

For suburban land use contexts, continuous verge treatments use separate paths without area paving as shown. Green pavement colour used on the bicycle-only path if traffic in side street is >100vpd. Access (shared) paths should be surfaced with a distinct surface treatment in the area of interaction on the continuous verge. See MIS05 Section 2.3.2 and 4.7.12 for details.

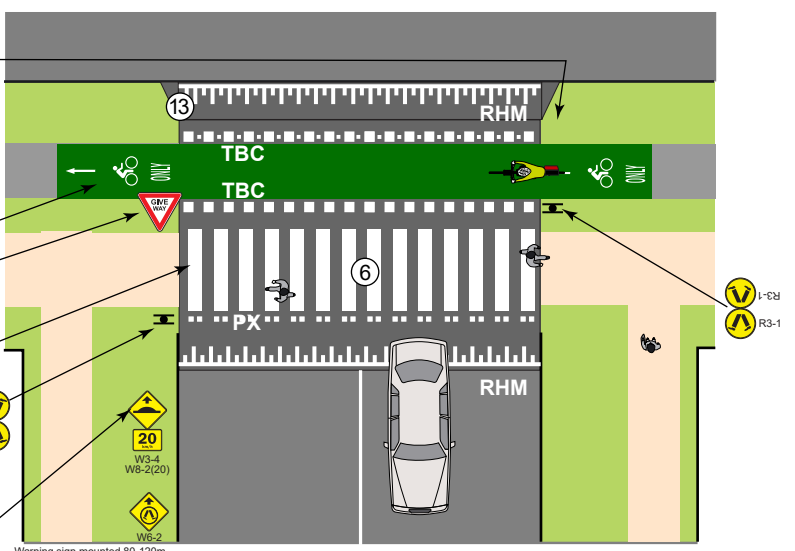
NOTES

- 1 Treatments shown on this drawing are used on Main and Local Community Routes in Retrofit. For additional details on the use of one-way paired bicycle paths in suburban development contexts refer to ACTSD-0507.
- 2 Bicycle-only paths may be installed in high activity areas for 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 these should always be accompanied by adjacent paths for pedestrian access and localised contra-flow cyclist movement.
- 3 Widths of bicycle-only paths and other paths are as per MIS05 Table 5.8.
- 4 The minimum width of the median or verge separating a bicycle-only path from the roadway is 1.0m in Estate Development and Retrofit (0.4m minimum separation permitted in Retrofit only where parking is prohibited).
- 5 **Bent-in bicycle-only paths connecting to on-road bicycle lanes** are provided across minor collector and local access side streets in Retrofit installations to maximise cyclist, comfort, amenity and route continuity. On side street crossings of major collector roads, signalised intersections are required.
- 6 On Main and Local Community Routes where bent-in treatments are provided across side streets for cyclists, adjacent Zebra crossings are provided to maximise pedestrian safety, comfort, amenity and route continuity at these crossings.
- 7 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 Green pavement is used to highlight the bicycle lanes through the intersection. A bicycle pavement marking group consisting of the bicycle symbol + "LANE" is placed at commencement of the bicycle lane through the intersection and the marking group consisting of the bicycle symbol + "END LANE" at the termination of the bicycle lane - see ACTSD-3523.
- 9 A path pavement marking group consisting of an arrow + cyclist symbol + "ONLY" elongated lettering is used at all entry points to bicycle-only 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 **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. In suburban contexts use separate paths without area paving (top half example). Paths are always continuous through the continuous verge area. Where traffic through intersection is above 1,000vpd, use crossing type similar to example at left. See MIS05 4.7.12 for details and other uses.
- 12 W6-ACT-10 warning signs are placed in advance of extended verge treatments at street crossings.
- 13 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 on minor streets - see ACTSD-3522.

Give Way sign not required at this location as turning vehicles are entering the road related area (continuous verge) and have to give way to cyclists and pedestrians already in that area. TB1 line at the base of ramp and green pavement colour may be omitted for side streets with less than 100vpd.

One-way Bicycle-Only Priority Crossing (see ACTSD-3534 for layout details) shares platform with Zebra Crossing. When the platform has an asphalt substrate (as shown), colour is not used under the Zebra markings. When the platform substrate 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 and ACTSD-3531 to -3533 for platform details and signage

Speed hump warning signs mounted 30m in advance of crossing



ACT Government

STANDARD DRAWING

BICYCLE-ONLY PATH DETAILS: ONE-WAY PAIRS WITH BENT-IN AND CONTINUOUS VERGE SIDE STREET CROSSINGS

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-0506** Revision: **2**