

Platform substrate can be asphalt or concrete. When it is concrete the concrete is batch mixed with 'Brick Red' oxide to provide contrast to the crossing markings. Refer to ACTSD-3530 for Zebra crossing layout, ACTSD-3534 for Bicycle-Only Priority Crossing layout and ACTSD-3531, -3532 and -3533 for platform and signage details.

Bicycle-only path linemarking: S4 (solid line) on intersection approach and on curves; S5 (dashed line) on straight path sections

Mount speed hump warning signs 30m in advance of crossing

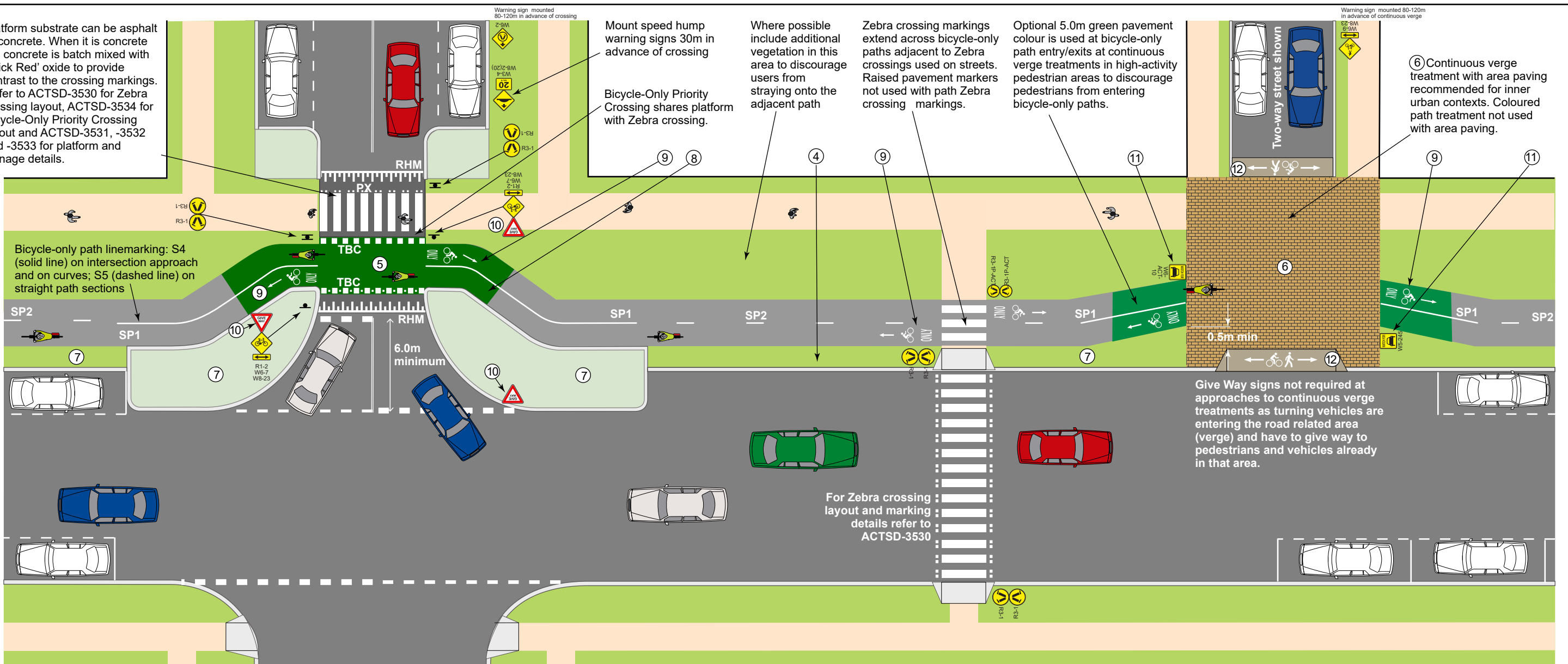
Bicycle-Only Priority Crossing shares platform with Zebra crossing.

Where possible include additional vegetation in this area to discourage users from straying onto the adjacent path

Zebra crossing markings extend across bicycle-only paths adjacent to Zebra crossings used on streets. Raised pavement markers not used with path Zebra crossing markings.

Optional 5.0m green pavement colour is used at bicycle-only path entry/exits at continuous verge treatments in high-activity pedestrian areas to discourage pedestrians from entering bicycle-only paths.

⑥ Continuous verge treatment with area paving recommended for inner urban contexts. Coloured path treatment not used with area paving.

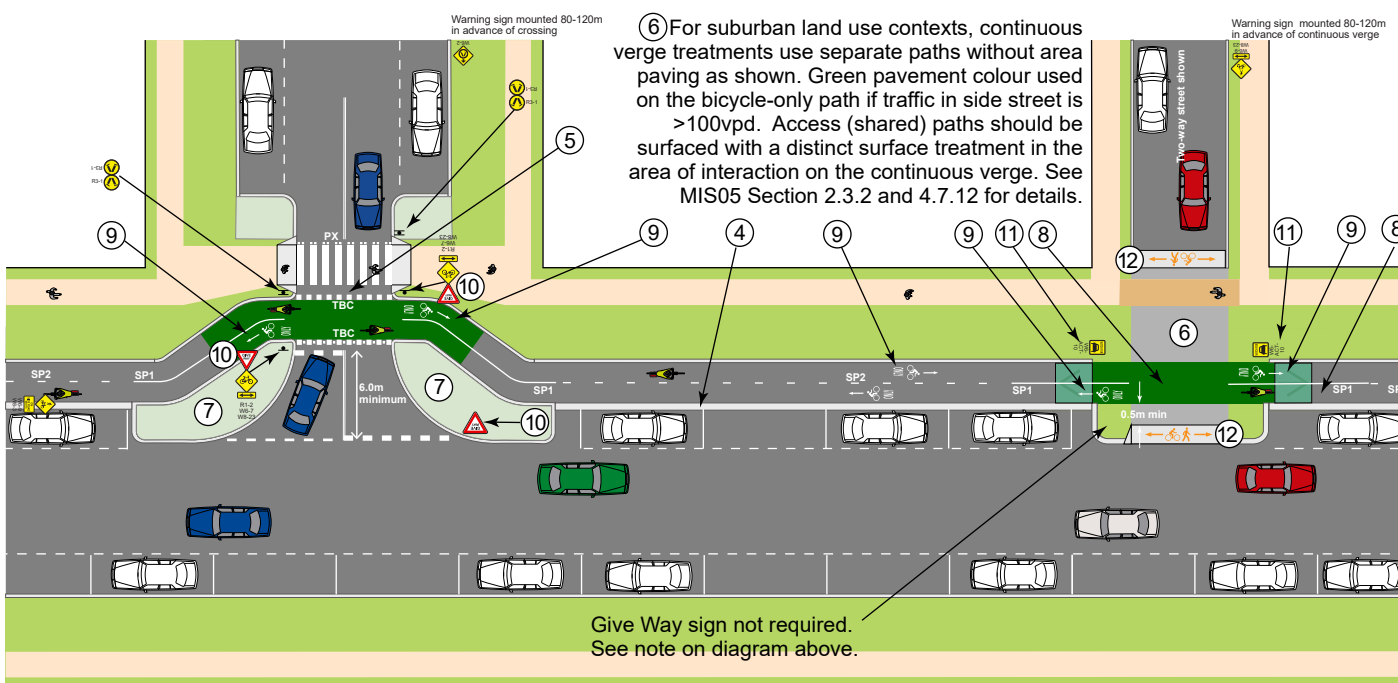


Give Way signs not required at approaches to continuous verge treatments as turning vehicles are entering the road related area (verge) and have to give way to pedestrians and vehicles already in that area.

For Zebra crossing layout and marking details refer to ACTSD-3530

**NOTES** Two-way bicycle-only path at-grade with adjacent pedestrian path – design requirements and implementation example for Estate Development or retrofit

- 1 Bicycle-only path treatments shown on this drawing are used on Main and Local Community Routes in Estate Development or retrofit as shown.
- 2 Bicycle-only paths may be installed in high activity inner urban or suburban land use contexts, or when an Accessible Pedestrian Route is present or along commercial frontages. When bicycle-only paths are used on Main or Local Community Routes these should always be accompanied by adjacent access paths.
- 3 Widths of bicycle-only paths and other paths are as per MIS05 Table 5.8.
- 4 The width of the median or verge separating a two-way bicycle-only path from the roadway is minimum 1.0m in Estate Development (400mm minimum in retrofit).
- 5 **Bent-out Bicycle-Only Priority Crossings** of minor collector roads and access streets are provided to maximise cyclist safety, comfort, amenity and route continuity at these crossings. On side street crossings of major collector roads, a signalised crossing is preferred. Zebra crossings for pedestrians are provided adjacent to bent-out Bicycle-Only Priority Crossings for cyclists. Refer to ACTSD-3534 for crossing layout.
- 6 **Continuous verge treatments** across inner urban local access streets are provided (at-grade with verge) to maximise pedestrian and cyclist safety, comfort, amenity and route continuity. Where traffic through intersection is above 1,000 vpd, use crossing type similar to lower example in ACTSD-0506. Area-paved continuous verges are recommended for inner urban contexts (top example). Suburban contexts use separate paths without area paving (lower example). Paths are always continuous through the continuous verge area. See MIS05 4.7.12 for details and other uses.
- 7 Traffic islands, separator medians and verges between bicycle-only paths and the roadway must be kept clear of any obstacles which may hamper visibility on intersection approaches.
- 8 On Bicycle-Only Priority Crossings green pavement is used to highlight the crossing area and for 5.0m on each approach to discourage other users from entering the bicycle-only path. Distinct surface treatments are used on adjacent access paths. Green pavement is only used on continuous verge treatments in suburban contexts (lower drawing) for side streets with >100vpd.
- 9 A regulatory pavement marking group consisting of a path arrow + cyclist symbol + "ONLY" elongated lettering is used at all entry points to bicycle-only paths (from roads and paths) and at 75m intervals along path - see ACTSD-3522.
- 10 A Stop sign may be required in place of a Give Way sign if sightlines are restricted or the approach to the pedestrian or bicycle-only crossing is on a steep downhill slope.
- 11 W6-ACT-10 warning signs are placed in advance of continuous verge treatments.
- 12 Gradients on continuous verge approach ramps should be between 1:4 and 1:6. Pavement symbol assembly with double arrows placed on both kerb ramp approaches to extended verge treatments - see ACTSD-3522.



**Two-way bicycle-only path at-grade with adjacent roadway – design requirements and implementation example in retrofit**

**ACT**  
Government

**STANDARD DRAWING**

**BICYCLE-ONLY PATH  
DETAILS  
TWO-WAY PATHS**

Authorised:

Latest Revision Details:		
Rev	Amendment	Date
2	Concrete platform colour changed	31/05/21
1	Ramp gradient on cont. verge added	09/11/20
0	First issue	28/09/18

Drawing No: **ACTSD-0505**      Revision: **2**