

# Field Study 6 Recap: Feldmoching-Hasenberg!

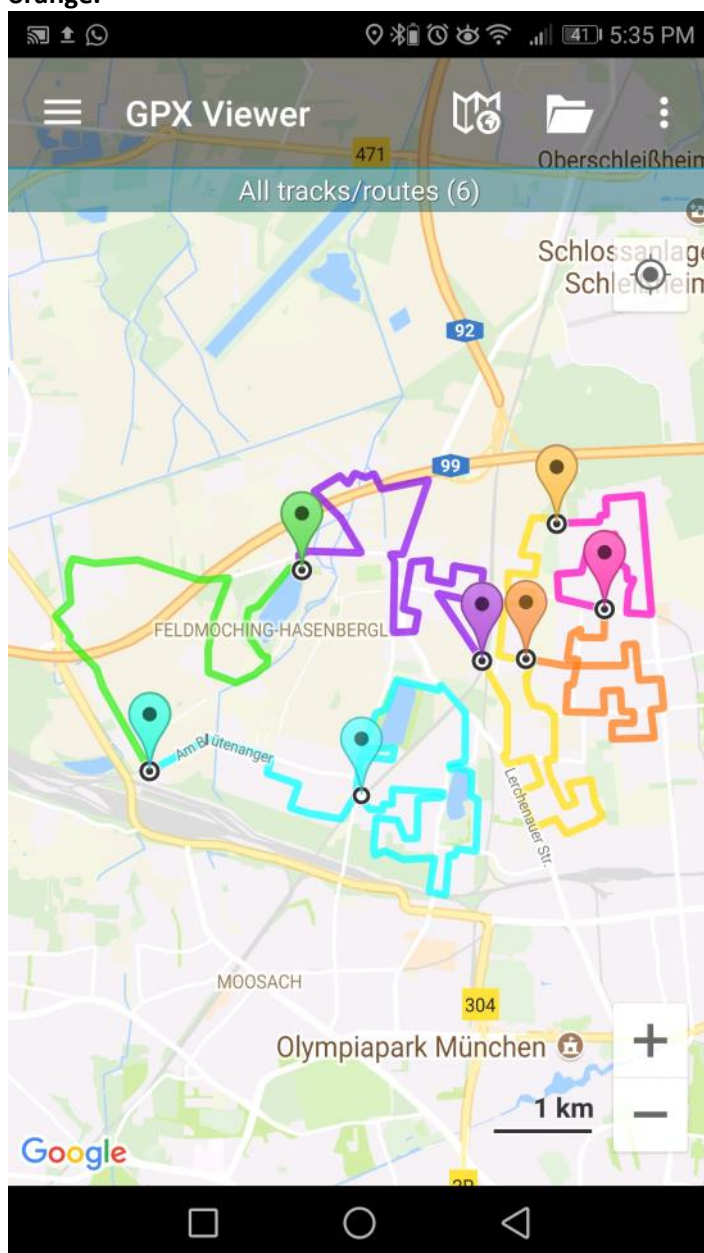
Friday, February 9, 2018 4:31 PM

Date	March 9th 2018
Starting Time	10:32 AM
Ending Time	2:14 PM
Total Distance	46.84 kilometers

Weather: Sunny with a low of 1C and a high of 12C, this was the most enjoyable field survey of the bunch. The Feldmoching-Hasenberg area was reached by S-Bahn, which only allows bikes on board after 9 AM. This delayed the start to later than desired.

## Field Study Route:

**Segment 1 - cyan, Segment 2 - green, Segment 3 - purple, Segment 4 - yellow, Segment 5 - magenta, Segment 6 - orange.**



## General Notes

The development around motorways was surprisingly varied. Some areas were industrial or farming land, and some were purely residential of high or low density. Much like TOFFS, many of the high density residential developments along the motorway included green strips with paths between the buildings and underpasses under the motorway, which were common enough to make cycling from these locations more convenient.

Paths are marked through the forested area along the railway tracks which form the southern border of the district. While there were some makeshift paths in this area, they were not paved with anything, and more trails made in the grass through the woods. This was a very nice area to cycle in that felt separate from the city, but it could be better connected to the cycling network of the district. Entering the area required getting off the bike and carrying it over a small muddy ridge on the side of the road through a narrow opening in the trees. If it were better connected, it could provide a large area open to non-motorized travel, enabling users to get from one side of the district to the other without interacting with vehicles too often.

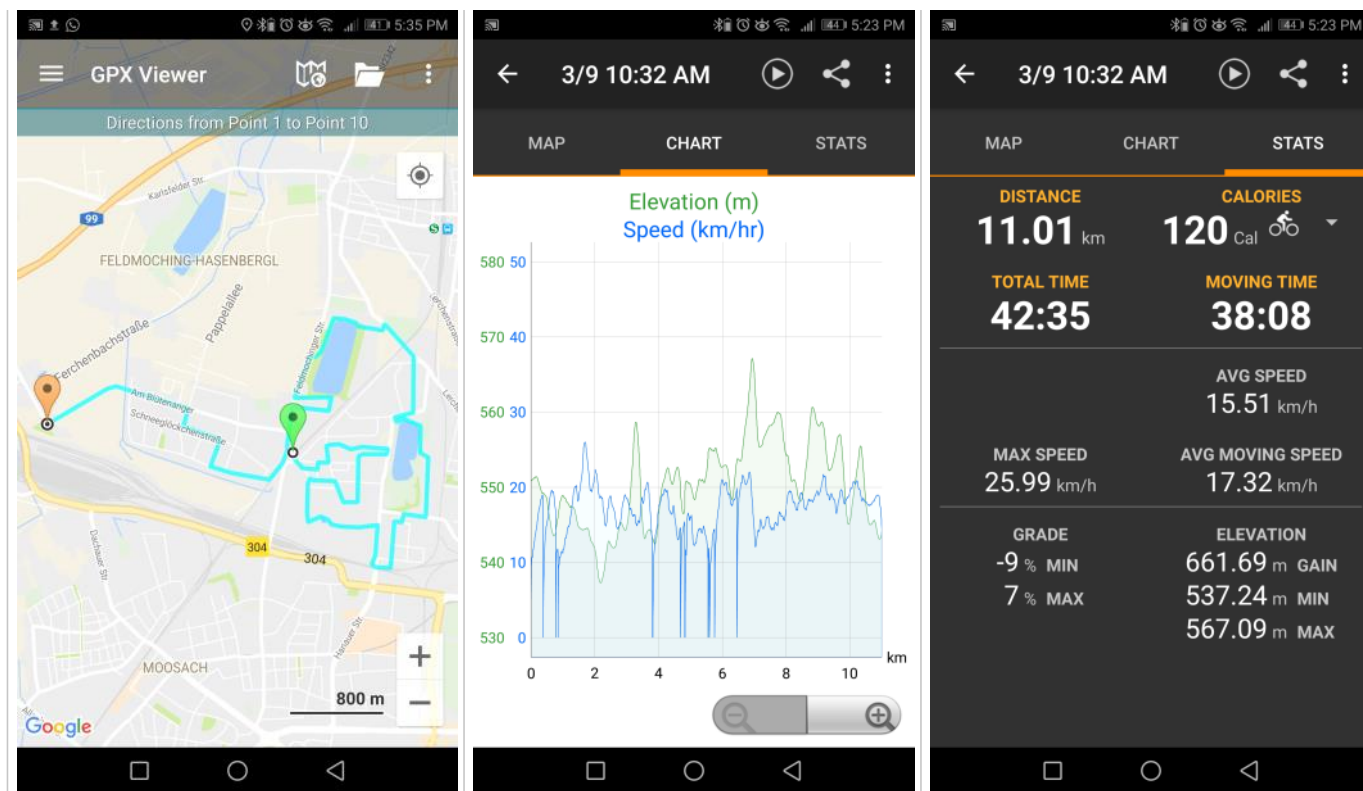
There are signposted cycle routes throughout the district, but in some areas the routes follow roads with very substandard cycling conditions. There are some busier roads which are a part of the signposted cycle route network which have no cycle lanes, nor paths on the sidewalk which is too narrow and restricted further by cars parking up on the curb. Major or important roads without dedicated cycling infrastructure and with generally poor cycling conditions (e.g. busy roads with parking along the side and narrow sidewalks) appeared in other parts of the district as well, not just along signposted cycle routes. It was especially noticeable in the more developed areas of town, where these busy roads became constricted by buildings on either side, and sacrificed cycling for more road lanes, parking, or cramped sidewalks. Some streets in these areas had good cycling conditions but they seemed rarer than those with poor cycling conditions.

In areas of less dense development it seemed that more roads had been recently rebuilt with proper infrastructure for cyclists and pedestrians in mind, though not all. In fact, roads which had cycle lanes or paths in areas where they traveled through farm fields or woods lost this infrastructure once they entered areas of residential or other built-up development.

Still, this district had plenty of cycling paths through forested areas, fields, and around lakes which were very pleasant to cycle along. Additionally, very low traffic residential and service streets in the outer edges of the district were common and often well-marked as open for cyclists.

## Segment 1:

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The area immediately around the München Fasanerie S-Bahn station had wide shared paths along either side of the main roadway, this could be a problem at peak times when cars, pedestrians, and cyclists are all trying to catch the same train in the morning or get back home in the evening. It was not immediately clear if the proper place for cycling was the sidewalk or the road. The residential areas around the station all seemed to have streets with enough space for passing a driving car beside the parked vehicles, as there was space allocated for people to park their cars off of the main travel lane. Paths connecting the lake areas to the surrounding communities made it very easy to access them and the smooth, treelined paths which ran around them. The path along Feldmochinger Straße was nice to cycle along, but with traffic from pedestrians and other cyclists heading in the opposite direction (no path was on the other side), it might get a little crowded. Still, the street is separated by a small green shoulder with trees, so even if it was crowded, it wouldn't feel too unsafe.

The paths along the Fasaneriesee were wide and smooth, well-maintained and very green, ideal for cycling through to get somewhere, or within for a leisure trips. The cycling infrastructure along Lerchenauer Straße was very similar to Feldmochinger Straße, though there was another path on the other side of the street, making it even more complete. Wide residential streets off to the south of the roadway ensured comfortable and secure cycling conditions without worrying about cars. Narrow residential streets with high fences and trees lining the driveways make it very difficult to see in to check for cars exiting the driveways. Streets like Wilhelmine-Reichard-Straße feel the most dangerous. It was relatively narrow, straight street with few intersections, so drivers were traveling quite quickly. The only sidewalk was on the opposite side of the street, and was placed directly next to the street. It felt very unsafe riding along that street, and would have been much worse had traffic been heavier. The section of the route which dipped to the south and then rose back to the north along Lassalleestraße was impossible to complete, as the path which went south off of the road was blocked off. Therefore, the route was changed to just continue down Wilhelmine-Reichard-Straße until Lassalleestraße and turn left, which proved to be a little difficult as traffic was somewhat constant.

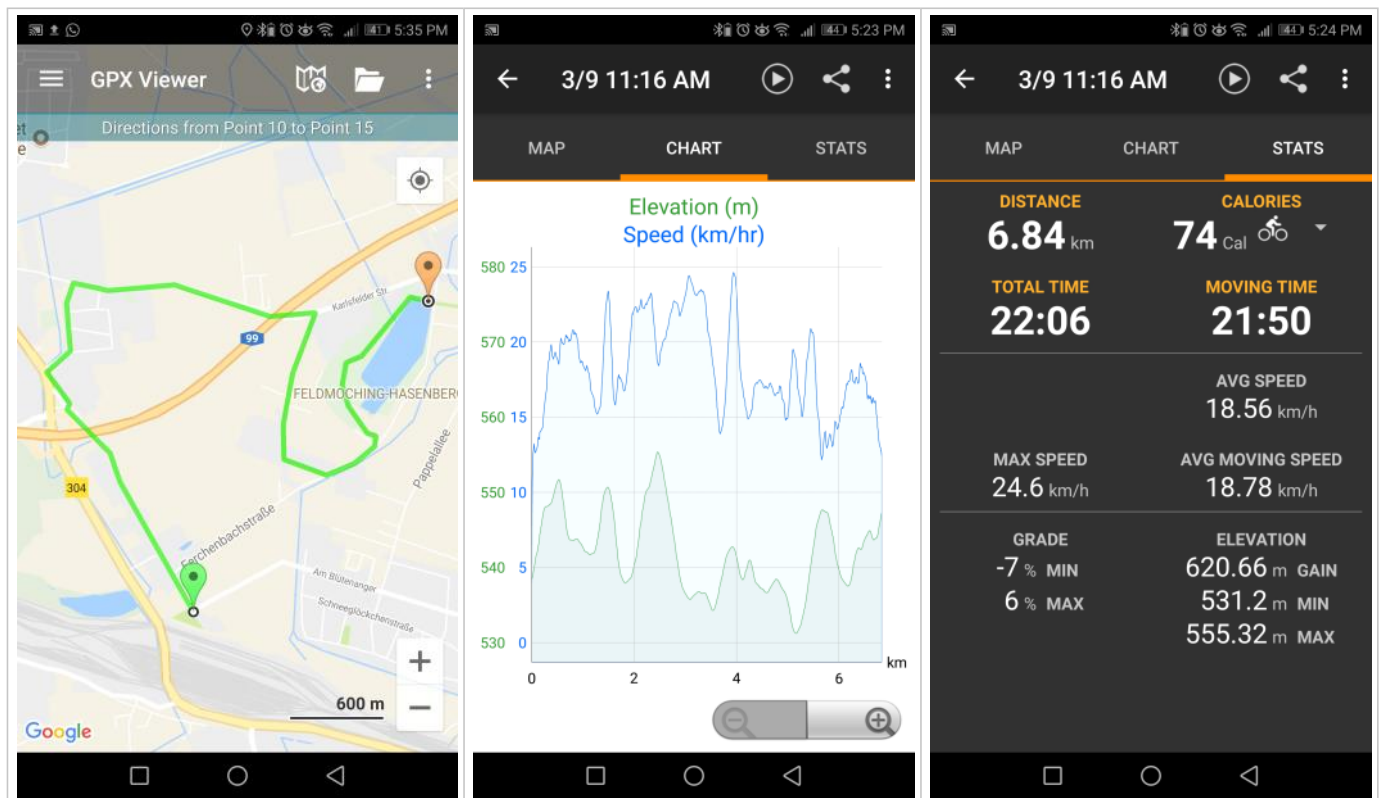
Entering the forested area west of Lassalleestraße and north of the railways tracks was not easy, as the path into it led over a narrow break in the shrubs along the street and over a somewhat steep and muddy hill. This is marked as a cycle path on the maps however. Once inside, it was clear that this area was not meant for road bikes, but mountain bikes and walking. Still, it was a very nice area that felt entirely separate from the city, even though it is not maintained as a normal city park would be. Once back on the street network, the camera was quickly stopped

and restarted as it was out of position from the bumpy ride.

This area of the segment was filled with medium density housing, which seemed somewhat old, as the streets were very wide, but there was no cycling infrastructure to ride on. In some areas the streets lacked curbs and sidewalks, which made it feel a little run down. Still, the houses and cars were very nice, so it is hard to guess what kind of neighborhood this is. Also, there was a higher than average number of utility cut outs in the road which made the ride bumpy. Next came an area with several high rise apartment buildings, wide residential streets, and some other amenities like restaurants and cafes. Still no separate cycling infrastructure in this area, but again the streets were wide enough and low traffic enough that it didn't matter. Pathways in between the buildings, however, were definitely only made for pedestrians, as many didn't have ramps but only stairs. Once actually in the green strip between the buildings, however, the ride was very nice.

The next residential area was quite typical for Munich, narrow streets and cars parked along the sidewalk with walls around the houses. The roadway along the s-bahn on the west side of the tracks was poorly maintained, but the residential area around it was very nice, and again a typical residential area in Munich. This style of residential development continued until reaching the part at the end of the route which turned to head southwest, which was along a road with busy bus and vehicle traffic, and no sidewalk along the north side. The sidewalk on the south side of the road was very narrow and broken up by power line poles. It was unsure if the road was meant for cyclists, but there was no other area to cycle on, so that was it.

## Segment 2:



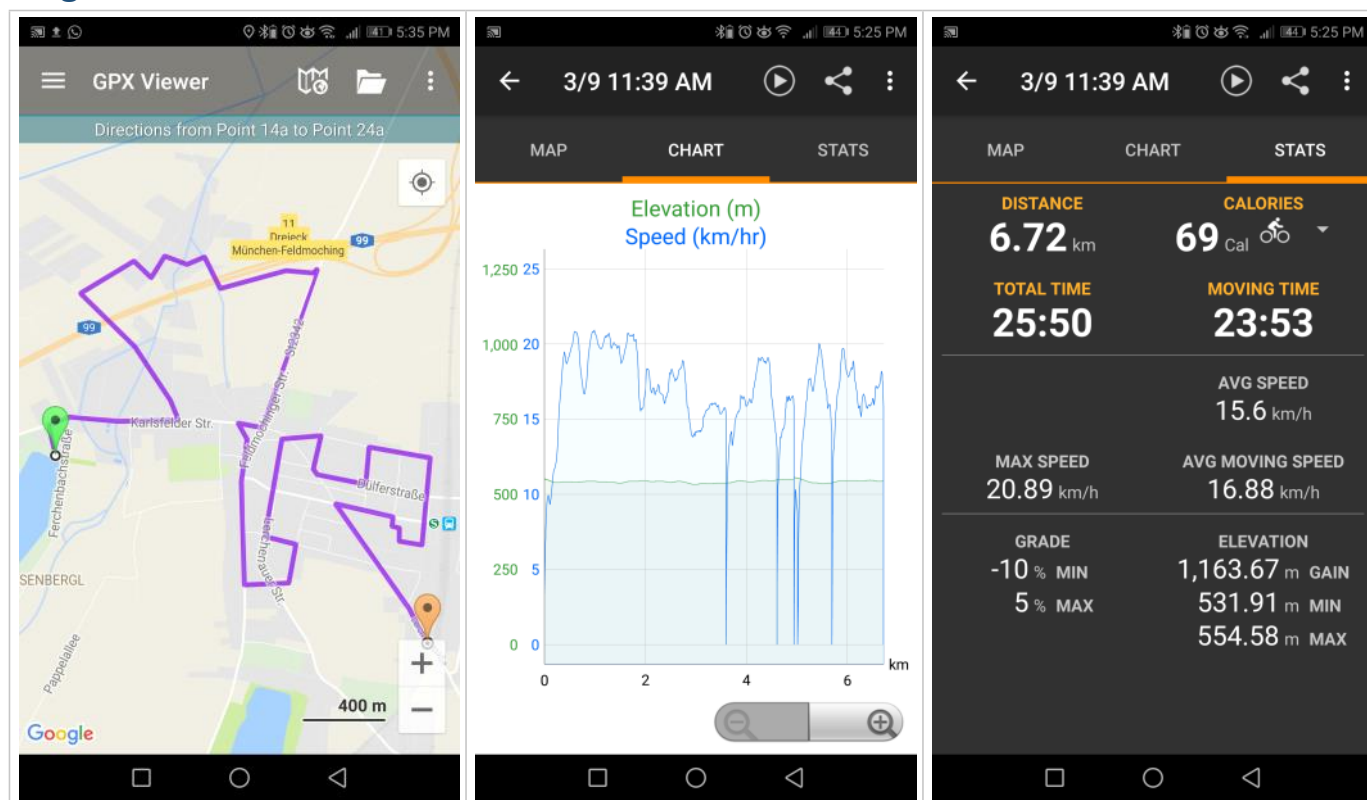
The road at the beginning of this segment was crowded with large parked vehicles and a lot of traffic, and so the sidewalk was where cycling was allowed. However, the sidewalk was not all that wide and it was shared with pedestrians, making it difficult to get around someone whenever you needed to pass. The environment around the cycle path was very nice, though, fields and trees and interesting houses made for a pleasant ride. The path significantly widened for improved for the overpass over the motorway, and was even gradual enough to climb comfortably on a bike. The bike route was very clearly marked on the other side of the overpass, though it did lead to a frontage road which was full of parked cars before becoming a dedicated cycle path again.

The development on the other side of the motorway was actually medium to medium high density apartment buildings, connected by somewhat narrow and busy streets (without separate cycling infrastructure), which made it a little unsafe feeling. Exiting the residential area and before reaching Karlsfelderstraße, a busy 50kmh road with no cycling infrastructure needed to be used, which felt again unsafe and insecure. Karlsfelderstraße had a very nice cycling path next to a green shoulder separating it from the road, and was bound on both sides by farm fields, which was a nice change of scenery. The overpass to get back over the A99 was just as well-designed as the previous one.

The small side street which led to the south off of Karlsfelderstraße ran through a very forested area, then farm fields, which was very pleasant to cycle through, there was virtually no traffic on this road which made it essentially a large cycle way. Eventually it connected to another residential area which was very low density suburban or even rural development. Still, streets which allowed cyclists were clearly marked in this area, and there were even route signs leading to the Feldmochinger See park area.

Though the path in the park area around the lake at the end of this segment was not paved, and quite muddy in some areas, the landscape was some of the best to be experienced cycling in Munich. The lake is also quite large, so leisure trips cycling to or within this area could be quite common for locals and visitors alike. There were even public bathrooms for the lake's visitors which would make it a good destination for cyclists too.

### Segment 3:



After returning to Karlsfelder Straße, it was noticed that the area had become much more residential, but the cycling infrastructure was still decent. The shared walkway/cycleway was still wide enough for both users, and even had red strips at intersections to alert road users of their presence. At the intersections however, the curbs seemed to be offset from the road a little too much, causing a pretty large pair of bumps at each intersection.

Turning left onto Schwarzhölzlstraße was easy as there was little traffic on the road. Schwarzhölzlstraße itself was a typical road up here in the low development areas of Munich. Some large houses with big yards on either side of the road. Some farm fields, some wooded areas, really a mixture of low density uses. The bridge under the A99 motorway was another useful and well-lit underpass allowing cyclists to cross the ring of motorway.

The residential area to the north of the motorway was very similar to the area to the south of it. Large houses with large yards, but narrower streets with more cars parked on either side of the road. Crossing back under the motorway again, the underpass area had sidewalks / cycling paths, but they were not connected to anything on either side of the underpass. The gravel road on the southern edge of the motorway was likely not intended for cycling, as it was very bumpy and full of potholes in some sections. Turning back onto this northern section of Feldmochinger Straße was a little difficult. It was quite busy, and there was no proper crossing to reach the nice path on the other side of the street (again, the gravel road was probably not meant for cycling or pedestrians). With the traffic on the road somewhat constant and relatively fast, finding the right time to cross to reach the nice cycle path on the east side of the street was a little more difficult than expected. The street was lined with greenhouses, farm fields, trees, and other green uses which made it quite nice to cycle along since the path was separated from the traffic by a couple meters of green shoulder outside the limits of the town center of Feldmoching.

Inside the town center, cycling was limited to the streets, or to the paths on the sidewalks along Feldmochinger Straße and other large streets, however, even though there was a signposted cycle route that traversed this area, much of the route followed on the major roads, which could be quite busy and dangerous at times. The camera's battery died just before finishing this segment, but the rest of the area within this town center area surrounding the Feldmoching S-Bahn station on the eastern edge of the segment is very similar town center development. At best, the cycling paths were shared with pedestrians on nice new wide sidewalks, and at worst, they were non-existent and cyclists had to share the busy streets with motorists.

Once it was realized that the camera's battery had died, only a few minutes of the route had been lost. The residential areas surrounding the main town center streets had nicer streets, but they were quite narrow and allowed parking, which meant cycling through them would not be easy, and only beginning or ending a trip on them would be realistic. Some streets used the same method as other areas in the first Segment of this route that had dedicated parking spaces for cars off the main travel lane paved with permeable pavement, which made them more comfortable to ride along though. Some areas even had a green boulevards with little parks down the middle as seen in other areas of Munich (Schaarschmidtstraße).

Turning onto Hebergstraße, the E-W northern section just along the eastern edge of the Segment, the cycling conditions were poor. Even though this street was supposed to be part of a signposted route, the cycle path was directly adjacent to the roadway, rather narrow, shared with pedestrians, cars were parked up on the curb, and the traffic on the street was busy and somewhat fast. This made it an unsafe feeling and unwelcome area for cyclists.

Cycling into the S-Bahn station area was fine, though through traffic crossing the road does not have to stop, which means pedestrians and cyclists must always give way to cars passing through this transfer area. The plaza itself was very wide and welcoming, though the buildings seemed quite old and a little run down. There is plenty of space for parked bikes in addition to the B+R facilities at the station itself. The plaza also had paved cycle ways on the sidewalk which were clearly meant for cycling, though it may not be obvious for those not familiar with the asphalt = cycleway scheme, it was not painted.

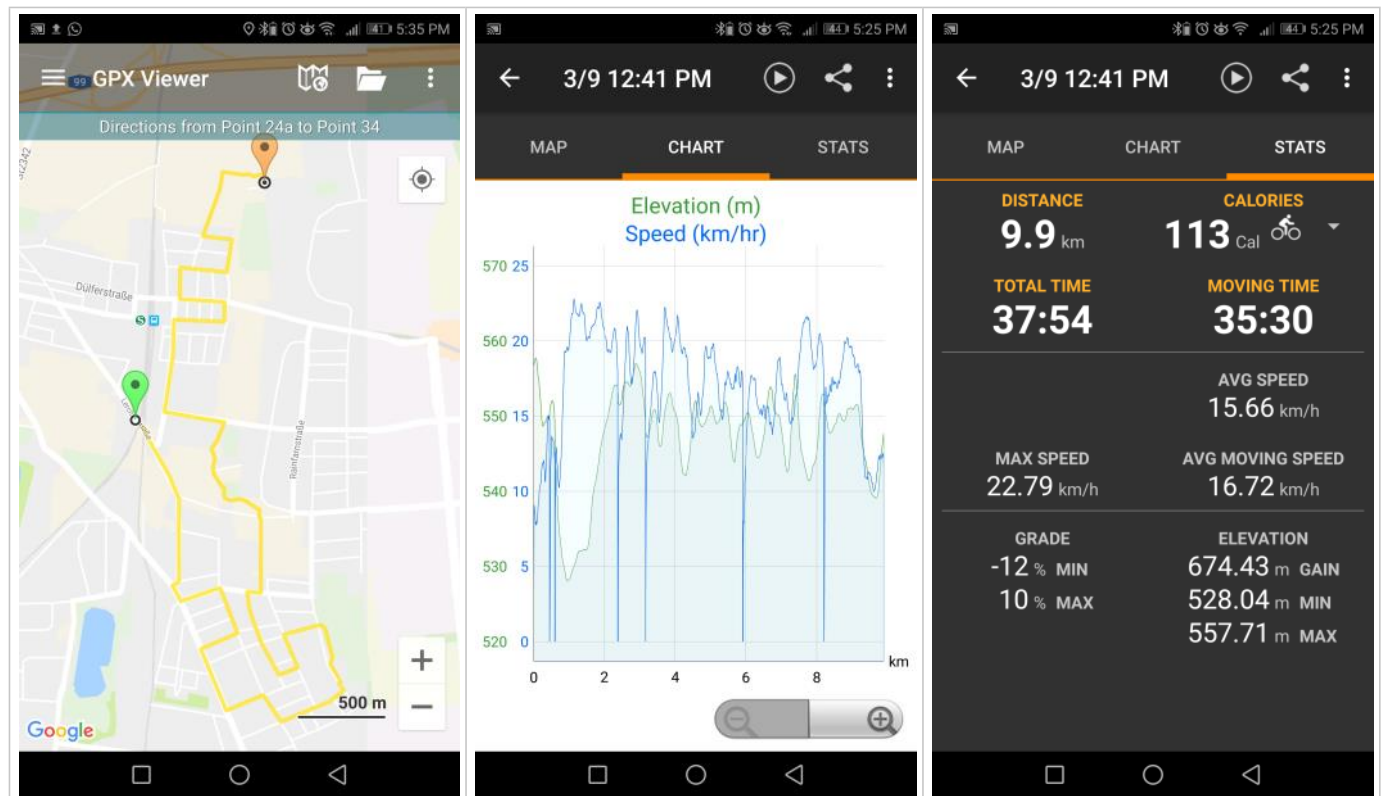
This segment was ended at this point at the S-Bahn station, and a short break to grab a bite to eat and drink was taken. The next segment started from here instead of further to the south as marked on the segment route maps.

The small section of the route south of the S-Bahn station was through a residential area along a gravel path behind the buildings, which was actually a nice addition allowing easy access to the S-Bahn station area for the residents through a green area. The buildings also seemed somewhat newer, and had some proper bike parking facilities attached as well.

Cycling west along Josef-Frankl-Straße was another cycle route, though it was slightly confusing as the path was two-way along the south side of the street for some time, and then the westward path crossed the busy street before the intersection with Lerchenstraße. Once it had split and crossed the street, it was a simple paved

sidewalk shared with pedestrians along a busy street with popular bus stops, making it full of conflict areas and unmarked as separate from the pedestrian area of the sidewalk. There was no proper crossing point for cyclists at Lerchenstraße, which itself was filled with cars and trailers parked on both sides, and felt a little cramped at times as other cars passed at somewhat higher rates of speed than expected. No cycling infrastructure was marked on either side of the road, and the sidewalk was too narrow to share with pedestrians. Crossing the S-Bahn tracks at grade could be difficult during busier times as there was no clear point for cyclists to cross at.

## Segment 4:



Continuing down Lerchenstraße from the end of the last segment, there continued to be no cycling infrastructure along this two-lane, busy, and fast roadway, which made it feel rather unsafe and insecure to cycle along. As cars passed at high speeds, often too close for comfort, it felt very unwelcome for cycling. It also led into a rather industrial area full of warehouses and storage facilities which filled the street with more dust and an unpleasant and poor atmosphere for cycling. Crossing and turning onto Lerchenauer Straße for the initial short little section was a little odd as there were suddenly cycling crossing points and paths along the road when there had been none for so long. Quickly turning back to the east into the residential area, it seemed much more typical of Munich. It had a wider street, but cars parked up on the curb along a wide sidewalk at first, but Waldmeisterstraße and Espenstraße were again narrow and had parked cars on one side of the road cramping traffic and cyclists as they crossed ways.

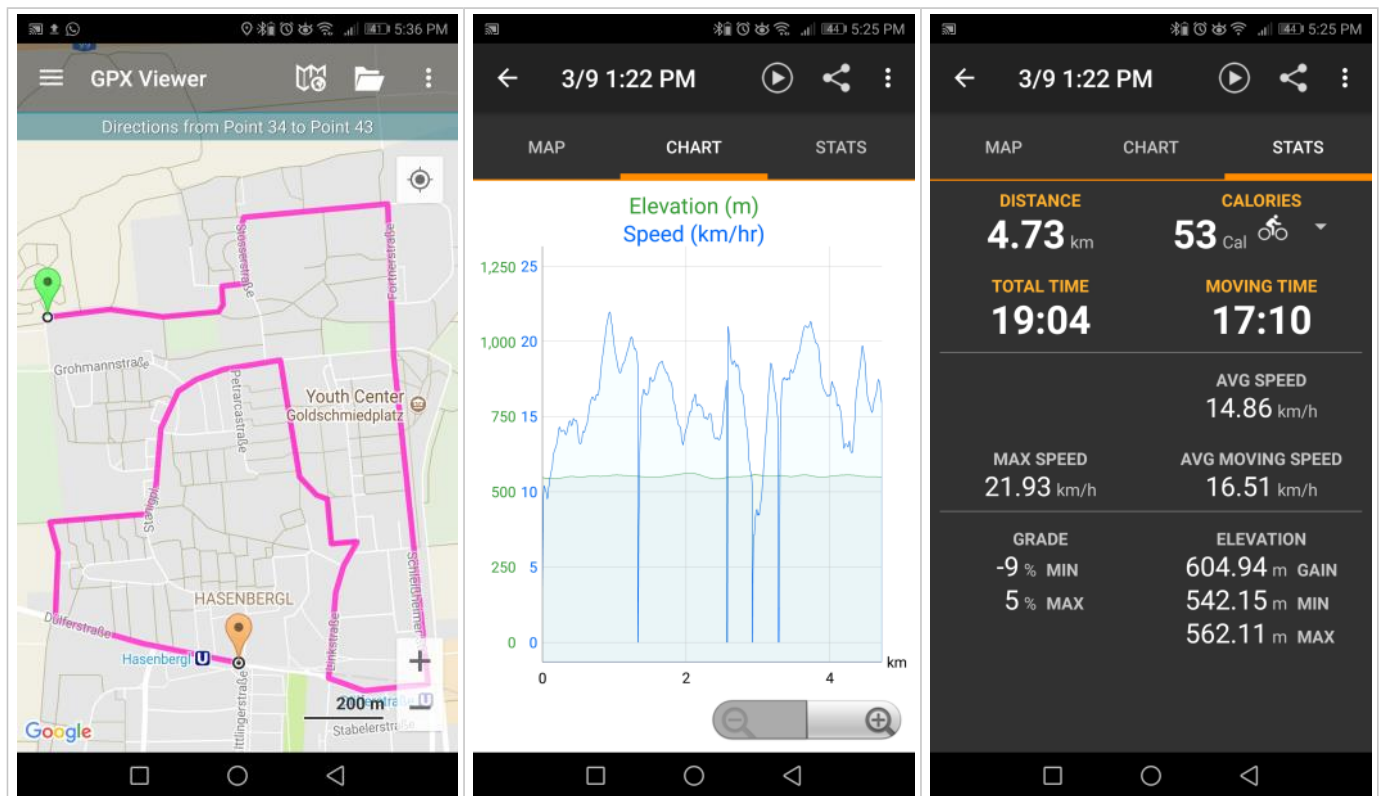
Crossing Lerchenauer Straße to get to the right side of the road proved to be too difficult as traffic was heavy and the crossing points were few and far between. There was a nice cycling path on both sides of the road, however. The residential areas at the south end of this section were very similar to the ones just previously described, a mixture of narrow streets with parked cars cramping the traffic and wider collectors which made it easier to bike along. The small section in the green area at the south east of the segment was a welcome change, though the park itself was not large enough to cover any kind of long distance on the bike which would be useful for a significant part of a trip or even a leisure trip. Some of the remaining residential areas at the southern end of this segment included areas of green grass and trees which were nicer to cycle along and broke up the landscape of houses to make for a more interesting area. Still most of them were as described just above. Some wider collectors, some of those with cycle paths, and many narrow side streets with cars parked up on the curb.

The green field west of Eberwurzstraße was a nice large green area connecting the two neighborhoods together, and after crossing Gundermannstraße in the north, it connected to the large green and forested area around the residential development of somewhat larger apartment buildings along Eduard-Spranger-Straße. This made for a large green area that was somewhat continuous which could be used to make trips on the bike without too much interaction with road vehicles, a very comfortable and pleasant part of any bike trip. The break at Weitlstraße would have been nice to avoid, but there were enough intersections along this street to make crossing convenient and safe.

Weitlstraße and Ratoldstraße both, however, had no cycling infrastructure along them and were quite busy streets. Both are in the area of schools, and of the München-Feldmoching S-Bahn station which makes this fact a little more important since traffic is likely to be much worse at peak times, and this is also when most cyclists will be going to the station to catch the same train as many of the drivers and walkers. Dülferstraße was similar, the sidewalk seemed wide enough for bikers and walkers, but bus stops, construction equipment and other obstructions made it hard to cycle along and avoid the busy traffic along the street. The final residential area of this segment had wide roads and cars parked along both sides, making it still a little hard to pass cars driving down the street.

Finally, the segment ends with a ride through a field which was marked as a possible cycle route on Google Maps. To the east, before turning west and then north to head through this field, there was a proper path which traveled north on the edge of this field. However, the path shown on Google Maps was covered in grass and mud and seemed more a tractor service path than a cycle path. The route should have not jogged to the west before crossing this field at the end of the segment. A proper mountain or trail bike would have been fine, but road bikes had trouble on this section. Still, the field was pleasant to cycle through and the adjacent forested areas with proper paths (at the end of this segment and the beginning of the next) were exceptionally nice as well.

## Segment 5:



The beginning of this segment was a surprisingly nice green area with very pretty trees adjacent to some large apartment buildings. Having such a large green forested area between the apartment buildings is very nice for

pedestrians and cyclists alike. The E-W section making the northern edge of the segment was a road full of cars parked on both sides, but wide enough for multiple cars to pass at once. The road was also lined with trees and the apartment buildings were offset far from the street. Turning south onto Fortnerstraße, the street remained in this way.

After crossing Aschenbrennerstraße and continuing down Schleißheimerstraße, the cycle path was embedded in the sidewalk and marked by a single white line down the path of paver stones. The street was lined with trees on a green shoulder between the path and a row of parked cars along the street, separating non-motorized modes well from the street. Again, Dülferstraße had poor cycling infrastructure even though it has the namesake U-Bahn station on its eastern end. The area seemed very car-oriented and not meant for cyclists or even pedestrians at some points. The path was also covered in gravel from the roadway that had been added to create traction in the snow.

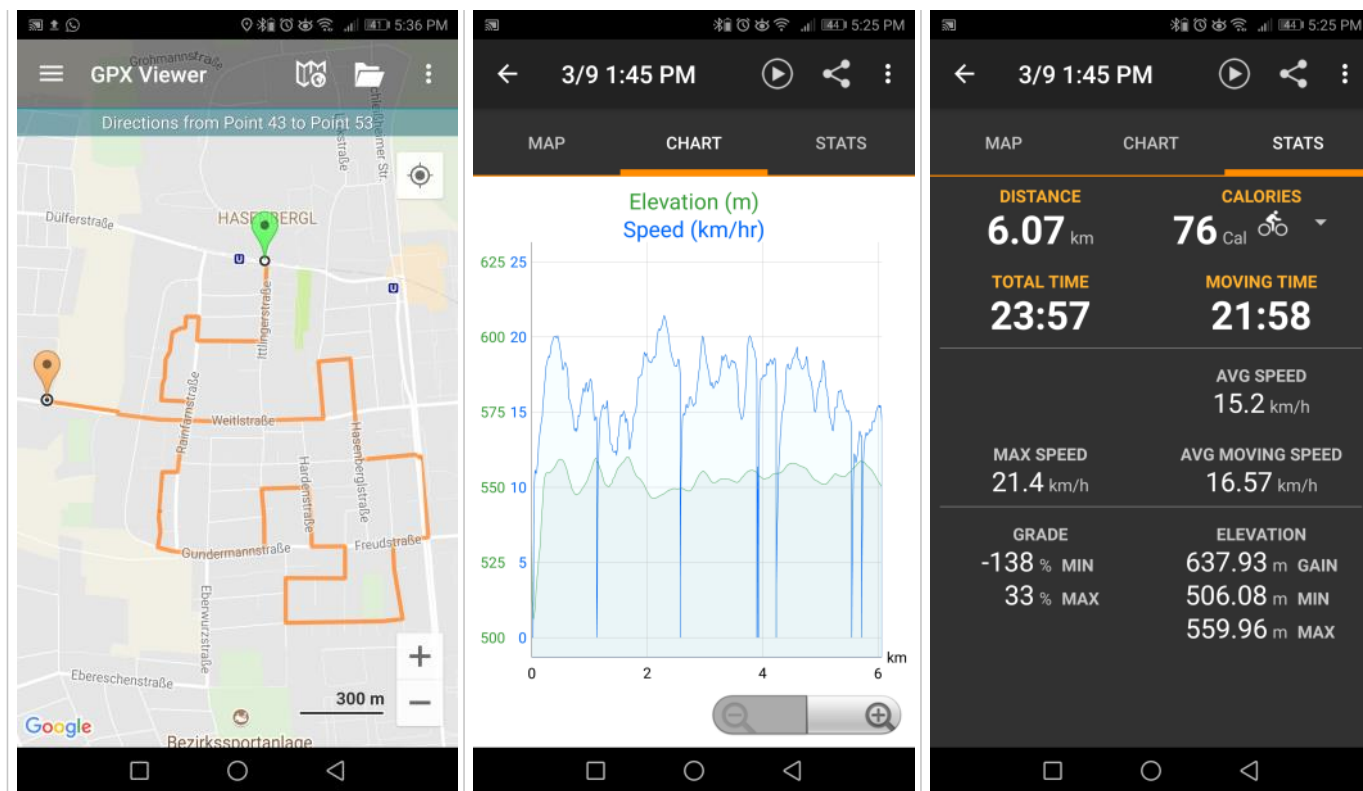
Turning back to the north, the street Linkstraße was very similar to the other two streets surrounding this somewhat dense development of large apartment buildings as described above. As the route moved over to the green area over slightly to the west, the paths connecting to the paths in the green area had either sharp banks or stairs which were difficult or impossible for cyclists to traverse. However, once on the paths in the green area between the buildings, the environment was very pleasant to cycle in, much like the large green areas as described at the beginning of this segment. This large green strip between the buildings made it possible for residents to travel very far in a couple directions without interacting with cars at all, a very pleasant start to any journey.

The curving Aschenbrennerstraße was much like the other roads around this development, some bit of traffic and cars parked along the side of the road, but the street was wide enough to still feel comfortable. The last section of this segment along Dülferstraße was much nicer than the other sections along this road, it had cycle paths along both sides of the road, was lined with trees and colorful apartment buildings. Intersections were common so crossing over to the other side of the street was easy. The area was also a major bus stop, so pedestrians getting out of the U-Bahn station, or out of their busses could crowd these cycleways in this area however, because the cycle paths are inset in the sidewalk, though they are made of asphalt as opposed to the adjacent sidewalk paved with stone pavers.

Unlike many other areas surrounding U-Bahn stations in the city (maybe even most or almost all others), the area surrounding these stations was almost entirely residential. The buildings around were all apartment only buildings, but there was a large EDEKA supermarket around the corner.

## Segment 6:

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Ittlingerstraße had no cycle paths and was bound on both sides by parked cars but was wide enough to ensure safe cycling. The residential area south of the U-Bahn station was very typical on the side streets- narrow, with cars parked only on one side however. The next area of high density development (west of Rainfarnstraße) was the same as others described in previous segments - green strips with paths for pedestrians and cyclists between the buildings with plenty of trees - a cycling friendly environment.

Crossing Weitstraße was fine, as there was a distinct place for cyclists to go, even if the cycle path did not cross the intersection. Again, the dense residential development continued with more green areas and paths between the buildings. Gundermanstraße had a bike path shared with pedestrians on either side, and cars parked up on the curb as well. The path was not wide at all, and houses lined the street with driveways crossing the path very often, this made for a very cramped and insecure feeling cycling, as there were many opportunities for conflict with other road users. Residential areas directly off Gundermannstraße had wide streets with cars parked on one or both sides, usually with enough space to comfortable ride through them. The second shirt stint on Gundermanstraße just before turning onto the southernmost section of the segment, was just as previously described. The residential area in the southernmost part of the segment was similar to others described above, with some areas of calmed streets (in SharedZones, pedestrians, cars, and bikes all allowed) built up. Within these calmed streets, the travel lane was not constant, it shifted from one side of the corridor to the other, alternating with sections of permeable pavement for parked cars. This made all traffic very slow and relaxed along these streets which felt very safe.

Turning left from Freudstraße onto Schleißheimerstraße was a little difficult, as bikes were meant to be on the road it seemed, in order to turn left, or have to wait 2 signal cycles to cross the road twice. The bike lane on Schleißheimer Straße was a normal well-made bike lane often found along main roads - a 1m wide path of asphalt separated from the road by a green shoulder with trees and a row of parked cars. Unfortunately, as Schleißheimerstraße is such a large street, there were not many convenient points to cross, even though there were several open islands for crossing on the street, it still felt unsafe to use them.

Again, low density residential areas with wide streets were common in this last residential area before the last section of the segment and route along Weitstraße. There were signposted routes in this area as well, even though it was a residential sidestreet it felt safe with low traffic and wide enough lanes to be used as a biking

route. Again, Weiltstraße left something to be desired in the way of bike infrastructure. The street is rather busy, and it's not clear if bikes should be on the sidewalk or the road. The sidewalk isn't extraordinarily wide to account for this double use, but the road seems a little too cramped with cars parked and both side and a fair amount of traffic.