Part 2

Directional signage for local facilities
Section D
Graphic standards for local facility signage
LOCAL FACILITY SIGNAGE - TYPEFACES FOR USE ON SIGNS

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
Avenir 85 Heavy

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
Avenir 65 Medium

ABCDEFGHIJKLMNOPQRSTUVWXYZ
1234567890
MUTCD Series D Narrow (shown with 35% increased letter height)

All measurements for lettering heights on signs are for the 'X-height'

\[ X\text{-height} \]
LOCAL FACILITY SIGNAGE - COLOURS USED ON SIGNS AND PICTOGRAMS

PRIMARY SIGN COLOURS

<table>
<thead>
<tr>
<th>Colour Code</th>
<th>Colour Name</th>
<th>Pantone</th>
<th>RGB</th>
</tr>
</thead>
<tbody>
<tr>
<td>AS2700 B51</td>
<td>Periwinkle Blue</td>
<td>293</td>
<td>0, 103, 177</td>
</tr>
<tr>
<td>AS2700 G37</td>
<td>Beanstalk Green</td>
<td>355</td>
<td>0, 169, 79</td>
</tr>
<tr>
<td>AS2700 Y26</td>
<td>Homebush Yellow</td>
<td>116</td>
<td>255, 210, 0</td>
</tr>
</tbody>
</table>

PICTOGRAM/SYMBOL COLOURS

<table>
<thead>
<tr>
<th>Symbol</th>
<th>Colour Code</th>
<th>Colour Name</th>
<th>Pantone</th>
<th>RGB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phone</td>
<td>AS2700 B51</td>
<td>Blue</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Info</td>
<td>AS2700 Y26</td>
<td>Yellow on AS2700 B51 Blue</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Plus</td>
<td>AS2700 G37</td>
<td>Green</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fire</td>
<td>AS2700 R13</td>
<td>Red</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Police</td>
<td>AS2700 B51</td>
<td>Blue</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Colours as specified to be used for all parts and faces as noted on the sign type drawings.
LOCAL FACILITY SIGNAGE - PICTOGRAMS FOR USE ON SIGNS

Local facility sign background colour AS2700 B51 Blue

SERVICES, TRANSPORT & FACILITIES

Dogs allowed on Greenway on Leash (PDQG)
Dogs allowed on Greenway (PCDG)
No dogs allowed on Greenway (PNQD)
No dogs allowed on Greenway on Leash (PNQD)

No horses allowed on Greenway (PNHC)
Horses allowed on Greenway (PNHC)
No motorcycles allowed on Greenway (PNMH)
Motorcycles allowed on Greenway (PNMH)

No off-road vehicles allowed on Greenway (NOVG)
No off-road vehicles allowed on Greenway on Leash (NOVG)
No unauthorised vehicles allowed on Greenway (NUVG)

ALLOWABLE
PROHIBITED

PICTOGRAMS

Pictograms to be selected relative to each section of the Bikeway.
Pictograms will be provided digitally and must be scaled proportionally.
Note: pictograms may be obtained by the principal in charge upon request.
When nominating pictograms, use the codes provided eg. (PTR) = Train Station

GRAPHIC STANDARDS

D1.3
LOCAL FACILITY SIGNAGE - ARROWS FOR USE ON SIGNS

Arrow sizing for all on-road cycle network directional signage is the width of the arrow head as indicated in the sample left.

ARROWS

The arrow artwork as shown is to be used for all directional signs.
The artwork will be provided digitally and must be scaled proportionately.
No other versions, similar or otherwise will be accepted.
LOCAL FACILITY SIGNAGE - MAPPING FOR USE ON IF1 SIGNS

The map shall be produced on a street directory background. All existing cycling and walking routes should be shown on the map. Map should include a legend and a “You are here” indicator.

The artwork will be provided digitally and must be scaled proportionately.

No other versions, similar or otherwise will be accepted.
INFORMATION MAP SIGN

PURPOSE
Local facility information map signs show bicycle riders and pedestrians existing bicycle routes and walking paths in relation to the location of the map. The map should include all existing bikeways and paths with exits to the adjacent street system clearly marked. Surrounding features may include but are not limited to the following:
- road network
- public transport stations
- parks, sporting or recreation grounds
- local centres
- major destinations such as shopping centres and employment nodes
- educational facilities
- police stations
- hospitals
- public libraries
- places of worship
- scout/ community halls
- public toilets
- bicycle parking
- waterways, water reservoirs, and
- significant natural landmarks

Maps are produced at an appropriate scale to ensure the bikeway/shared path and surrounding features are easily identifiable. Significant attractors that exist outside the map area are marked with text and an arrow indicating the direction of the facility or destination (e.g. CBD 4km).

LOCATION
Information map signs are usually placed at path junctions or at path locations linking to a high number of local trip attractors such as shopping centres, public transport stations, educational facilities and recreation centres.

There are two types of IF1 information map signs: The IF1-1 sign is designed to be mounted adjacent to a named bikeway; the IF1-2 sign is designed for mounting adjacent to paths in a parkland setting where the path is not a named facility.

IF1 map signs are not designed to be used for on-road sections of the BCC Bikeway Network. The MBP map board detailed on Section B6 of this manual is designed for use with on-road bikeways.

Information Map signs (IF-1 and IF-2) are installed at least 1.0m from the path edge to ensure there is sufficient space to move off the path to read the sign and not create a hazard for other path users. On high-use paths it is preferable to locate the map sign in a paved viewing bay separate from the main path. Refer to Sheets E1.5 and E1.6 for details.

To indicate desired/safe rest stops along bikeways, the location of signage, where appropriate, is co-located with other bikeway infrastructure such as seats, lights, racks, shelters etc. The location of signs in lit areas is recommended to extend the functional hours the signs are usable.

GROUND TRUTHING
Information maps are positioned where the pathway user can easily translate the information from the map to the surrounding environment. Map signs should be located to allow path users to view the map when facing in a northerly direction to facilitate easy map orientation.

The position of the information map for maximum visibility also provides casual surveillance from passers-by which may discourage vandalism to the sign.

Ensure there is enough space to install the sign next to the bikeway so there is a minimum 1.0m clearance from the path.
IF1-1 & IF1-2 INFORMATION MAP SIGNS GENERAL LAYOUT

**SIGN TYPE IF1-1 / IF1-2**

**INFORMATION MAP SIGN**

**Construction Details**

1. 1.6mm aluminium type 5251, tempered H38 as specified in Australian Standards 1734, sign panel with 5mm radius corners and digitally printed graphics.
2. Type 1 aluminium stiffener rail centred widthways 100mm less of sheet width with mounted to galvanised post using straps and buckle.
3. Sign panel to type 1 aluminium stiffener rails using self-piercing riveting system (eg. Henrob).

**Graphic Details**

Digital printed graphics using full solvent inks onto 600 x 1000mm White Cast Vinyl sheeted with anti-graffiti overlay film Ni-EF 40801-12-45 or equivalent.

IF1-1 (Map on bikeway) - Refer to page E1.2
IF1-2 (Map in park – no bikeway) - Refer to page E1.3
LOCAL FACILITY

SIGN TYPE IF1-1 (cont’d)

INFORMATION MAP SIGN

Graphic Details

Sizes
BIKEWAY NAME
26mm cap X-height (Avenir 85 Heavy)
LOCATION NAME
26mm cap X-height (Avenir 85 Heavy)
COUNCIL INFORMATION TEXT
11mm cap X-height (Avenir 65 Med)

PICTOGRAMS
Regulatory = 70mm dia.

BRISWAY STREET MAP
600 x 420mm

Map Details
Information Maps are consistent with Active Travel Guides to be used. Refer to page E1.5 Maps for further detail.

Layout Notes
Use electronic template as base guide when producing new artwork.

For information, call 3403 8888 (24hrs)
www.brisbane.qld.gov.au

Kedron Brook Bikeway

Emerson Park

MAP INSERTED HERE

Kedron Brook Bikeway

Emerson Park

Dedicated to a better Brisbane

Dedicated to a better Brisbane

For information, call 3403 8888 (24hrs)
www.brisbane.qld.gov.au

Dedicated to a better Brisbane

Dedicated to a better Brisbane
IF1-2 PATH INFORMATION MAP SIGN LAYOUT TEMPLATE

IF1-2 PATH INFORMATION MAP SIGN

Graphic Details

Sizes

LOCATION NAME
26mm cap X-height (Avenir 85 Heavy)

Map Details

Information Maps consistent with Active Travel Guides to be used. Refer to page E1.5 Maps for further detail.

Layout Notes

When using two message per panel, list in order of shortest distance first. Use electronic template as base guide when producing new artwork.
IF1-1 & IF1-2 MAP INFORMATION SIGNS MAP CROPPING DETAILS

ORIGINAL BRISWAY MAP AS SUPPLIED BY COUNCIL

BRISWAY MAP CROPPED FOR IF1 SIGN

SIGN TYPE IF1 (cont’d)

INFORMATION MAP SIGN

Map Cropping Notes

Map cropped to IF1-1 and IF1-2 sign proportion (always crop to height).

“You Are Here” to be approximately centred within map. Always to include Legend.

The map should always be orientated to the way the user is facing.
IF1 INFORMATION MAP BOARDS SITING DETAILS FOR OFF-ROAD USE

Figure A: Information Map Sign Viewing Bay for off-road path
The diagram below shows recommended layout for high-use path map sign viewing bay.

Figure B: Information Map Sign Viewing Bay example
This photograph shows a map sign viewing bay constructed adjacent to a high-use shared path with kerbed path and additional landscaping. Roma Street Parklands/Normanby Pedestrian Cycle Link.

SIGN TYPE IF-1 (cont’d)

INFORMATION MAP SIGN

Map Sign Siting Notes
IF1 signs are always mounted off the path in adjacent parklands with sufficient surrounding space to permit comfortable viewing of the map without obstructing the normal flow of pedestrians or cyclists using the path.

The viewing area surrounding the map sign should be paved to minimise erosion as detailed in Figure A.

On paths with high usage volumes mount IF2-L and IF2-R signs on each approach direction 50 metres in advance of the map bay.
IF2 INFORMATION MAP VIEWING BAY ADVANCE DIRECTION SIGN GENERAL LAYOUT

**Construction Details**

1. 1.6mm aluminium type 5251, tempered H38 as specified in Australian Standards 1734, sign panel with 5mm radius corners and digitally printed graphics.
2. Type 1 aluminium stiffener rail centred widthways 100mm less of sheet width with mounted to galvanised post using straps and buckle.
3. Sign panel to type 1 aluminium stiffener rails using self-piercing riveting system (eg. Henrob).

**Graphic Details**

Digital printed graphics in using full solvent inks onto white Class 1 retroreflective material sheeted with anti-graffiti overlay film Ni-EF 40801-12-45 or equivalent.

**Sizes**

- **BIKEWAY NAME**
  26mm cap X-height (Avenir 85 Heavy)
- **MESSAGE**
  26mm cap X-height (Avenir 85 Heavy)
- **PICTOGRAM**
  PTI = 65 x 65mm
- **ARROW**
  80mm

---

**IF2-L General sign layout**

**IF2-L (left arrow) Advance Direction Sign artwork template**

For use with path information map viewing bay

**IF2-R General sign layout**

**IF2-R (right arrow) Advance Direction Sign artwork template**

For use with path information map viewing bay

---

**SIGN TYPE IF2**

**INFORMATION MAP SIGN VIEWING BAY**

ADVANCE DIRECTION SIGN

GENERAL DETAILS

Construction Details

1. 1.6mm aluminium type 5251, tempered H38 as specified in Australian Standards 1734, sign panel with 5mm radius corners and digitally printed graphics.
2. Type 1 aluminium stiffener rail centred widthways 100mm less of sheet width with mounted to galvanised post using straps and buckle.
3. Sign panel to type 1 aluminium stiffener rails using self-piercing riveting system (eg. Henrob).

Graphic Details

Digital printed graphics in using full solvent inks onto white Class 1 retroreflective material sheeted with anti-graffiti overlay film Ni-EF 40801-12-45 or equivalent.

Sizes

- **BIKEWAY NAME**
  26mm cap X-height (Avenir 85 Heavy)
- **MESSAGE**
  26mm cap X-height (Avenir 85 Heavy)
- **PICTOGRAM**
  PTI = 65 x 65mm
- **ARROW**
  80mm
LOCAL FACILITY FINGERBOARDS

PURPOSE
Local facility fingerboards are used on paths and bikeways to indicate local nearby local facilities (such as toilets, water park amenities) and community facilities within walking distance (up to 800m) of the path. Local Facility fingerboards are also used to mark all linking paths which connect the main path to the surrounding street system.

DR1-1 fingerboards are used to indicate the direction of travel and the approximate walking/cycling distance for a maximum of two destinations per sign blade.

DR1-2 fingerboards are used to mark named paths/bikeways and to indicate the direction to these paths/bikeways from the surrounding streets system.

LOCATION
DR1 fingerboards are placed at all path junctions where branching paths lead off to close-by community facilities or park amenities such as local shops, toilets, water, schools and community centres. On routes to local facilities greater than 1km, a local route using FBL fingerboards and RML markers should be used instead.

DR1 fingerboards are used in conjunction with ID2 linked street pavement markers to indicate all connections between the main path and the local street system (e.g. To Gympie Rd). The consistent and comprehensive installation of DR1 signs and linked street pavement markings greatly improves the personal safety and security of path users by providing them with ample location information essential for navigation and in case of emergency.

DR1-2 signs are used to identify named bikeways (e.g. Kedron Brook Bikeway) and are located along to path as well as at the start of paths feeding the bikeway.

All posts are to be set a minimum of 500mm from the path edge.

GROUND TRUTHING
Fingerboards need to be positioned in a way that minimises confusion at path junctions, particularly where there are multiple junctions.

Where applicable, fingerboards should direct pathway users to the most appropriate entrance to the identified location (e.g. main school entrance).

Fingerboards located near roads must be positioned in a way that minimises confusion with road signs and names.

SIGN TYPE DR1
FINGERBOARD DIRECTIONAL SIGN
E2.1 Construction Details
E2.2 Graphic Details (Standard message fingerboard)
E2.3 Graphic Details (Standard message fingerboard)
E2.4 Graphic Details (Bikeway Name fingerboard)
LOCAL FACILITY

SIGN TYPE DR1
(cont’d)

DIRECTIONAL SIGN

Construction Details
1. 203 x 3mm aluminium standard BCC street sign extrusion with a minimum length of 800mm and a maximum length of 1200mm.

Graphic Details
Digital printed graphics using full solvent inks onto White Class 1 retroreflective material sheeted with anti-graffiti overlay film Ni-EF 40801-12-45 or equivalent.

DR1-1 STANDARD FINGERBOARD
- Refer page E2.2 and E2.3

DR1-2 BIKEWAY FINGERBOARD
- Refer page E2.4
DR1-1 FINGERBOARD LAYOUT VARIATIONS

Sign content notes
1. Fingerboards are double sided. Arrows on the reverse side always point away from the sign mount and indicate direction of travel.
2. The closest destinations are listed to the top of the sign.
3. Distance numerals and pictograms (when used) are located between the direction arrow and the destination distance. The direction arrow always points outwards from the sign mounting towards the direction of travel.
4. DR1-1 Local facility fingerboards are seldom used to indicate distances greater than 1km. Destinations above 1km remote from the path should use FBL Local Destination fingerboards and RML markers to mark the route. See Section B8 of this manual.
5. Where distances above 1km are used, these are shown to the nearest 100 metres in standard decimal form followed by the abbreviation ‘km’ (no space in between) eg 1.7km and 1.9km.
6. Distances less than one kilometre are shown in metres (rounded to the nearest 50 metres eg: 350m). When listed on signs the numerals and the ‘m’ abbreviation (no space in between) are aligned right with other destination numerals.
7. Distances below 50m are not shown.
8. Distance numerals are aligned on the decimal point as per FBP signs.
9. Distance numerals one kilometre and above are the same point size as destination names (36mm X-height). Numerals for distances less than one kilometre are shown in metres and have an X-height of 30mm.
10. Maximum length of fingerboard is 1200mm subject to lettering content.

SIGN TYPE DR1-1
FINGERBOARD DIRECTIONAL SIGN

Graphic Details
Sizes
DESTINATIONS
36mm cap X-height (Avenir 85 Heavy)
DISTANCE
30mm cap X-height (Avenir 85 Heavy)
METRES
18mm lower case x-height (Avenir 85 Heavy)
PICTOGRAMS
58 X 58mm
ARROWS
70mm

Layout Notes
Layout is the same for all four sizes of finger blades.

When no pictograms are used on the sign panel, the message must align to the pictogram alignment (as shown).

Use Template - Typical Graphic Detail only as the electronic template for base guide when producing new artwork.
**DR1-2 FINGERBOARD LAYOUT**

**SIGN TYPE DR1-2**

**BIKEWAY INDICATOR**

**Graphic Details**

**Sizes**
- BIKEWAY NAME: 26mm cap X-height (Avenir 85 Heavy)
- ARROWS: 75mm

**Layout Notes**

Use Template - Typical Graphic Detail only as the electronic template for base guide when producing new artwork.

**LOCAL FACILITY**

**Kedron Brook Bikeway**

**TYPICAL GRAPHIC LAYOUT**

- Bikeway name: 26mm cap X-height (Avenir 85 Heavy)
- Arrows: 75mm

- Dimensions: 950 mm x 200 mm

- This dimension to suit depth of sign clamp

- 15 mm stub of profile

- DR1-2 Sign Layout - front side

- DR1-2 Sign Layout - reverse side
## LOCAL FACILITY REASSURANCE SIGN

### PURPOSE
This sign is used to provide distance information (km to important places and facilities) that can be reached along the bikeway/shared path. These signs are only used on lengthy or remote paths which are no part of the bicycle network.

Four to five key destinations per sign are identified and placed incrementally.

Messages on signs could include prominent cross-roads/streets, parks and community facilities (e.g. Kalinga Park, Sandgate Road, Stafford City Shopping Centre).

It is also useful to identify the distance to termination of longer paths. This assists users to judge their travel progress.

### LOCATION
Distance guide signs are installed near intersections with access paths or near areas of high use (e.g. parks, playgrounds etc).

All posts are to be set a minimum of 500mm from the path edge.

### GROUND TRUTHING
Where possible, avoid locating an information map and distance guide sign in the direct vicinity of each other.
DR2 REASSURANCE DIRECTION SIGN GENERAL LAYOUT

**Sign content notes**
1. Destinations are listed in distance sort order with the closest destination to the top of the sign and the furthest to the bottom.
2. Destinations are listed flush left. Distances are listed following the destination name with an em space between.
3. DR2 signs are designed for localised use on linear paths not part of the bicycle network. It is unlikely that distances above 10km will be shown. For routes which are part of the bicycle network RDP signs should be used.
4. Distances less than 10km are shown to the nearest 100 metres in standard decimal form.
5. Distances less than one kilometre are shown in metres (rounded to the nearest 50 metres eg: 350m). When listed on signs the numerals and the 'm' abbreviation (no space in between) are aligned right with other destination numerals.
6. Distances below 50m are not shown.
7. Distance numerals one kilometre and above are the same point size as destination names. Numerals for distances less than one kilometre are shown in metres and have an X-height of 45mm.

**Construction Details**
1. 1.6mm aluminium type 5251, tempered H38 as specified in Australian Standards 1734, sign panel with 5mm radius corners and digitally printed graphics.
2. Type 1 aluminium stiffener rail centred widthways 100mm less of sheet width with mounted to galvanised post using straps and buckle.
3. Sign panel to type 1 aluminium stiffener rails using self-piercing riveting system (eg. Henrob).

**Graphic Details**
Refer to page E3.2
DR2 REASSURANCE DIRECTION SIGN LAYOUT DETAILS

**SIGN TYPE DR2**

**REASSURANCE DIRECTION SIGN**

**Graphic Details**
Digital printed graphics using full solvent inks onto 600 x 1000mm White Cast Vinyl.

**Sizes**
- **PATH NAME (if known)**: 20mm cap X-height (Avenir 85 Heavy)
- **DESTINATIONS**: 26mm cap X-height (Avenir 85 Heavy)
- **DISTANCES**: 22mm cap X-height
- **METRES**: 19mm lower case x-height

**Layout Notes**
Use electronic template as base guide when producing new artwork.

---

**Example shows four single-line destinations**

Kedron Brook Bikeway

Sandgate 1.0km
Sandgate 1.0km
Sandgate 1.0km
Sandgate 1.0km

---

**Example shows three single-line destinations and one two-line destination**

Kedron Brook Bikeway

Grange 1.0km
Gympie Rd 2.5km
Toombul Shopping Centre 6.0km

---

BCC colour logo 80mm H x 150mm W (incl flush right tagline)
LOCAL FACILITY DISTANCE/DIRECTION PAVEMENT MARKINGS

PURPOSE
Distance/direction pavement markers indicate the distance travelled by a pathway user between a nominated start and end point.

Distance/direction markers enable users to track the distance they have travelled for recreational/exercise/training purposes, as well reveal how far along the path they are in case of an emergency.

LOCATION
Distance/direction markers are only installed:
• on a section of a path/bikeway that has value for a local community as a training/fitness walking route; or
• to provide reassurance along an isolated bikeway or stretch of pathway.

Distance markers are painted every 200 metres and are accompanied by a pedestrian and/or bicycle symbol (refer to Typical Pathway Plan).

Where paths are separated (rather than shared), the distance markers are to be painted on the pedestrian side.

GROUND TRUTHING
The suitability of the stretch of path for distance markers needs to be assessed on consistency in path width and the type of pathway (i.e., continuous path in a remote location and not part of the bikeway network).

SIGN TYPE ID1
DISTANCE PAVEMENT MARKER SIGN
E4.1 Construction and Graphic Details
E4.2 Typical Pathway Plan
### ID-1 Path Distance/Direction Pavement Marker

**Typical path colour:**

- **Blue Symbol on White Background**
- **White Graphics on Blue Symbol**
- **Blue text on White Background**

**Font:**
- Distance = Avenir 85 Heavy
- 'km' = Avenir 55 Roman
- All other text = Standards Australia MUTCD Series D

**Distance Notes:**
- Distance in kilometres to be painted every 500 metres.

**Construction Details:**
- Use anti-slip durable external grade paint to BCC S150 Roadworks Specification.
- Cut out stencil to concrete or bitumen pathway and paint applied.

**Graphic Details:**
- **Symbol:** Blue Symbol on White Background
- **Graphics:** White Graphics on Blue Symbol
- **Text:** Blue text on White Background

**Sign Content Notes:**
1. Distances less than 10km are shown to the nearest 100 metres in standard decimal form.
2. Distances less than one kilometre are shown in metres (rounded to the nearest 100 metres eg: 300m) with no space in between numerals and the 'm' abbreviation.
3. Distances below 500m are not shown.
4. Use standard abbreviations where space requires. See Table 4 in Part 4 of this manual.
ID-1 PATH DISTANCE/DIRECTION PAVEMENT MARKER LAYOUT DETAILS

**DISTANCE PAVEMENT MARKER SIGN**

Typical Pathway Plan

Distance markers are painted every 500 metres and are accompanied by a pedestrian and/or bicycle symbol.

Where paths are separated (rather than shared), the distance markers are to be painted on the pedestrian side.
LINKED STREET PAVEMENT INDICATORS

PURPOSE
Linked street pavement indicators are used in conjunction with DR1 fingerboards to indicate all path links with the local street system. This type of indicator is only used on paved links (this includes access ramps) to adjacent streets. Pavement indicators show the name of street linked to the main path by the access path.

LOCATION
Linked street pavement markers are placed at the start and the end of all paths that link the main path to the local street system or other parallel path systems. In situations where the linked street is not visible from the main path, the ID2 pavement indicator should include the prefix "EXIT TO..." followed by the distance to the listed street. This is shown in metres rounded up to the nearest 100 metres. Distances less than 100 metres are never shown.

Linked street pavement markers are used on a main path immediately before it crosses a street or road or joins the local street system. Where the main path terminates or crosses at a local street, the pavement indicator is located one metre prior to end of the path surface and orientated to face the direction of path users leaving the main path.

Linked street pavement indicators are primarily intended as a wayfinding aid to pedestrian path users. They are not designed to be read by bicycle riders travelling at any speed and should not be used as advance direction indicators prior to intersections.

GROUND TRUTHING
Street exit markers must only be placed at established path exits (i.e. where a sealed path with kerb ramp to the road is provided).

DR1 path fingerboards, when used at the same locations as linked street pavement indicators, are usually used to indicate local facilities which are beyond the end of the access path. Where the linked-to street/road is an important trip generator for both walkers and local cyclists, a DR1-1 path fingerboard may also be placed at the junction to indicate this linked street/road.

Linked street pavement markers are always used at the both ends of the link path and applied to the path surface (1.0m before the link meets the main path and 1.0m before the link meets the local street system). Path pavement markers are always installed even if a street sign is visible from the path end.

IDENTIFICATION

SIGN TYPE ID2

<table>
<thead>
<tr>
<th>SIGN TYPE ID2</th>
</tr>
</thead>
<tbody>
<tr>
<td>LINKED STREET PAVEMENT INDICATOR</td>
</tr>
<tr>
<td>ID2-1 Street name only indicator Refer to drawing E5.1 for graphic and construction details</td>
</tr>
<tr>
<td>ID2-2 Exit to street name indicator Refer to drawing E5.1 for graphic and construction details</td>
</tr>
</tbody>
</table>
ID-2 LINKED STREET PAVEMENT INDICATOR

ID2-1 Street name only indicator

FIFTH AV

SHORT NAME

ID2-2 Exit to street name indicator

EXIT TO FIFTH AV 500m

SHORT MESSAGE WITH DISTANCE TO STREET

EDMONSTONE ST

MEDIUM NAME

EXIT TO KINGSFORD SMITH DR

LONG MESSAGE WITHOUT DISTANCE TO STREET

KINGSFORD SMITH DR

LONG NAME

Sign content notes
1. Use standard abbreviations for type of linked street ie: ST = Street, RD = Road. See Table 4 in Part 4 of this manual.
2. In situations where the linked street is not visible from the main path, include the prefix “EXIT TO…” followed by the distance to the listed street. This is shown in metres rounded up to the nearest 100 metres. Distances less than 100 metres are never shown.
3. Distances less than 10km are shown to the nearest 100 metres in standard decimal form.
4. Distances less than one kilometre are shown in metres (rounded to the nearest 100 metres eg: 300m) with no space in between numerals and the ‘m’ abbreviation.

Construction Details
Use anti-slip durable external grade paint to BCC S150 Roadworks Specification. Cut out stencil to concrete or bitumen pathway and paint applied.

Graphic Details
SYMBOL
White Graphics on Blue Background

FONT
Standards Australia MUTCD Series D Narrow
Overall height = 100mm

Text Notes
75mm cap X-height text with 35% height increase = 100mm cap X-height.
Ensure lettering is left justified, 60mm in from edge of background colour.

DISTANCES
See path sign content notes.
PATH-USE BEHAVIOUR PAVEMENT MESSAGES

PURPOSE
Where continuing instances of poor path user behaviour and conflict between different types of users are recorded, path-use pavement messages may be selectively applied to improve path operation and to increase enjoyment and mutual respect among path users.

LOCATION
These pavement markings are for use on high-volume pathways or where shared path conflict has been often reported by the community.

SHARE THE PATH legends are placed on the main path near access points.

KEEP LEFT and RING YOUR BELL legends are placed intermittently on a path, at distances no closer than 400m apart.

SLOW DOWN legends should only be placed at known ‘hot spots’ of speeding cyclists, or at blind/ narrow curves in the path.

DOGS ON LEASH legends are placed near path access points and in areas where uncontrolled dogs have been regularly reported.

The suggested pavement markings are not prescriptive and other concepts could be included.

GROUND TRUTHING
Locations are selected where there are no existing pedestrian or bike symbols, to avoid clutter and over-use of this medium.

SIGN TYPE ID3
PATH-USE BEHAVIOUR PAVEMENT MESSAGES
ID3-1a-g Path-use behaviour messages for paths less than 2.5m wide
Refer to drawing E6.1 for graphic and construction details

ID3-2a-g Path-use behaviour messages for paths greater than 2.5m wide
Refer to drawing E6.2 for graphic and construction details
ID-3 PATH-USE BEHAVIOUR PAVEMENT MESSAGES

Sign content notes
1. Messages should paced at least 100m from other path messages to avoid clutter and overuse of the medium.

TYPICAL GRAPHIC LAYOUTS - ADDITIONAL MESSAGES

ID3-1a TYPICAL LAYOUT - for Pathway less than 2500mm
ID-3 PATH-USE BEHAVIOUR PAVEMENT MESSAGES

Sign content notes
1. Messages should be paced at least 100m from other path messages to avoid clutter and overuse of the medium.

ID3-2a TYPICAL LAYOUT - for pathways wider than 2.5 metres

ID3-2b ID3-2c ID3-2d ID3-2e ID3-2f ID3-2g

TYPICAL GRAPHIC LAYOUTS - ADDITIONAL MESSAGES

LOCAL FACILITY

SIGN TYPE ID3-2

FOR USE ON PATHS WIDER THAN 2.5m

Construction Details
Use anti-slip durable external grade paint to BCC S150 Roadworks Specification. Cut out stencil to concrete or bitumen pathway and paint applied.

Graphic Details
Anti-slip external grade paint to relevant Australian Standard (TBC).

PICTOGRAM AND TEXT
White Graphics direct to surface

FONT
Standards Australia MUTCD Series D
Overall height = 145mm
PATH-USE BEHAVIOUR SIGNAGE

PURPOSE
Where continuing instances of poor path user behaviour and conflict between different types of users are recorded, path-use pavement signs may be selectively applied to improve path operation and to increase enjoyment and mutual respect among path users.

LOCATION
This sign is designed for use on high-volume pathways or where shared path conflict has been often reported by the community.

The sign features four key messages: SHARE
THE PATH legends are placed on the main path near access points.
KEEP LEFT and RING YOUR BELL legends are placed intermittently on a path, at distances no closer than 400m apart.
SLOW DOWN legends should only be placed at known ‘hot spots’ of speeding cyclists, or at blind/ narrow curves in the path.
DOGS ON LEASH legends are placed near path access points and in areas where uncontrolled dogs have been regularly reported.

The suggested pavement markings are not prescriptive and other concepts could be included.

GROUND TRUTHING
Locations are selected where there are no existing pedestrian or bike symbols, to avoid over-use of this medium.
PB1 PATH BEHAVIOUR SIGN

Share the Path
Keep Left

Give way to pedestrians
Sound your bell

Don’t block the path
Control your dog

Dedicated to a better Brisbane

600mm

BCC colour logo 65mm H x 120mm W (including centred tagline)

SIGN TYPE PB1

PATH BEHAVIOUR SIGN

Construction Details
1. 1.6mm aluminium type 5251, tempered H38 as specified in Australian Standards 1734, sign panel with 10mm radius corners and digitally printed graphics.
2. Type 1 aluminium stiffener rail centred widthways 100mm less of sheet width with mounted to galvanised post using straps and buckle.
3. Sign panel to type 1 aluminium stiffener rails using self-piercing riveting system (eg. Henrob).

Graphic Details
Digital printed graphics in AS2700 B51 Blue using using full solvent inks onto 600 x 1000mm White Class 1 retroreflective material sheeted with anti-graffiti overlay film NI-EF 40801-12-45 or equivalent.

Sizes
MAIN MESSAGES
60mm cap X-height

SUB MESSAGES
30mm cap X-height

BCC LOGO
60mm high, centred, 20mm from bottom

USER LOGOS
100mm high
Section F
Local facility signage technical specifications
STANDARDS MATERIALS AND FINISHES
All work and materials shall comply with Brisbane City Council Reference Specification S154.

CONSTRUCTION
Construction standards is to be of the highest industry standards. Spaces, drilled holes and fixings shall be consistent from one sign to another.

Screws, adhesives and silicones shall be concealed and or made flush with the surface.

Fit components with care. Graphic standards are to be carefully adhered to.

GRAPHICS
Sign messages are to be created from electronic artwork to faithfully reproduce the shapes and typefaces specified.

The graphic layouts shall follow the guidelines outlined in the Sign Type Drawings.

Graphics shown on the Sign Type Drawings will be provided on CD ROM as Illustrator .ai or .eps files in Macintosh format.

It is the responsibility of the sign maker to ensure that all electronic files are accurately converted and match the Sign Type Drawings provided in form, size & colour.

The drawings shown in this manual are to be used as the primary reference.

VINYL GRAPHICS
Cut from self-adhesive vinyl by computer operated flatbed knife cutter or other accurate technique.

GRAPHIC STANDARDS
The following rules of graphic quality apply:
- All lettering shall be true to its letter form in face weight and construction unless noted for Series D font on sign type drawing.
- All graphics are to be electronically, photographically or mechanically reproduced.
- All colours are as specified in Pantone colour reference system or other specified colour.

TYPEFACE
The fonts shown on the sign type drawings are to be used for all messages, text and numerals except where specifically stated otherwise. No other versions of typefaces will be accepted. It is the responsibility of the sign maker to purchase the font(s) as specified.

PICTOGRAMS AND ARROWS
Only the symbols as shown on the sign type drawings are to be used. No other versions will be accepted.

COLOURS
Colours for all parts and faces are as noted on the drawings.

INSTALLATION STANDARDS
SITE CONDITIONS
Site inspections are to be carried out prior to installation to verify locations and confirm all mounting conditions.

GENERAL
All installations to be plumb and level, at the heights indicated, securely mounted with theft-resistant fixings.

Work shall be complete with all bolts, rivets and other fittings to adequately transmit the loads and stresses imposed.

Where bolting of metal work to concrete is specified, fixings to be of approved masonry anchors of the required size.

Proper edge clearances are observed so there is no risk of possible damage to concrete or structural framing.

Packing of fixings is permitted to approved tolerances to level and square installations.
Part 3
Implementation guidance
BICYCLE NETWORK SIGNAGE - SIGN MOUNTING CLEARANCES

↑ Herston
Brisbane City

Allow sufficient lateral mounting distance to allow clearance to sign from heavy vehicles considering the effect of road crossfall on the lean of the vehicle.

2.5 m Minimum sign mounting height

1.4 m Cyclist eye height

0.6 m minimum clearance to sign supports

Clearances for cycle network signage

Alternative offset mounting arrangement to provide additional lateral sign clearance

↑ Herston
Brisbane City

2.5 m Minimum sign mounting height

0.6 m minimum clearance to sign supports

Clearances for map display boards

0.6 m minimum clearance to sign. Supports are flush with sign edges

Clearances for map display boards
BICYCLE NETWORK SIGNAGE - MULTI-SIGN POLE MOUNTING

Additional sign(s) for same route mounted at same level

Allow sufficient lateral mounting distance to allow clearance to sign from heavy vehicles considering the effect of road crossfall on the lean of the vehicle

0.6m minimum clearance to sign supports

1.4m Cyclist eye height

2.5m Minimum sign mounting height for lowest sign

Notes
1. See separate diagram for individual sign layout, typical intersection sign layout and mounting methodology.
2. Signs shown on the sample sign post are FBP-2 bicycle network fingerboard signs used for marking primary or secondary routes. Local and recreational type signs can be mounted on the same sign pole where these routes branch. Local destination signs and local facility signs are always mounted below (lower level in the sign stack) to bicycle network signage.
3. Direction sign poles are galvanised plated to BCC Standard Specification for outdoor use.
4. Fingerboard signs are mounted on poles using standard fingerboard mounting brackets. See individual sign design drawings in this manual for bracket details. Brackets should be pinned to prevent accidental movement due to wind or vandalism.
IMPLEMENTATION

G1.3

BICYCLE NETWORK SIGNAGE - FINGERBOARD MOUNTING HIERARCHY FOR NETWORK ROUTE JUNCTIONS

**Notes**

1. All signs for the route being followed should be mounted at the same level in the stack.
2. Signs shown on the sample sign post (above) illustrate the preferred mounting hierarchy:
   - **Primary or secondary route being followed (top level of sign stack)** FBP-2 bicycle network fingerboard signs used for marking all primary or secondary routes.
   - **Local destination/local route (middle level of sign stack)** FBL-1 local destination fingerboard indicating branch route to destination shown on sign. If the route is lengthy, markers will be used to indicate intermediate turnings along route.
   - **Local facility signage (lower level of sign stack)** DR1-1 or DR1-2 signs are mounted as shown to indicate nearby facilities and streets in the local street system which can be accessed from the route. Local facility signage is always mounted on the lower level of the sign stack below all other bicycle network signage.
3. Fingerboard signs are mounted to poles using standard fingerboard mounting brackets. See individual design detail diagrams in this manual for details.
4. See separate diagrams for individual sign layouts and mounting methodology.
OPTIONAL ROUTE BRANDING FOR PRIMARY CYCLE ROUTES

The primary cycle route signage system makes provision for the naming of cycle routes where these already exist (ADPNR and RDPNR sign variations). Naming routes is, however, cumbersome. Naming routes does not necessarily improve wayfinding and can place heavy demands on available sign space and can consequently increase the size of signs.

Lengthy route names are to be avoided. Where the length of a route name exceeds the available sign length (usually determined by the length of the longest listed destination) an abbreviated form or a smaller letter size may need to be used. When used, named route indication is limited to signs at the start and finish of the named route and to important junctions where other major routes enter.

Longer recreational and tourist routes are being developed throughout Queensland for a variety of purposes ranging from local recreational paths to long distance rail trails. These routes often pass through a number of local government areas. To give the route its own identity, local governments can cooperate to give the route a distinctive branding and a promotional identity which encompasses design elements such as path logo, specialist wayfinding and facilities signage designs.

The preferred way to identify tourism and recreational routes, along with more easily identifiable urban routes, is by branding – using an easily recognisable logo or symbol to mark the route. Humans respond quicker to symbols and graphical shapes and can read them from far greater distances than lettering or words. Logos are very compact and so require very little precious sign space.

Where a cycle route uses part or all of a route with a branded identity, the logo for this route may be integrated into the sign design (for new tourism and recreational cycle route signage installations) or affixed to existing signage as shown in the example on this page. Primary cycle route signage branding is integrated into the sign design as shown in the detail diagram. Local routes do not use branding logos.

Route branding logos can be used to indicate different routes by locating them on the same line as the relevant destination (see example). Where route identity branding logos are used for individual destinations, they are located on the same line as the related destination name and placed at the opposite end of the text line to the distance indication numerals. Where branding logos are primarily associated with the route (ie all listed destinations), they are located at the top of the sign adjacent to the bicycle symbol as for numbered routes (see TRUM 1.36). Logos, when used in conjunction with individual destinations should always match the height of the associated destination lettering.
ABBREVIATIONS

Where a destination name is lengthy and greatly increases the potential size of a sign, an abbreviation may be used to reduce the overall size and cost of the sign.

Table 4 lists abbreviations which may be used on BCC bicycle network signage. Contact the BCC Bikeway Team for advice on other words not listed below.

<table>
<thead>
<tr>
<th>Name</th>
<th>Abbreviation</th>
</tr>
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<tbody>
<tr>
<td>Avenue</td>
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<tr>
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<td>Bk</td>
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<td>Ct</td>
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<td>Ck</td>
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<td>Cr</td>
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<td>Hwy</td>
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<td>Island</td>
<td>Is</td>
</tr>
<tr>
<td>Junction</td>
<td>Jct</td>
</tr>
<tr>
<td>Kilometre, also Kilometres</td>
<td>Km</td>
</tr>
<tr>
<td>Kilometres per hour</td>
<td>Km/h</td>
</tr>
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<td>m</td>
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<td>Uni</td>
</tr>
<tr>
<td>West</td>
<td>West</td>
</tr>
</tbody>
</table>
MAINTENANCE

GENERAL CLEANING
Step 1
Wipe clean with mild detergent and soft lint-free cloth.

Step 2
When panels have dried, apply Mr Sheen or similar.

Note - DO NOT use abrasive cleaners, solvents or chemicals.

TOUCH UP PAINT
Use only 2 pack polyurethane paint (in the specified colours) when repairing minor chips, cracks, etc.

For major damage, panels will need to be removed and sprayed professionally.

GRAFFITI REMOVAL
Procedure as outlined below:

Step 1
Use general purpose thinners such as Acetic Acid Alcohol, Toluene or IPA (Isopropyl Alcohol) to clean graffiti from the surface.

Step 2
Wipe off with clean white rag (Do not re-use dirty rags). If more than 2 applications are needed to remove stubborn stains, rinse the area with clean water and wipe dry before additional application.

Step 3
Rinse all cleaned surfaces with water.

Step 4
Allow surface to dry. Disregard used rags in closed container.
SIGNAGE PLANNING

The map shown on this page is a sample section of a Brisbane City Council portion of the SEQ Focal Point Signing Map for bicycle networks.

A focal point map is a planning tool used by the managers/owners of regional bicycle networks. Focal point maps typically will show the planned and existing regional bicycle network and only those destinations which will appear on directional signage for the network.

A key aim of cycle network focal point mapping is to achieve rigid consistency in the use of named locations so that a coherent system of signage can be developed which will enable direct and unambiguous navigation across the cycle network.

The portion of the BCC/SEQ Focal Point Map shown on this page was current at the time of publication of this manual. Focal point mapping is maintained by Council and TMR and is updated when changes occur in the planning and implementation of bicycle network facilities. The current version of the BCC Focal Point Map for the SEQ bicycle network should be consulted before embarking on any bicycle route signing project.

Contact the Manager responsible for the BCC Bikeways Network for further details.