

# CoastConnect — Caloundra to Maroochydore

## Section 5 – Mooloolaba

4 of 8 | Winter 2009

CoastConnect — Caloundra to Maroochydore is a Queensland Government initiative to improve public transport and manage the pressures of population growth on the Sunshine Coast.

Following consultation on the initial concept designs in September and October 2008, the Department of Transport and Main Roads has revised the plans taking into account community feedback and the results of ongoing technical studies.

### Revised concept designs include:

- adopting a bus station on Walan Street as the preferred option
- investigating additional parking provision along Brisbane Road
- ensuring bus stops are safe and accessible including relocating or removing some proposed bus stops to minimise the impacts on parking and private property



*Copenhagen cyclists pass a row of parked cars, keeping them separated from moving traffic.*

- planning for a long-term pedestrian overpass at the Walan Street bus station
- planning for a dedicated cycle lane along Brisbane Road between Amarina Avenue and Mayes Canal.

CoastConnect — Caloundra to Maroochydore protects for a separate cycle lane along Brisbane Road between Amarina Avenue and Mayes Canal, after which cyclists can choose alternate routes to Mooloolaba Spit and the Esplanade. There are three options for providing cycle lanes – on-road lanes, kerbside cycle lanes and ‘Copenhagen-style’ cycle lanes (see over).

There are approximately 240 existing on-street car parks in this section. Depending on which of the three cycle lane options are adopted, between 55 and 75 car parks may be impacted. However, the Department of Transport and Main Roads is investigating opportunities for up to 32 replacement off-street car parks.

Community feedback is being sought until **Friday 7 August 2009**.

### Contact us

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\* Toll free from fixed phone lines across Australia only.

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### Option 1: 1.5 m wide on-road cycle lanes

Provided along Brisbane Road between the transit/bus lanes and the parking lane. All parking along Brisbane Road is reconfigured to be parallel parking. Where the cycle lane is adjacent to parallel parking, a 0.4 m buffer strip is provided to improve safety for cyclists. Up to 59 on-street car parks may be impacted, with up to 32 offstreet replacement car parks proposed.



Brisbane Road - Option 1 - on-road cycle lanes

### Option 2: 1.5 m wide kerbside cycle lanes

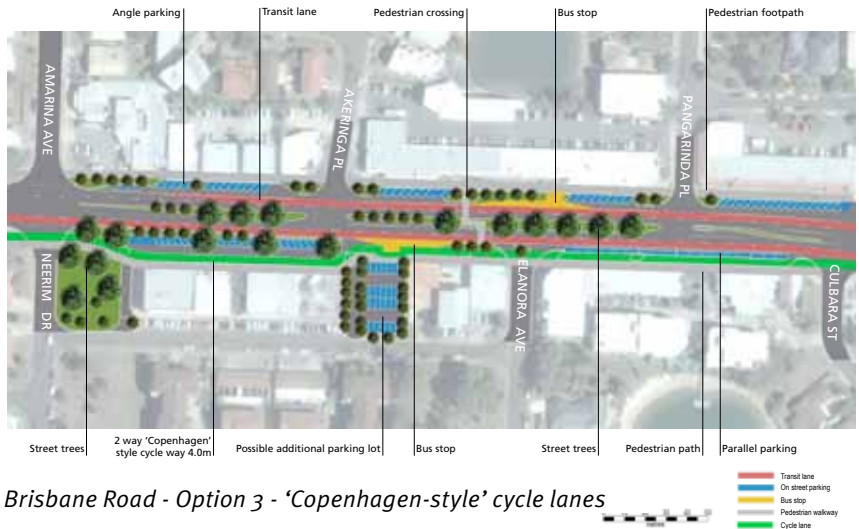
Provided on both sides of Brisbane Road. The cycle lanes are located between the parked cars and the footpath. Angle parking remains, with minimal impacts. Wheel stops prevent cars from encroaching on the cycle lanes. Up to 35 on-street car parks may be impacted.



Brisbane Road - Option 2 - kerbside cycle lanes

### Option 3: 4 m wide 'Copenhagen-style' cycle lanes

An off-road separated cycleway is provided along the eastern side of Brisbane Road only from the Sunshine Motorway to River Esplanade. This cycle lane is located between the parked cars and the footpath and is separated from the footpath for most of the length. Angle parking remains, with minimal impacts. This is known as the 'Copenhagen' option as it is common in that city. Up to 55 on-street car parks may be impacted, with up to 32 off-street replacement car parks proposed.



Brisbane Road - Option 3 - 'Copenhagen-style' cycle lanes