


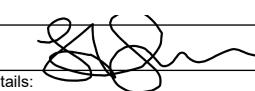
- NOTES**
- 1 Treatments shown on this drawing are used only on Main and Local Community Routes for Estate Development and Retrofit. Refer to ACTSD-0506 for examples of bicycle-only one-way pair paths for inner urban land use contexts.
  - 2 Bicycle-only paths may be installed in high activity suburban areas, 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 paths to provide pedestrian access and localised contra-flow cyclist movements.
  - 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 minimum 1.0m in Estate Development and Retrofit (0.4m minimum separation permitted in Retrofit only where parking is prohibited)
  - 5 **Bent-out Bicycle-Only Priority Crossings** of minor collector roads and local access streets are provided to maximise cyclist safety, comfort, amenity and route continuity at these crossings. Refer to ACTSD-3534 for Bicycle-Only Priority Crossing linemarking and setout. Zebra crossings for pedestrians are provided adjacent to Bicycle-Only Priority crossings for cyclists. On side street crossings of major collector roads, a signalised crossing is preferred.
  - 6 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.
  - 7 Green pavement is used to highlight the Bicycle-Only Priority Crossing and for 5.0m on each approach to discourage pedestrians and vehicles from entering the bicycle-only path.
  - 8 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 and at 75m intervals along the path - see ACTSD-3522.
  - 9 Where bicycle-only paths cross minor paths, place a regulatory pavement marking group on either side of the path crossing. These pavement marking groups should be no closer than 5m apart.
  - 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 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 layout details and ACTSD-3534 for Bicycle-Only Priority Crossing layout details.

**One-way paired bicycle-only paths at-grade with adjacent minor path  
- design requirements and implementation example for Estate Development or Retrofit**



**STANDARD DRAWING**

**BICYCLE-ONLY PATH  
DETAILS: ONE-WAY PAIRS  
WITH BENT-OUT SIDE  
STREET CROSSINGS**

Authorised: 		
Latest Revision Details:		
Rev	Amendment	Date
2	Concrete platform colour changed	31/05/21
1	No RPMs on insides of dual crossings	09/11/20
0	First issue	28/09/18
Drawing No: <b>ACTSD-0507</b>		Revision: <b>2</b>