



Brisbane Central Business District Bicycle User Group

CBD BUG

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Office of the Lord Mayor
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My dear Lord Mayor

Archer Street, Toowong - Bikeway, Non-compliant Signage

I am writing to you concerning the intersection of Coronation Drive and Archer Street, Toowong and requesting that the GIVE WAY signs (yellow below) be removed from the bikeway.



An incident late last year is emblematic of the problem - one of our members came across the aftermath of a crash involving a young Dutch/German cyclist who had ridden all the way from Sydney. They were on their way up to Mt Coot-tha for a look at the view, before catching a train back to Sydney. They were cycling outbound crossing Archer Street (Green Arrow) when they were hit from the side by a motor vehicle turning left into Archer Street (Red Arrow). After the crash, the motorist stopped, told the cyclist that they (cyclist) were in the wrong as they had not stopped at the Give Way sign. The force of the crash had torn off the entire back triangle of the bicycle. Luckily the cyclist was physically unharmed, but their impression of Brisbane was certainly ruined.



We request the small GIVE WAY signs, and faded GIVE WAY pavement markings on the bikeway be removed from the intersection as they are inconsistent with the MUTCD Part 2 Traffic Control, which clearly states that intersections should have two uncontrolled legs, and there should not be GIVE WAY signs on the major road through an intersection:

2.5.2 Application

GIVE WAY and STOP sign control at an intersection needs to be applied in the simplest manner practicable. This is achieved as follows:

- a) Every controlled intersection shall have two uncontrolled legs which together form the major road through the intersection.
- b) The major road through the intersection either –
 - i. Should be on a straight or substantially straight alignment; or
 - ii. If on a curved alignment, should have pavement markings, kerbs or other indications aligned in such a way that its path is clearly defined.

The continuation of the Bicentennial Bikeway at this location is the major road (Coronation Drive). Archer Street is clearly the minor road as indicated by it having the STOP sign, and the fact that the STOP sign and stop bar have been set well back, indicate the bikeway has priority.

The physical act of observing a GIVE WAY sign for the cyclist would require them to look backwards prior to negotiating the kerb ramp which dips at an awkward angle.

The nearby bikeway crossing of Glenny Street (below) is very similar to that at Archer Street and does not have a GIVE WAY sign.



Ideally, given the volume of cyclist traffic on the bikeway, and the relatively tiny volume of motor traffic on Archer Street, we request the Archer Street crossing be made into a raised Wombat crossing.

A further issue with the Archer Street location is the red and yellow road surface treatment and the set back of the Archer Street approach stop line. These all give strong visual clues to a person using the bikeway that they have some priority, not that they are in danger from vehicles potentially turning across their path, from their blind side.

Yours faithfully

Dr Richard Bean
Co-convenor
Brisbane CBD BUG
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