

# Creating infrastructure to encourage people to actively travel – Queensland’s updated guidance

Are our plans and designs for infrastructure encouraging people to walk, ride, wheel and be active?

## Bicycle rider and pedestrian underpasses

- Existing guidance provides limited specific details on improving safety and useability
- Without guidance, underpasses may not be considered in locations where they are beneficial

**Vertical clearance**



2.8m high

**Design attributes**



3.0m wide

**Underpass length**



75.0m long

**Sightlines & visibility**



Straight approach

**Gradients**



Crested centre and longitudinal slope

**Path surface**



Pavement markings / traction delineate space

**Drainage**



Drainage channels

**Lighting**



Natural and artificial lighting

**Landscaping**



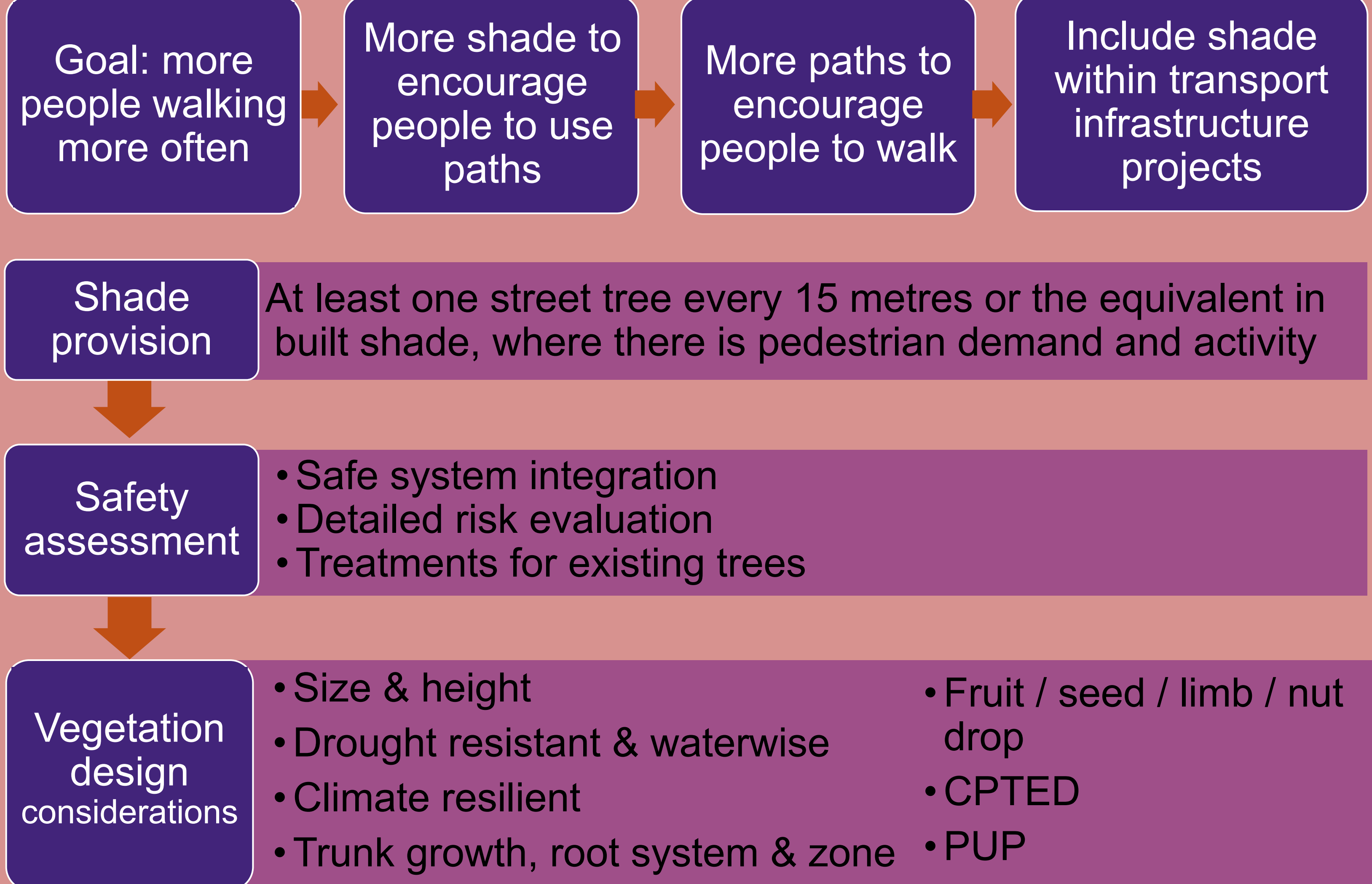
Smaller vegetation / offset walls

**Wayfinding & signage**

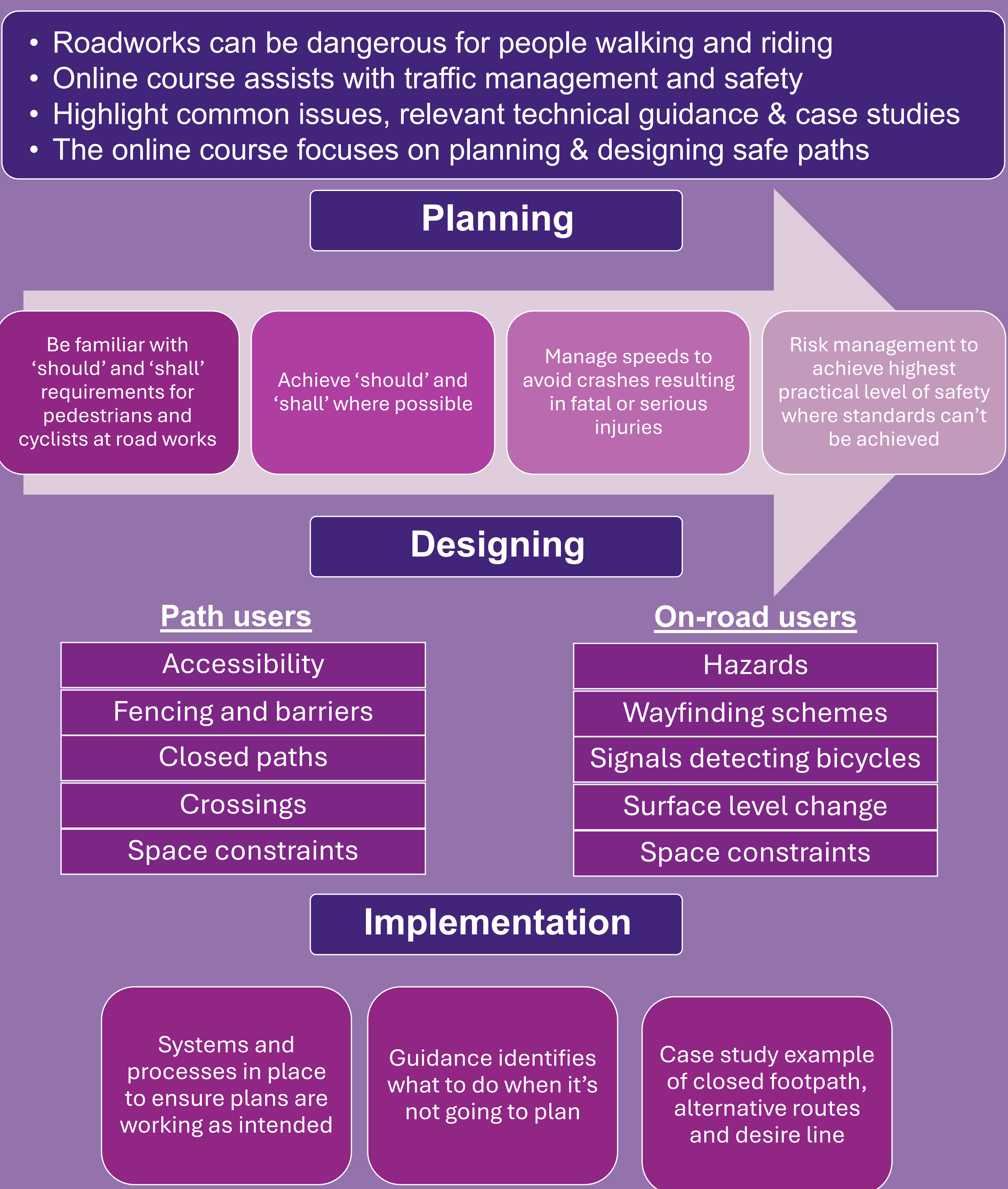


Signage & markings

## Provision of shade along paths



## Cyclist and pedestrian safety at roadworks



## Options for reducing pedestrian delays

- TN191 outlines Qld context for reducing delays and providing pedestrian priority
- Introduces two additional treatments that could be considered

### Optimal maximum cycle times

- Minimising / reducing the total cycle time for the priority mode
- Support movement and place function
- Focus on pedestrian level of service

### Pedestrian green wave

- Coordinating / linking adjacent traffic signals along a corridor
- Pedestrians are met with consecutive green signals without the need to stop

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