

Part 9 Bicycle Facilities

2003 Edition



Queensland Government

Department of **Main Roads**

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PREFACE

The use of signs, markings and other devices on bicycle facilities, based on uniform standards and practices is essential in the interests of safety for both bicycle riders and other road users. This Part of the Manual sets out the traffic control devices used at bicycle facilities and describes the devices, their use and location.

This issue of Part 9 of the Manual has been expanded considerably from the previous issue. It reflects a community demand for improved bicycle facilities in the intervening years and now covers matters not previously covered as follows:

- (a) A variety of treatments for bicycle lanes on roads including joint-use functions with other vehicle types and full- or part-time operation.
- (b) Treatment of bicycle lanes at signalized and unsignalized intersections.
- (c) A variety of treatments for off-road bicycle paths, both exclusive use and shared with pedestrians.
- (d) Mid-block road crossings of bicycle paths.
- (e) Provisions for bicycles on freeways.

In addition to the above, requirements for navigational aids (direction signs and the like) have now been expressed as a series of design principles rather than prescriptive forms of signposting.

Version History: 2003 Edition

First Issue 1st August, 2003

CONTENTS

SECTION 1. SCOPE AND GENERAL	9-5
1.1 SCOPE	9-5
1.2 AIM	9-5
1.3 REFERENCED DOCUMENTS	9-5
1.4 DEFINITIONS	9-5
1.5 SIGNS - GENERAL REQUIREMENTS	9-6
1.6 COLOUR	9-6
SECTION 2. BICYCLE PROVISIONS ON ARTERIAL AND LOCAL ROADS	9-7
2.1 GENERAL	9-7
2.2 SIGNS	9-7
2.3 PAVEMENT MARKINGS	9-11
2.4 BICYCLE PROVISIONS MID-BLOCK	9-13
2.5 BICYCLE LANE TREATMENTS AT INTERSECTIONS	9-16
SECTION 3. BICYCLE PATH AND FOOTPATH PROVISIONS	9-20
3.1 GENERAL	9-20
3.2 SIGNS	9-20
3.3 PAVEMENT MARKINGS	9-23
3.4 FOOTPATHS AND SHARED PATHS	9-25
3.5 SEPARATED PATHS	9-26
3.6 EXCLUSIVE BICYCLE PATHS	9-29
3.7 ROAD CROSSINGS MID-BLOCK	9-29
3.8 ROAD CROSSINGS AT INTERSECTIONS	9-35
SECTION 4. BICYCLE PROVISIONS ON FREEWAYS	9-38
4.1 GENERAL	9-38
4.2 SIGNS	9-38
4.3 APPLICATION OF SIGNS TO FREEWAY INTERCHANGES	9-40
4.4 PAVEMENT MARKINGS	9-40
SECTION 5. NAVIGATIONAL AIDS FOR CYCLISTS	9-44
5.1 GENERAL	9-44
5.2 BICYCLE SYMBOL	9-44
5.3 COLOUR AND REFLECTORIZATION	9-44
5.4 DIRECTION SIGNS	9-45
5.5 ROUTE MARKERS	9-45
5.6 LOCATION OF SIGNS	9-45

**DEPARTMENT OF MAIN ROADS
Queensland**

Manual of Uniform Traffic Control Devices

PART 9 – BICYCLE FACILITIES

SECTION 1. SCOPE AND GENERAL

1.1 SCOPE

This Part of the Manual specifies requirements for the signs, pavement markings and other devices to be applied to bicycle facilities both on the road and on paths separate from the road, either for the exclusive use of bicycles or joint use with other users. It includes recommendations for guide signs and other navigational information for cyclists.

NOTE: This Part of the Manual does not include signs indicating parking facilities for bicycles. Reference should be made to AS 2890.3.

1.2 AIM

The aim of this Part of the Manual is to provide road authorities and local government with a uniform set of devices to control and promote the safe use of bicycle facilities on roads and on paths separate from the road.

1.3 REFERENCED DOCUMENTS

The following documents are referred to in this Part of the Manual:

AS

- | | |
|--------|---|
| 1743 | Road signs - Specifications |
| 1744 | Forms of letters and numerals for road signs (known as Standard alphabets for road signs) |
| 2700 | Colour Standards for general purposes |
| 2890 | Parking facilities |
| 2890.3 | Part 3: Bicycle parking facilities |

AS/NZS

- | | |
|----------|---|
| 1906 | Retroreflective materials and devices for road traffic control purposes |
| 1906.1 | Part 1: Retroreflective materials |
| HB 69 | Guide to traffic engineering practice |
| HB 69.14 | Part 14: Bicycles |

1.4 DEFINITIONS

For the purposes of this Part of the Manual, the definitions below apply.

1.4.1 Bicycle

A vehicle with one or more wheels (including a pedicab, penny farthing, scooter, tricycle and unicycle) built to be propelled by human power through a belt, chain or gears.

1.4.2 Exclusive bicycle lane

A lane on a road set aside for the exclusive use of bicycle traffic either full-time or part-time.

1.4.3 Exclusive bicycle path

A path set aside for the use of bicycle traffic; and certain pedestrian traffic subject to traffic regulations.

1.4.4 Footpath

An area or path open to the public that is designated for, or has as one of its main uses, use by pedestrians. Bicycle traffic is permitted subject to traffic regulations.

1.4.5 Joint-use path

A shared path or a separated path.

1.4.6 Path

Any route intended for use by pedestrians or bicycle traffic or both which is not part of a road and which may or may not be adjacent to a road.

1.4.7 Separated path

A path signed for separated use on which bicycles and pedestrians are required to use separate designated areas.

1.4.8 Shared path

A path signed for shared use by pedestrians and all classes of bicycle traffic using a common area.

1.5 SIGNS - GENERAL REQUIREMENTS

Specifications for the manufacture of traffic signs are given in AS 1743.

Guidance on the reflectorization and illumination, size, and installation and location of signs is given Part 1 of this Manual.

1.6 COLOUR

Where colours are specified on signs, the colours shall conform to the following:

- (a) Retroreflective materials - in accordance with AS/NZS 1906.1.
- (b) Non-reflective colours - colours shall closely approximate the following colours defined in AS 2700:
 - Red - R13 Signal red
 - Yellow - Y14 Golden yellow
 - Brown - X65 Dark brown
 - Blue - B11 Rich blue

SECTION 2. BICYCLE PROVISIONS ON ARTERIAL AND LOCAL ROADS

2.1 GENERAL

This Section deals with provisions for bicycles on arterial and local roads, either adjacent to motor traffic lanes or on lanes shared with motor traffic. Bicycle provisions on paths are dealt with in Section 3. Direction signs and other navigational aids for cyclists are dealt with in Section 5.

The various forms of provision for bicycles on arterial and local roads are categorized as follows:

- (a) Exclusive bicycle lane (full-time) (see Clause 2.4.1).
- (b) Exclusive bicycle lane (part-time) (see Clause 2.4.2).
- (c) Bicycle/car parking lanes (see Clauses 2.4.3).
- (d) Wide parking lane with bicycle provision (see Clause 2.4.4(a)).
- (e) Wide kerbside lane (see Clause 2.4.4(b)).
- (f) Sealed shoulder (see Clause 2.4.4(c)).

2.2 SIGNS

Signs used to control bicycle usage on roads and to provide relevant warning of hazards are listed in Table 2.1 and are used as follows:

- (a) *No bicycles (R6-10-3)*



R6-10-3

This sign shall be used at the beginning of any road along which the riding of bicycles is to be prohibited by use of a sign. The END supplementary plate (R7-4) (see Clause 3.2(c)) may be added to indicate the point at which the prohibition ends.

The no-bicycles pavement symbol may be used in lieu of this sign (see Clause 2.3(e)).

Table 2.1 CONTROL AND WARNING SIGNS FOR BICYCLE FACILITIES ON ROADS

Sign	Sign number	Size (mm)
No Bicycles	R6-10-3B	600 x 600
	R6-10-3C	750 x 750
Bicycle LANE	R7-1-4B	450 x 600
	R7-1-4C	600 x 800
	R7-1-4D	900 x 1200
AHEAD	R7-2B	450 x 150
	R7-2C	600 x 200
	R7-2D	900 x 300
END	R7-4B	450 x 150
	R7-4C	600 x 200
	R7-4D	900 x 300
Overhead Arrow	R7-5B	450 x 300
	R7-5C	600 x 400
	R7-5D	900 x 600
Times of Operation supplementary plate	R9-1-1A	450 x 300
	R9-1-1B	600 x 400
	R9-1-1C	900 x 600
	R9-1-2A	450 x 450
	R9-1-2B	600 x 600
	R9-1-2C	900 x 900
BICYCLES EXCEPTED	R9-3A	450 x 300
	R9-3B	600 x 400
	R9-3C	750 x 500
	R9-3D	1500 x 300
Bicycles (symbolic)	W6-7A	600 x 600
	W6-7B	750 x 750
NEXT x km	W8-17-1A	600 x 400
	W8-17-1B	750 x 500
NEXT x m	W8-17-2A	600 x 400
	W8-17-2B	750 x 500
WATCH FOR Bicycles	G9-57A	900 x 800
	G9-57B	1200 x 1067
CYCLISTS DISMOUNT	G9-58A	450 x 450
	G9-58B	600 x 600
ALL BICYCLES	G9-60A	450 x 600
	G9-60B	600 x 800

(b) *Bicycle lane (R7-1-4)*

R7-1-4

The Bicycle LANE sign shall be used to designate an exclusive bicycle lane as follows:

- (i) At the beginning of a full-time or part-time exclusive bicycle lane and at additional locations such that the spacing does not generally exceed 500 m. The Times of Operation supplementary plate shall be added to the sign for part-time operation.
- (ii) At the end of a full-time or part-time exclusive bicycle lane with the END supplementary plate mounted below it.

The Bicycle LANE sign may also be used in advance of the start of a full-time or part-time exclusive bicycle lane, with the AHEAD supplementary plate mounted below it in both cases, and the Times of Operation supplementary plate for part-time operation.

(c) *Bicycle lane supplementary plates* Supplementary plates shall be used in conjunction with the Bicycle LANE (R7-1-4) sign as follows:

R7-2



R7-5



R7-4



R9-1-1



R9-1-2

- (i) AHEAD (R7-2) shall be used if advance notice of the start of a bicycle lane is required.
- (ii) END (R7-4) shall be used to indicate the end of a bicycle lane.
- (iii) Overhead Arrow (R7-5) shall be used if needed to indicate which lane is the bicycle lane by placing the sign assembly above the relevant lane.
- (iv) Times of Operation (R9-1-1, R9-1-2) shall be used to indicate the times a part-time exclusive bicycle lane operates.

(d) *Bicycles excepted (R9-3)*

R9-3

The BICYCLES EXCEPTED sign shall be used in conjunction with another regulatory sign where the regulatory requirement does not apply to bicycles, e.g. NO ENTRY, No Right (Left) Turn, NO THROUGH ROAD signs. Each potential use of this supplementary plate should be examined to ensure that bicycles will not be exposed to hazard, e.g. from unexpected conflict with motor vehicles.

(e) *Bicycle warning (W6-7)*

W6-7

This sign is used to warn motorists of the presence of bicycles on the road ahead where cyclists are likely to come into conflict with motor traffic and are potentially at risk. The supplementary plates in Item (f) may be used with the sign where appropriate.

The Bicycle warning sign (W6-7)/Crossing Arrows (W8-23) assembly shall be used to warn motorists of an unsignalised mid-block bicycle path road crossing (see Clause 3.2 (g)). The Bicycle/Pedestrian warning sign (W6-9) is used in lieu of sign W6-7 in advance of a mid-block joint-use path road crossing.

Where bicycle traffic may come into conflict with motor traffic at isolated locations, the sign G9-57 specified in Item (g) is used in lieu of sign W6-7.

(f) *Warning sign supplementary plates* The following supplementary plates may be used with the bicycle warning sign, W6-7:

NEXT x km (W8-17-1)

NEXT x m (W8-17-2)



W8-17-1



W8-17-2

(g) *Watch for bicycles* (G9-57)



G9-57

The WATCH FOR Bicycles sign may be used at locations where it is necessary to warn motorists that bicycle traffic may come into conflict with motor traffic at a specific point due to a particular road feature or hazard. Such locations include the following:

- (i) at the narrowing of a road or shoulder normally used by significant numbers of cyclists, e.g. at a bridge;
- (ii) at intersection treatments where bicycle traffic may be squeezed for space, e.g. at 'S lane' treatments;
- (iii) where traffic entering from a side street has to cross a bicycle lane;
- (iv) on the approaches to multi-lane or large single lane roundabouts; and
- (v) on left turn slip lanes where left turning traffic is provided with a merge taper or auxiliary lane.

For the cases in Items (iii), (iv) and (v) the sign may be mounted below any appropriate STOP, GIVE WAY or Roundabout regulatory sign.

(h) *Cyclists dismount* (G9-58)



G9-58

This sign should be used where necessary to remind cyclists that they are required to dismount before crossing a road on a pedestrian crossing, a children's crossing or a marked pedestrian crosswalk at traffic signals. The sign may also be used to warn cyclists to dismount before reaching a particular place at or beyond which it would be hazardous to continue riding. A second sign indicating the reason for the warning should, where appropriate, be mounted below this sign.

Typical legends include the following:

- (i) GAPS IN BRIDGE DECK;
- (ii) BROKEN SURFACE.

(i) *All bicycles (G9-60)*

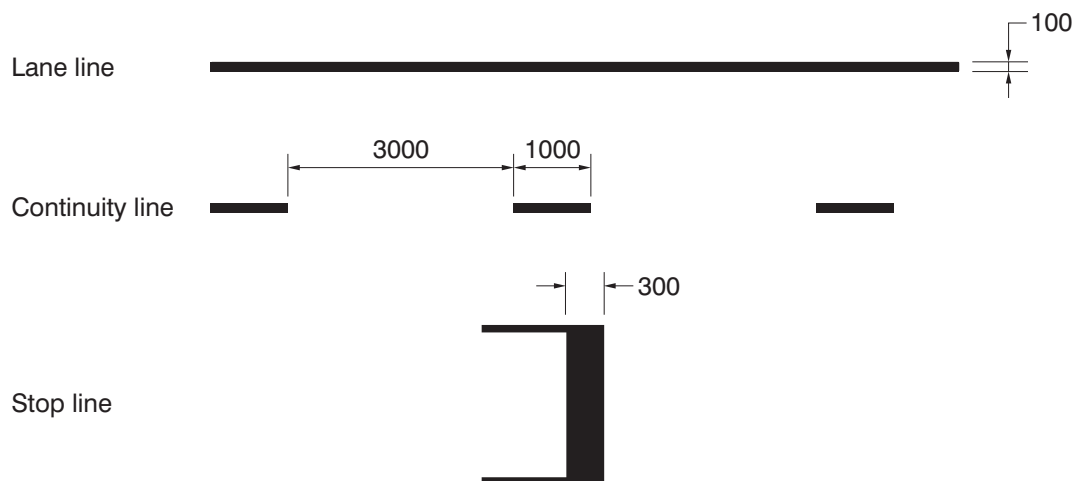
G9-60

This sign should be used at any point where it is required to direct all bicycles onto a particular route or path, e.g. from a bicycle lane onto a path.

2.3 PAVEMENT MARKINGS

The following pavement markings as illustrated in Figure 2.1 shall be used for bicycle lanes on roads:

- (a) *Bicycle lane line* The bicycle lane line shall be placed between the bicycle lane and lanes of moving traffic and where appropriate, a parking lane. It shall be a white unbroken line 100 mm wide.
- (b) *Continuity line* A continuity line comprising a white broken line 100 mm or 200 mm wide with 1 m line segments and 3 m gaps shall replace the bicycle lane line -
- where motor traffic must enter or cross an exclusive bicycle lane when making a turn at an intersection or major driveway; and
 - to show the continuity of a bicycle lane where it continues through an unsignalized intersection.



DIMENSIONS IN MILLIMETRES

Figure 2.1 PAVEMENT LINES USED FOR BICYCLE LANES

- (c) *Stop line* A white stop line the same width as the stop line provided for other traffic shall be provided in an exclusive bicycle lane at the point where bicycles must stop at traffic signals. The bicycle stop line may be provided up to 2.0 m in advance of the vehicular stop line to give bicycles a small head start at the onset of the green period, provided the line is clear of cross traffic and any marked pedestrian crosswalk, as illustrated in Figure 2.9(a).
- (d) *Bicycle symbol* Where used on roads, the bicycle symbol shall be white in colour and as illustrated in Figure 2.2. The following requirements and recommendations apply to its use on **full-time** exclusive bicycle lanes:
- It shall be used at the beginning of the lane and at additional locations along the lane such that the spacing does not generally exceed 200 m.
 - It may be placed on the approach and departure sides of intersections. Symbols so placed may be considered as part of the Item (i) requirement.
 - It may be placed at the end of the lane in conjunction with the word END.

NOTE: Forms of pavement letters and numerals are specified in Part 2 of this Manual.

Symbols may be used on part-time exclusive bicycle lanes but should not be used where they could create confusion at other times. Where used, they shall be white in colour.

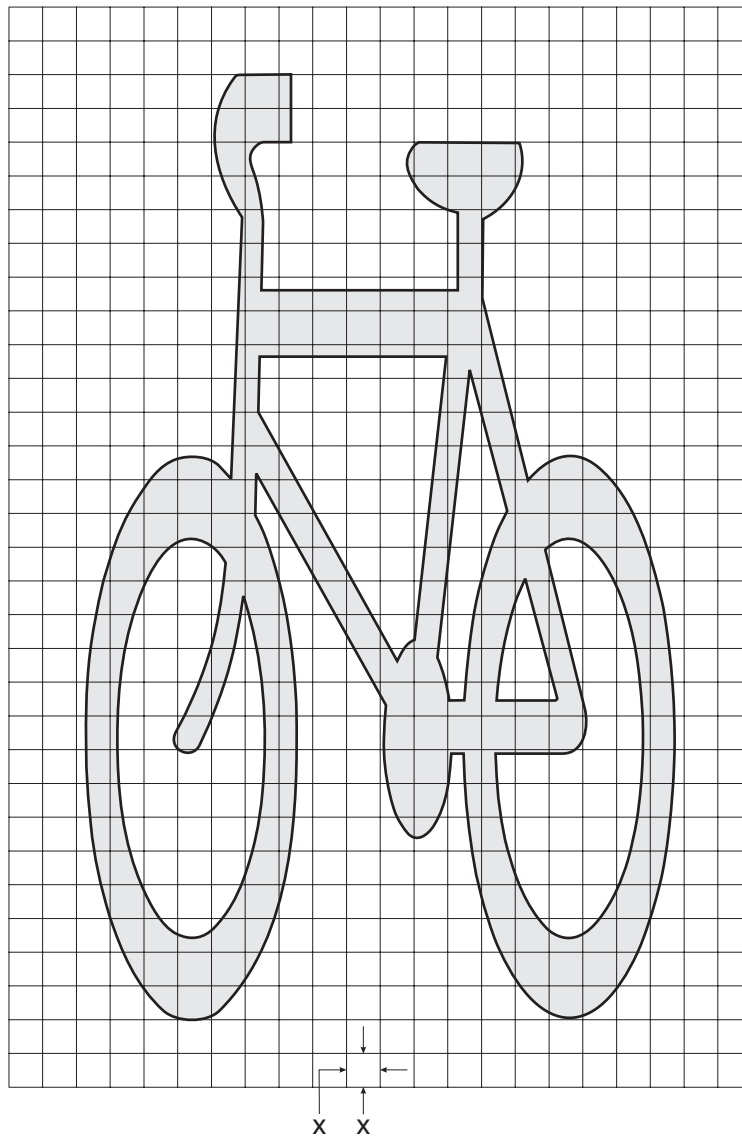
Bicycle symbols may also be used on unsigned facilities as recommended in Clause 2.4.4. In these situations, the bicycle symbol may be a yellow marking.

Where necessary the symbol size may be reduced proportionately to fit within the lane.

NOTE: Under the Queensland Road Rules the symbols have no legal significance when used on a roadway.

A white pavement marking with the Bicycle (symbol) AHEAD legend may be used on the road in advance of a bicycle path road crossing. This marking is not used alone and shall only be used to supplement the Bicycle warning sign (W6-7)/Crossing Arrows (W8-23) assembly. Its use is generally restricted to locations where the provision of signs alone is not adequate e.g. where the impact of the signs is reduced by the nature of the roadside environment and it is considered that the signs need to be augmented to increase driver perception.

- (e) *No-bicycles symbol* The symbol illustrated in Figure 2.3 and white in colour may be used in lieu of the No Bicycles (R6-10-3) sign as indicated in Clause 2.2(a).
- (f) *Pavement arrow* This is shown in Figure 3.1 and may be used in conjunction with the bicycle symbol where a bicycle lane has been provided on the approach to traffic signals (see Figure 2.9). The arrow is white in colour.



X = 65 mm for a 1100 x 1800 mm bicycle suitable for bicycle lanes.

X = 87 mm for a 1530 x 2500 mm bicycle suitable for traffic lanes, in advance of bicycle crossings.

NOTE: A smaller symbol will be required for bicycle paths, see Figure 3.1.

Figure 2.2 BICYCLE PAVEMENT SYMBOL FOR ROAD USE

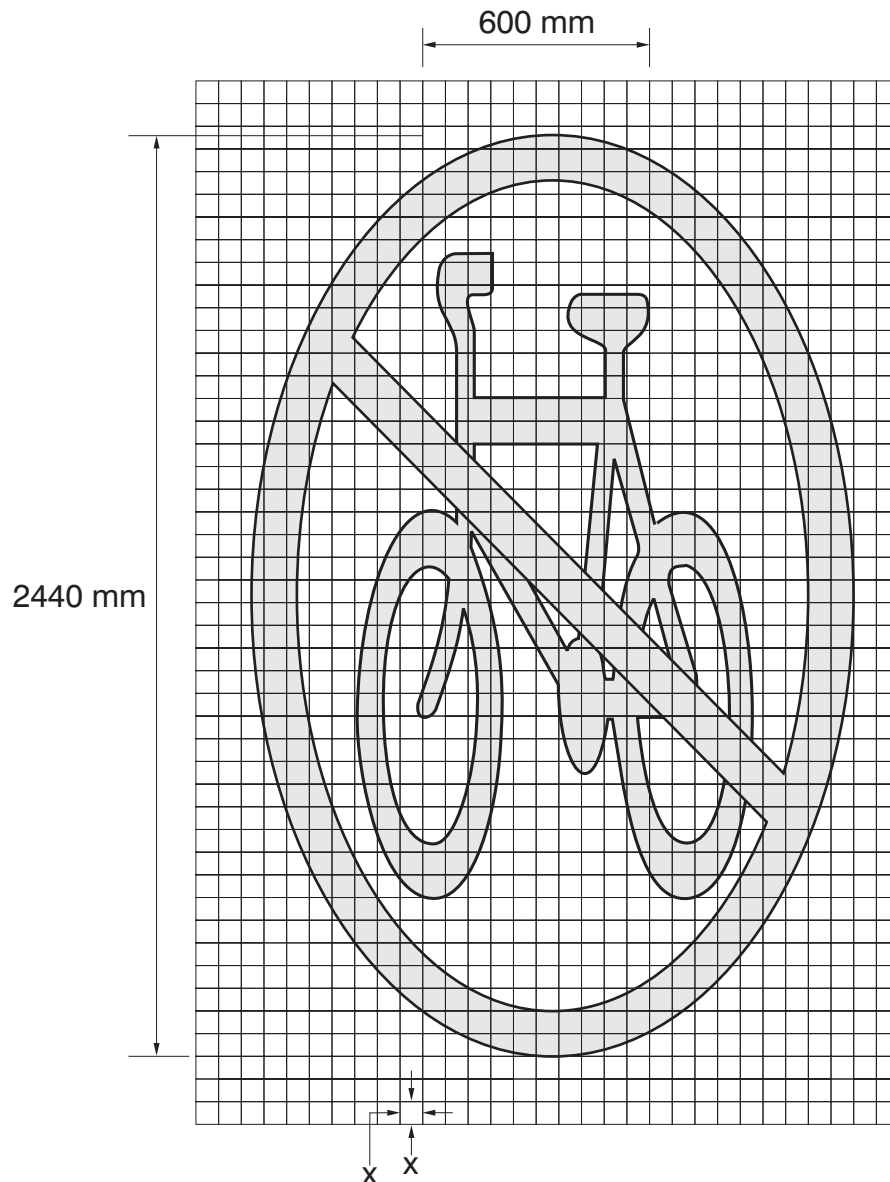


Figure 2.3 NO-BICYCLES PAVEMENT SYMBOL FOR ROAD USE

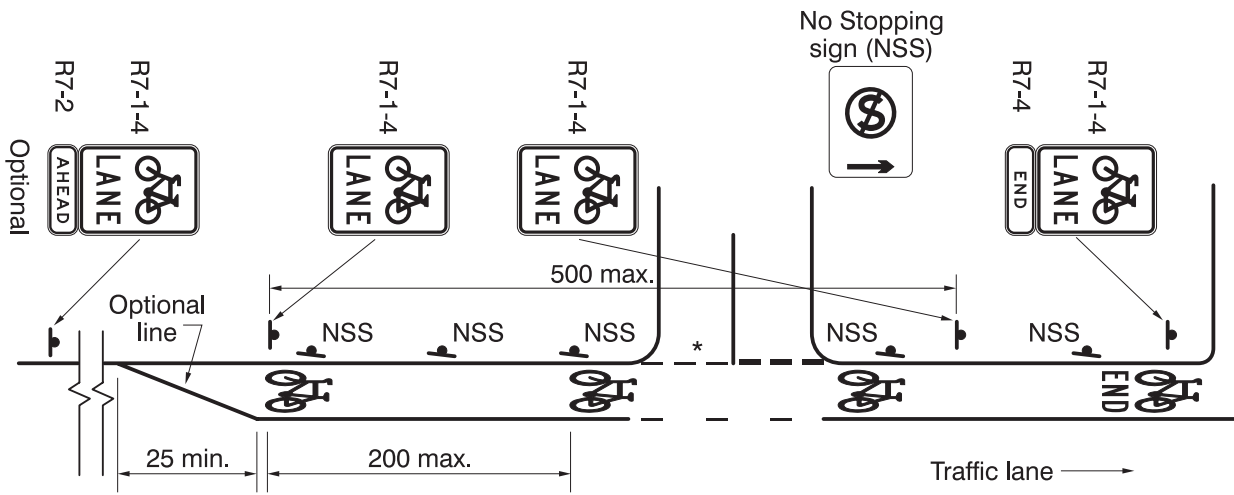
2.4 BICYCLE PROVISIONS MID-BLOCK

2.4.1 Exclusive bicycle lane (full-time)

This is a signed facility comprising a lane within the road, separated from motor traffic by longitudinal linemarking.

Signs and markings required for a full-time exclusive bicycle lane adjacent to a kerb are illustrated in Figure 2.4. The lane shall be separated from adjacent traffic lanes by an unbroken line and shall have both Bicycle LANE (R7-1-4) signs and bicycle pavement symbols (see Clause 2.3(d)) located as shown in the Figure, the former being a regulatory requirement to designate the lane. No Stopping signs shall be provided if needed to control parking within the lane.

Traffic regulations provide that a motor vehicle may cross the lane or travel within the lane for up to 50 m in order to access driveways or to turn at an intersection.



* For intersection control pavement markings refer to Part 2 of this Manual.

DIMENSIONS IN METRES

Figure 2.4 EXCLUSIVE BICYCLE LANE (FULL-TIME) ADJACENT TO KERB

2.4.2 Exclusive bicycle lane (part-time)

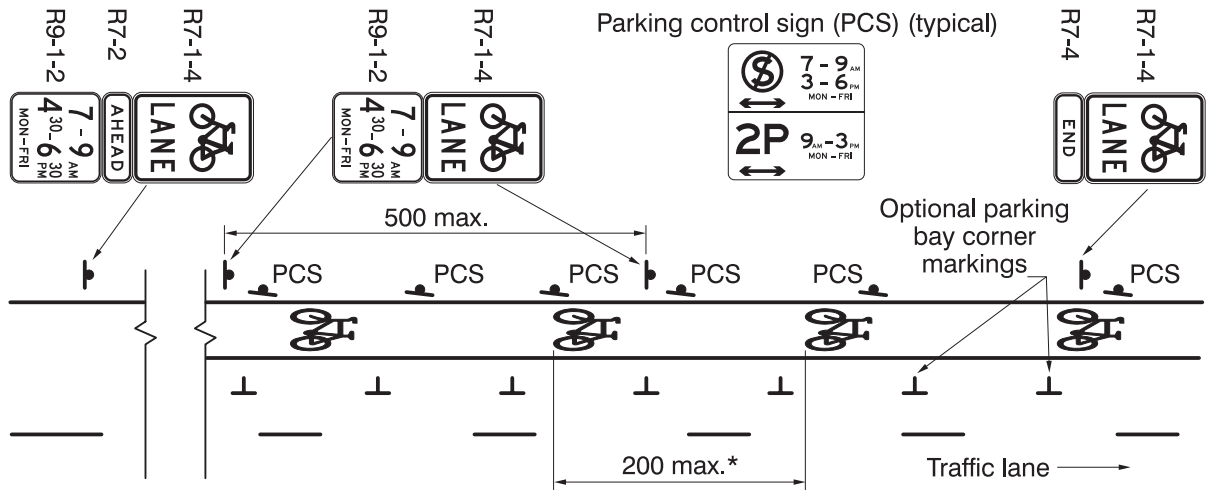
This is a signed facility as in Clause 2.4.1 for the exclusive use of bicycle traffic during certain times of the day only, as indicated on signs.

Signs required for a part-time exclusive bicycle lane shall be as specified for a full-time lane with the addition of Times of Operation supplementary plates (R9-1-1, R9-1-2) to the Bicycle LANE (R7-1-4) signs along the lane, except that they shall not be added to the Bicycle LANE/END (R7-1-4/R7-4) assembly at the end of the lane. Parking control signs to prohibit parking during the times of operation of the exclusive bicycle lane, and if necessary, to allow parking at other times, shall also be provided.

The lane shall be separated from adjacent traffic lanes by an unbroken line.

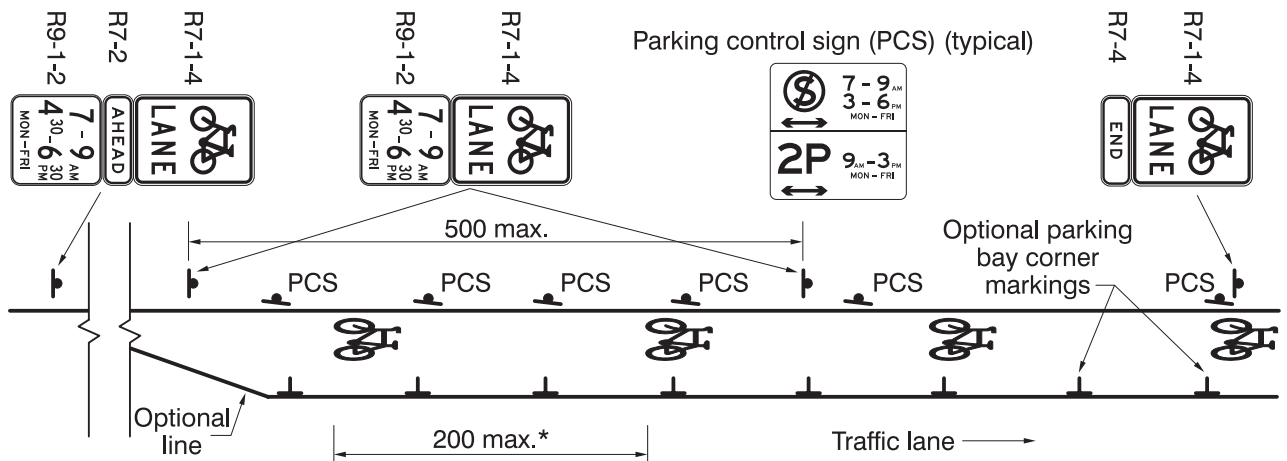
Figures 2.5(a) and (b) show the options of either a narrow bicycle lane or a bicycle lane equal in width to the parking lane. If it is desired to mark the parking lane into bays, bay marking shall be limited to corner markings as shown in the Figures.

Bicycle pavement symbols are optional on part-time lanes and should not be used if they could mislead cyclists when the lane is not in operation.



* Bicycle pavement symbols are optional.

(a) Bicycle lane narrower than parking lane



* Bicycle pavement symbols are optional.

(b) Bicycle lane same width as parking lane

NOTE: These cases may alternatively be signed as clearways.

DIMENSIONS IN METRES

Figure 2.5 PART-TIME BICYCLE LANES

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2.4.3 Bicycle/car parking lanes

This is a signed facility with marked lanes within the road. It comprises a parallel or angle parking lane or bay adjacent to the kerb and a separately marked exclusive bicycle lane between it and the traffic lane. A typical arrangement is shown in Figure 2.6. The bicycle lane shall be provided with signs and markings as specified for a full-time bicycle lane (see Clause 2.4.1).

The parking lane may be either a parallel or angle parking lane and bays should be marked in full to deter use of the lane by moving traffic. The use of kerb extensions to shelter a parking lane from through motor or bicycle traffic should also be considered.

This arrangement is not suitable for part-time operation.

2.4.4 Unsigned facilities

The following facilities are not signed as bicycle facilities but may be suitable for use by bicycle traffic. Where bicycle traffic is expected, bicycle pavement symbols (see Clause 2.3(d)) may be placed on the lane or shoulder to encourage its use by cyclists and to warn other traffic of the possible presence of bicycles. The facilities are as follows:

- (a) *Wide parking lane with bicycle provision* This is a kerbside lane which is wide enough to allow both kerbside parking and bicycle use. Pavement markings should comprise as a minimum an unbroken line separating the lane from moving motor traffic as illustrated in Figure 2.7. Signs to control parking may be required. The full-outline marking of parking bays should not be applied in this case. If full-outline marking is required, the more formal bicycle car/parking lanes treatment (see Clause 2.4.3) should be considered.
- (b) *Wide kerbside lane* This is a normal traffic lane delineated by a broken lane line only, which is wide enough to be shared by bicycle and motor traffic. Bicycle pavement symbols, if used, should be placed close to the kerb at not more than 200 m longitudinal spacing. Signs may be required to control kerbside parking.
- (c) *Sealed shoulder* A sealed shoulder separated from motor vehicle traffic lanes by an edge line is appropriate for bicycle use where the shoulder is wide enough to accommodate bicycles but bicycle numbers or other traffic conditions do not require it to be signed as a bicycle lane. A sealed shoulder will not normally require signs or markings related to bicycle use, but if some bicycle traffic is expected, the Bicycle warning sign (W6-7) (see Clause 2.2(e)) or bicycle pavement symbols, or both, may be considered. Pavement symbols at up to 1 km spacing will generally be adequate.

2.5 BICYCLE LANE TREATMENTS AT INTERSECTIONS

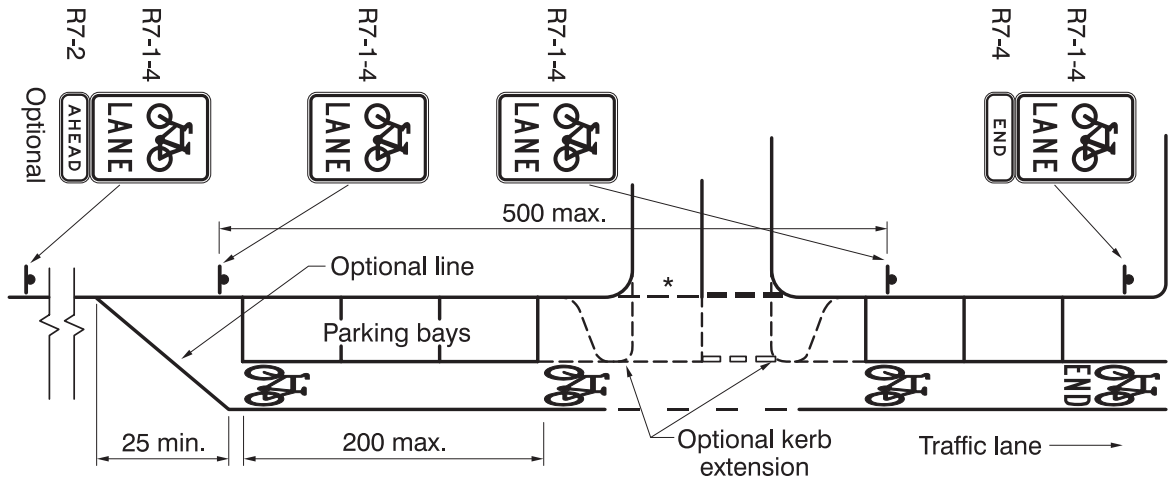
2.5.1 General

Special pavement marking provisions for bicycles at intersections are required wherever mid-block exclusive lanes or lanes jointly used with car parking are provided.

Intersection provisions may also be considered for bicycle routes (see Clause 5.5) where there is no special mid-block provision, however, such pavement marking should be placed so that it guides cyclists through conflict areas such as merge and diverge tapers and is clearly visible to approaching motor traffic. This arrangement would be the exception rather than the rule as under the Queensland Road Rules the symbols have no legal significance when used on a roadway.

In the absence of special pavement markings, provisions for bicycles may include alternative treatments such as the extra widening of kerbside lanes on the intersection approach to accommodate bicycles sharing the lane with left turning or through traffic.

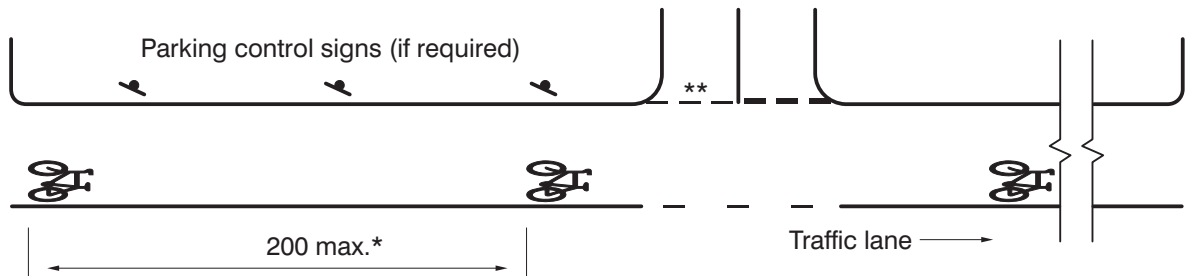
Further guidance on the design of intersection treatments for bicycle lanes is given in Austroads Guide to Traffic Engineering Practice, Part 14: Bicycles (HB 69.14).



* For intersection control pavement markings refer to Part 2 of this Manual.

DIMENSIONS IN METRES

Figure 2.6 BICYCLE/CAR PARKING LANE WITH OPTIONAL KERB EXTENSIONS



* Bicycle pavement symbols are optional.

** For intersection control pavement markings refer to Part 2 of this Manual.

DIMENSIONS IN METRES

Figure 2.7 WIDE PARKING LANE WITH BICYCLE PROVISION

2.5.2 Intersections at minor streets

Typical treatments at intersections between major and minor roads are shown in Figure 2.8. The Figure illustrates recommended provisions either with or without exclusive left turn lanes for motor vehicles. Any narrowing of the bicycle lane necessitated by width limitations, shall not reduce it to less than 1.0 m. A width of at least 1.2 m should be maintained wherever practicable.

2.5.3 Signalized intersections

A desirable treatment on the approach to traffic signals is shown in Figure 2.9(a). It is recommended that stop lines for bicycles be placed 2 m ahead of vehicular stop lines so that motor vehicle drivers, in particular, truck and bus drivers, will be aware of bicycles waiting at the stop line prior to the start of a green period.

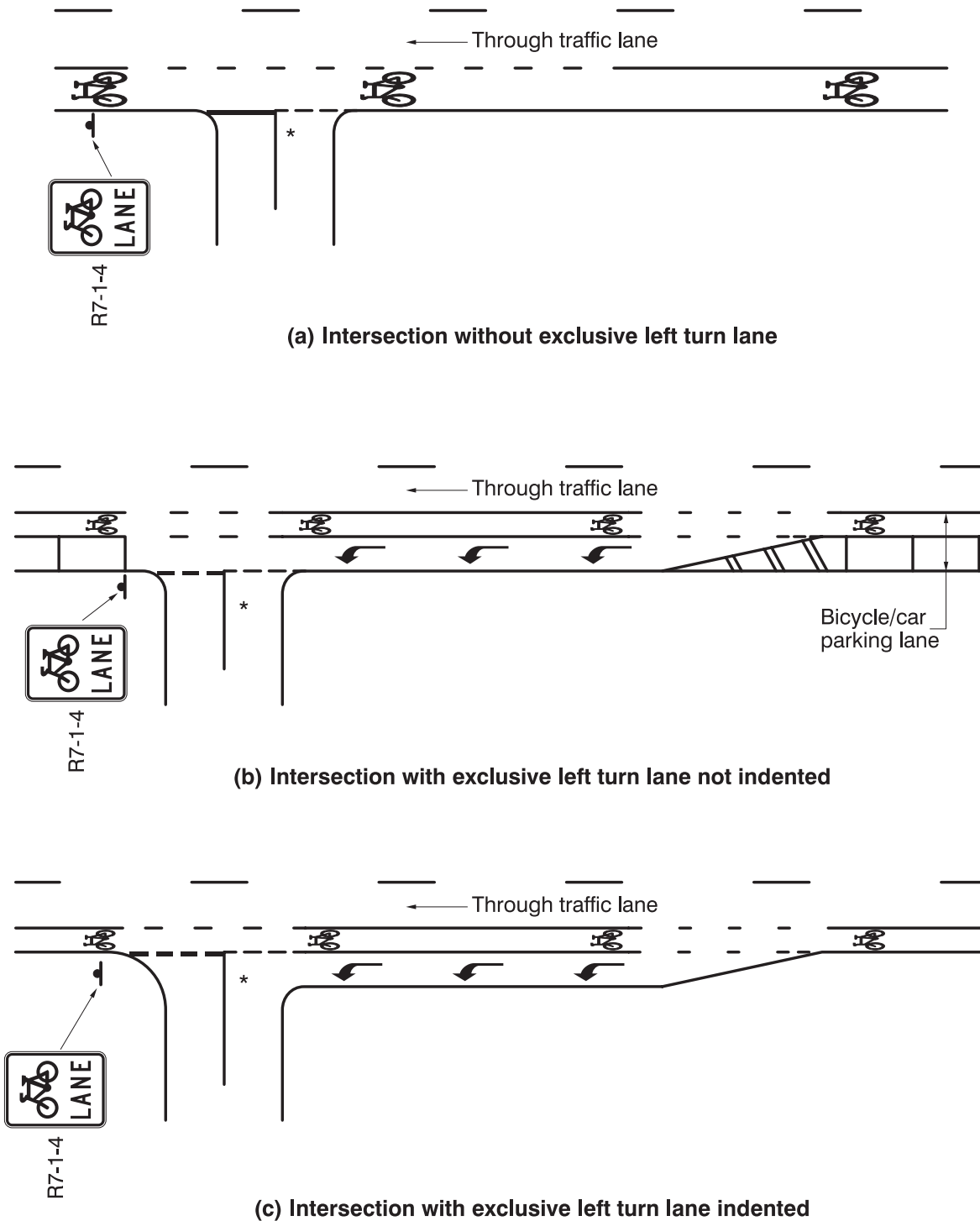
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2.5.4 Treatments at left turn slip lanes

Typical provision for left turning traffic where there are bicycle lanes approaching the intersection is shown in Figure 2.9(b).

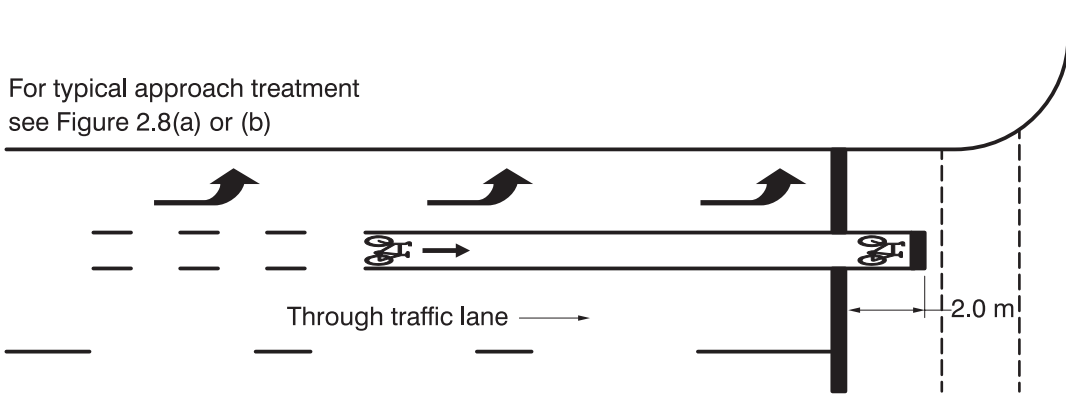
2.5.5 Roundabouts

Bicycle lanes should not be marked in roundabouts. Alternative arrangements such as shared paths or provision of an alternative route may need to be considered.

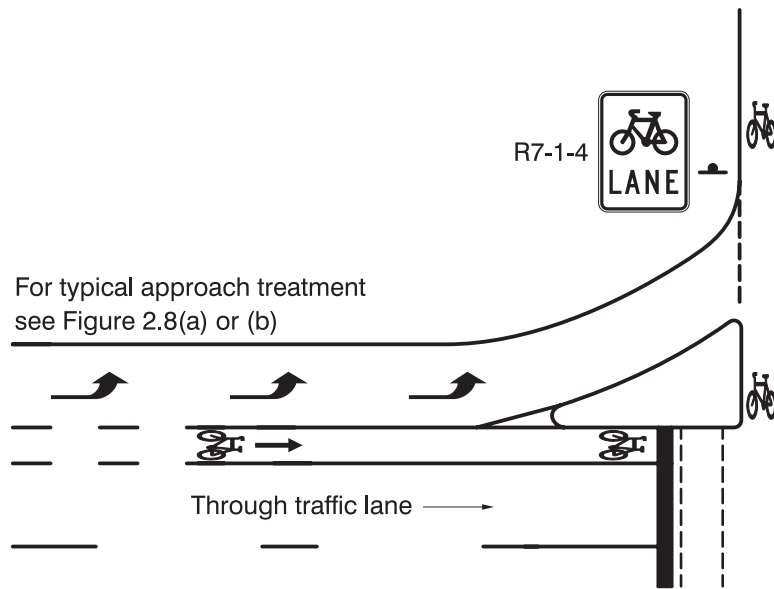


* For intersection control pavement markings refer to Part 2 of this Manual.

Figure 2.8 EXAMPLES OF EXCLUSIVE BICYCLE LANE TREATMENTS AT AN UNSIGNALIZED INTERSECTION



(a) Advanced stop line for bicycles



(b) Treatment at left turn slip lanes

Figure 2.9 BICYCLE PROVISIONS ON THE APPROACH TO TRAFFIC SIGNALS

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SECTION 3. BICYCLE PATH AND FOOTPATH PROVISIONS

3.1 GENERAL

This Section deals with footpaths and off-road paths which cater for bicycles either exclusively or jointly with pedestrians.

Paths used jointly by pedestrians and bicycles may operate either as -

- (a) footpaths where bicycle traffic may be permitted by law;
- (b) shared paths on which pedestrians and any class of bicycle traffic share the same space and there may be separation of the two directions of travel by a longitudinal line or pavement markings, or both; or
- (c) separated paths on which bicycle traffic is separated from pedestrians by a longitudinal line or raised separator, or by use of contrasting pavement.

3.2 SIGNS

Signs used to control traffic on bicycle paths and footpaths are listed in Table 3.1 and are used as follows.

- (a) Give way (R1-2)



R1-2

This sign may need to be used on an exclusive bicycle path or joint-use path on the approach to a road crossing to reinforce the requirement that bicycle traffic must give way to road traffic. A holding line (see Clause 3.3(f)) shall be used in conjunction with this sign. A STOP sign may be needed in extreme circumstances not amenable to other treatments.

A special reduced size sign is specified for path use (see Table 3.1). For added emphasis, the R1-2A size sign may be used.

- (b) No bicycles (R6-10-3)



R6-10-3

This sign shall be used wherever the riding of bicycles on a path or elsewhere is to be prohibited by use of a sign. The sign shall be placed at the beginning of the path and repeated at all access points where cyclists might wish to join the path. The END supplementary plate (R7-4) may be mounted below this sign to indicate the end of the prohibition (see Clause 3.2(c)).

The no-bicycles pavement symbol may be used in lieu of this sign (see Clause 3.3(g)).

- (c) End supplementary plate (R7-4)



R7-4

This sign shall be used mounted below path designation signs R8-1, R8-2 and R8-3, and the No Bicycles sign (R6-10-3) to indicate the end of the facility or restriction; except where a facility continues on but its designation changes, the END supplementary plate shall not be used but the new path designation sign shall be used instead.

Table 3.1 SIGNS TO CONTROL TRAFFIC ON BICYCLE PATHS AND FOOTPATHS

Sign	Sign number	Size (mm)
GIVE WAY	R1-2 (Special)	375 ht
No Bicycles	R6-10-3A	450 x 450
	R6-10-3B	600 x 600
	R6-10-3C	750 x 750
END	R7-4A	300 x 100
	R7-4B	450 x 150
	R7-4C	600 x 200
	R7-4D	900 x 300
Bicycle Path ONLY	R8-1A	300 x 400
	R8-1B	450 x 600
	R8-1C	600 x 800
Shared Path	R8-2A	300 x 400
	R8-2B	450 x 600
	R8-2C	600 x 800
Separated Path	R8-3A (L or R)	300 x 300
	R8-3B (L or R)	450 x 450
	R8-3C (L or R)	600 x 600
Pedestrians (symbolic)	W6-1A	600 x 600
	W6-1B	750 x 750
Bicycles (symbolic)	W6-7A	600 x 600
	W6-7B	750 x 750
ROAD AHEAD	W6-8A	300 x 300
	W6-8B	450 x 450
Bicycles, Pedestrians (symbolic)	W6-9A	600 x 600
	W6-9B	750 x 750
Crossing Arrows	W8-23A	600 x 200
	W8-23B	750 x 250
ROUGH SURFACE	T3-15	600 x 450

(d) *Bicycle path only (R8-1)*

R8-1

This sign shall be used to designate a path for the use of bicycles.

(e) *Shared path (R8-2)*

R8-2

This sign shall be used to designate a path as a shared path for use by bicycles and pedestrians.

(f) Separated path (R8-3)

This sign shall be used to designate a separated path.



R8-3(L)



R8-3(R)

(g) Pedestrian warning (W6-1), Bicycle warning (W6-7), Bicycle/pedestrian warning (W6-9), Crossing arrows (W8-23)



W6-1



W8-23



W6-7



W8-23



W6-9



W8-23

The Bicycle warning sign assembly or Bicycle/Pedestrian warning sign assembly is used where any path is about to cross a path used by bicycles alone or bicycles and pedestrians, and poor sight distance, high bicycle speeds or other factors necessitate a warning for people about to cross the path. The signs are also appropriate for use where a bicycle path crosses a road (see Clause 2.2(e)).

The Pedestrian warning sign assembly may be required to warn cyclists about to cross a path used only by pedestrians.

(h) Road ahead (W6-8)



W6-8

This sign may be used to warn cyclists travelling along an off-road path that the path is about to cross or terminate at a roadway and the existence of the road crossing is not obvious. It shall not be placed in any position where the sign face is visible to motor traffic on a roadway.

(i) Rough surface (T3-15) (temporary sign)



T3-15

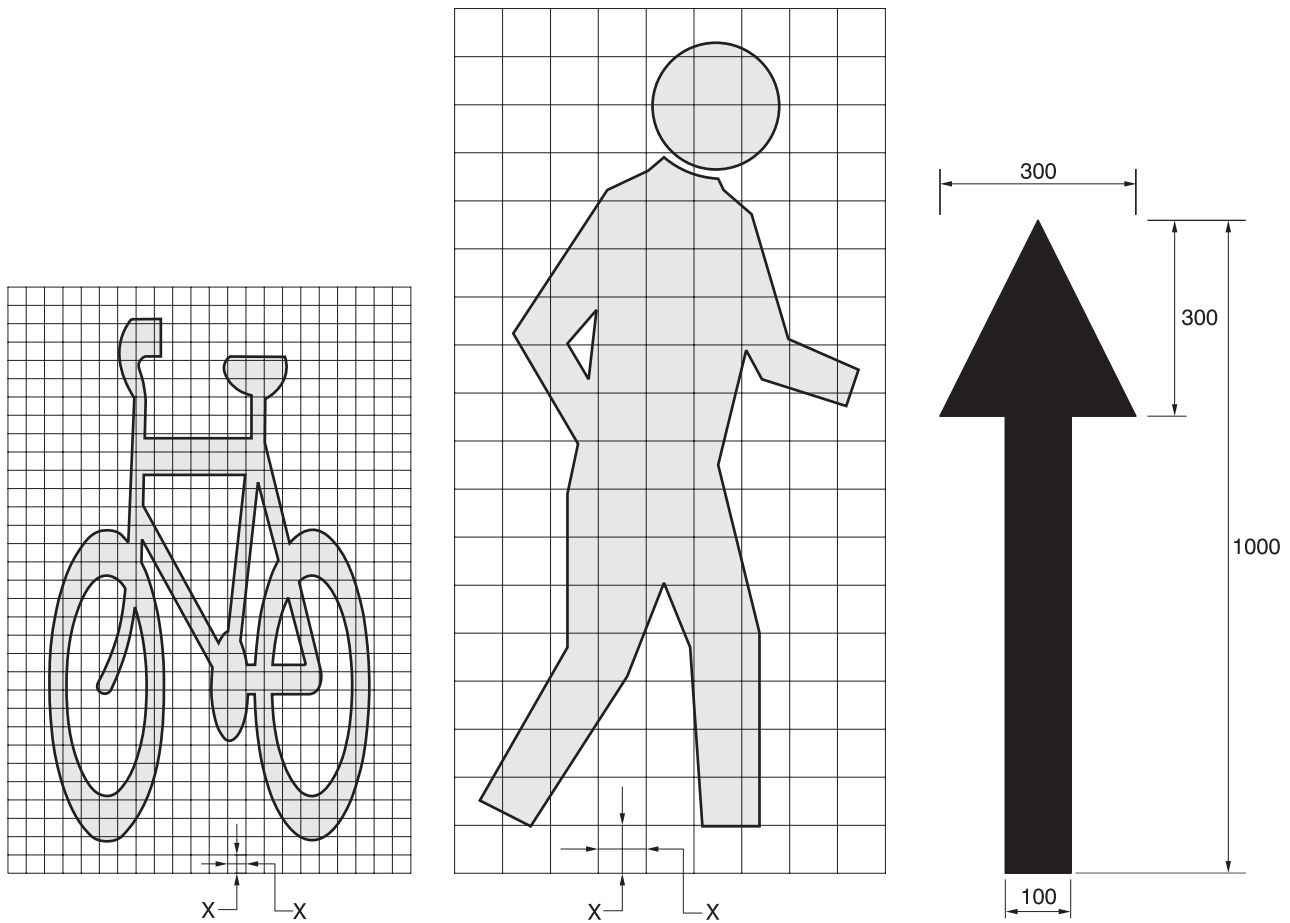
This sign may be used on any path used by bicycles to warn cyclists of temporary rough surface conditions.

- (j) *Other warning signs* Other warning signs in the W Series (see Part 2 of this Manual) or T Series (see Part 3 of this Manual) may be used on an off-road path to indicate particular hazards. A special small size 450 × 450 mm for diamond shaped signs in the W Series will normally be appropriate.

3.3 PAVEMENT MARKINGS

The following requirements and recommendations apply to pavement markings used on paths:

- (a) *Separation lines (directional separation)* Lines used for separating opposing directions of travel on a path shall be as follows:
- (i) A white unbroken line 80 mm wide -
 - (A) on curves where sight distance is poor;
 - (B) in high volume locations or elsewhere where there is potential for conflict; or
 - (C) on the approaches to path/path intersections, where needed.
 - (ii) A white broken line 80 mm wide, 1 m line, 3 m to 7 m gap, in all other cases. This line may be omitted if there will be an orderly flow of user traffic without it.
- (b) *Separation line (user separation)* The line used for separating pedestrians and bicycles on a separated path shall comprise a white unbroken line at least 80 mm wide.
- (c) *Bicycle and pedestrian pavement symbols* These symbols are shown in Figure 3.1 in a size suitable for off-road paths and footpaths. Pavement symbols, white in colour, shall be used on exclusive bicycle and separated paths. The use of bicycle and pedestrian symbols on shared paths is optional. Where used the symbols or symbol groups should be spaced at not more than 200 m.
- NOTE: The Queensland Road Rules require that an exclusive bicycle path and a separated path each be legally designated by means of **either** the relevant signs or the pavement symbols. It is, however, a mandatory requirement of this Part of the Manual that **both** shall be used.
- (d) *Pavement arrow* This is shown in Figure 3.1 and may be used in conjunction with pavement symbols on busy paths where there is a need to encourage users to keep to the left. The arrow is white in colour.
- (e) *Multiple symbol display* Where two or more of the pavement symbols in Items (c) and (d) are to be displayed as a group, they shall be displayed in the order bicycle–pedestrian–arrow in the direction of travel with a separation of 1.0 to 1.2 m between each symbol (see Figure 3.3(a)).
- (f) *Lines at stop and giveaway signs* Where a GIVE WAY (R1-2) sign or a STOP (R1-1) sign is placed to face bicycle traffic on a path it shall be accompanied by a white transverse line 200 mm wide, comprising -
- (i) a broken line with 200 mm lines, 200 mm gaps at a GIVE WAY sign; or
 - (ii) an unbroken line at a STOP sign.
- (g) *No-bicycles symbol* The symbol illustrated in Figure 3.2 and white in colour may be used in lieu of the No Bicycles (R6-10-3) sign as indicated in Clause 3.2(b).



X = 28 mm for a
490 x 800 mm bicycle

X = 72 mm for a
580 x 1200 mm figure

Arrow length
= 1000 mm

NOTE: A larger bicycle will be required for bicycle lanes on roadways, see Figure 2.2.

DIMENSIONS IN MILLIMETRES

Figure 3.1 BICYCLE AND PEDESTRIAN PAVEMENT SYMBOLS AND ARROWS FOR PATHS

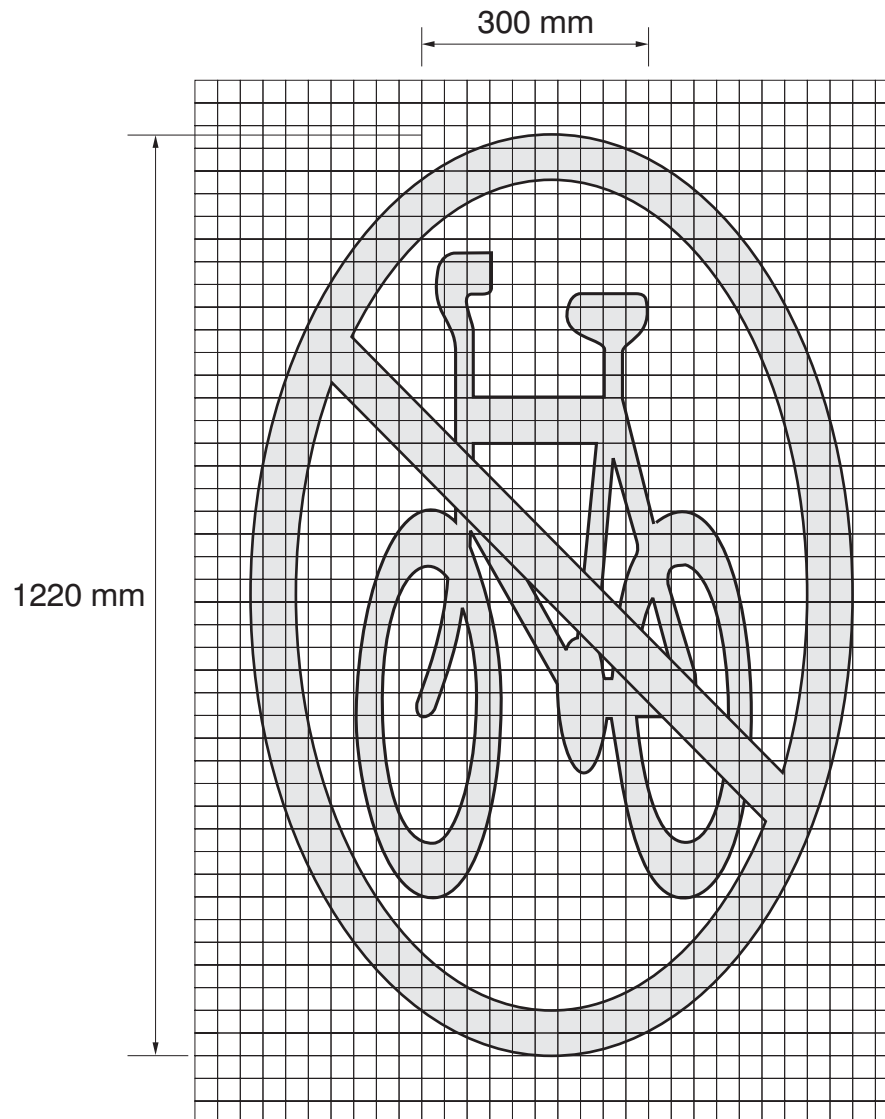


Figure 3.2 NO-BICYCLES PAVEMENT SYMBOL FOR PATHS

3.4 FOOTPATHS AND SHARED PATHS

A path other than a separated path (see Clause 3.5), which is to be used jointly by pedestrians and bicycle traffic takes one of the following forms:

- (a) *Footpath* This is an area or path which both pedestrians and cyclists may use subject to limitations on cyclists which may be imposed by regulation (e.g. its use may be limited to child cyclists). No signs or pavement markings are required to control its use unless in a particular case it is necessary to ban bicycle riding on the footpath, in which case the No Bicycles (R6-10-3) sign or the no-bicycles pavement marking (see Clause 3.3(g)) shall be used.
- (b) *Shared path* This is a path which may be used by pedestrians and all classes of cyclists. Shared Path (R8-2) signs are required to legally designate a path as a shared path and shall be provided as follows:
 - (i) At the beginning of the path.
 - (ii) Immediately after each road crossing.
 - (iii) Elsewhere such that the spacing does not exceed 500 m.
 - (iv) At the end of the path with the END (R7-4) supplementary plate below it, as appropriate (see Clause 3.2(c)).

Bicycle/pedestrian pavement symbol groups may be placed at spacings of up to 200 m. The directions of travel may be separated by a separation line (see Clause 3.3(a)) or indicated by pavement arrows added to the symbol groups, or both. Typical layouts of shared paths are shown in Figure 3.3.

Warning signs as specified in Clause 3.2(g) may be required where a footpath or a shared path crosses another path. The use of contrasting pavement colour or texture may assist in warning crossing traffic of the presence of the path.

3.5 SEPARATED PATHS

A path on which pedestrians and bicycles are to be separated from one another shall be designated by means of Separated Path (R8-3) signs and bicycle and pedestrian pavement symbols. The signs shall be provided as follows:

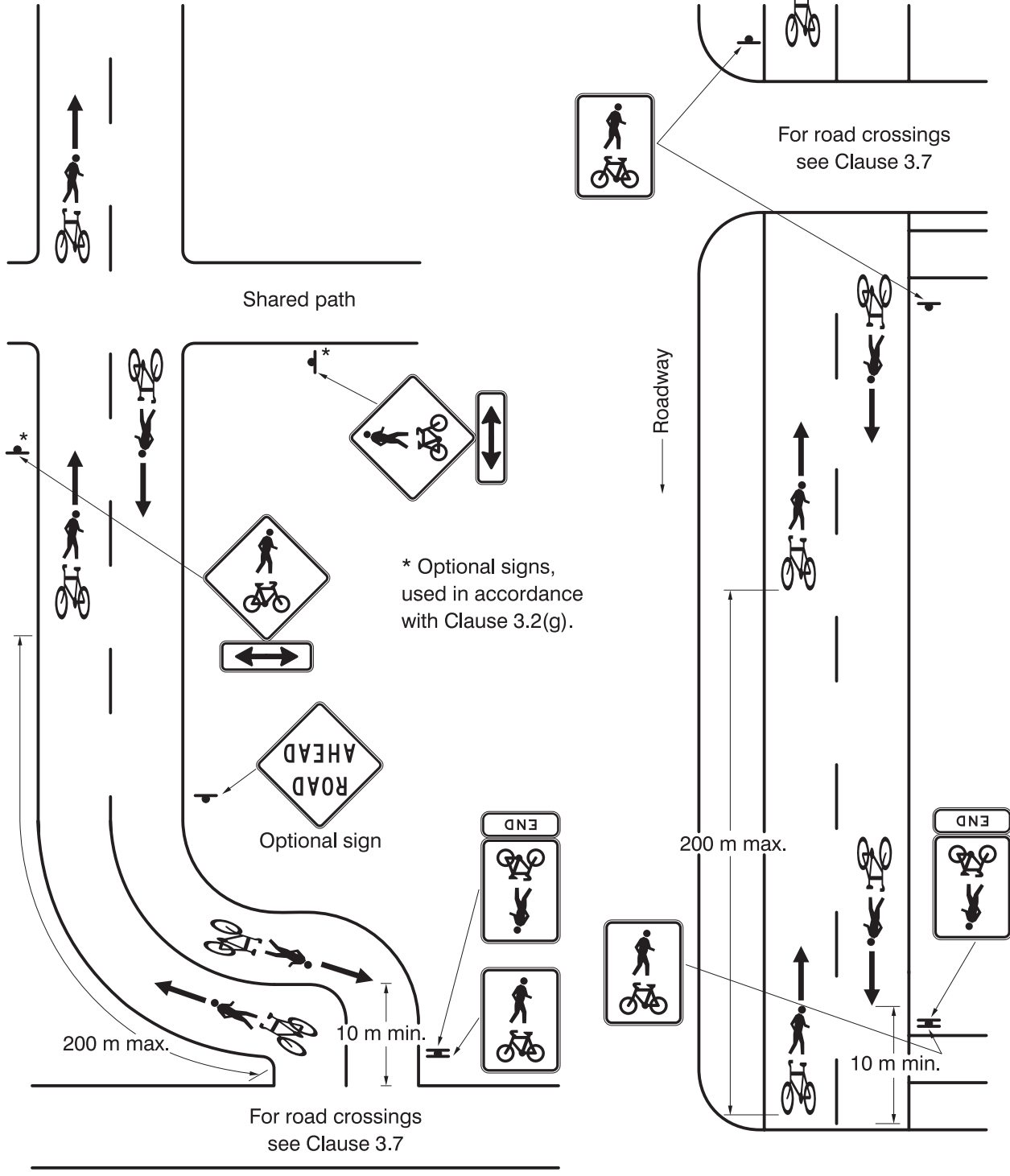
- (a) At the beginning of the path.
- (b) Immediately after each road crossing.
- (c) Elsewhere such that the spacing does not exceed 500 m.
- (d) At the end of the path with the END (R7-4) supplementary plate mounted below it, as appropriate (see Clause 3.2(c)).

The separate lanes shall be delineated by means of a separation line as specified in Clause 3.3(b), a raised separator or contrasting pavement surfacing. Bicycle and pedestrian pavement symbols shall be placed in the relevant lanes at up to 200 m spacing and may be accompanied by pavement arrows on busy paths to encourage users to keep to the left.

Where space is available, consideration should be given to dividing the bicycle lane into separate directions of travel by means of a separation line as specified in Clause 3.3(a).

Typical separated path treatments are illustrated in Figure 3.4.

Warning signs as specified in Clause 3.2(g) may be required where a separated path crosses another path.



(a) Shared path not adjacent to road

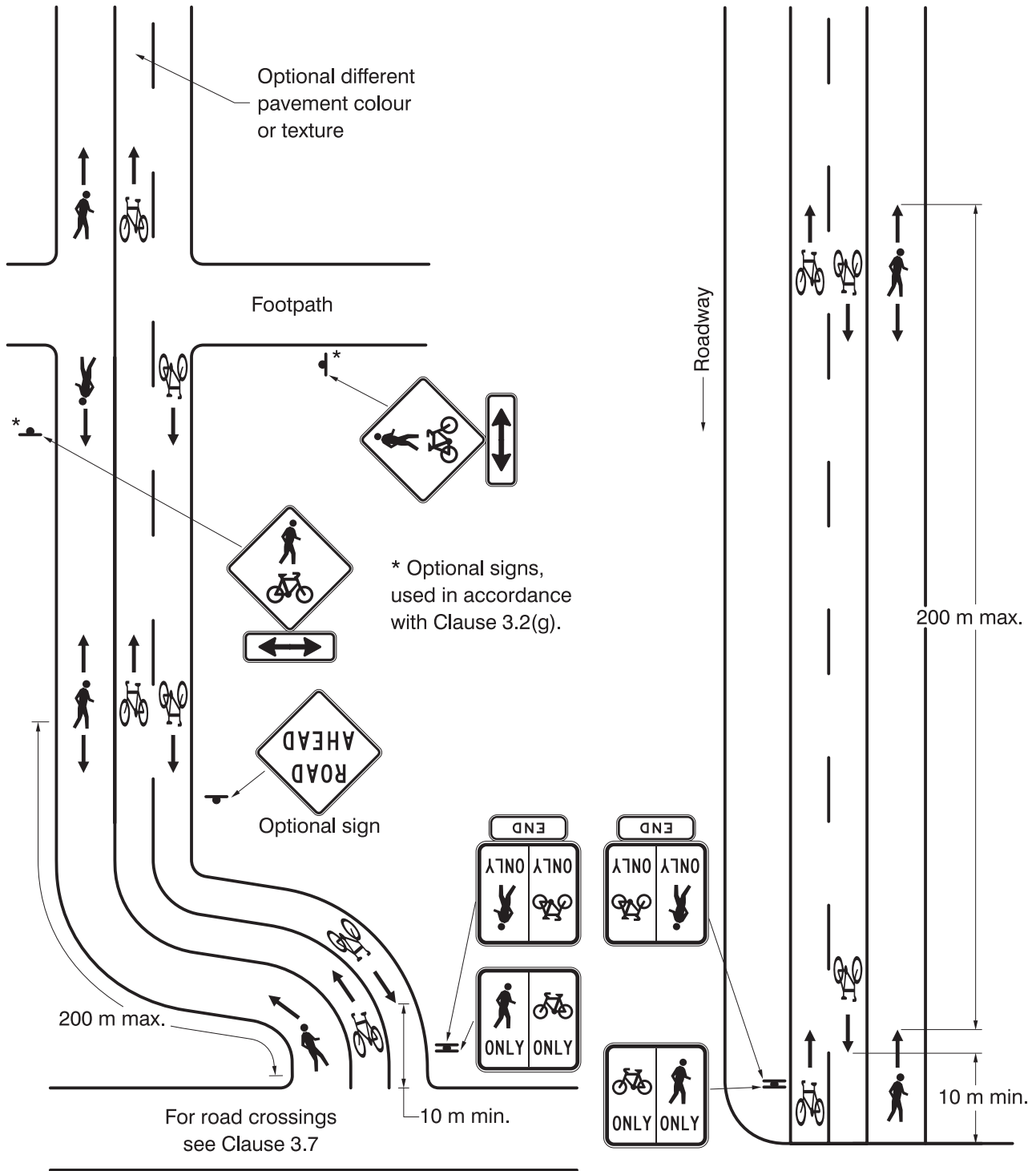
(b) Shared path adjacent to road

NOTES:

- 1 Bicycle and pedestrian pavement symbols are optional.
- 2 Pavement arrows are only needed on busy paths where it is necessary to encourage users to keep to the left.
- 3 Where a broken separation line is shown, the separation line may be omitted altogether if there will be an orderly flow of user traffic without it.

Figure 3.3 TREATMENT OF SHARED BICYCLE/PEDESTRIAN PATHS - SEPARATION BY DIRECTION OF TRAVEL ONLY

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(a) Path not adjacent to road

(b) Path adjacent to road

NOTES:

- 1 These treatments show the bicycle path also with separated directions of travel. This is optional but is to be preferred wherever there is sufficient width.
- 2 Pavement arrows are only needed on busy paths where it is necessary to encourage users to keep to the left.

Figure 3.4 TREATMENT OF SEPARATED BICYCLE/PEDESTRIAN PATHS