

Brisbane Road, Mooloolaba

Section 5

What the community told us

In general, for Brisbane Road, Mooloolaba, the community supported:

- retention of boulevard-style treatments along the Bundilla entry to Mooloolaba
- minimising impacts on car parking as much as possible
- minimising general property impacts as much as possible
- locating local bus stops in a way that minimises local impacts
- improved pedestrian access to the Mooloolaba Esplanade
- providing dedicated cycle lanes along Brisbane Road
- while feedback on a station preference was minimal, the Walan Street station option 1 was slightly preferred
- on-road cycle lanes at Minyama.

Changes made

In the revised plans, the department has:

- adopted station option 1 at Walan Street as the preferred station option
- investigated additional parking provision along Brisbane Road (see the cycle options from page 48)
- ensured all bus stops are safe and accessible. Stops have been relocated or removed to minimise impacts on parking and private property
- planned for a long-term pedestrian overpass at the Walan Street bus station
- planned for a dedicated cycle lane along Brisbane Road between Amarina Avenue and Mayes Canal. Three options are being considered - a 'Copenhagen-style' cycle lane (refer to page 52 for explanation), dedicated cycle lanes adjacent to the footpath and dedicated cycle lanes adjacent to the bus/transit lane.

Local features

Parking mitigation

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 is investigating opportunities for up to 32 replacement off-street car parks.



Cycle provision

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 along Brisbane Road.

The preferred option and possible additional landscaping will be informed by the results of the community consultation and feedback from the Sunshine Coast Regional Council.

Option 1: on-road cycle lanes

All parking along Brisbane Road is reconfigured to be parallel parking and 1.5 m on-road cycle lanes are provided along Brisbane Road between the transit/ bus lanes and the parking lane. Where space is at a premium, the width may reduce to 1.2 m for short sections. Where the lanes are adjacent to parallel parking a 0.4 m buffer strip is provided between the cycle lane and parking lane to improve safety for cyclists. Roadway width previously allocated to angle parking would increase the width of the footpath. Northbound cyclists would need to cross Brisbane Road at the traffic signals at Amarina Avenue from the existing pathway crossing the Mooloolah River. Similarly at Mayes Canal, northbound cyclists would need to cross Brisbane Road to access the cycle route which goes along River Esplanade. A pedestrian refuge south of Mayes Canal is proposed to enable this crossing.

Under this option, up to 80 on-street car parks may be impacted, with up to 32 off-street replacement car parks proposed.



An example of on-road cycle lanes.



Brisbane Road - Option 1 - on-road cycle lanes

Option 2: kerbside cycle lanes

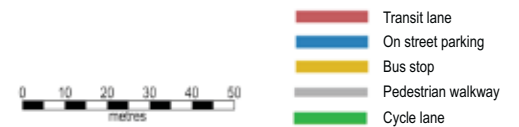
1.5 m wide cycle lanes are provided on both sides of Brisbane Road. The cycle lanes are located between the parked cars and the footpath. Angle parking remains, with minimal impacts. Wheel stops prevent cars from encroaching on the cycle lanes. Northbound cyclists would need to cross Brisbane Road at the traffic signals at Amarina Avenue from the existing pathway crossing the Mooloolah River. Similarly at Mayes Canal, northbound cyclists would need to cross Brisbane Road to access the cycle route which goes along River Esplanade. A pedestrian refuge south of Mayes Canal is proposed to allow this crossing.

Under this option, up to 55 on-street car parks may be impacted.





Brisbane Road - Option 2 - kerbside cycle lanes



Option 3: '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. The width of the bike path is 4 m but may be reduced to 3 m where space is at a premium. It would be used by both northbound and southbound cyclists. 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. It differs from option 2 because it is wider (4 m compared to 1.5 m) and is provided on only one side of the road. A 1.2 m wide shoulder is provided along Brisbane Road south of Mayes Canal. This would be a 'Bicycle Awareness Zone' (BAZ) to improve safety for cyclists choosing to use the road. Cyclists from Mountain Creek entering the corridor, either on the Sunshine Motorway or Amarina Avenue, would cross at the traffic signals to the separated bike path or would continue on-road along Brisbane Road.

Under this option, up to 75 on-street car parks may be impacted, with up to 32 off-street replacement car parks proposed.



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



Street trees | 2 way 'Copenhagen' style cycle way 4.0m | Possible additional parking lot | Bus stop | Street trees | Pedestrian path | Parallel parking

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

