



Bicycle-only path
linemarking: S4 (solid line)
5.0m long at intersection
approach and on curves;
S5 (dashed line) on
straight path sections

NOTES

- 1 The treatment shown on this drawing is only used on Main and Local Community Routes in Estate Development or Retrofit development contexts.
- 2 When bicycle-only paths are used on Main or Local Community Routes these should always be accompanied by adjacent paths to provide pedestrian access.
- 3 Path widths are as per MIS05 (Table 5.8).
- 4 Two-way bicycle-only paths may be located at-grade with roadway (as shown in this drawing) or at-grade with verge.
- 5 The minimum width of the median or verge separating a bicycle-only path from the roadway is 1.0m in Estate Development and 400mm in Retrofit.
- 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 only to denote the path entry for a distance of 5.0m.
- 8 A pavement marking group consisting of an arrow + cyclist symbol + "ONLY" is used at all entry points to bicycle-only paths and at 75m intervals along these paths - see ACTSD-3522.
- 9 A dedicated signal phase for the bicycle-only path eliminates conflicts between cyclists and motor vehicles and provides for all cycling through- and turning-movements. This is considered essential when the path connects to another route on the cross streets.
- 10 When a dedicated phase for the bicycle-only path is not provided, maximum green-time for the bicycle-only path can be provided following consultation with the Road Authority by using flashing amber vehicle turn arrows in conjunction with normal green signal indication.



STANDARD DRAWING

**BICYCLE-ONLY
PATHS AT SIGNALISED
INTERSECTIONS
TWO-WAY PATH DETAILS**

Authorised: *[Signature]*

Latest Revision Details:

1	W-E road stop line moved back	09/11/20
0	First issue	28/09/18
Rev	Amendment	Date

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