

Field Study 4 Recap: Pasing-Obermenzing

Friday, February 9, 2018 4:31 PM

Date	February 15th 2018
Starting Time	9:01 AM
Ending Time	12:55 PM
Total Distance	41.85 km

Weather: Mostly cloudy with moments of sun. Very cold, and somewhat windy early on.

This was the longest of the Field Surveys so far again. The district is quite large and also varied in its styles of development. It was still chosen because of its abnormally high rate of cycling for a low density district. The district was cycled too, which took longer than expected but did not significantly tire out the observer.

Field Study Route

Segment 1 - cyan (in the southeast),

Segment 2 - green,

Segment 3 - purple,

Segment 4 - yellow,

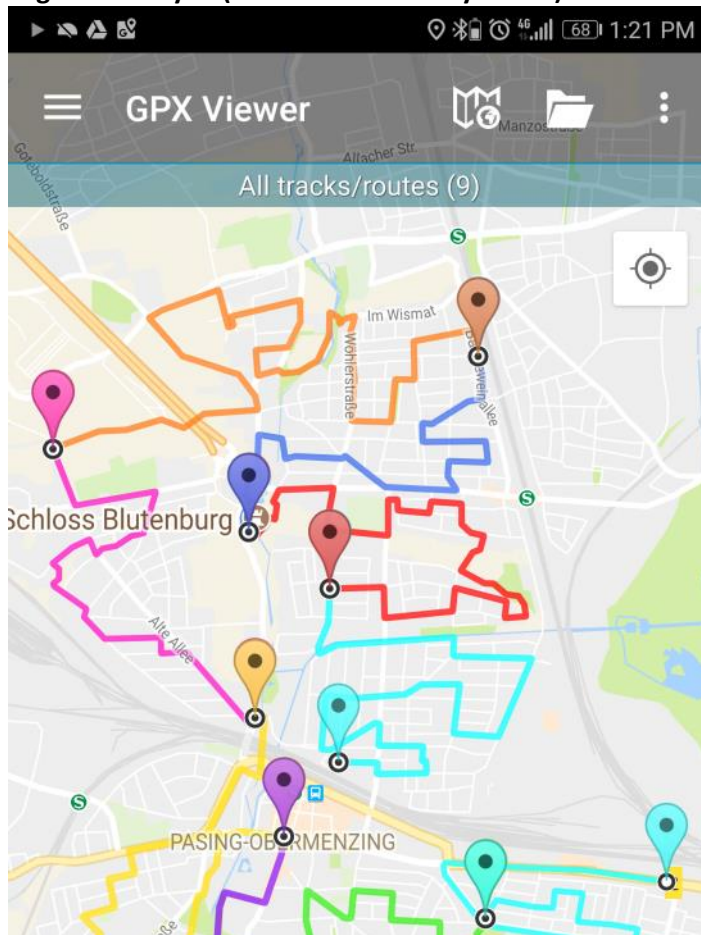
Segment 5 - magenta,

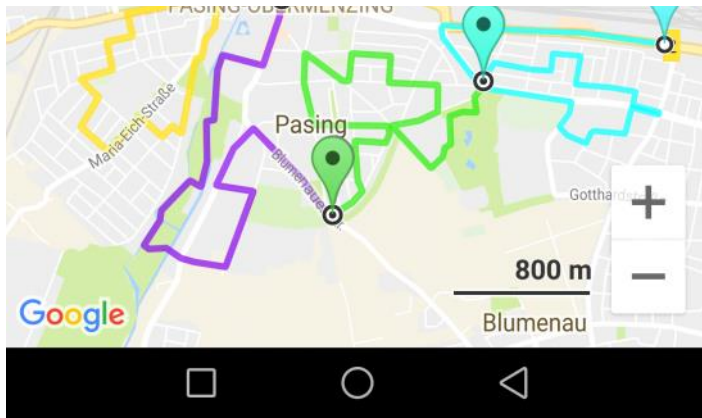
Segment 6 - orange,

Segment 7 - blue,

Segment 8 - red,

Segment 9 - cyan (north of the railway tracks)

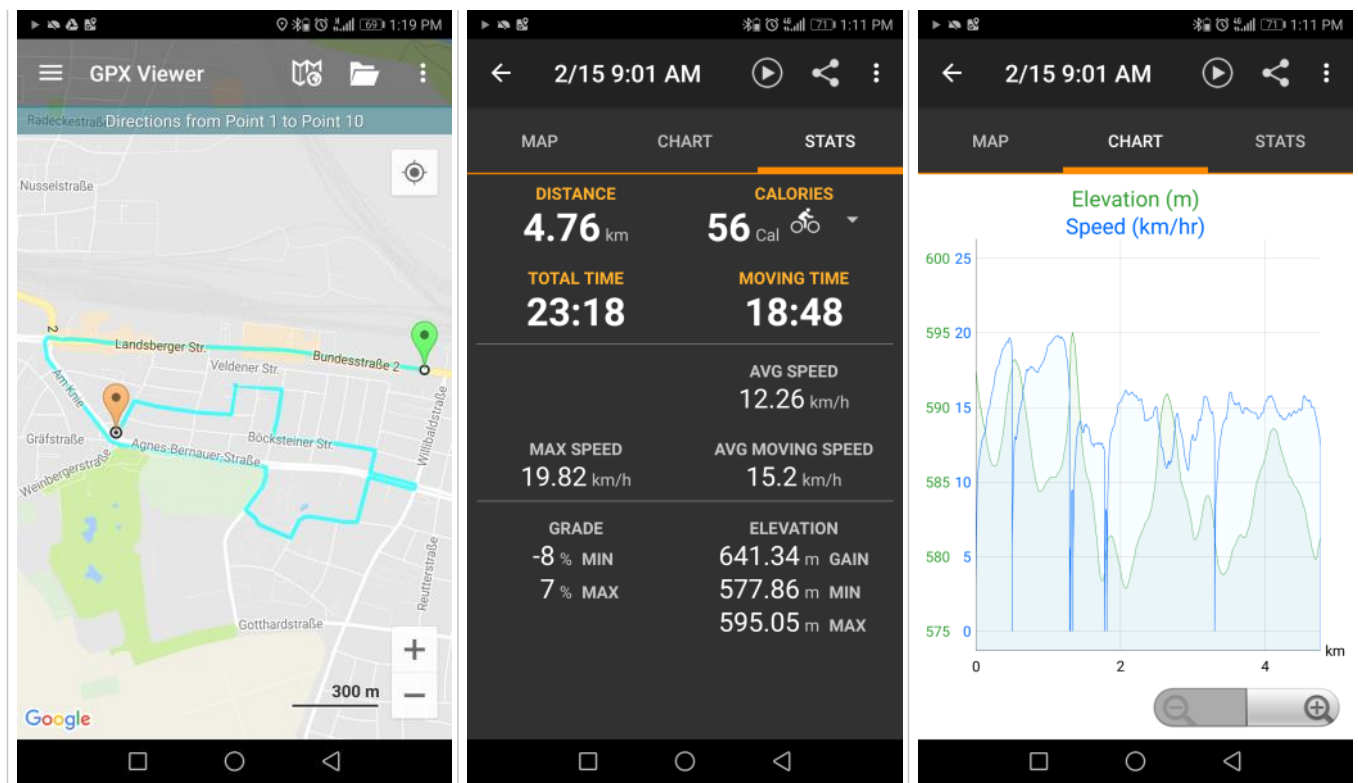




General Notes

- Most roads and streets, outside of the Bundesstraße B2, Landsbergerstraße, Verdisstraße, and Pippinger Straße, were very low traffic, or low traffic enough to cycle along. Even those in the center of Pasing-Obermenzing felt safe and easy to ride along or cross.
- The residential areas all across the district were similarly low density, however pockets of denser development like at the center of Pasing (especially surrounding the S-Bahn station and stretching to the south) and along some stretches of Planegger Straße (on the Pasinger Stadtpark).
- The large stretch of forested area, grasslands, and general green park space that surrounds the Wurm River from the Pasinger Stadtpark in the south all the way up to the edge of the district in the north connects the whole district together with a continuous, almost unimpeded, and very pleasant cycling route... almost like a bike highway would.
- The green area with paths running through it which crosses the district from east to west in the northern half of the district (just south of Verdisstraße) also acts as a sort of collector and connector, allowing for bike trips in this area which require moving in this direction to be completed in a much safer and more pleasant way.
- Cycling between the farms in the northern half of the district was about just as pleasant as cycling through woods and forested areas. Plus, the wide paved access roads were very easy to cycle on.
- Surprisingly, the A8 didn't disturb cycling in the area too much thanks to the Brieter Weg road which had an underpass. The intersections just after the autobahn ends were also not very busy, but I assume at rush hour they could be much more hectic.

Segment 1:

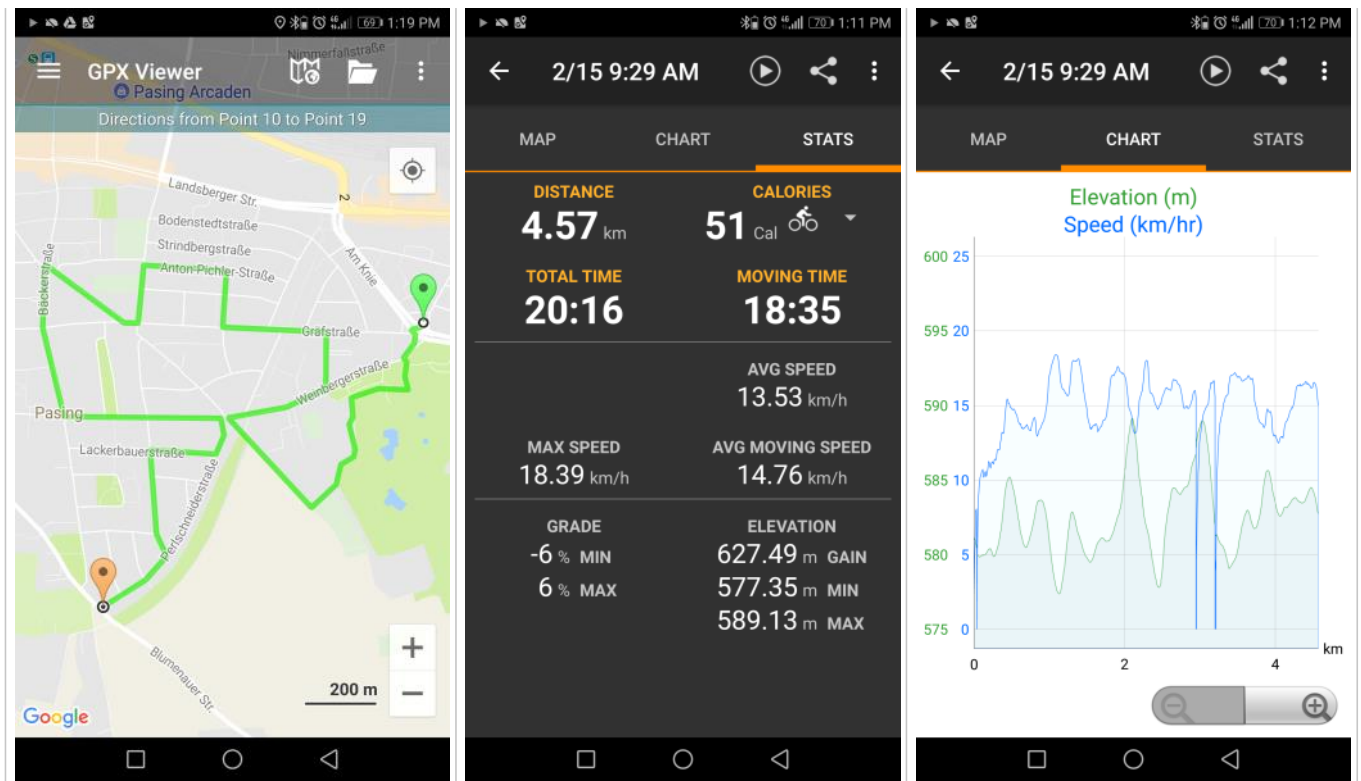


Cycling along the B2 was as expected from straight, long segments of major roads with commercial or office development along them. The cycling infrastructure was fine (a path separated by a green kerb from the road and wide enough), but the ride itself was boring and seemed to go on forever, as these segments usually do. As the development style changed closer in to central Pasing (more retail, residential, general activity), the ride became more interesting. The intersection felt very safe to cross (Am Knie), but it took far too long to get from one corner to the opposite. There was plenty of traffic, but having to wait for three cycles to cross is far too much for cyclists.

Heading South along Am Knie, coming from an area with plenty of bike infrastructure, it was shocking to see that simply just stop. The sidewalk was narrow, though mostly empty so riding along it was fine, and the road seemed prohibitive to cycling, as it was also bounded by separated tram tracks. This became even more confusing at the intersection with Agnes-Bernauer-Straße, another complex intersection where it was almost impossible which lane I should be in (as in to head in the direction I wanted to) and which light referred to which cycling lane (too few signal lights!, not a legible intersection). The cycleway along Agnes-Bernauer-Straße was a little narrow, but that was countered by the fact that it was next to a wide (1m) green kerb, and parked cars separated that from the active lane. Pedestrians walking 2 or 3 wide would disturb the cyclists' path though. Cycling along the path into the residential area to the south, however, had no cycling infrastructure, and few intersections, which made it difficult to cross the street at the right point to enter the residential area.

The residential area between the two major streets was quiet and easy to cycle through. It also had a couple of paths between sections within it, which made it nicer. It wasn't too noteworthy otherwise.

Segment 2:



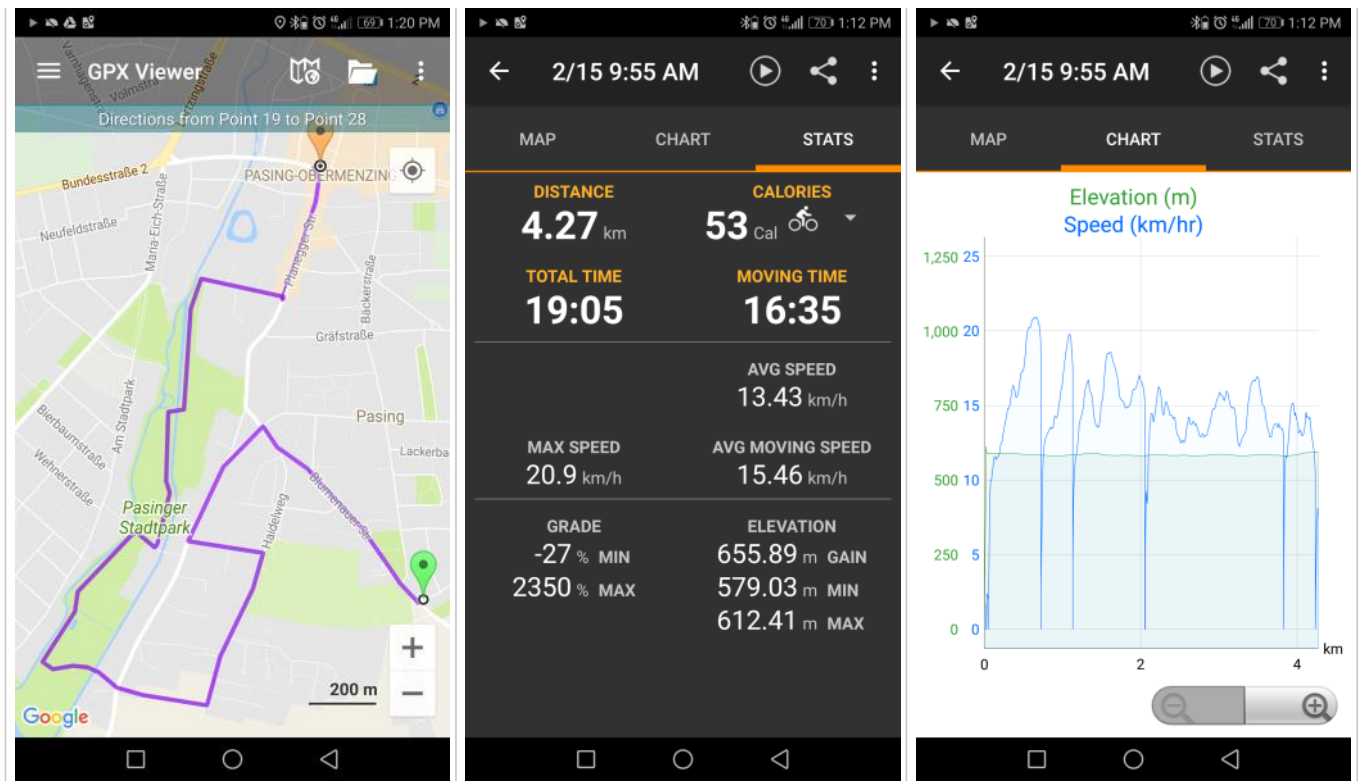
The area around Westbad was pleasant to cycle in: the paths were in forested areas, there were other people around, and the facility itself looked modern and active. Some sections of the paths were poorly maintained however, and covered in snow and ice.

The cycling path along Weinbergerstraße was wide enough that it felt comfortable, even though it was next to an active (albeit low traffic) roadway. Turning off this roadway, however, to cross it into the area to the north proved to be difficult. Without intersections cross the street, there were no natural points to hop down from the curb and up the other side. A cutout on the path when it was across the street from other streets on the other side of the road would have made it much nicer.

The next part of this segment along Grafstraße was surrounded by denser development and in general a more city feel (except for the area up on Anton-Pichler-Straße, which felt suburban and even a little difficult to cycle in, as the green strip running north to south within didn't have curb cuts when its path intersected the streets of the area). The streets were open to cyclists, and filled with parked cars, but were otherwise wide enough to fit 2 cars and a cyclist all passing each other at once. The intersections were quiet and legible, and eve along somewhat narrower stretches of road, it was comfortable.

Much of Weinbergerstraße in this area was similar to before, with a cycling path adjacent to the road, but wide enough to be comfortable. The paths between the residential area and the farmland were especially nice to cycle on as they were wide and had been cleared of snow, plus the area was just nice. However, returning to the residential area, the cycling experience wasn't as convenient, just as the area earlier in this segment. The streets were typical residential streets, however, the little strips of green with paths in them never seemed to include curb cuts, meaning if they were meant to be used by cyclists, they were poorly executed. It's not comfortable to repeatedly ride up and down curbs.

Segment 3:

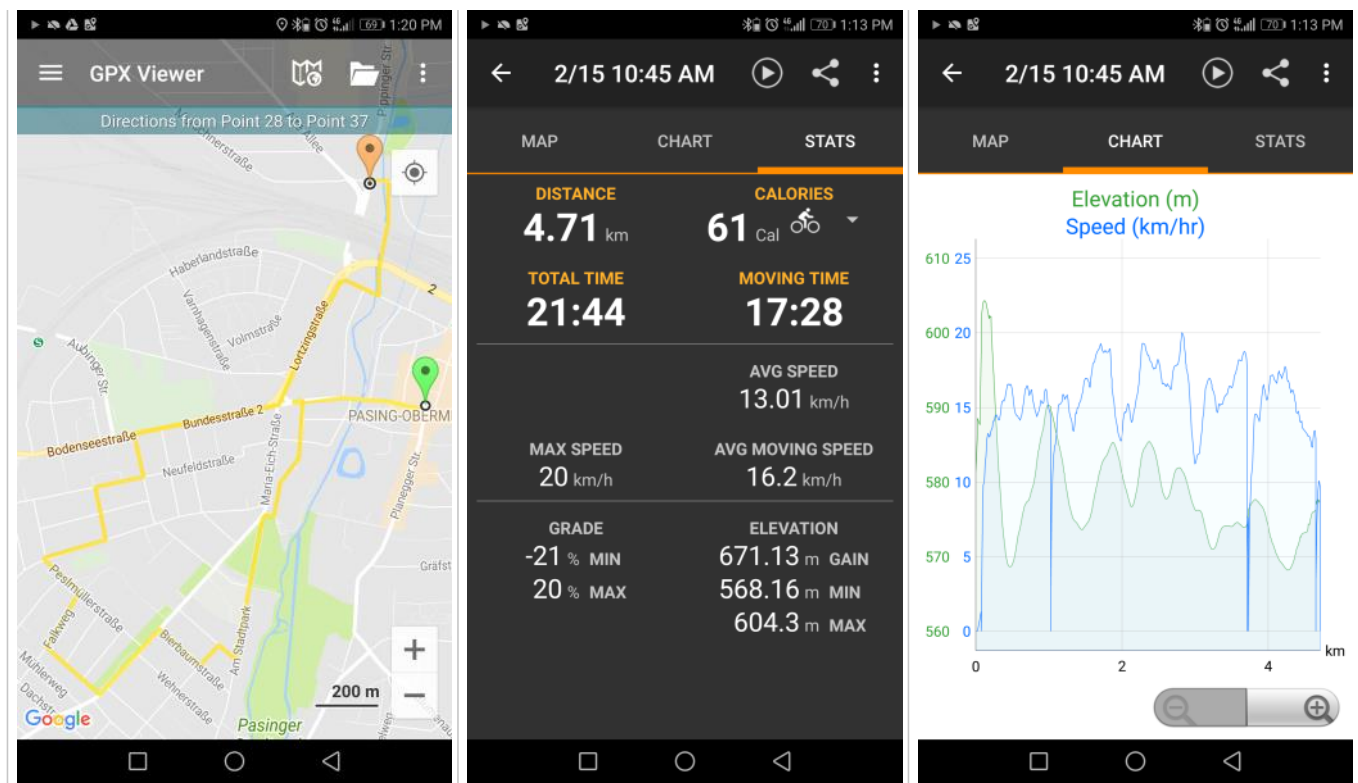


Cycling along Blumenauer Straße was, for the most part, slightly inconvenient. In some places, the cycle path narrowed and then joined with the pedestrian path forming a slightly narrow shared path which was then often blocked by parked cars, trucks, and even bus stations. Fortunately, a section of this path is along a signposted route, and so it was well equipped with a wide two-way cycle path with plenty of space. Turning onto Planeggerstraße, the cycle path was set within the pedestrian path, though marked as separate at first. It was quite narrow, and adjacent to parked cars which limited speed and could make cyclists nervous. This too opened up to a more suburban cycle path after some distance. Again, the lack of crosswalks at T-intersections made it difficult to cross a light traffic street. The residential areas to the east of the Pasinger Stadtpark were quiet and open to cyclists, with wide paths (including the cycle path) and large green kerbs or parked cars (with enough buffer space) separating them from the roadway. Again the paths between residential areas and farmland were surprisingly nice to cycle along, even if they were a little icier and snowier than normal.

The Pasinger Stadtpark was an ideal cycling location, even in winter with snow covering much of the ground and a small number of the trails. Beautiful wooded areas, open grassy fields, and a stream flowing through it make for a very pleasant cycle ride. Other people in the park made it feel more comfortable as well. Being able to comfortably and safely (not to mention pleasantly!) ride from one end of the park to another, and to cover quite a large distance at that, was very convenient. The paths were also plainly marked for pedestrians, cyclists, or shared areas, as well as the various distances on the route of the Signposted Cycle Route Network.

Returning to the city, there was little cycling infrastructure again, and crossing the streets (again!) without crosswalks or markings made it feel unsafe or unwelcoming to cyclists. The busy Planeggerstraße had no room for cyclists and somewhat narrow spacing between parked cars and the opposite lane of traffic, this combined with a busy pedestrian walkway made it difficult to cycle within.

Segment 4:



Beginning along the main street (Bodenstraße) in the city, the infrastructure for cycling was sufficient enough to maintain comfort and a feeling of safety. The dense development and activity of other people made it quite an interesting place to ride through. The intersection was easy to cross (turning left even) as the lights were timed well for cyclists. A wide cycling path/pedestrian path next to a park made the next section very pleasant to cycle through.

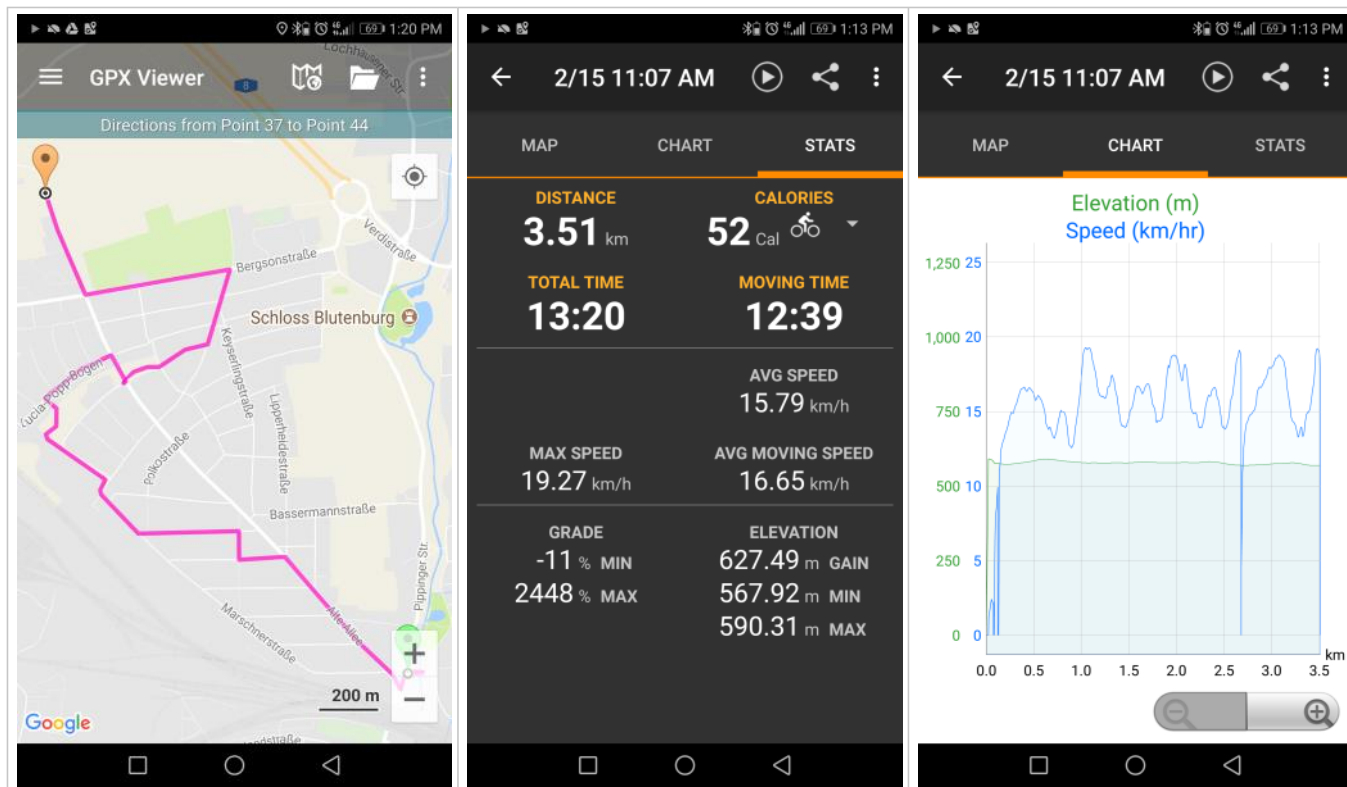
The streets of this residential area were very similar to the others, though the fences and plants surrounding each house's yard made it difficult to see around the corners, which made me more cautious. The cycling path along Maria-Eich-Straße was also quite pleasant, as it was next to a small park with tall trees and open grass areas, and was clearly marked as a two-way cycle path, and separate from the pedestrian path next to it. It hardly felt attached to the somewhat major road next to it. The next residential area in the southwest corner of the segment felt very much like the previous one, quiet and easy to cycle through, but with somewhat large fences around the yards which made it hard to see around corners, other than that it was a typical low-density neighborhood with large single family houses and some row houses. In this case though, the paths within the residential area were slightly better marked and had slightly better curb cuts, making for a more comfortable and legible ride.

Riding along the Bundesstraße B2 was again slightly uncomfortable, and felt a little unsafe. The cycling path, for most of the route, is shared with pedestrians, and it is not wide enough to make cyclists feel too comfortable while passing pedestrians, as it is not separated from the roadway at all. Once closer to the main intersection (where I turned north), the cycling infrastructure improved vastly. Crossing the intersection this time wasn't nearly as quick as the last time, and the light wasn't timed well for this direction of crossing, and having to cross a street twice due to a right turn lane is very annoying, though it does at least feel safe and comfortable due to the refuge island / separator. The cycling infrastructure on the last section in this segment (heading north) improved, even though it was still along the Bundesstraße. The path was marked by a different surface, separated from the roadway comfortably by a green shoulder with trees, and felt wide enough, even though there were several obstacles blocking it during this section.

Being able to avoid a large intersection and set of railroad tracks with a large, but not uncomfortable or unsafe feeling path was very convenient. The cycle path the continued north from the underpass though was quite

narrow and felt a little cramped as another cyclist passed going the opposite direction.

Segment 5:

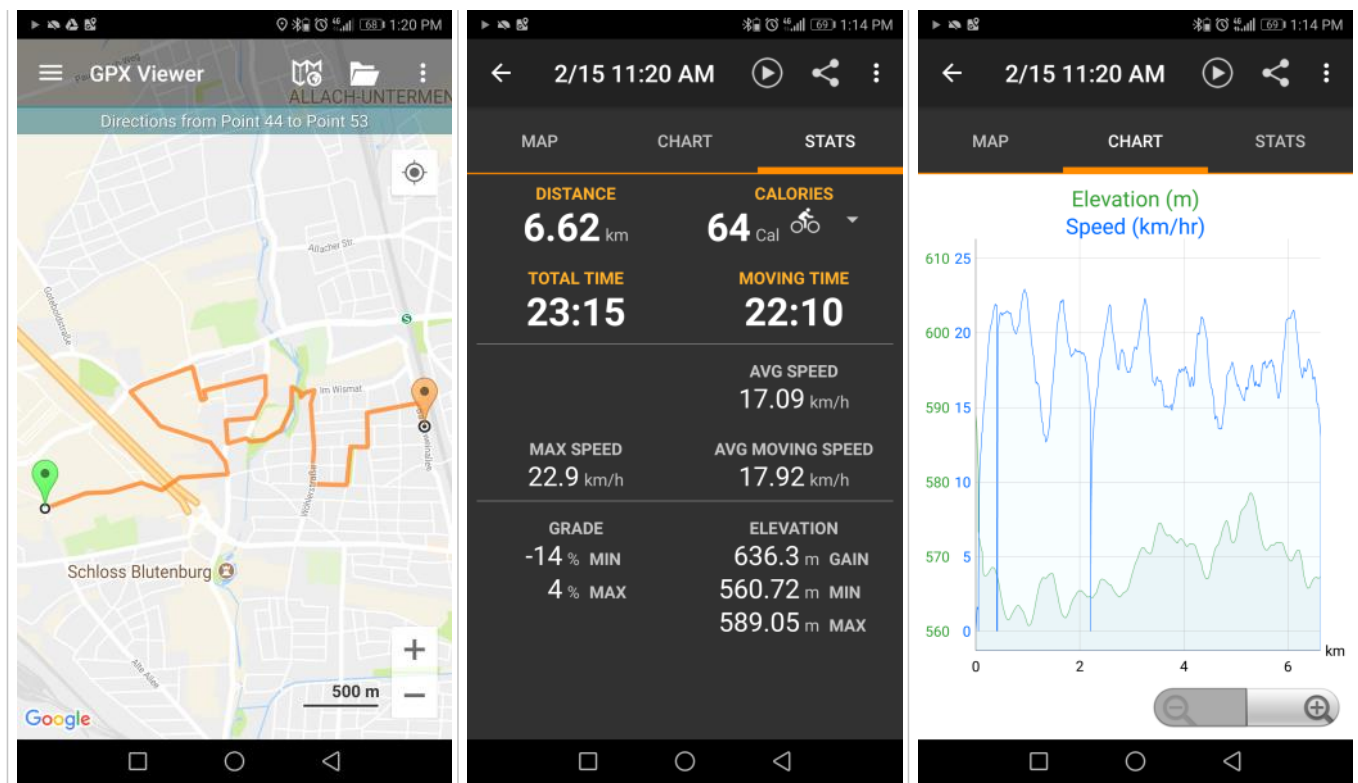


This segment along Alte Allee and the streets around it was an example of a very nice residential area for cycling. There was a cycling path in the pedestrian path, and it was a little narrow, but it was separated by a 1m+ grassy shoulder with large trees, and had a different surface than the pedestrian area next to it, so it felt very safe and comfortable, and due to the very varied houses and the old trees, it was generally a very nice area to cycle through. The residential side streets themselves were also nice, as they were lined with wide paths for pedestrians and grassy shoulders with trees making it look like a much nicer area. The areas where cyclists should be were clearly marked on signs and on the pavement. Also, the area around the school had wide cycle paths and pedestrian paths, along with grassy shoulders and trees which could make it an easy area to navigate on a bike for young students in the mornings and after school, potentially increasing the rate of bike trips to school in this neighborhood.

This neighborhood also had a green strip through it with paths and an open grassy field with some trees dispersed around, which connected the eastern and western parts of this small area, another very nice feature to facilitate cycling from one place to another within the neighborhood. This green area also connected with the one surround the Wurm river, enabling residents to travel much farther in the district without interacting too often with streets and vehicles, and by cycling through much more attractive areas.

Turning onto Bergsonstraße was a pleasant surprise, as a cycle path in the pedestrian way was on the other side of the road, and a curb cut to make crossing the road and getting onto that cycle path much easier for cyclists was there as well. Bound on one side by a green tree-filled area made it feel less boring that it could for such a long stretch of road. Even though the path was not separated from the roadway, foot traffic was nonexistent so it did not feel unsafe. The wide road leading into the next segment also felt very open and comfortable.

Segment 6:



The first major sections of this segment were through a type of area not previously seen in a field survey for this study. These were wide roads, almost like access roads, through farmland on the edge of the city. They were very pleasant, and of course felt safe and comfortable to cycle on, due to the very low traffic, smooth surface, and wide pavement. There was even an underpass under the Autobahn which made it very easy to avoid the traffic. Moving through the little bit of residential area just after the underpass was relatively easy, though there was no cycling infrastructure or proper crosswalk at the intersections. Traffic was low enough - at this point in time - to make it still feel safe.

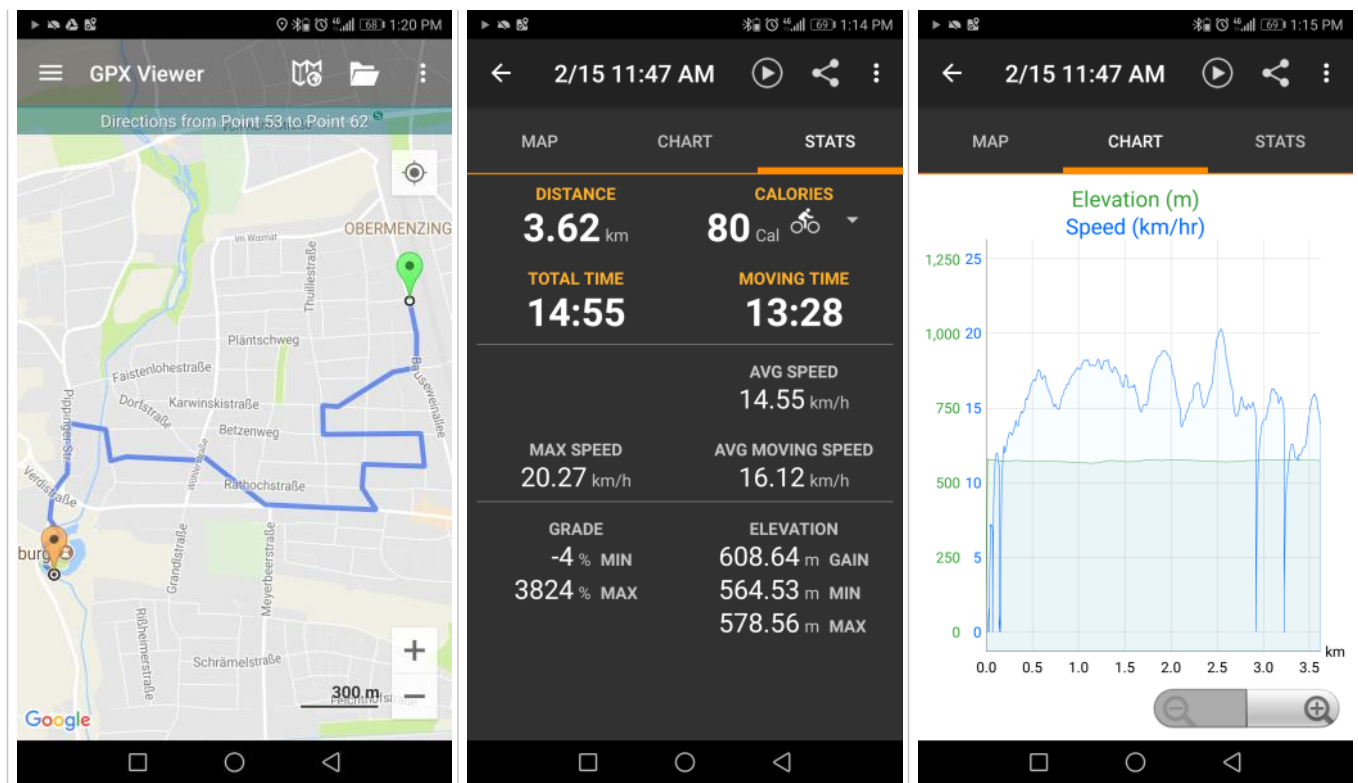
The long stretch of road around the and between the farmland on the east side of the A8 was also a leisurely ride, and even though a few cars passed, it still felt quite quiet and easy to ride through. Although the roadway that makes the northern border of the district was quite large, the path along it was curved and lined with a grassy shoulder with trees between it and the road, which made it feel quite safe and made for a comfortable and pleasing ride.

The residential areas at the northern end of the district were made up of large houses, which seemed to be both multi-family and single family, and often the issue of walls and fences around houses making it difficult to see around was present up here as well. There were surprisingly a large amount of O-Bikes stowed in this area, which could mean several things. The main roadway s up in this area didn't seem to have much cycling infrastructure at all, and at times it did not feel comfortable to ride alongside the traffic, though it was scarce.

Again, the park area surrounding the Wurm River was comfortable and pleasant to cycle through, with open grass fields and wooded areas, especially along the river. The dense wood and serene river together provide a very attractive area to cycle in, or just to be in.

The last residential area of this segment featured considerably wider streets, with trees lining them in some areas, which is a nice setting for cycling, and made me feel secure in my surroundings. Proportionally it felt more pleasant. The paths and streets adjacent to small parks were a nice way to break up the environment and provide a green area amidst the houses.

Segment 7:

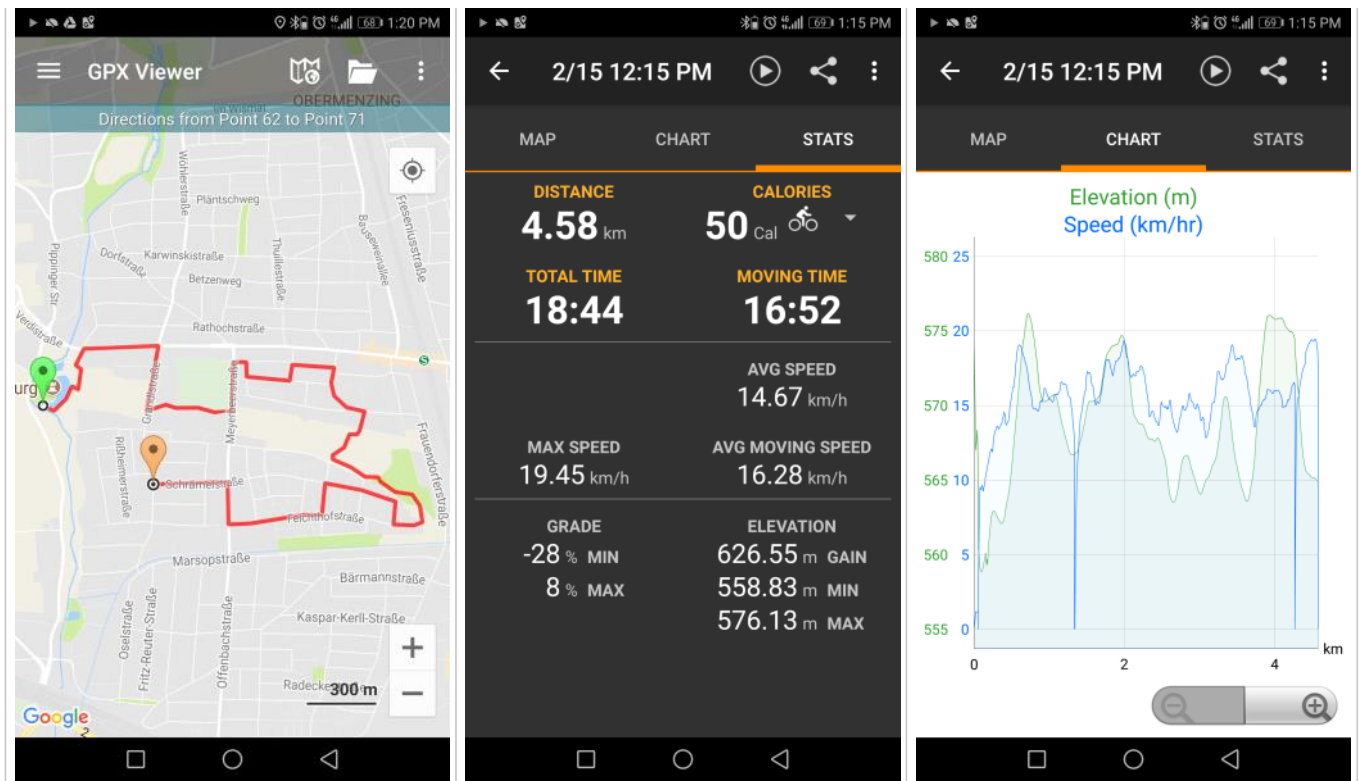


The residential area in the beginning of this segment was very similar to the previous area. Cars were parked up onto the sidewalks, but the road was wide enough for a car and a cyclist to pass each other without a problem. Just as in the previous area as well, small green parks broke up the landscape of houses, which brings a diversity and a sense of activity, not to mention attractive natural environments, to the area. Some streets were narrower, and had fences along the front yards as in other areas as well, which creates a different sense of place, one not so open or proportioned correctly for free feeling movement, however, the streets were quiet and the diversity between the houses creates a pleasant and safe feeling place to cycle.

Cycling onto the main street, Verdistrasse, the cycle path is on the raised path, directly adjacent to the roadway, with very little space between the active lanes and the cycling area. The street is also quite busy, with people walking and cars entering and exiting driveways, making it a stressful street to cycle along.

The next residential area is much like the previous few, some areas with narrow fenced in streets, others with wide lanes. Massive old trees were throughout this area though, making it an interesting place to cycle though. Pippingers Straße, a major roadway running north to south, and the last section of this segment, had no cycling infrastructure available from where I was at its intersection with Verdistrasse. It was a relatively busy intersection as well, and so it felt quite dangerous to be in the roadway, but the sidewalk ended at the intersection. Maybe the other side of the street was meant to be the crossing point, but that was not clear from where I was on the bike, arriving quickly and as the light changed. The cycling infrastructure on the street up to that point was also nonexistent. Ending in the area around Blumenburg Schloss was quite nice however. The building sits along the Wurm river, so it is surrounded by that same wooded strip of land that follows the river through the district. The grounds were well kept and it was a nice spot to end the segment.

Segment 8:



The park surrounding Schloss Blumenburg was described in the previous segment. An open grassy field surrounded by trees, and with a beautiful old building and a small pond with some wildlife. The area was very nice to cycle in, much like all other parks and green areas with cycle paths. It was also on a route on the network of Signposted Cycle Routes, which was nice to see. Being informed of distances in a clear and helpful way helps cyclists feel more confident and aware.

Verdistraße on this side of the street was very similar to the previous segment's description, though it did seem less busy than the other side of the street. The street coming off of Verdistraße to the south (turning to the right) had no cycling infrastructure, but instead was a shared street with cars, and clearly marked as so with signs for bikes as well as the cycling signposted routes.

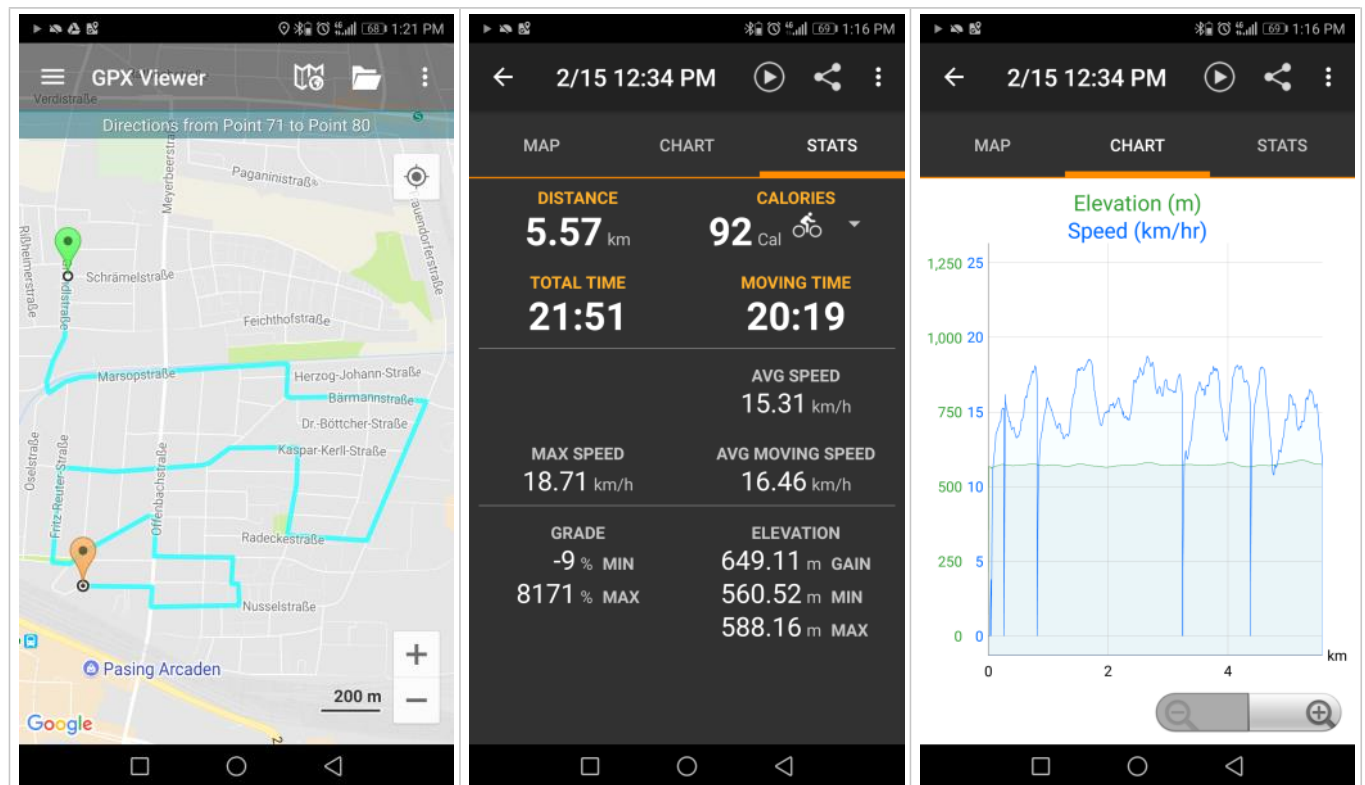
The open green area with bike paths which cuts through the district from east to west at this point was a very nice place to cycle in, as the areas previous described. The crosswalks for cyclists and pedestrians were clearly marked, but required a push of the button to activate the light, which is a little inconvenient. However, it still felt safe and comfortable to use this green area to cross the district without interacting with too many intersections and hardly any vehicles. The next street had a decent cycling path in the sidewalk, but every time I see streetlight posts or any hard object to the right, when cars are parked on the left, I feel a little nervous, as if someone opening their door would cause me to swerve right into something.

The residential area to the south of Verdistraße was of medium-density, with lots of low-rise apartment buildings of a couple stories or (more like condos and townhomes). The streets felt normal for a residential area of this kind. Quiet residential streets and collectors which are wide enough for cyclists and cars to pass each other are no problem for first-mile/last-mile of a trip, actually, staying on these paths for an entire trip would be okay, if intersections across large streets wasn't a problem. Returning to the green park area south of Verdistraße further reinforced its usefulness to cyclists, both paved and unpaved stretches of path were open (one was ice, covered, but easily passable). Having such an area connecting different far-away parts of a district makes bike trips across or within it convenient and relaxing. Also having other people around in these areas adds a nice factor of human activity which makes cyclists feel comfortable.

More streets with parked cars and/or green shoulders between the cycle path and the roadway (residential

collectors) made the end of this segment very easy to cycle through. Also, more residential areas of varying density, but large old trees all around. A high proportion of greenery, or small parks even, in a residential area makes it much more interesting to cycle through.

Segment 9:



Riding along Marsopstraße (long E-E at the beginning of the route) was very pleasant. The road was shared with cars, but traffic was low, and next to the road was a long strip of park surrounding the Nymphenburger Kanal, which was lined with large old trees and filled with grass. When the street ended, one side did not have a cycle path, and instead a very bumpy dirt path. It was not clearly marked there was a cycle path on the other side, but not one on the southern side. The rest of most of the run was filled with small and medium sized streets, with varying levels of density of development, however, all of the streets until 12min were comfortable and felt secure to cycle on. At 12min there was an intersection that required a button push, which seemed odd, as both streets were roughly the same size. Crossing Offenbachstraße was also difficult, as it was somewhat busy, and there was no crosswalk.

The entirety of Nusselstraße which was a part of the route did not have cycling infrastructure, but instead was a shared street. This seemed a bit odd, as it was quite busy, and had bus routes on it. It was not clearly marked, so it was hard to tell (until the intersection at the end of the street) that it was a Fahrradstraße at all. Clearly marking infrastructure makes it much easier to know where cyclists are supposed to be, which makes the cyclists more confident, and the vehicles more understanding and willing to accommodate them.