Truderinger Straße and Baumkirchner Straße which have direct access to the S-Bahn station Berg am Laim. In the industrial area directly east of Ostbahnhof is under real redevelopment which is limiting direct access through much of the area.

The road which forms the southern border has decent cycling facilities along it, but cycling for any long distance on it would be quite boring and uncomfortable. The vehicles are moving very fast, the path isn't too far from the road (a line of parked cars), and the road is very straight without very much to look at in most places, which all make cycling along it less than ideal. Another less than ideal cycling experience in this district is the path along the eastern side of the Mittlerer Ring (2R) in Segment 6 of the Field Study. This cycle path is not protected from the very busy and high-traffic (esp. with trucks) roadway at all, and the trucks coming from nearby construction have covered the road in dust, which is then thrown into the air when other trucks pass. Depending on the

circumstances, this situation may last for a very long time during the development going on in the district. Regardless of the dust issue, the cycle path being directly on the edge of the pavement, not separated from the traffic by anything makes this roadway feel very unsafe and uncomfortable.

Segment 1:

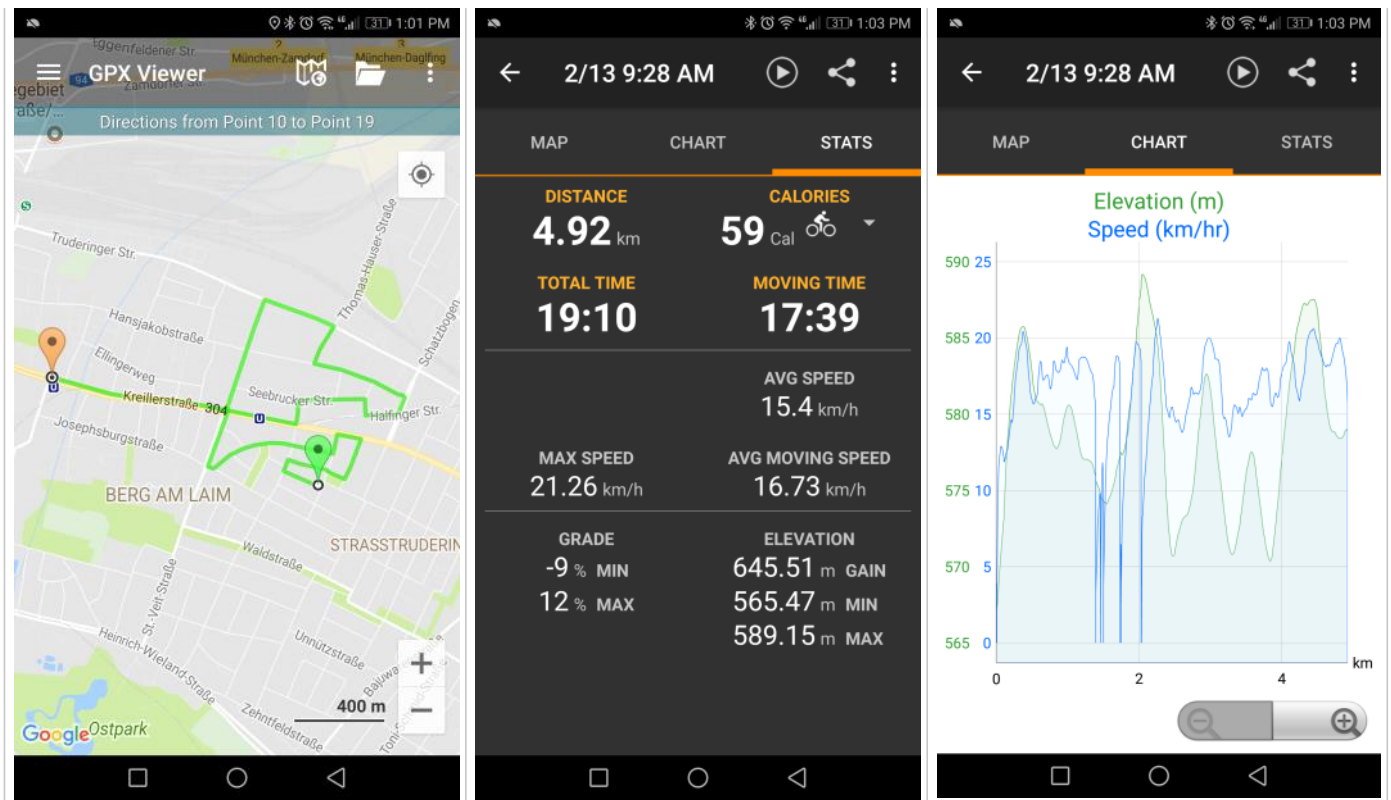


Cycling along this main roadway was comfortable and easy. The slope was mostly flat, and the bike path was well-designed. The path was in the sidewalk and separated from the road most often by both a green strip with grass and trees and a row of parked cars. This made cycling along the road very secure and comfortable. However, cycling along the same stretch of wide road for a long distance, with cars going much faster always passing by, and large gaps between intersections (good for speed and convenience but very boring), can feel like you're making little progress for a lot of pedaling.

Cycling through the residential areas on this route felt more like a small town or a suburb, not a dense part of the city. The houses on the eastern of the district are mostly separate large single (or double) family dwellings. The streets are quiet and wide enough for the very little traffic on them, but did have many small pavement patch replacements which weren't quite flush with the road surface around them, making for frequent bumps and jolts riding along. Cyclists wouldn't spend too much time in these areas anyway, so it isn't too much of a problem.

Cycling along St.-Veit-Straße, a N-S collector in this area was easy, with cycling lanes along both sides of the road in the sidewalk, and separated from the traffic (which there wasn't very much of at this time) in different ways. The small park area along Waldstraße was snow-covered, but manageable. It was nice to have trees and a green area, but it isn't large enough to have an impact on the overall cycling experience in this area.

Segment 2:

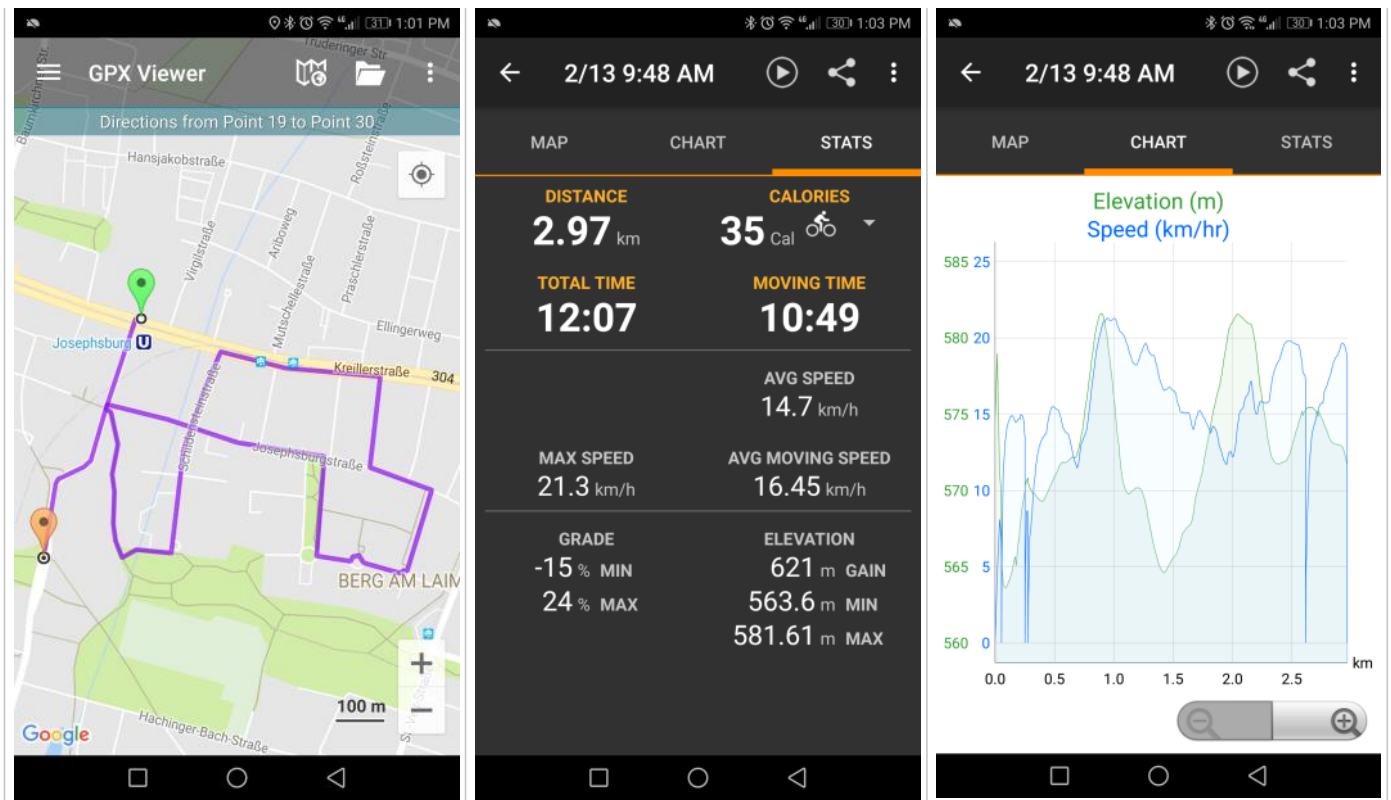


Kreillerstraße was a good mix of a large roadway with enough dense development around it that it seemed much less boring to ride along. In most areas, it had a standard cycle path separated from the road by a green shoulder and parked cars.

The intersection of Josephsburgstraße and St.-Veit-Sträßether actually seemed a little dangerous. Crossing tram tracks, with no signals and some parked large vehicles which were hard to see around, and no marked cycle lane heading east on St.-Veit-Strasse, this intersection just felt awkward to cross and to right turn onto St.-Vet-Strasse. St.-Veit-Strasse had no cycle lane until after its intersection with Kreillerstraße, which meant that in the area around the tram stop and U-Bahn at this intersection, cyclists must go up onto the sidewalk to reach their crossing point, which is not very wide and full of public transport passengers exiting or getting on the tram and U-Bahn. Going from no cycle lane and riding in the street, to having to ride up onto the sidewalk to cross the street, and pass through an area of high pedestrian density is not ideal and a recipe for increased conflicts between cyclists and other road users. The rest of St.-Veit-Strasse in this segment switched between shared sidewalk and half-marked cycle lane.

The pavement along Truderinger Straße was very narrow, meant to be shared with pedestrians, and strewn with parked cars obstructing the path to varying degrees. The development in this area of northeastern Berg am Laim was still mostly single-family houses, but there were surprisingly some apartment complexes and business buildings along the north side of Hansjakobstraße and scattered through the neighborhood. The cars parked along the side of Halfingerstraße encroached into the cycling path a fair amount, making suddenly opening doors a worry for cyclists along this route. Returning the Kreillerstraße for the last leg of the segment reinforced its conditions from earlier in the segment. Though this time, cars were parked quite close to the cycle path in the sidewalk, which had no real separation from them, again making cyclists a little nervous, or at least more aware as they pass. The pedestrian part of the sidewalk is wide enough for several people to walk together and still not obstruct the bike path, which makes cycling along this segment more comfortable than others with narrower pedestrian sections.

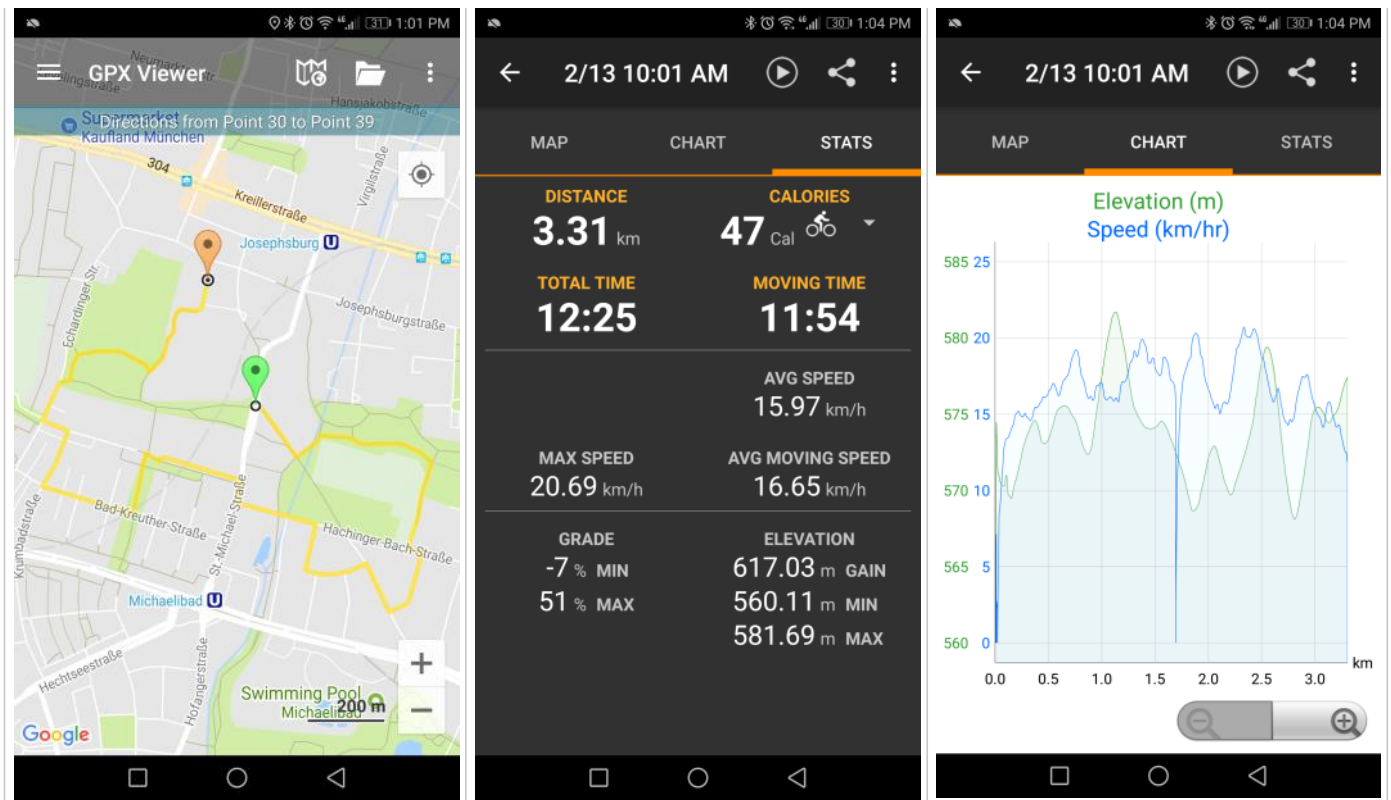
Segment 3:



Else-Rosenfeld-Straße/St.-Michael-Straße was a very good example of a pleasant cycling experience, trees, greenery, interesting development, and a nice cycle path. The green park in the center of the district has very nice wide, and well-maintained paths, pleasant greenery and trees, and generally feels like a nice way of connecting two sides of this district together for pedestrians and cyclists. The residential area in this segment was much denser than the previous segments, mostly comprised of multistory apartment buildings, and connected by wide residential lanes shared with cyclists.

This side of Kreillerstraße was just like the previous one, a wide cycle path in the sidewalk adjacent to parked cars along the street, a standard cycle path without the greenery. The larger residential streets like Josephsburgstraße had cycle paths along the street as well, which were without a green shoulder in most areas, but otherwise standard. Some areas had narrow sidewalks and cycle paths, but only a few. Well-marked shared streets made this area comfortable to cycle in. However, the light to cross St.-Michael-Straße from Josephsburgstraße required a button push to activate the signal, which luckily wasn't too far off the cycle path, but is still an annoying step for cyclists who don't come to a stop near it.

Segment 4:

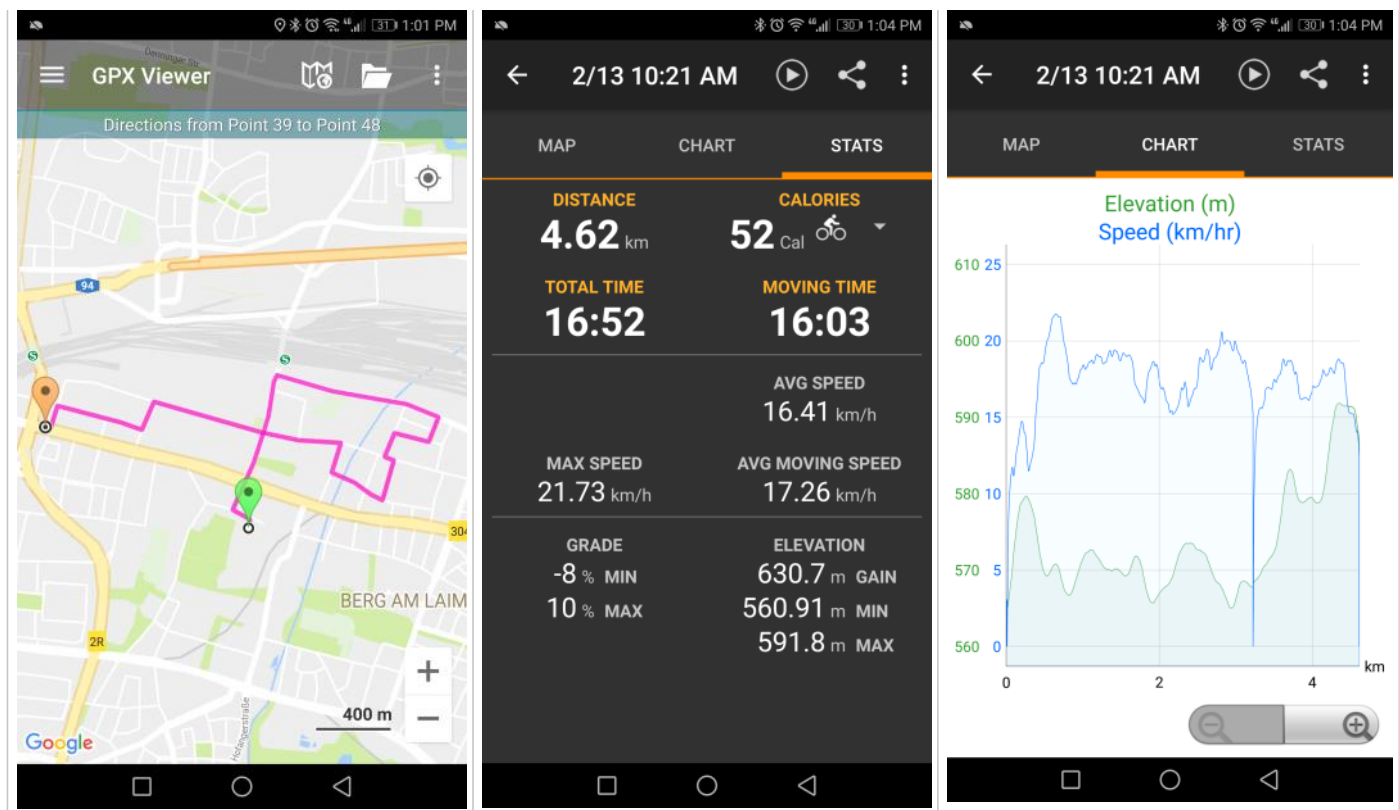


Cycling through this central park in the district for most of this segment reinforced the open, separate from the city, and green feeling it had before. Cycling in an area with wide paths, surrounded by grass and trees, and one which is big enough to also feel rather separated from the city around was relaxing and comfortable. The quiet atmosphere added an especially tranquil feeling to the park. Also, its central location within the district might serve as a catalyst for more cycling in the area, as residents know their destinations would be not only easily reachable, but reachable through a comfortable and relaxing route. Small green areas/parks in between developments and neighborhoods, with paths, also make for quiet and comfortable connections for cyclists looking to get from A to B and avoid roadways.

The residential areas in this segment were a mixture of medium density development in low-rise apartment buildings and larger apartment buildings. The streets which connected them were mostly lined with trees and grass shoulders making the beginnings and ends of trips from this area more pleasant.

The final green area in this segment was more wooded than the previous, and contained some sporting facilities in addition to simple green area. The park was well used even at this time of the day on Tuesday, and generally felt separate from the city around it thanks to its dense woods, as opposed to the sheer size of the central park of Berg am Laim.

Segment 5:

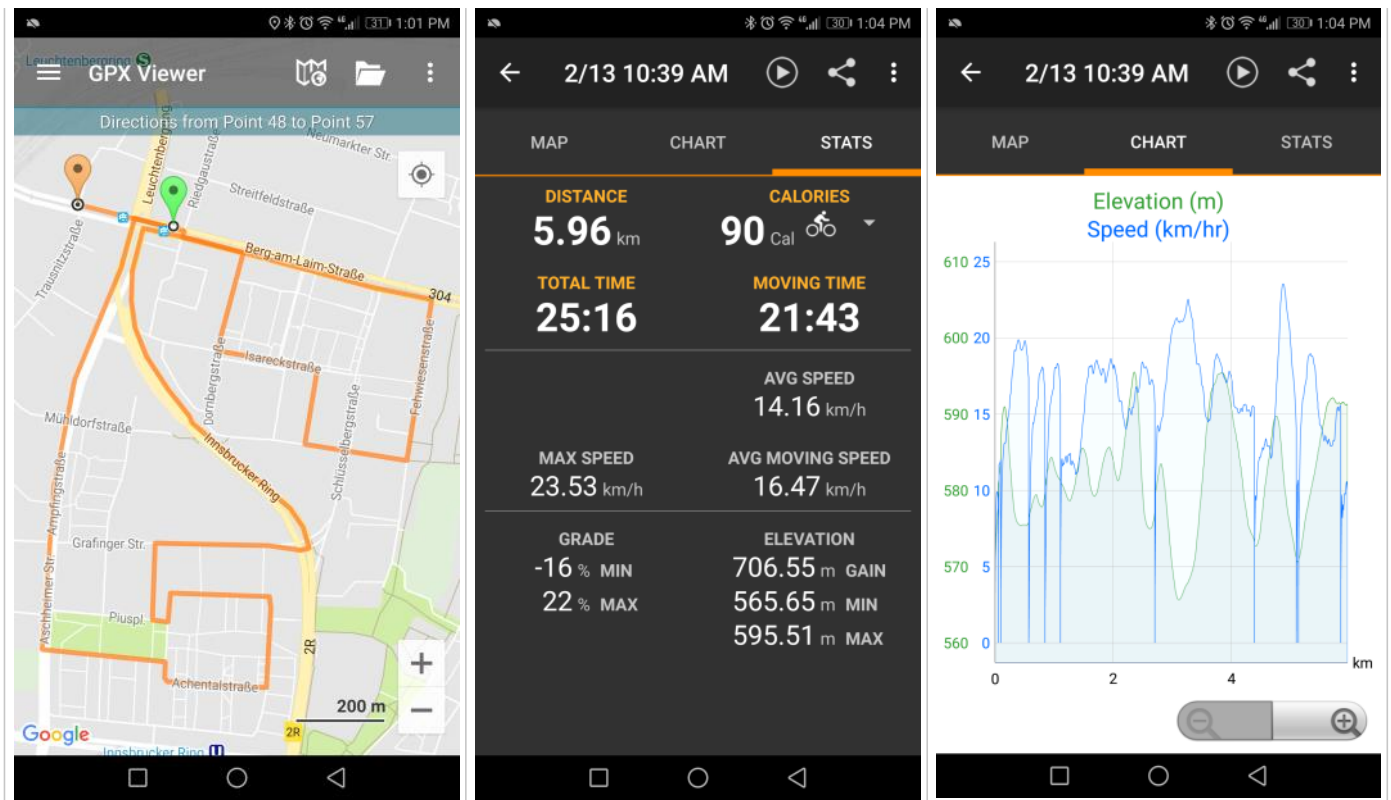


This segment aimed to visit the area north of B304 and surrounding the south side of the Berg am Laim S-Bahn station. First, riding along Baumkirchnerstraße, an on-street cycle lane which was well-marked provided enough space for cyclists to feel safe and comfortable on the road. Approaching the development directly southwest of the station, a large white retail building came into view, and more development along this corridor seemed underway. Turning onto Truderinger Straße, the cycle lane became thinner and somewhat muddy as it was next to the grass shoulder with no curb. The north side of the street had better cycling infrastructure, however. The cycle lane disappeared after some distance, but the low traffic street was wide enough that issues or conflicts wouldn't be too common. If traffic levels were higher in this area (as in peak hour in the morning), this segment would not be very pleasant at all to cycle in - in infrastructure just doesn't give too much security to cyclists on or next to the roads.

The area of residential development changed to single-family homes and some apartment buildings. More apartment buildings were present along Hansjakobstraße/Neumarkterstraße, which also had an in-sidewalk cycle path that was narrow and not separate from the pedestrian area at first, and changed into a standard cycle path, next to a grassy shoulder with trees and laid in asphalt next to the typical pedestrian stone paver section.

Closer to the intersection of Kriellerstraße (B304) and the Mittlerer Ring (2R), development got very dense, and much more active. Cars were often parked directly in front of driveways, making it difficult to see cars exiting parking garages. Finally, cycling towards the B304 from the sidestreet on the route, there was no cycling infrastructure, making it difficult to maneuver on the sidewalk or the road.

Segment 6:



This segment included probably some of the worst cycling conditions experienced thus far in Munich, and definitely within Berg am Laim. Starting along Berg am Laim Straße, large trucks swept dirt and dust into the air as the sped next to the cycle path on the sidewalk, which had no separation from the traffic. The intersection with Leuchtenberg was well designed, but took a very long time to cross. Luckily the median with space for pedestrian and cyclists did not need to be used as both lights were green long enough to cross the road. Once across the road however, there was very little space to position to cross Berg am Laim Straße subsequently, and waiting exposed to traffic for two cycles of the signal is not comfortable for cyclists.

The cycle path along Ampfingerstraße was separated from the traffic by parked cars, though it was somewhat narrow and had no buffer between the cars and the cycle path at the start, but soon a grassy shoulder with trees began and the route became much more pleasant for the majority of the section along this roadway. A wide pedestrian area next to the cycle path made it very easy and comfortable to cycle along Ampfingerstraße, with little worry over conflicts with any other road users. Crossing the street at Piusplatz without a signal was made easier and more secure by the presence of a median in the middle of the roadway that pedestrians and cyclists could stop on to wait for the other side of the road to clear. The rest of the residential area between Piusplatz and the intersection of Grafinger Straße and the Innsbrucker Ring was quiet but high density development, mostly of apartment buildings. There was no cycling infrastructure as in most residential side streets, but the shared streets were low traffic and wide enough to avoid most conflicts with cars. Going up and down from the sidewalk was difficult at points as in some locations there was no gradual curb cut.

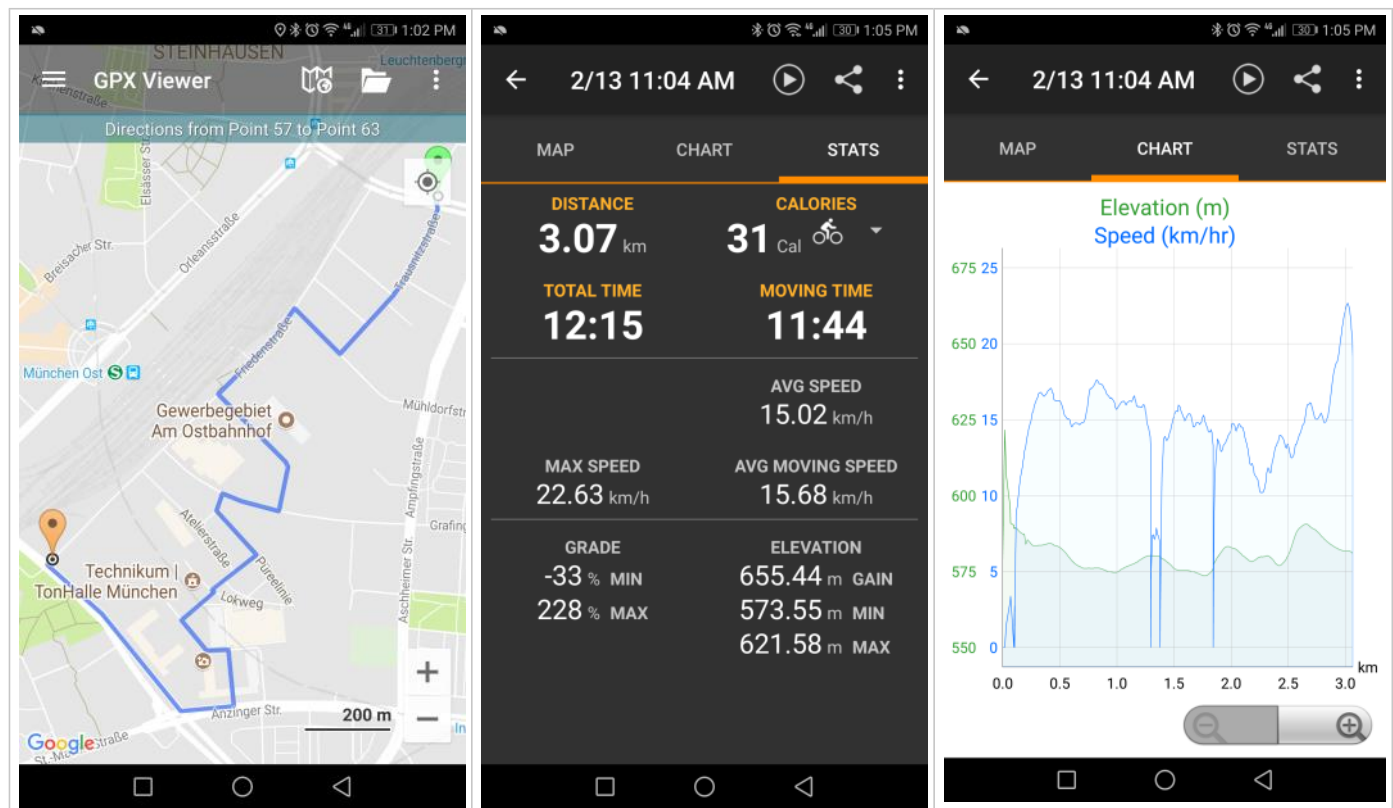
Crossing Innsbrucker Ring was no issue, the signal was not terribly long, and there was a median in the crossing if those crossing ran out of time, as was the situation after turning left to cross Grafinger Straße along the Ring. However, once across the street, riding along Innsbrucker Ring was unpleasant, dusty, and insecure. There was no separation between the busy roadway and the cycle path which was built into the sidewalk, and the road was covered in dust and dirt, seemingly from construction, just like Berg am Laim Straße. Once the through traffic tunnel began, however, the traffic calmed and cars separated the cycle path from the remaining traffic.

Cycling again along Berg am Laim Straße, the cycle began not separated from the traffic next to it, but soon that changed with cars were parked along the road. The residential areas in this part of the segment were very much like the previous one, with wide streets and high-density development. However, more greenery, trees, and cycling

infrastructure were present. Streets which were marked as Gegeneinbahnstraßen were really too narrow to hold bikers and vehicles passing in opposite directions. Cars were parked on both sides of the street and the remaining space was not enough for the two to pass each other while moving.

The intersection of Fehwiesenstraße and the B304 was also somewhat problematic. The cycle lane began in the sidewalk at one side of the road, and moved to be in the street on the other side of the intersection, not only that, there was very little space for cyclists to stop and wait to cross the street to head west of the B304, especially while many pedestrians were passing through due to the tram stop and the dense mixed use development directly on this intersection. Finally, Berg am Laim Straße was congested, had some issues with vehicles blocking the cycle path / sidewalk, parked up on the cycle path reducing the space for cyclists, or blocking the intersections waiting to turn onto Berg am Laim Straße. It was a very congested path, which made cycling along it uncomfortable and slow.

Segment 7:



The residential area at the beginning of this segment was much like the previous one, high density (very) apartment buildings, with cars parked along the streets shared with cyclists. Some areas had more greenery, some had less. The street directly parallel the tracks at Ostbahnhof, and Haager Straße were nice cycling streets with good paths or relaxed vehicle speeds to make cycling easier.

Heading into the proper industrial area just east of Ostbahnhof, it was clear this area had recently been redeveloped, and is currently under development. Cycling through this area was difficult as many streets were closed for construction, covered in mud and dirt, torn up from construction, or otherwise difficult or uncomfortable to cycle along. The maze of offices and industrial areas also made it difficult to determine where to go, even with navigation software and a map open and available to me.