

STARS Project description

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Project name (if any) :

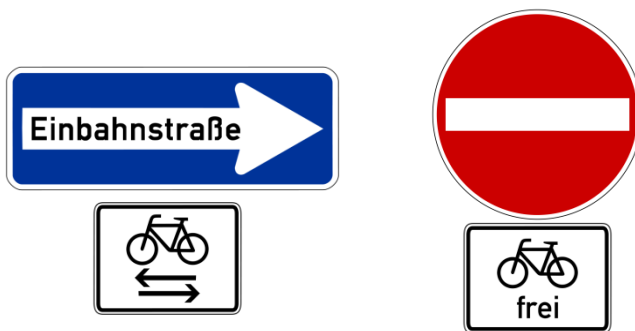
<p>Context</p> <p>Identified site</p>	<ul style="list-style-type: none"> - Do you have identified a specific site where you want to implement your project? We have identified two potential sites: <ul style="list-style-type: none"> 1) As the first site for our project we have chosen a connection between the main campus of our university in Munich and its student canteen. Every day during lunch time a large number of students cross Gabelsbergerstraße from the main campus to the canteen at a potentially unsafe unsignalized crossing. 2) As our second site for our project we have chosen to improve cyclist's safety at the T-intersection of Westendstraße with Ligsalzstraße where cyclists are allowed to ride in the direction opposite of the one way traffic. A completely unexpected maneuver for drivers turning into the one way street of Westendstraße. - What do you know about this site: recent collisions? Data collected? Our first attempts at collecting data have been unsuccessful. Our change of strategy now includes using contacts with higher clout in order to get the necessary data. - What people think about this site (public perception, knowledge of people on speed/road safety...)? Regarding the first site, initial impression based on informal question of colleagues, there is a potential safety issue for students crossing. A more concrete survey is being finished at the moment that should yield a clearer picture. More research needs to be done regarding the second site.
<p>Ideas</p> <p>Objectives</p>	<ul style="list-style-type: none"> - What is your idea? Measures? Explain why you think it is relevant <ul style="list-style-type: none"> 1) Regarding site 1, our idea originally included horizontal ground markings. However based on research this seems like the least possible solution based on local government regulations. However increasing visibility by reorganizing/banning car parking in this specific stretch of road or by installing pedestrian crossing signals warning drivers of high pedestrian volumes (particularly during lunch hours) are still valid ideas. 2) Based on research regarding bicycle lanes on one-way German streets, it appears signs are missing at this intersection. Also, we could still lobby for a more visible intersection crossing. - What are your objectives (short term? Long term?)

	<p>Our objective is still to make traffic improvements at both sites by directing attention of drivers to pedestrians/cyclists.</p> <ul style="list-style-type: none"> - Expected results? <ol style="list-style-type: none"> 1) Reduced speed, increased pedestrian safety. 2) Reduced speed, increased driver awareness of cyclists.
<p>Strategy</p> <p>Partners</p>	<ul style="list-style-type: none"> - How will/are you implement your project? We are still in the initial stages. - Which material will/do you need? We still thinking of how to get access to a radar gun for easier pre-evaluation. We might have to implement a more informal paper and stopwatch method otherwise. - Which partners (University, companies, local authorities...)? Local government officials, university professor, and potentially a sign company later. Do you have already contacted some, any feedback? So far we have only tested the waters. - What and where ETSC could help you? Depending on our May attempts we might have to ask ETSC for specific help. - What did you do so far? Background research, contacted last year's group for advice, initiated conversation with university professor.
<p>Communications</p>	<ul style="list-style-type: none"> - Will/Do you develop any communication tools to promote your activities (for infrastructure projects)? Yes, we currently have a survey in the works that just needs to be finished to be translated into German. Survey has not gone live yet. The draft can be found at https://www.surveymonkey.com/s/F2WCTYK. - Will you contact local press? Any communication activities done so far? We are still debating about this step. It will more than likely be based on the survey results.
<p>Evaluation</p>	<ul style="list-style-type: none"> - Have you/Will you conduct a pre evaluation before you start any actions? We will. We would like to assess the speed at site 1 before and after. For site two we could also do a visual evaluation of drivers approaching the T-intersection (Are they looking both ways? Do they have a clear line-of-sight? Do they approach the intersection too fast?) - How will you assess the effectiveness of your measures? (very important) Speed evaluation at both sites. Actual measurements at site 1 and potentially only visual evaluation at site 2 given the lower amount of traffic. Also, follow up survey might serve as a good effectiveness measure of anything that gets implemented at site 1.
<p>Observations</p>	<ul style="list-style-type: none"> - Any comments? Difficulties (so that we can do our best to help you)? At the moment not. Possibly in a couple of weeks or so. - Approximate timing. This will heavily depend on our meeting with our university professor in May.

7.2 Radverkehr gegen die Einbahnrichtung auf der Fahrbahn

In Einbahnstraßen mit einer zulässigen Höchstgeschwindigkeit von nicht mehr als 30 km/h kann Radverkehr in beiden Richtungen auf der Fahrbahn mit Zusatzzeichen 1000-32 zu Zeichen 220 StVO und Zusatzzeichen 1022-10 zu Zeichen 267 StVO zugelassen werden¹²⁾. Fahrgassen ab 3,00 m Breite eignen sich bei ausreichenden Ausweichmöglichkeiten für eine sichere Begegnung zwischen Kraftfahrzeugverkehr und Radverkehr. Bei Linienbusverkehr oder stärkerem Verkehr mit Lastkraftwagen sollte die Fahrgassenbreite 3,50 m oder mehr betragen.

Our case is in the tempo 30 zone, it means the equipment should look like this:



I am not 100% sure, but I think the one(1000-32) below the blue sign(220) is missing. So the drivers are not warned of the cyclists.

Maßnahmen an Knotenpunkten

*Für die Knotenpunkte als potenzielle Problemstellen ist die Gewährleistung ausreichender Sichtverhältnisse und die Verdeutlichung des Auftretens von gegengerichtetem Radverkehr unerlässlich. **In diesem Zusammenhang ist es von besonderer Bedeutung, dass die Sichtbeziehungen und Fahrbeziehungen des Radverkehrs durch die Einhaltung der Parkverbotsregelung im engeren Knotenpunktsbereich gewährleistet sind.***

It means the biggest importance is to warn drivers about cyclists and to secure the free visibility. In our case, none of the points are fulfilled. (pictures) Picture on right side shows the visibility triangle in case of a parked car, and the horizontal marking showing a cycle lane is out of it.





The idea is to show parked minivan and the decreased

visibility due to it.

However there are some problems as well.

Innerhalb von Tempo 30-Zonen ist eine besondere Markierung der Ein- und Ausfahrtbereiche nicht erforderlich. Knotenpunkte mit Vorfahrtregelung Rechts-vor-links können bei Öffnung der Einbahnstraße allerdings Eingewöhnungsprobleme aufwerfen, da durch die bisher nicht erlaubte Fahrtrichtung neue Vorfahrtskonstellationen beim Einbiegen, Kreuzen und im Verlauf von Einbahnstraßen entstehen. In der Einführungsphase können deshalb Fahrradpiktogramme mit Richtungspfeilen auf der Fahrbahn, die den Kraftfahrzeugverkehr auf Radverkehr in der Gegenrichtung der Einbahnstraße hinweisen, markiert werden. An stärker belasteten oder unübersichtlichen Knotenpunkten innerhalb von Tempo 30-Zonen kann die Markierung von Fahrradportenen für den gegengerichteten Radverkehr die Situation verdeutlichen (vgl. Bild 70). Im Einzelfall kommt auch eine ergänzende Beschilderung in Betracht (z. B. Zeichen 102 StVO oder Zeichen 101 StVO mit Zusatzzeichen 1000-32 StVO).

No extra markings are necessary on the streets with 30km/h limit, only in the opening phase. The opening phase means it will be painted when the street is opened for cyclists, but the paintings will not be maintained afterwards. The picture below shows how the minimal marking has to be planned.

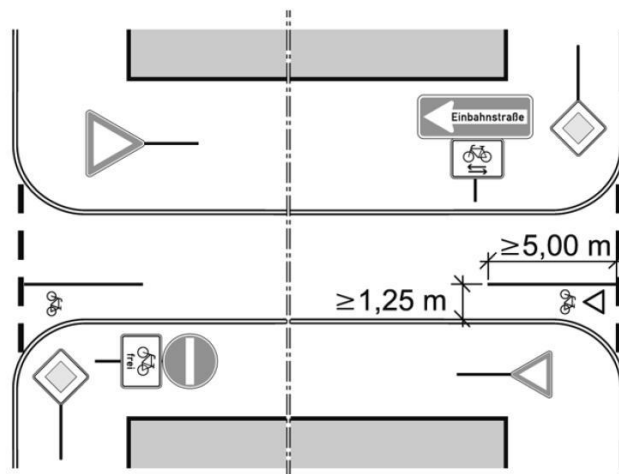


Bild 70: Beispiel für vorfahrtgeregelte Einmündungen mit Fahrradportenen für gegengerichteten Radverkehr

1. The horizontal marking is wrong. The separating marking showing the cycle lane has to connect the extension of the crossing traffic lane. We can ask to correct it.
2. To add missing road signs.
3. To reorganize parking and install separating structures.
4. To mark a pedestrian lane in a different color? The argument could be our experience with an accident there.



References:

- (1) Empfehlungen für Radverkehrsanlagen ERA Ausgabe 2010, The Guidelines of bicycle traffic infrastructure of Germany.
- (2) Richtlinien für die Markierung von Straßen Teil 2: Anwendung von Fahrbahnmarkierungen, The Guidelines of the horizontal marking of streets, Part 2: For traffic lanes.