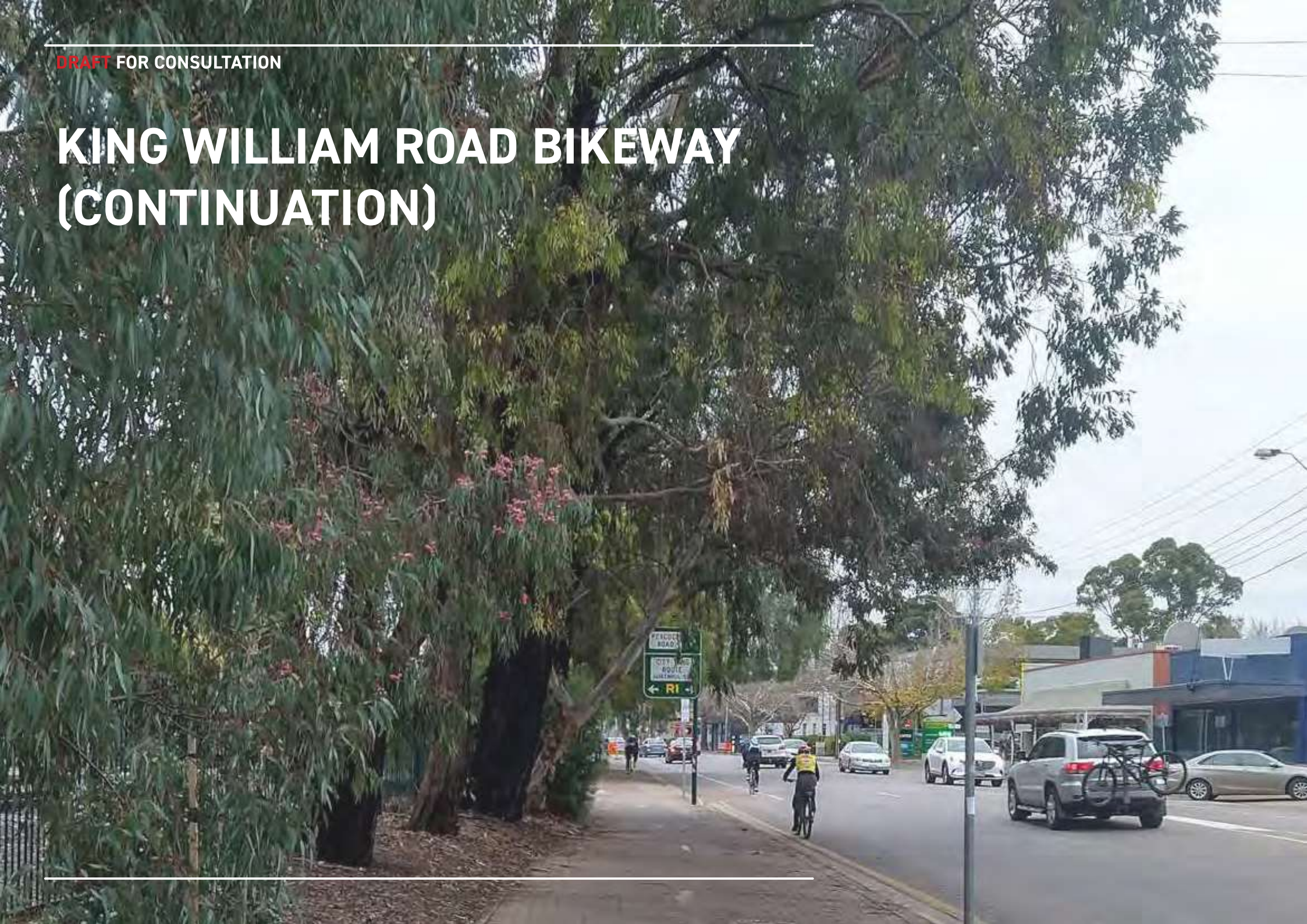

DRAFT FOR CONSULTATION

KING WILLIAM ROAD BIKEWAY (CONTINUATION)







KING WILLIAM ROAD BIKEWAY (CONTINUATION)

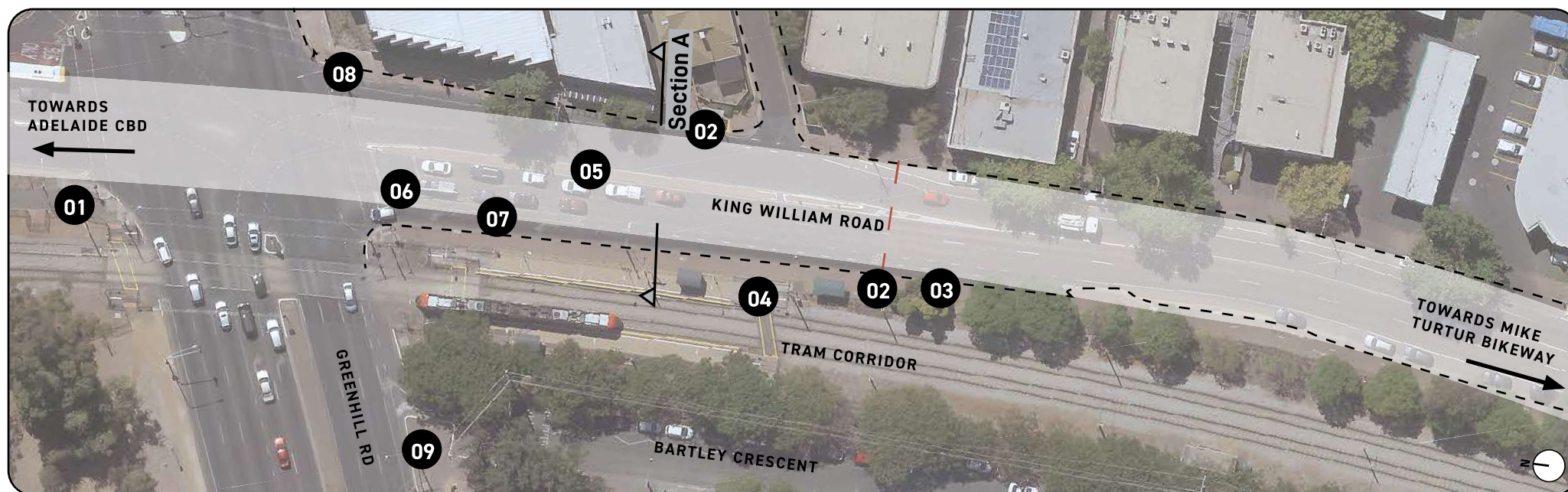
Network Context



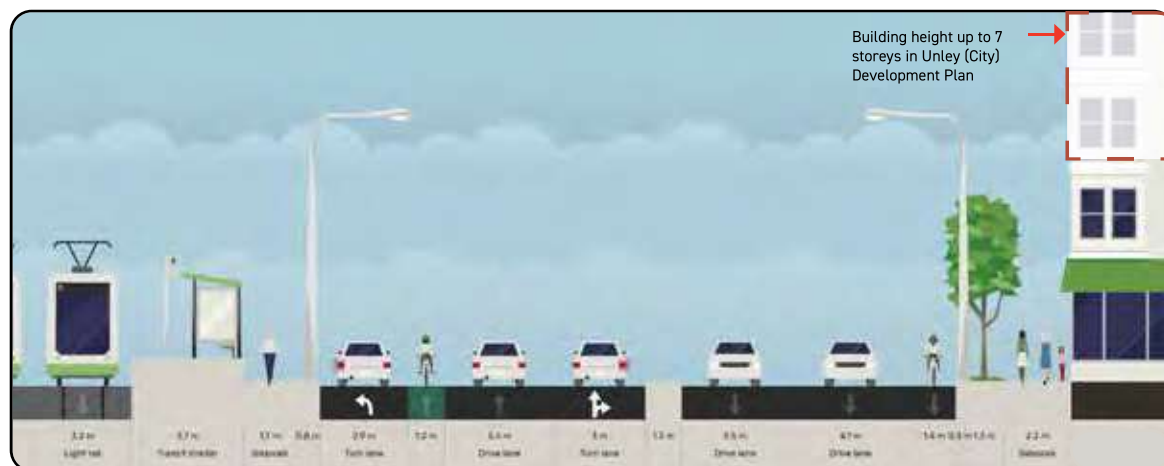
Legend

-  MIKE TURTUR BIKEWAY
-  GREATER BIKE NETWORK CONNECTIONS
-  KING WILLIAM ROAD BIKEWAY (CONTINUATION)
-  OPEN SPACE

Existing Conditions



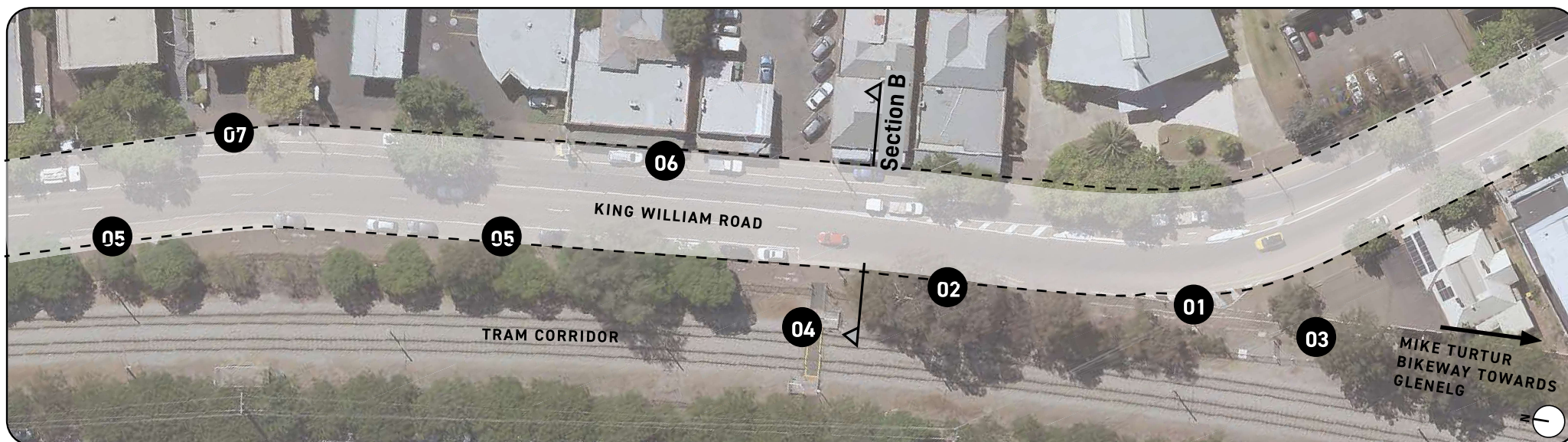
Existing Conditions - Section A



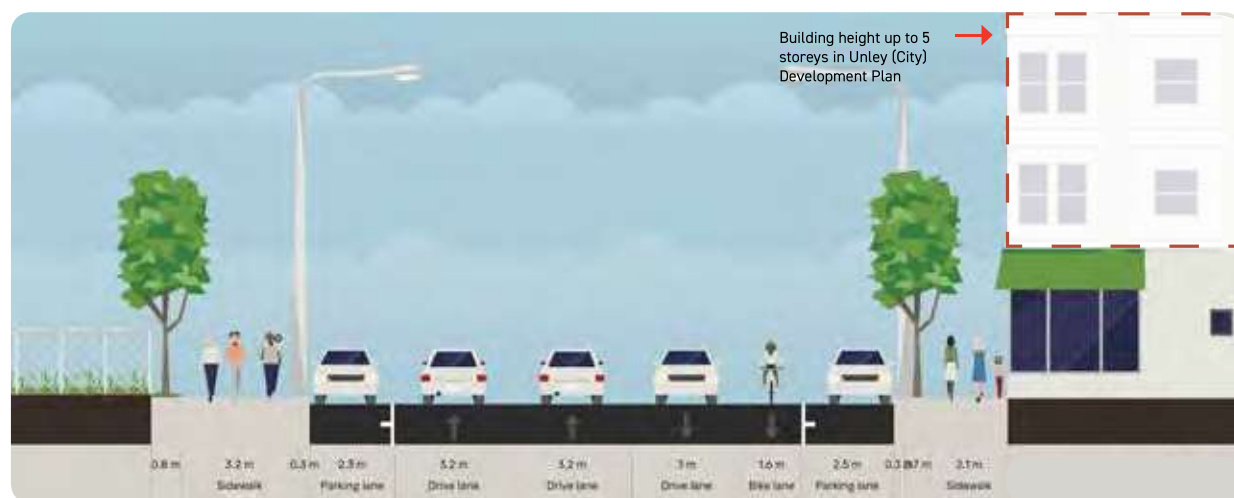
Sections were created using StreetMIX elements

- 01 Shared use path along tramline
- 02 Bus stop and bus timing point
- 03 Narrowing of footpath approaching intersection and conflict between bus passengers and bike riders
- 04 Tram access points from/to King William Road
- 05 Existing median (1.2m)
- 06 Existing bike box to facilitate right turn bike movements
- 07 Limited northbound on-road bicycle infrastructure connecting to bike box and conflicts with left turn vehicles/ buses stopping
- 08 Limited south bound on road bicycle infrastructure
- 09 Left in/ left out changes proposed at Bartley Crescent

Existing Conditions



Existing Conditions - Section B



- 01 Bike connection/crossing point from King William Road to Mike Turtur Bikeway
- 02 Shared use path continues along King William Road but signs and a tram crossing point reduces the available width
- 03 Mike Turtur Bikeway
- 04 Tram crossing point
- 05 Western on-street parking capacity of 13 in a 2P zone
- 06 Eastern side on-street parking capacity of 15 in a 2P zone
- 07 Limited street tree greening along street/footpath

Transport Data and Observations

14,000

Vehicle Per Day

46 km/hr

85th Percentile
Speed

28 Car parking

On street
Parking Capacity

74%

Bike riders
ride along King
William Road
from Mike Turtur
Bikeway

95%

Bike riders remain
on-road along
King William Road

60-70%

Bike riders
continue north
along Peacock
Road into the
City

30-40%

Bike riders turn
right into the Park
Lands or along
Greenhill Road

Design Intent

- Minimise loss of on-street parking (off peak)
- Avoid changes to intersection design and traffic lane capacity
- Align with expectations of Department of Infrastructure and Transport (DIT) and City of Adelaide (intersection and northern parklands connection)
- Limit conflict with bus stop and tram stop access
- Maintain bike box and ability to access Park Lands shared use path to the north-east
- Explore opportunities for additional tree planting/greening and improved amenity

CYCLIST FACILITY	Traffic Volume (Vehicles per day)			85th percentile Traffic speed (km/h)		
	<3000	3000-5000	>5000	<40	40-50	>50
Mixed Traffic						
Consider Cyclist Separation					46 km/h	
Cyclist Separation			14k			

Table 1 Source: City of Unley
Walking & Cycling Plan 2016-2021

 King William Road

Design Standards



SHARED PATH (OFF-ROAD)

WIDTH: 4.0m wide

(Consistent with Mike
Turtur Shared path)



SEPARATED BIKE LANE (ON-ROAD)

WIDTH: 2.0-2.5m

PROTECTED BUFFER
RANGE: 0.3 - 0.8m



BUFFERED BIKE LANE (ON-ROAD)

WIDTH: 1.5 - 1.8m

BUFFER RANGE: 0.5
- 0.8m (single or both
sides)

OPTION 1

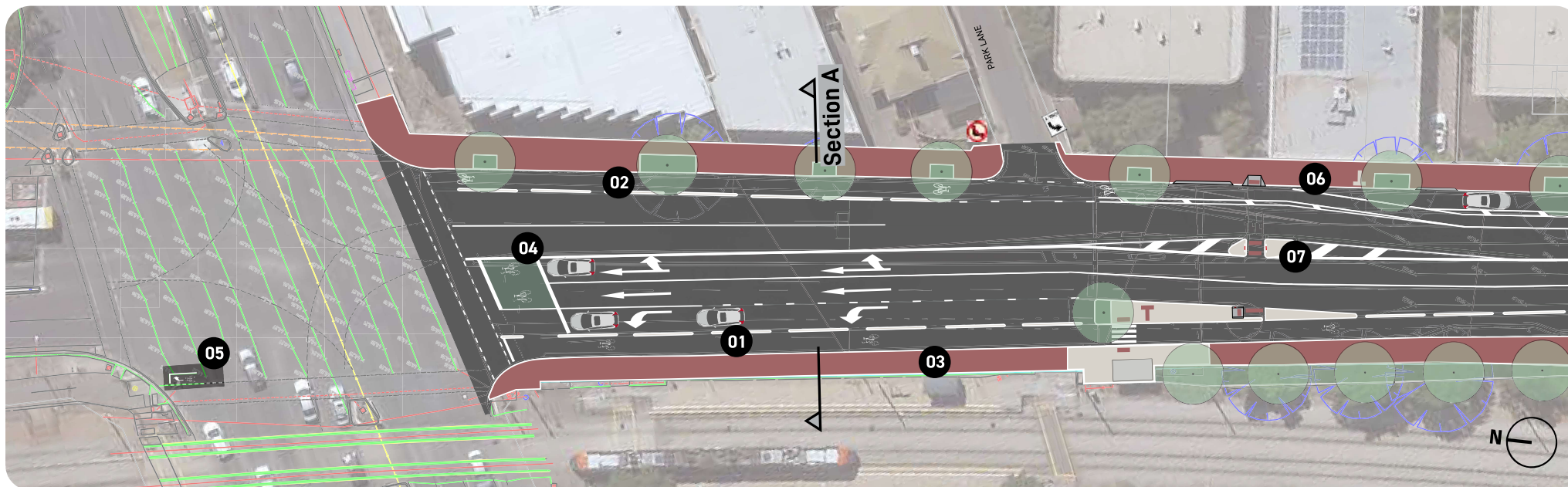
On-Road Separated Bike Lane Design Intent



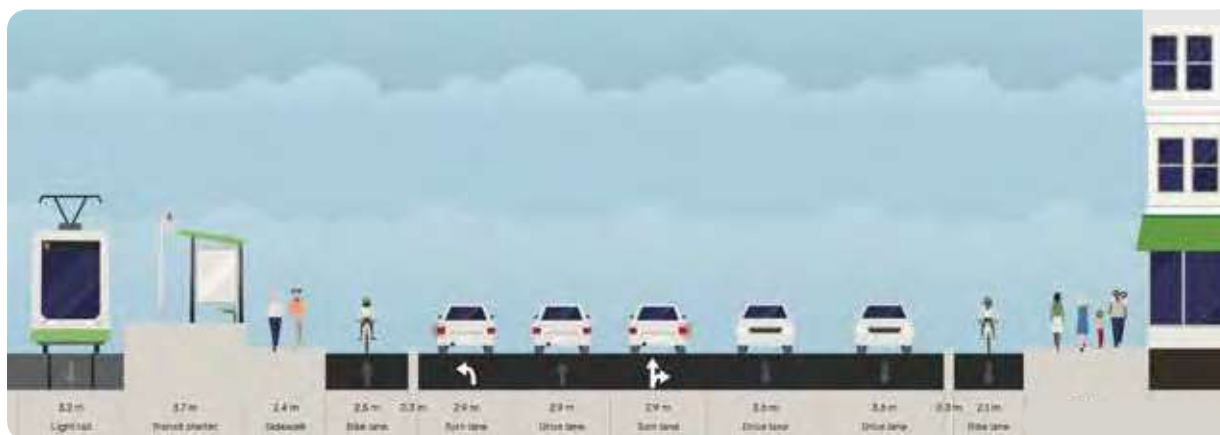
Separated bike lanes provide maximum protection for on-road bike movements. North bound separated bike lane will improve safety for bike riders and reduce conflicts with vehicles, particularly during the busy AM peak.



Increased separation between bike riders and vehicles will assist in improving safety for north bound and south bound on-road bike movements and connecting from the Mike Turtur Bikeway.














Proposed Section A

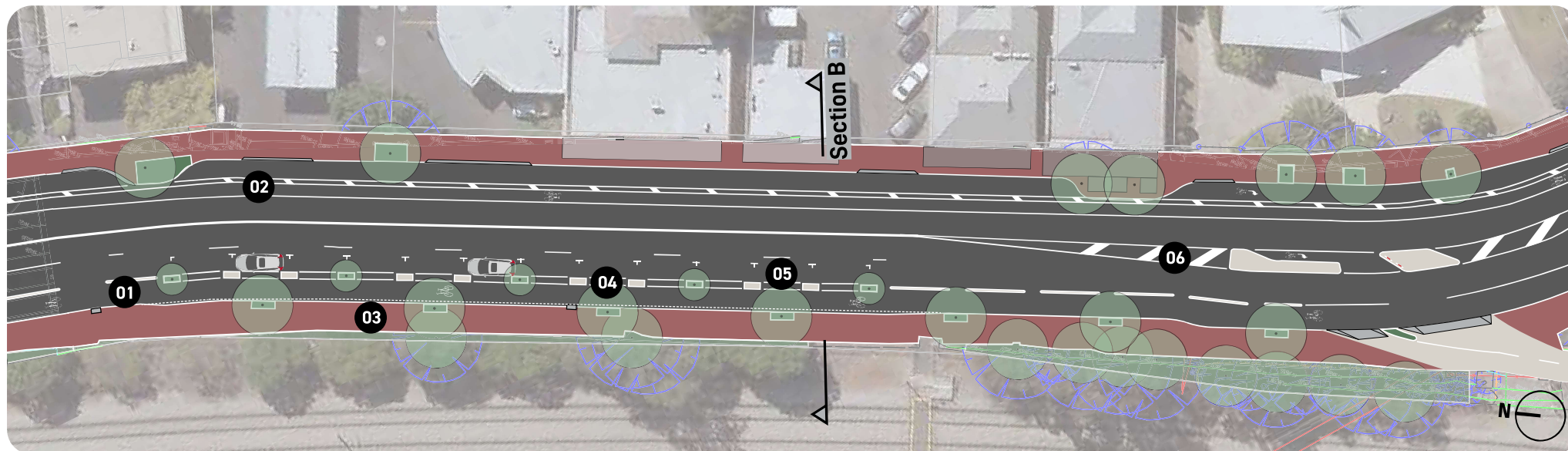


Sections were created using StreetMIX elements

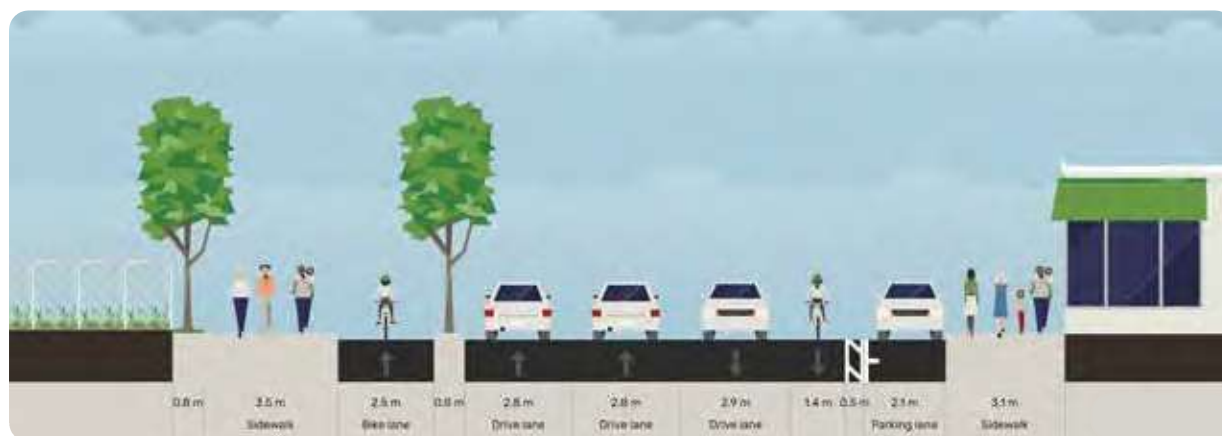
- 01 Provision of 2.5m wide northbound separated bike lane
- 02 Improved southbound bike lane with buffer and separation at the Greenhill Road end
- 03 Footpath width unchanged
- 04 Bike box for right/diagonal turns accessed from through lanes
- 05 Bike hook turn storage box
- 06 Relocated bus stop
- 07 Pedestrian refuge

OPTION 1 Concept Design

Parking Impact	
Bicycle	  
Greening	  
Budget	  
Traffic Impact	



Proposed Section B



- 01 Provision of 2.5m wide northbound separated bike lane
- 02 Improved southbound bike lane with buffer
- 03 Shared path width largely unchanged except narrowed by 0.3-0.4m adjacent parking (3.5m to 3.2m)
- 04 Additional landscaping on western side
- 05 Shared northbound on-street parking (off-peak) / traffic lane (peak)
- 06 Upgraded bike crossing point at King William Road / Mike Turtur Bikeway connection

OPTION 2

On-Road Shared Path Design Intent



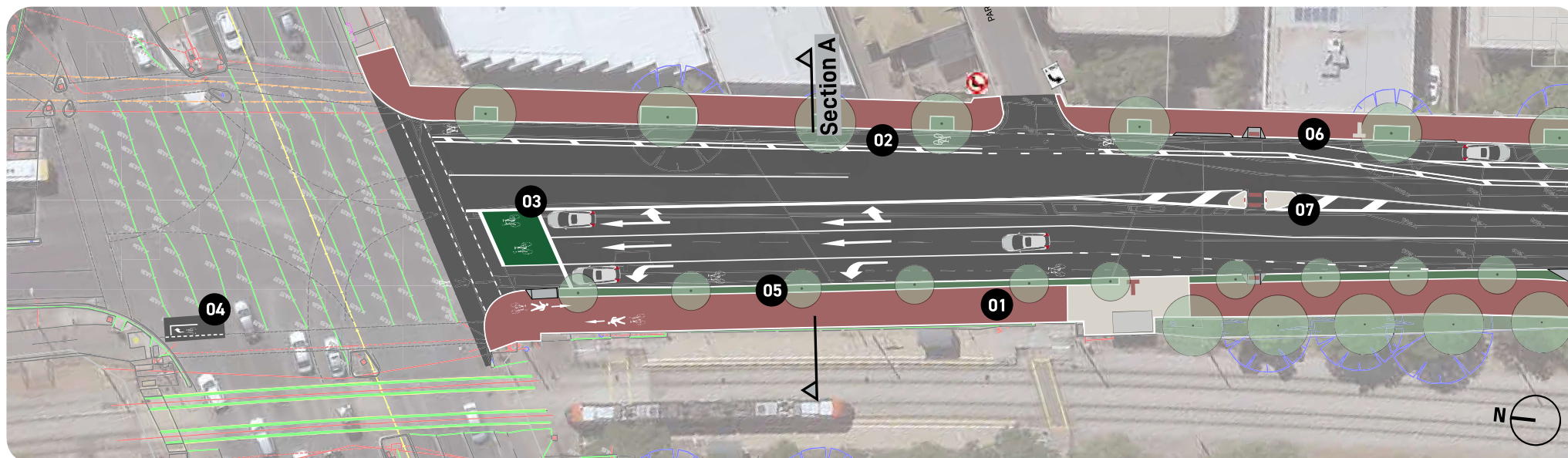
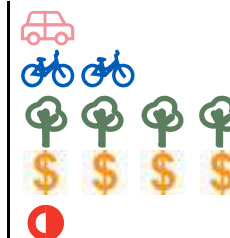
Off-road shared path will provide a continuation of the Mike Turtur Bikeway shared path to Greenhill Road



Increased separation between bike riders and vehicles will assist in improving safety for north bound and south bound on-road bike movements and connecting from the Mike Turtur Bikeway.

OPTION 2 Concept Design

Parking Impact
Bicycle
Greening
Budget
Traffic Impact














Proposed Section A

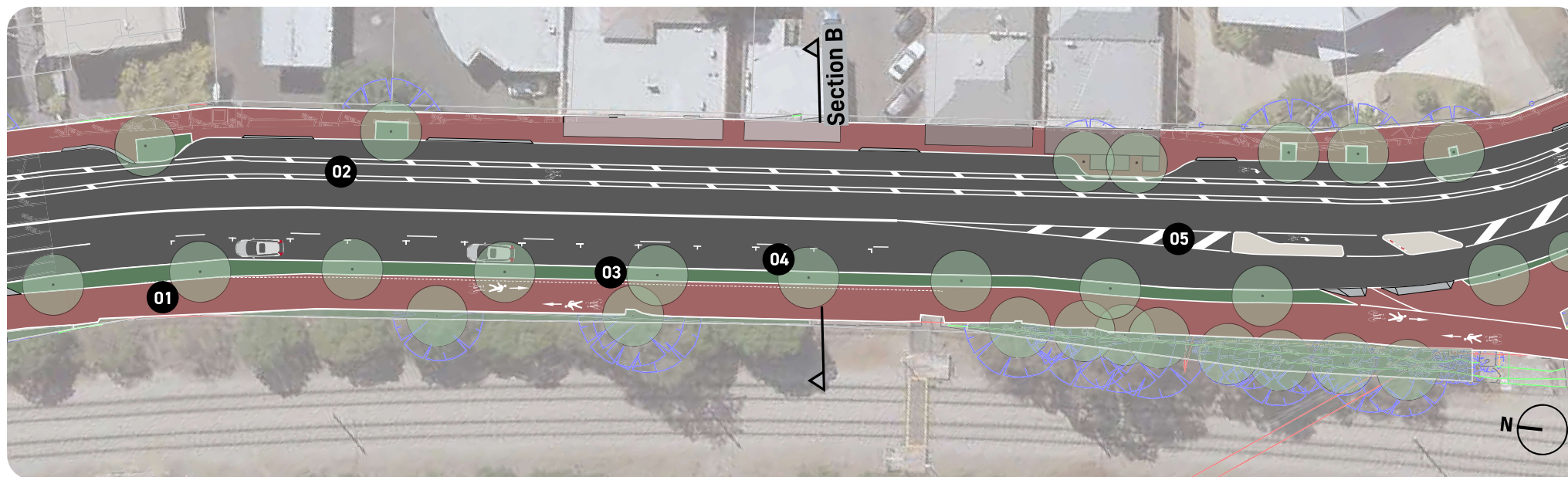


- 01 Provision of consistent 4.0m shared use path (up from 2.5-4.0m existing)
- 02 Improved southbound bike lane with buffer
- 03 Bike box for right/diagonal turns accessed from through lanes
- 04 Bike hook turn storage box
- 05 Additional landscaping on western side
- 06 Relocated bus stop
- 07 Pedestrian refuge

Sections were created using StreetMIX elements

OPTION 2 Concept Design

Parking Impact	
Bicycle	
Greening	   
Budget	   
Traffic Impact	





























Proposed Section B



Sections were created using StreetMIX elements

- 01 Provision of consistent 4.0m shared use path (up from 2.5-4.0m existing)
- 02 Improved southbound bike lane with buffer
- 03 Additional landscaping on western side
- 04 Shared northbound on-street parking (off-peak) / traffic lane (peak)
- 05 Upgraded bike crossing point at King William Road / Mike Turtur Bikeway connection

Summary

Intent	OPTION 1	OPTION 2
	On-Road Separated Bike Lane	Off-Road Shared Path
Parking Impacts		
Bicycle Improvements	  	 
Greening	  	   
Budget	  	   
Pedestrian Improvements		 
Traffic Impacts	 Medium	 Medium
Design Principles	Cohesion, Directness, Safety, Comfort, Amenity	Cohesion, Directness, Safety, Comfort, Amenity