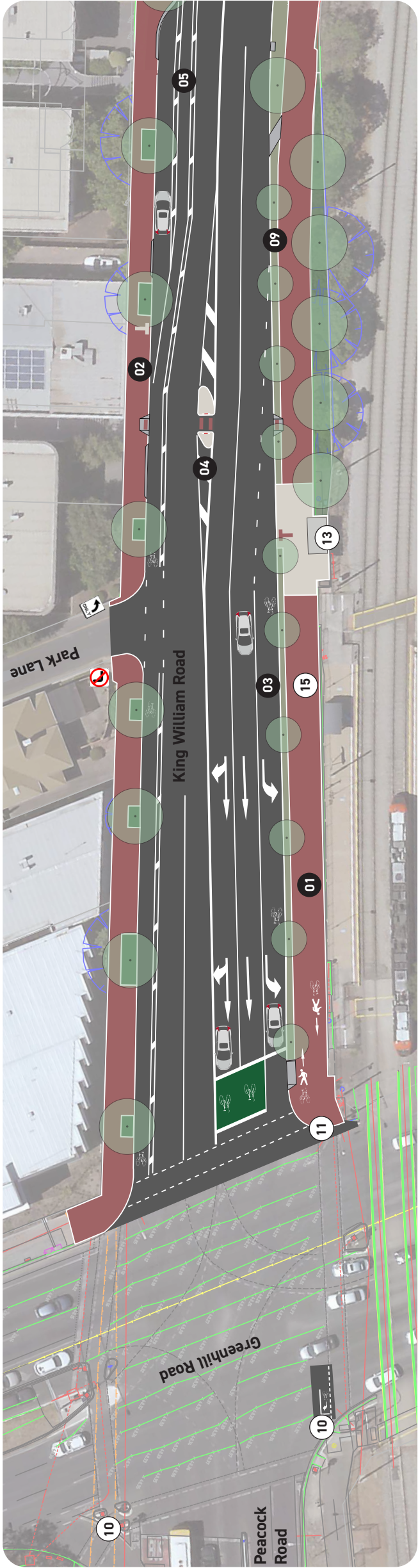


ATTACHMENT 3 - PREFERRED KING WILLIAM ROAD BIKEWAY (MIKE TURTUR BIKEWAY / GREENHILL ROAD) CONCEPT OPTION



Key Features

- 01 Provision of consistent 4m shared use path (up from 2.5-4m existing)
- 02 Relocation of 'Bus Stop 1 King William Road – West Side' (currently north of Park Lane) and loss of 3 parking spaces
- 03 Reduced left turn lane provision (75m down to 56m)
- 04 Formal pedestrian refuge
- 05 Improved southbound bike lane - 1.5m with buffer both sides
- 06 No loss of parking on western side (No Stopping, 7-9am, M-F and 2P, 9am-5pm, M-F - unchanged)
- 07 Wider bicycle refuge for accessing Mike Turtur Bikeway
- 08 Two traffic lanes during peak am period (7-9am), one traffic lane all other times
- 09 Landscaped verge and 25-30 additional trees across the project

Changes to be considered during detailed design

- 10 Review north-west corner of Greenhill Road/Peacock Road intersection for improved bike storage instead of hook turn and north-east corner for improved bike storage and crossing
- 11 Review shared path signalised crossing for people walking and bike riding across Greenhill Road
- 12 Amendments to bicycle refuge to allow for pedestrians and additional trees
- 13 Review of 'Bus Stop 1 King William Road – West Side' including relocation further south away from the intersection Potential loss of up to 2 parking spaces.
- 14 Amendments to better allow for northbound bike riders entering the path from King William Road and additional opportunities to exit the path to King William Road
- 15 Messaging or design solutions to manage conflict between people walking and bike riders
- 16 Selection of materials and landscape palette appropriate to the profile of King William Road and the bikeway requirements
- 17 Investigate outdoor dining protuberance and associated on-street parking loss in front of 23 King William Road 'Cafe Chitchat'