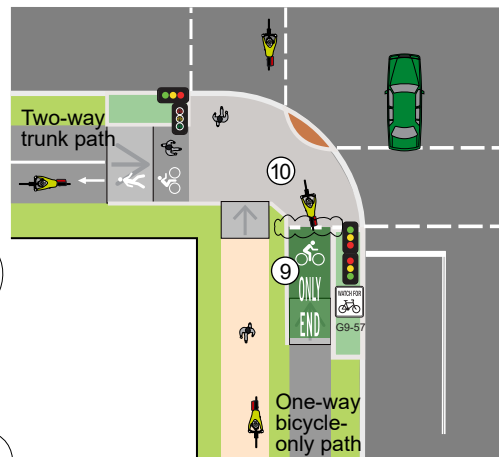


Bicycle-only path protector island at each corner of intersection is paved and never planted with vegetation

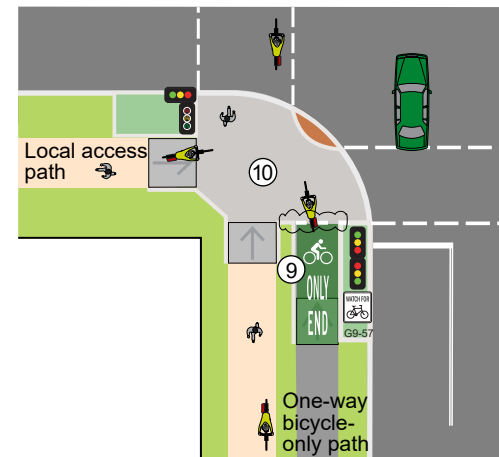
This section of the intersection on each corner (outlined by a red dashed line) is constructed at-grade with adjacent roadway with path crossfall to roadway to prevent ponding. Smooth ramp interfaces are provided at all pedestrian-only and bicycle-only path road crossings. Adjacent access paths, kerb extensions and bicycle-only path protector islands to be verge level.

**NOTES**

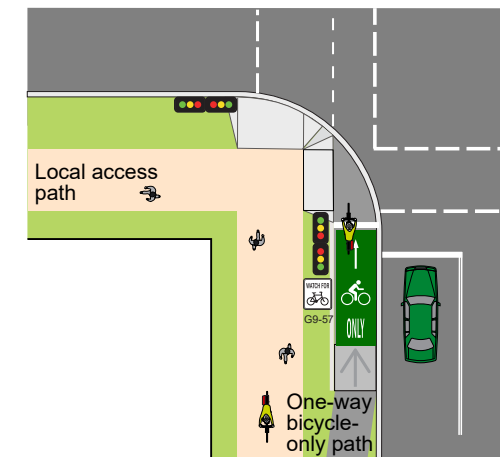
- 1 The treatments shown on this drawing are only used on Main and Local Community Routes in Estate Development or Retrofit development contexts.
- 2 Bicycle-only paths may be installed in high activity areas for inner urban or suburban land use contexts, or when an Accessible Pedestrian Route is present 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 Path widths 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 One-way paired bicycle-only paths are usually located at-grade with verge as shown in this drawing. See Standard Drawing ACTSD-0506 and -0507 for mid-block unsignalised intersection treatments.
- 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 Optional 5.0m of green surface colouring on path start/end in high-activity pedestrian areas to discourage pedestrians from entering bicycle-only paths.
- 8 Path arrow + cyclist symbol + "ONLY" elongated lettering symbol arrangement is used at all entry points to bicycle-only paths and at 75m intervals along these paths - see ACTSD-3522.
- 9 Path cyclist symbol + "ONLY" + "END" elongated lettering symbol arrangement is used at locations where a bicycle-only path terminates in a shared storage area - see ACTSD-3522.
- 10 In inner-urban, high pedestrian activity areas, bicycle-only paths ramp down to road level on approaches to a shared intersection storage area as shown on this drawing. In suburban areas with low pedestrian volumes, bicycle-only paths are maintained up to the kerb of the intersecting street with no shared area. Distinctive surface surface treatment is used to distinguish the shared storage area from the path and bicycle-only path.
- 11 Cyclists turning at the intersection will proceed straight ahead through the intersection and wait for the green signal on the opposite side of the cross street (as shown above by the yellow dashed line). This will usually involve minimal delay commensurate with normal turning movements. Where there is a high demand for cyclist turning movements (route turnings or junctions of multiple routes) a bicycle-only signal phase may be introduced. Dedicated left turns for motor vehicles from the roadway are not shown by this diagram and will require additional signalling arrangements.
- 12 Landscape or physical treatments such as low-level planter beds or boxes (see also Note 6) to be used to reinforce the physical separation of the bicycle-only path from the shared path and to encourage users to use their correct path. Formal linkages between paths should also be provided through landscaped path separation for access to mid block destinations.



**One-way (paired) bicycle-only path (N-S) intersecting with a two-way trunk path (E-W) - no car parking**




**One-way (paired) bicycle-only path (N-S) intersecting with a local access path (shared storage area) - no car parking**



**One-way (paired) bicycle-only path (N-S) intersecting with a local access path (separated storage area) - no car parking**

**Preferred treatment on MCRs and LCRs where cyclists move through the intersection separate to pedestrians**



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**STANDARD DRAWING**

**BICYCLE-ONLY PATHS  
AT SIGNALISED  
INTERSECTIONS  
ONE-WAY PAIRED PATHS**

Authorised: *[Signature]*

Latest Revision Details:

Rev	Amendment	Date
1	E-W road turn lanes removed. Give Way added on path approaches	09/11/20
0	First issue	28/09/18

Drawing No: **ACTSD-0561**      Revision: **1**