

SEGREGATED BICYCLE / PEDESTRIAN PATHS ⊞ SEGREGATED BICYCLE / PEDESTRIAN PATHS

PEDESTRIAN PATH

4.25 Parking/ Bikelane

3.50

3.50

4.25
Parking

4.25

PEDESTRIAN PATH

24.0

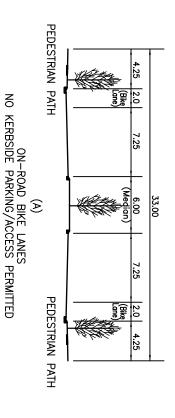
ON-ROAD BIKE LANES KERBSIDE PARKING PERMITTED/ACCESS PERMITTED

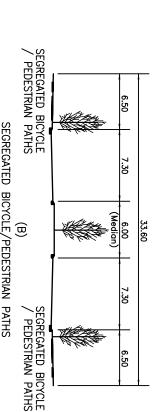
SEGREGATED BICYCLE/PEDESTRIAN PATHS

NO KERBSIDE PARKING/ACCESS CONTROLLED

(ONLY WHERE LENGTH OF DEDICATED CYCLIST FACILITY IS > 1KM, OTHERWISE ON CARRIAGEWAY)

### <u>)ISTRICT</u> <u>ACCESS</u> ROUTES





SEGREGATED BICYCLE/PEDESTRIAN PATHS NO KERBSIDE PARKING/ACCESS CONTROLLED (ONLY WHERE LENGTH OF DEDICATED CYCLIST FACILITY IS  $\geqslant$  1KM, OTHERWISE ON CARRIAGEWAY)

PEDESTRIAN PATH

KERBSIDE

(C)
ON-ROAD BIKE LANES
PARKING PERMITTED/ACCESS PERMITTED

PEDESTRIAN PATH

Parking/ Bikelane

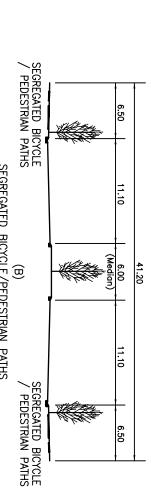
(Median)

Parking/ Bikelane

7.25

38.00

# SUBURBAN ROUTES



SEGREGATED BICYCLE/PEDESTRIAN PATHS

NO KERBSIDE PARKING/ACCESS CONTROLLED

(ONLY WHERE LENGTH OF DEDICATED CYCLIST FACILITY IS ≥ 1KM, OTHERWISE ON CARRIAGEWAY)

### PEDESTRIAN PATH 4.25 Bikelane 4.50 (C) ON-ROAD BIKE LANES KERBSIDE PARKING PERMITTED/ACCESS PERMITTED 10.75 Median) 10.75 Parking Bikelane PEDESTRIAN PATH 4.50 4.25

## <u>ARTERIAL</u> ROUTES

PEDESTRIAN PATH

(A)
ON-ROAD BIKE LANES
NO KERBSIDE PARKING/ACCESS PERMITTED

PEDESTRIAN PATH

4.25

10.75

6.00 (Median)

10.75

4.25

(Bike

- REFER TO UMS 141 FOR ROAD HEIRARCHY PLAN AND MINOR ROAD CROSS SECTIONS.
   MEASUREMENTS FOR THE VERGE/FOOTPATH AND THE PAVEMENT ARE FROM THE INVERT OF THE KERB AND CHANNEL.
- 3. H.O.V LANES CAN BE ACCOMMODATED IN X-SECTION IF REQUIRED
- BUS STOPS TO BE PROVIDED AS REQUIRED (INDENTED BUS BAYS WITH WIDENING INTO PROPERTY). (BUSWAYS WITHIN CORRIDOR WILL REQUIRE SPECIAL TREATMENT).
- MEDIAN MAY BE NARROWED TO  $2\mathsf{m}$  MINIMUM AWAY FROM INTERSECTIONS TO ENSURE SAFE STAGING FOR PEDESTRIANS AND CYCLISTS.

11. DIMENSIONS IN METRES (UNO).

10. FOR SEGREGATED BICYCLE/PEDESTRIAN PATH LOCATIONS, REFER TO COUNCIL'S DEVELOPMENT AND REGULATORY SERVICES FOR AGREEMENT.

8. PROVISION FOR NOISE ATTENUATION IS TO BE OUTSIDE OF THESE X-SECTIONS.
9. USE OF HALF X-SECTIONS MAY BE APPROPRIATE, EG WHERE PARKING PROVISION IS REQUIRED ON ONE SIDE ONLY.

7. DIMENSIONS OF VERGE/FOOTPATH & BIKE LANES X-SECTIONS MAY VARY ACCORDING TRAFFIC COMPOSITION, SPEED, TOPOGRAPHY ETC.

7

- AT INTERSECTIONS, X-SECTIONS WILL OFTEN FLARE OUT TO ACCOMMODATE PASSING LANES, TURN LANES, BUS PRIORITY "QUEUE-JUMP" LANES & TO MAINTAIN CAPACITY.

APPR'D DATE	June '01	BH 03/03					
PRINCIPAL ASSET OFFICER ROADS & DRAINAGE	B. HANSEN SIGNA I URE ON ORIGINAL DATED 27/6/01	DESIGN APPROVED	MANAGER ASSET SUPPORT - R.P.E.Q: 3 8 5 2		DATED 29/6/01	B. BALL SIGNATURE ON ORIGINAL	
ASSOCIATED PLANS	DRAWING FILENAME	רחבראבט	CHECKED		DRAWN	DESIGN	
SUPERSEDES -	M. STEER  NJMS 142		M CTEED	0.00	CITY DESIGN	DESIGN STD DWG GROUP DATE April '01	
		DAIL	JT V U		DATF	DATE	
		DATE Hay VI	M '01		DATE Ancil '01	April '01	

ISSUE

MENDMENT

April '01 | May '01 DL 02/03|FY 03/03

ORIGINAL ISSUE

SUB-HEADINGS REMOVED & NOTE 3 REMOVED



# **BRISBANE CITY COUNCIL - URBAN MANAGEMENT DIVISION**

VG No.	SCALE
UMS	NOT TO SCALE
142	SCALE
	1

ROAD (MAJOR TYPES ALON WIDTHS