

Active Travel Streets - design requirements and implementation in Estate Development and Retrofit. Example shown between points A and B on the diagram below

This Active Travel Street example uses path improvements for pedestrians and a Bicycle Boulevard treatment for on-road cycling in a low-speed, low-traffic volume street environment.

4 Arterial road crossings

Crossings of arterial roads are provided in accordance with MIS05. In this example a signalised crossing has been provided on one side of the major collector road which takes the Main Community Route to a town or group centre. An Active Travel Street on Main or Local Community Routes connects with similar or improved continuing facilities, preferably a trunk path or separated paths.

1 Speed reduction measures

Measures such as speed cushions and street narrowings at entry points to the bicycle boulevard, reinforces the low-speed, low traffic volume design intent of the street environment.

6 Accessibility for pedestrians

At all cross street intersections kerb ramps are installed to assist crossing accessibility for pedestrians. Zebra crossings are not used unless warranted.

2 Volume reduction measures

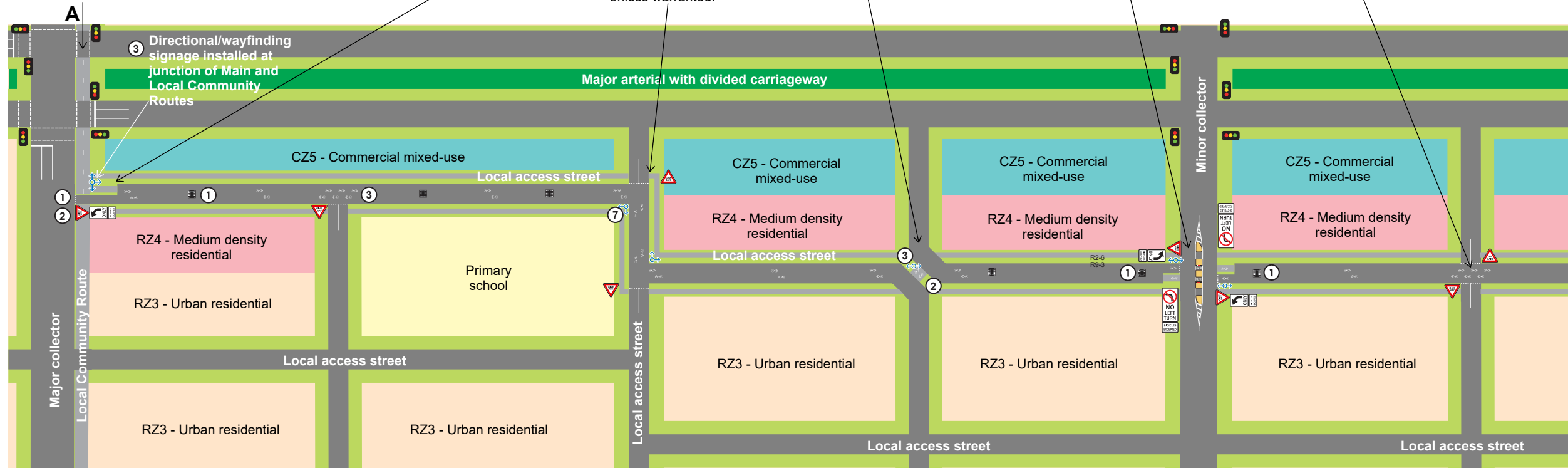
When providing additional through-priority for a bicycle boulevard, it is important to install vehicle volume reduction treatments to ensure the route does not become a traffic 'rat run'. This example breaks the street continuity for local vehicle traffic but provides through travel for cyclists.

5 Minor collector street crossing

This example shows a refuge crossing provided for pedestrians and cyclists across a minor collector street. Vehicle through-movements are restricted as a volume reduction measure along the route.

3 Route signing and marking

Bicycle boulevard pavement markings (see Standard Drawing ACTSD-0511) are used to indicate the use of the roadway by Community Route cyclists (8 to 80). These markings are applied at all intersecting streets to indicate the lower-speed, shared street environment.



PRIMARY DESIGN MEASURES

- Speed reduction measures** to reduce 85th percentile speed to 30km/h or below. Speed reduction measures can consist of street narrowings, speed cushions and other LATM treatments.
- Volume reduction measures** to reduce motor vehicle volumes to 1,500 - 3,000vpd or below depending on the street characteristics.
- Wayfinding linemarking** to identify the bicycle boulevard and to assist cyclist navigation along the route.
- Major road crossings** are installed to maximise pedestrian and cyclist safety, comfort, amenity and priority at arterial and major collector road crossings.
- Minor road crossings** are installed to maximise pedestrian and cyclist safety, comfort, amenity and priority at minor collector and access streets.
- Equal accessibility for pedestrians and cyclists** to meet their operational needs and route safety.

The Active Travel Street continues on the diagram below as indicated by this arrow

ADDITIONAL DESIGN MEASURES

- Wayfinding and directional signage** is used at route junctions for Main and Local Community Routes which use Active Travel Streets.
- High standard pavement** is provided for Active Travel Streets including footpath upgrades, kerb ramps, and street pavement remedial works.
- Green infrastructure** such as rain gardens, bio-swales and stormwater management are provided where opportunities present.
- Public awareness measures** such as local and ACT-wide promotional campaigns may be undertaken to improve user acceptance and knowledge of newly installed facilities.
- Additional risk minimisation measures.** Where incidents of excessive speed persist, consider the further application of measures recommended in MIS05 (Table 5-12). See also ACTSD-0523 for examples.

5 Minor collector street crossing

This example shows a priority crossing of the Active Travel Street with a minor collector. The intersection is on a raised pavement platform to improve safety and amenity for both pedestrians and cyclists using the Active Travel Route.

2 Minor road crossing and volume reduction measures

Crossings of local access streets are provided in accordance with MIS05. In this example a Path Priority crossing has been provided across a local access street where path traffic volumes exceed street volumes. Traffic volumes along the Active Travel Street have been reduced by the street closure.

5 Minor road crossing

Crossings of minor collector roads are provided in accordance with MIS05. In this example a Path Priority crossing is provided across the minor collector road as path volumes exceed street volumes.

3 Route wayfinding pavement marking

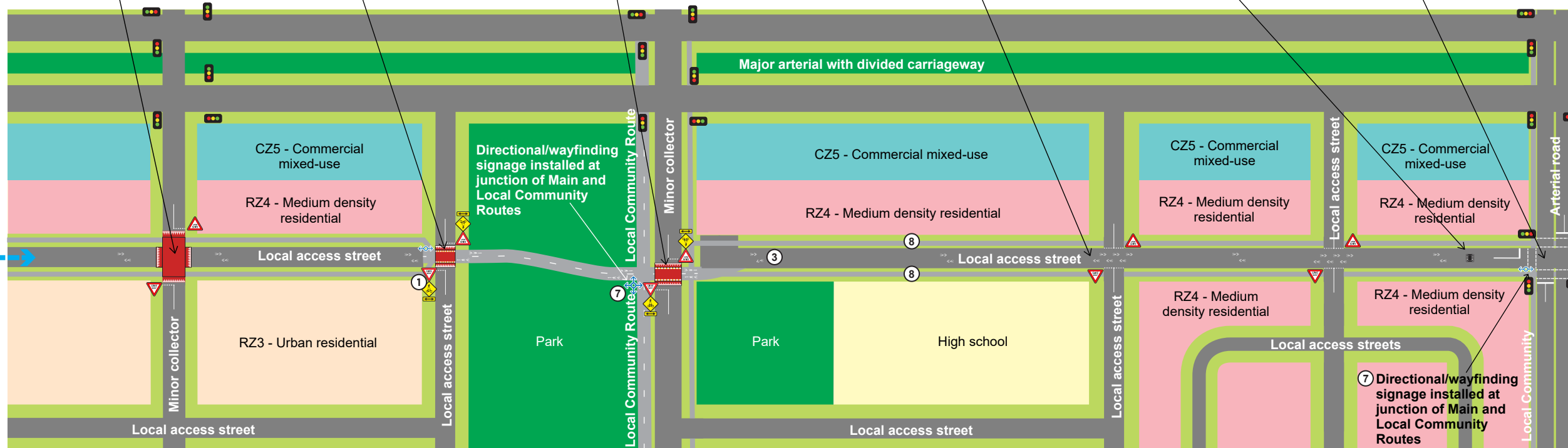
Bicycle Boulevard pavement markings for cyclists (see Standard Drawing ACTSD-3523 and ACTSD-0511) are used to indicate the on-road route in mixed traffic conditions. These markings are applied at all intersecting streets to the layout as shown on ACTSD-0511 to indicate the low-speed shared road environment.

1 Speed reduction measures

Measures such as speed cushions and traffic entry thresholds are designed to support the low-speed, low traffic volume environment.

4 Arterial road crossings

Crossings of arterial roads are provided in accordance with MIS05. In this example a signalised crossing has been provided across an inner urban arterial providing access to the town centre. Typically an Active Travel Street would connect to similar or improved pedestrian/cycling facilities such as a trunk path or separated facilities for cyclists and pedestrians.



STANDARD DRAWING

ACTIVE TRAVEL STREETS & BICYCLE BOULEVARDS DESIGN GUIDANCE

Authorised: *[Signature]*

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1	MIS05 Table references updated	09/11/20
0	First issue	28/09/18
	Amendment	Date

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