INTRODUCTION

OVERVIEW
Brisbane has an extensive network of on- and off-road bikeways and this network continues to grow each year. The implementation of consistent way-finding and directional signage on Brisbane’s bikeways will help to improve the overall navigability of the network. It will also increase levels of personal safety and user confidence by allowing users to easily identify their location.

This manual has been prepared to include the extensive network of off-road paths as well as on-road cycle routes.

IMPLEMENTATION
The Transport Plan for Brisbane 2008-2026 sets a 5% cycle and 12% walking mode share target. The implementation of bikeway signage is one tool that will help facilitate an increase in walking and cycling in Brisbane.

Further to this, the implementation of signage will help achieve our targets as outlined in the Brisbane Active Transport Strategy 2012-2026 and Brisbane Vision 2031.

The implementation of regulatory and warning signage on Brisbane’s bikeways and on-road cycle network will continue to be done in accordance with the Queensland Government’s Department of Main Roads Manual of Uniform Traffic Control Devices (MUTCD).

The implementation of bikeway signage on the existing network will be undertaken as a progressive rollout at priority locations.

All new bikeways and cycle routes will include a signage component in accordance with this Manual.

ABOUT THIS MANUAL
This Signage Manual is divided into four parts:

- Part 1 – Bicycle network directional signage for bicycle routes in all locations, on-and off-road. These consist of bicycle network signage to be used on primary and secondary routes and local destination signage to be used for signing important local destinations. Bicycle network signage uses dark blue lettering on a white sign background.

- Part 2 – Local facility signage for indicating path facilities within the path corridor and to identify all nearby streets or roads connected to the main path via linking paths. This type of signage is primarily designed to provide an important wayfinding function at a local level by signing all path links to the surrounding urban street system and providing directions to facilities and features associated with the path. This type of sign uses white lettering on a dark blue sign background.

- Part 3 – Directional and wayfinding signage implementation issues, recommendations and guidelines. This section also contains advice on standard abbreviations to be used on all signage where sign length needs to be minimised.

- Part 4 – Maintenance issues associated with all types of on- and off-road signage.
CONTENTS

INTRODUCTION
USING THIS MANUAL
SUMMARY OF SIGN TYPES

PART 1 – BICYCLE NETWORK DIRECTIONAL SIGNAGE FOR ON- AND OFF-ROAD ROUTES

SECTION A GRAPHIC STANDARDS
A1.1 FONTS
A1.2 COLOURS
A1.3 PICTOGRAMS
A1.4 ARROWS
A1.5 MAP BOARDS

SECTION B SIGN DESIGN DETAILS
B1.0 SIGN TYPE FBP
Bicycle route fingerboard

B2.0 SIGN TYPE ADP, ADPG & ADPNR
Bicycle route advance direction sign

B3.0 SIGN TYPE DIP
Bicycle route direction indication sign

B4.0 SIGN TYPE LPP
Bicycle route location plate sign

B5.0 SIGN TYPE RDP & RDNR
Bicycle route reassurance direction sign

B6.0 SIGN TYPE MBP
Map sign for on-road use

B7.0 SIGN TYPE FBL
Local destination fingerboard

B8.0 SIGN TYPE RM
Local destination markers

SECTION C SPECIFICATIONS FOR BICYCLE NETWORK SIGNS

PART 2 – LOCAL FACILITY DIRECTIONAL SIGNAGE FOR OFF-ROAD PATHS

SECTION D GRAPHIC STANDARDS
D1.1 FONTS
D1.2 COLOURS
D1.3 PICTOGRAMS
D1.4 ARROWS
D1.5 BICYCLE NETWORK MAPS

SECTION E SIGN DESIGN DETAILS
E1.0 SIGN TYPE IF1-1 & IF1-2
Information Map Sign

E2.0 SIGN TYPE DR1-1 & DR1-2
Fingerboard Directional Sign

E3.0 SIGN TYPE DR2
Distance Guide Directional Sign

E4.0 SIGN TYPE ID1
Distance/Destination Pavement Marker

E5.0 SIGN TYPE ID2
Linked Street Pavement Indicator

E6.0 SIGN TYPE ID3-1 & ID3-2
Shared Path Behavioural Message Pavement Marking

E7.0 SIGN TYPE PB1
Shared Path Behaviour Sign

SECTION F SPECIFICATIONS FOR LOCAL FACILITY SIGNS

PART 3 – IMPLEMENTATION GUIDANCE

SECTION G IMPLEMENTATION
G1.1 SIGN MOUNTING CLEARANCES
G1.2 SIGN SITING AND MOUNTING

G1.3 MULTI-SIGN MOUNTING
G1.4 SIGN MOUNTING HIERARCHY

G2.0 OPTIONAL ROUTE BRANDING, NAMING AND NUMBERING
G3.0 ABBREVIATIONS

PART 4 – MAINTENANCE GUIDANCE

SECTION H MAINTENANCE
APPENDIX A – SAMPLE SECTION OF THE SEQ FOCAL POINT SIGNAGE MAP
METHODOLOGY FOR SIGNING BICYCLE ROUTES
The following process is undertaken when signing a bicycle route:

1. Conduct a desktop analysis of bicycle route – determine the location and context of the route within the overall bicycle network so interconnecting routes and the destinations they serve can be identified:
   a. Refer to the current edition of the SEQ Regional Network Focal Point Map – BCC Local Government Area to identify higher order destination points to be signed along the bicycle route. See Appendix A for a sample section of this map;
   b. Assess the route for interconnecting bicycle routes to be signed;
   c. If signing important local destinations accessible from major routes, refer to Table 1 for guidance on appropriate local destinations to be signed and the distances at which they should start to be signed.

2. Assess the physical condition of the route via a pre-signage and risk assessment survey (Refer to TMR publication A Guide to Signing Cycle Networks page 26 for guidance on this process).

3. Undertake a site assessment to identify precise locations for all signs to be included in a network cycle route signing project.

4. Determine the level of signing appropriate for bicycle network routes by hierarchy is shown in Table 2. Note, Level of Signing C1 is for veloway type facilities primarily being implemented by the Department of Transport and Main Roads (TMR). Sections of these veloways will occasionally be constructed through streets, roads and land under BCC jurisdiction. Signage of these sections should usually be undertaken by TMR with BCC cooperation.

5. Consider the following when locating signs along the route:
   a. Ensure that all signs are mounted with the appropriate vertical and horizontal clearances.
   b. Position signage so that bicycle riders can safely and comfortably follow their chosen route by considering:
      i. Stopping distance, slope and sight distance at intersections to ensure signs can provide adequate warning of a change of direction;
      ii. Visibility of sign locations so that they can clearly be read by bicycle riders at a minimum of 15 meters;
      iii. Co-location on existing sign poles or power poles, providing that such mounting offers superior sight lines and visibility for the signs;

Table 1 – Appropriate signing distances for local destinations

<table>
<thead>
<tr>
<th>Facility</th>
<th>Start of signing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major Centres and Special Centres (as identified in Draft New City Plan)</td>
<td>Up to 1km</td>
</tr>
<tr>
<td>Other Regional Focal Point Destinations</td>
<td>Up to 1km</td>
</tr>
<tr>
<td>TAFE or Secondary school</td>
<td>Up to 1km</td>
</tr>
<tr>
<td>Primary School</td>
<td>800m</td>
</tr>
<tr>
<td>Council facility (pools, museums, parks, sports fields, libraries, restrooms)</td>
<td>400m</td>
</tr>
<tr>
<td>Shopping centre</td>
<td>800m</td>
</tr>
<tr>
<td>Police Station</td>
<td>200m</td>
</tr>
<tr>
<td>Bus or Rail Station</td>
<td>Up to 1km</td>
</tr>
</tbody>
</table>

Table 2: Level of signing for bicycle routes*

<table>
<thead>
<tr>
<th>Level of signing</th>
<th>C1</th>
<th>C2</th>
<th>C3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type of route</td>
<td>High-speed, limited-access, regional routes usually paralleling State Roads or major regional roads</td>
<td>All other primary and secondary bicycle routes</td>
<td>Local routes to local destinations Fully sign if more than 1km from a primary or secondary route</td>
</tr>
<tr>
<td>Fingerboards at intersection</td>
<td>Yes, at route junctions with other C1 or C2 routes</td>
<td>Yes</td>
<td>Yes, integrated with street signage</td>
</tr>
<tr>
<td>Direction indication signs</td>
<td>Yes, at route turnings and at route junctions</td>
<td>Yes, at route turnings and at route junctions</td>
<td>No</td>
</tr>
<tr>
<td>Advance direction signs</td>
<td>Yes, before route junctions with other C1 or C2 routes</td>
<td>Yes, at junctions where the route changes direction</td>
<td>No</td>
</tr>
<tr>
<td>Reassurance signs with distances</td>
<td>Yes, after route junctions with other C1 or C2 routes</td>
<td>Only if advance direction signs are not used</td>
<td>No</td>
</tr>
<tr>
<td>Route markers</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Route numbering</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Branding logos</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Street signs</td>
<td>Yes, if none exist</td>
<td>Yes, if none exist</td>
<td>Yes, if none exist</td>
</tr>
</tbody>
</table>

*Refer to the TMR publication A Guide to Signing Cycle Networks for a detailed information on “level of signing” and signing methodology.
iv. Lighting – placement of signage under or adjacent to overhead lighting where present; and,
v. The effectiveness of cycle route signage particularly at critical turning points or crossings. New signage should not create ambiguity or add to existing clutter. Existing signage may need to be relocated when new bicycle network signage is installed to improve the overall intersection sign layout.

c. Bicycle network signage is a discrete system aimed to guide bicycle riders though often complex road environments. Combining bicycle network signage by including bicycle destination information or routing details on normal road directional signage should be avoided. Cycle network signs should not be mounted with general road signs. Signs should always be located where they can be clearly seen by riders and will not be compromised or overwhelmed by proximity to other signage.

6. Prepare a signing schedule and accompanying plan specifying all signs, their locations and mounting.

7. Organise manufacture of signs, including checking artwork before manufacture commences.

8. Install the signs and undertake a site inspection after installation to correct any errors and omissions. Refer to Part 3 of this manual for sign installation guidance.

WHICH TYPE OF SIGNAGE TO USE?

Does the bikeway or bicycle route form part of Brisbane City Council’s major bicycle network - i.e. a primary or secondary route or continuous recreational/tourist route?

YES

Does the bikeway or bicycle route provide a cycling link to a significant local destination from a primary or secondary bicycle route?

YES

Does the path/bikeway provide local access through parklands and recreational reserves?

NO

Does the path link to the local street system or local nearby facilities?

NO

Use Bicycle Network Signage
See Part 1 of this manual for details.

Local destinations include:
- Railway/bus stations and transport hubs;
- Local shopping/business centres;
- Toilets, water, playgrounds

Local facilities include:
- Parks and recreational facilities;
- Local streets connected to the main path or bikeway via access paths;
- Schools within 800m of the path/bikeway;
- Toilets, water, playgrounds

NO

Use Local Destination Signage
See Part 1 of this manual for details.

Does the path/bikeway provide local access through parklands and recreational reserves?

NO

Use Local Facility Signage
See Part 2 of this manual for details.

Does the path link to the local street system or local nearby facilities?

YES

Does the bikeway or bicycle route provide a cycling link to a significant local destination from a primary or secondary bicycle route?

NO
### MAJOR SIGN TYPES AND THEIR USE

**Table 3: BCC Bicycle Network and Local Facility Signage – Sign types and their usage**

<table>
<thead>
<tr>
<th>Sign Class</th>
<th>Sign type</th>
<th>Sign code</th>
<th>Manual section</th>
<th>Primary use</th>
<th>Use with other sign class</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle network</td>
<td>Fingerboard</td>
<td>FBP</td>
<td>B1</td>
<td>Used to indicate route direction only at intersections with other routes (primary or local). When used FBP signs always display distances.</td>
<td>Used also at branching junctions with local routes</td>
</tr>
<tr>
<td>Bicycle network</td>
<td>Direction Indication</td>
<td>DIP</td>
<td>B2</td>
<td>Used in place of fingerboards at route junctions and at other intersections where the route changes direction. This sign can also be used for reassurance in-between intersections. Distances are only used when used in place of fingerboards at route junctions.</td>
<td>Can be used on shared paths at junctions where DR1 fingerboards are used to indicate local path connections and destinations.</td>
</tr>
<tr>
<td>Bicycle network</td>
<td>Advance Direction</td>
<td>ADP</td>
<td>B3</td>
<td>Used to indicate upcoming route options only at intersections of primary and secondary routes. ADP signs never display distances and only shown focal points (not sub destinations)</td>
<td></td>
</tr>
<tr>
<td>Bicycle network</td>
<td>Location Plate</td>
<td>LPP</td>
<td>B4</td>
<td>Used to denote streets or roads which cross over the top of bicycle routes. Usually fixed to the face of bridges or overpasses. Can also be used to denote important adjacent streets.</td>
<td>Can be used for primary, secondary and local routes.</td>
</tr>
<tr>
<td>Bicycle network</td>
<td>Reassurance Direction</td>
<td>RDP</td>
<td>B5</td>
<td>Used to denote distances to upcoming directions after a major primary route junction.</td>
<td>Used mainly on Veloway type limited access cycleways but can be used if reassurance is required on primary routes.</td>
</tr>
<tr>
<td>Bicycle network</td>
<td>Map board</td>
<td>MBP</td>
<td>B6</td>
<td>Used at prime network ‘gateway’ locations to advise cyclists of multiple network choices available from the map location.</td>
<td>See additional diagrams in the BCC Manual* for details on siting these signs</td>
</tr>
<tr>
<td>Bicycle network</td>
<td>Local Fingerboard</td>
<td>FBL</td>
<td>B8</td>
<td>Used as intersections or path junctions where a local route branches from a primary route. Also used as the last sign for the route pointing to the route destination.</td>
<td>Where a local route branches from a primary route FBP fingerboards are also fitted to this intersection to show destinations and distances for the primary route</td>
</tr>
<tr>
<td>Bicycle network</td>
<td>Local Marker</td>
<td>RML</td>
<td>B9</td>
<td>Used at intersections, path junctions and route turnings to indicate the path of a local route</td>
<td>Only used on local routes in between FBL signs</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Local facility</th>
<th>Information Map Sign</th>
<th>IF1</th>
<th>E1</th>
<th>Used at key locations along off-road routes and shared paths to advise path users of multiple route choices available from the map location.</th>
<th>Only used in off-road situations. See diagram in the BCC Manual* for details on siting these signs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local facility</td>
<td>Fingerboard</td>
<td>DR1</td>
<td>E2</td>
<td>Used to indicate direction and distance to important locations adjacent or nearby an off-road shared path, bikeway or walking track.</td>
<td>Used only at off-road path junctions to indicate connecting paths to the local street system and services and facilities within 1km of the path</td>
</tr>
<tr>
<td>Local facility</td>
<td>Reassurance Direction</td>
<td>DR2</td>
<td>E3</td>
<td>Used primarily on those sections of shared paths and bikeways which are not part of the BCC bicycle network to inform path users of upcoming destinations and their distances.</td>
<td>Not used on sections of off-road paths where bicycle network signage is in use.</td>
</tr>
<tr>
<td>Local facility</td>
<td>Destination Pavement Markings</td>
<td>ID1</td>
<td>E4</td>
<td>Used primarily on those sections of shared paths and bikeways which are not part of the BCC bicycle network to inform path users of upcoming destinations and their distances.</td>
<td>Not used on sections of off-road paths where bicycle network signage is in use.</td>
</tr>
<tr>
<td>Local facility</td>
<td>Linked Street Pavement Markings</td>
<td>ID2</td>
<td>E5</td>
<td>Used at the start and finish of all connecting paths linking major shared paths to the nearby street system.</td>
<td>Used on all major shared paths</td>
</tr>
<tr>
<td>Local facility</td>
<td>Shared Path Behavioural Markings</td>
<td>ID3</td>
<td>E6</td>
<td>Applied to path surfaces in spot locations which have a reported history of poor user behaviour</td>
<td>Used on all major shared paths</td>
</tr>
<tr>
<td>Local facility</td>
<td>Shared Path Behavioural Sign</td>
<td>ID4</td>
<td>E7</td>
<td>Installed at spot locations along shared paths which have a reported history of poor user behaviour</td>
<td>Used on all major shared paths</td>
</tr>
</tbody>
</table>
MAJOR SIGN TYPES

BICYCLE NETWORK SIGNAGE

Primary and secondary route signs

FBP - Fingerboard Sign
The sign type is used only at primary or secondary route junctions with other primary or secondary routes and with local routes.
Ref to pages B1.0 – B1.4

DIP - Direction Indication Sign
This plate-type sign is used to indicate continuing direction or change of direction for a primary or secondary route. It can be used at or near intersections or at points along a route.
Ref to pages B2.0 – B2.2

ADP - Advance Direction Sign
This type of sign is used only on primary or secondary routes in advance of a junction with another primary or secondary route.
Ref to pages B3.0 – B3.4

RDP - Reassurance Direction Sign
This type of sign is used following a junction of primary routes to reassure riders and inform them of the distances to listed destinations. This type of sign is only used on routes with C1 level of signing such as veloways.
Ref to pages B4.0 – B4.2

LPP - Location Plate Sign
This type of sign is used to mark cross streets/roads on the faces of bridges over bikeways or at underpasses.
Ref to pages B5.0 – B5.2

MBP - Bicycle Network Map Board
This type of sign is only used at selected gateway locations where a number of route possibilities are available. A map can easily show multiple route possibilities within an area.
Ref to pages B6.0 – B6.2
LOCAL DESTINATION SIGNAGE

**Fingerboard Sign (FBL-1 shown)**
One-line fingerboard with pictograms. Shown mounted with local street sign fingerboard

**Fingerboard Sign (FBL-2LR shown)**
Two-line fingerboard with local route destinations. Shown mounted with local street sign fingerboard

**Route Marker Horizontal (RML-H shown)**
Fingerboard type mounting. Shown mounted with local street sign.

**Route Marker Vertical (RML-VSA shown)**
Vertical layout marker (plate mounting). Shown mounted on separate pole

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LOCAL DESTINATION SIGNAGE

Local destination signs
FBL - Local route fingerboard
This type of sign is used at the junction of a local route where it branches from a primary or secondary route and as a final sign towards the end of a local route pointing to the final destination. Refer to pages B7.0 – B7.2

RML - Local route marker
This type of sign is used to indicate continuing direction and turnings for local routes in between local route fingerboards. Refer to pages B8.0 – B8.2
LOCAL FACILITY SIGNAGE

MAJOR SIGN TYPES

LOCAL FACILITY SIGNAGE

Path Signage

IF1-1 and IF1-2 – Information Map Sign
These signs are used along paths to indicate additional route possibilities with an area. The map component of each sign should be created with the location shown to the centre of the map. Refer page E1.0

DR1-1 and DR1-2 – Path Fingerboard Sign
This type of sign is used to indicate direction of linking paths and to facilities accessible from the path. Refer page E2.0

DR2 – Path Reassurance Sign
This type of sign is used on lengthy paths in remote locations to indicate multiple destinations along the path. Refer page E3.0

PB1 – Path Behaviour Sign
This type of sign is used to indicate good path behaviour in specific areas where continuing instances of poor user behaviour have been identified. Refer page E7.0
OFF-ROAD PATH PAVEMENT MARKINGS

**Linked Street Indicator (ID2-1 shown)**
To indicate the name of the street linked to the main path. Distances are included if the linked street is distant and cannot be seen from the main path.

**Distance/Destination Pavement Marker (ID1 shown)**
To indicate travel direction and distance on the path.

**SHARE THE PATH**
Path Behaviour Message (ID3-1a shown)
To indicate path behaviour

**EDMONSTONE ST 500m**
Linked Street Indicator (ID2-1 shown)
To indicate the name of the street linked to the main path. Distances are included if the linked street is distant and cannot be seen from the main path.

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MAJOR SIGN TYPES

LOCAL FACILITY SIGNAGE

Off-road path pavement markings
ID1 – Direction/Distance Pavement Marker
This type of sign is used on lengthy paths in remote locations to indicate the next destination and distance.
Refer page E4.0
ID2-1 and ID2-2 Linked Street Pavement Indicator
This marker is used to indicate the name of a local street which may be accessed by linking paths branching off the main path.
Refer page E5.0
ID3-1 and ID3-2 Path Behavioural Messages
This suite of pavement markings indicates good path behaviour and is used only in areas where poor behaviour has been identified and remedial action is considered necessary to ensure safe path operation.
Refer page E6.0
SIGNING BICYCLE ROUTES AND PATHS - TYPES OF SIGNS AND THEIR APPLICATION IN COMMON LOCATIONS

Signing primary and secondary route intersections
At primary or secondary route junctions with another primary or secondary route (as in the junctions marked “a”) use two fingerboards for each route at the junction and one advance direction sign 30-50m before the junction in each direction for each route. Direction indication signs are used on primary and secondary routes for reassurance between major intersections and at turnings where other routes are not present. See examples on the map marked “b”. Pavement markings can also be used to indicate difficult turnings and on- to off-road transitions. Map Boards are ideally located in an area with enough space to view the map in a safe off road environment such as adjacent parkland (see map example “c”).

Signing Local Destination intersections
Where local routes branch from, or intersect with, primary or secondary routes (see map examples “d”) use one Local Destination fingerboard for the local route and two fingerboards for the primary route, one for each direction. Advance direction signs are not used on the primary/secondary route to indicate local route junctions. Local routes use fingerboards only at each end of the route. The first points to the local destination as it branches from the primary/secondary, or local route. The second is located at the last turn before the destination (see example “e”). At all intermediate turns and for reassurance, route marker signs are used (see examples “f”). Road pavement markers can also be used on local routes.

Signing off-road paths for pedestrians and local access
The Local Facility signage series (blue background with white lettering) is primarily intended as an aid to wayfinding for pedestrian path users and to connect paths (often located in remote locations) to the local street system. Local Facility fingerboards are used to indicate path services and facilities and to indicate the way to local centres remote from the path (see examples “g”). Linked street pavement indicators are the primary method of indicating all streets connected to the main path via access paths (see map example “h”). Information Maps are ideally located at key path junctions and at high pedestrian activity areas (see map example “i”).

Using Bicycle Network signage with Local Facility signage
The example, left, is an enlargement of the circled path intersection. This intersection is a junction between primary and local bicycle routes. The path between “h” and “g” (shown on the map right) also links the main path to the local street system for pedestrians. At this location the path junction should be signed for all users:

• Bicycle Network fingerboards (j) and ADP signs (k);
• Local Destination fingerboard indicating the route to the train station (l);
• Linked street pavement markers (m) at each end of the linking path and fingerboards (n) at each end as the link path is lengthy.

SIGN USE GUIDANCE

APPLICATION OF SIGN TYPES

Bicycle network routes on- and off-road
This group of signs is used to provide directional and wayfinding information for all BCC Bicycle Network Primary and Secondary Routes. Refer to Section B1 to B6 for details.

Local bicycle destinations on- and off-road
This group of sign types is used to provide directional and wayfinding information for all BCC Bicycle Network local destinations. Refer to Section B7 to B8 for details.

Local facility signage for shared paths in parkland locations
This group of signs and pavement markings is used to provide directional and wayfinding information primarily for pedestrians on all BCC Bikeways and major shared paths. Refer to Section E1 to E6 for details.

The annotated diagram on this page should be read in conjunction with Table 3 on Page 6 of this manual.