



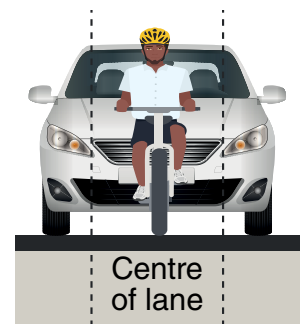
## SAFE ACTIVE STREETS

### How to navigate

Safe active streets are designed to create safe and comfortable riding environments for people of all ages and levels of experience. They are located on quiet local streets with existing low traffic volumes; they have a distinctive blue and white entry patch and 30 km/h speed limit signs. Various treatments are placed along the safe active street to slow traffic and improve comfort and safety for people riding and walking. Bike symbols and red asphalt are typically used to highlight the route and where people should ride.

### Single lane slow points

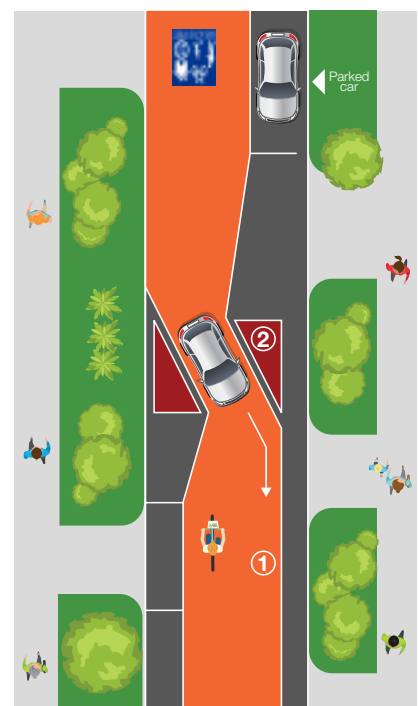
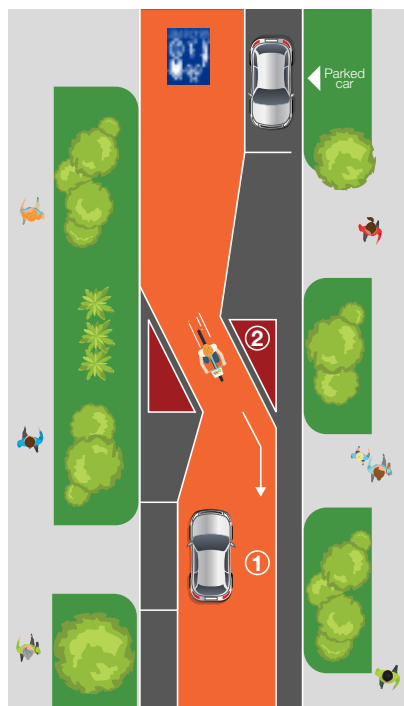
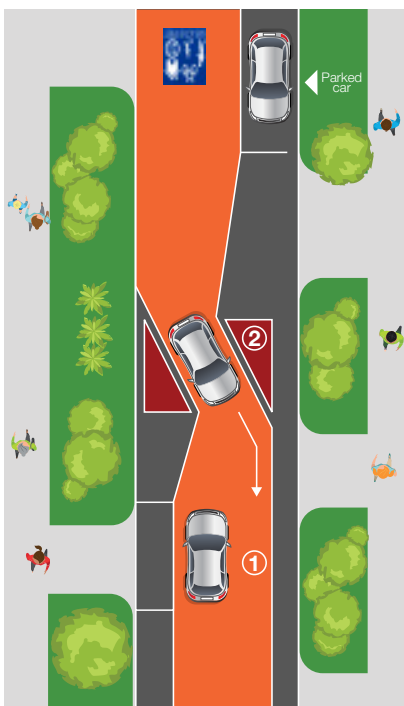
Single lane slow points are a distinctive feature on safe active streets. They are one-way and afford the first person arriving the right of way. The person riding should take the centre of the lane through the single lane slow point. On approach, the person driving or riding must give way to anyone already at, or passing through, the slow point by stopping with enough distance from the slow point for other person to proceed safely.

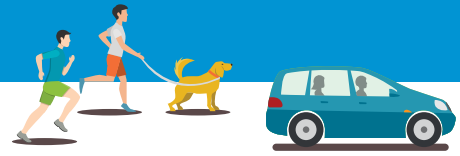


**Rider position**

The following diagrams show a number of situations where people driving and riding on the safe active streets will need to share the road safely.

- Position one remains stationary and gives way to position two.
- Position two allowed right of way as first to approach the slow point.





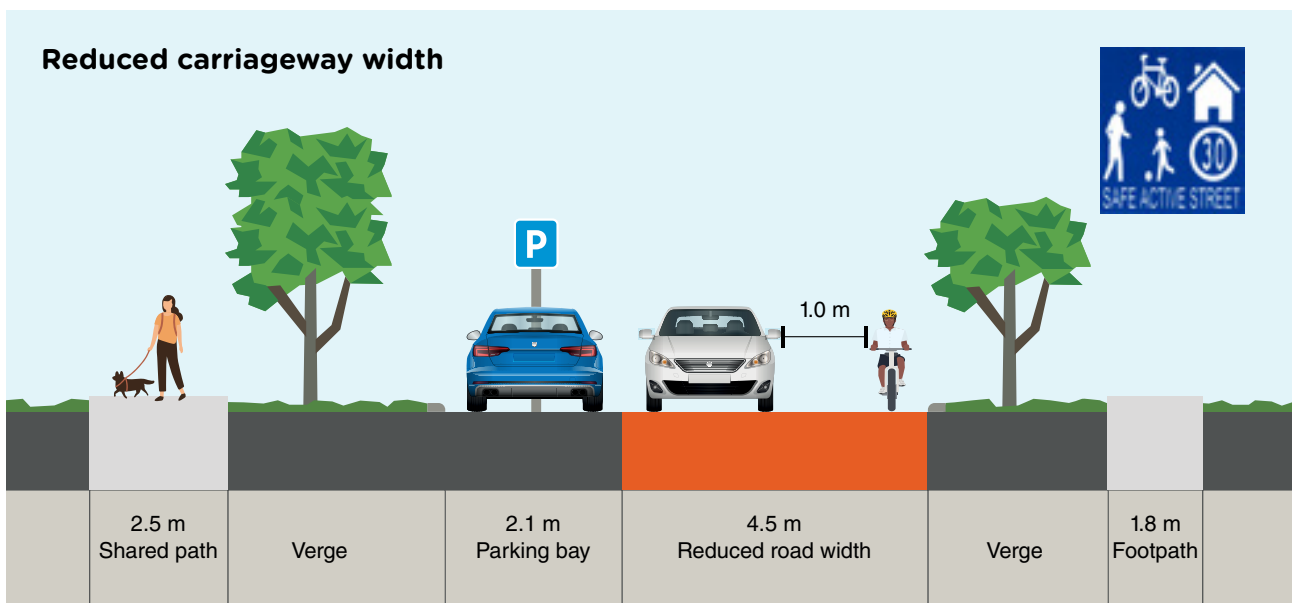
Safe active streets are designed to allow sufficient space for two vehicles to pass at the posted 30 km/h speed limit.

## Road widths

Road widths are narrowed along a safe active street by either introducing on-street formalised parking or creating a series of buildouts (verge extensions). This allows for additional tree planting and landscaping, making the environment more attractive and creating shade for people riding and walking.

## Parking bays

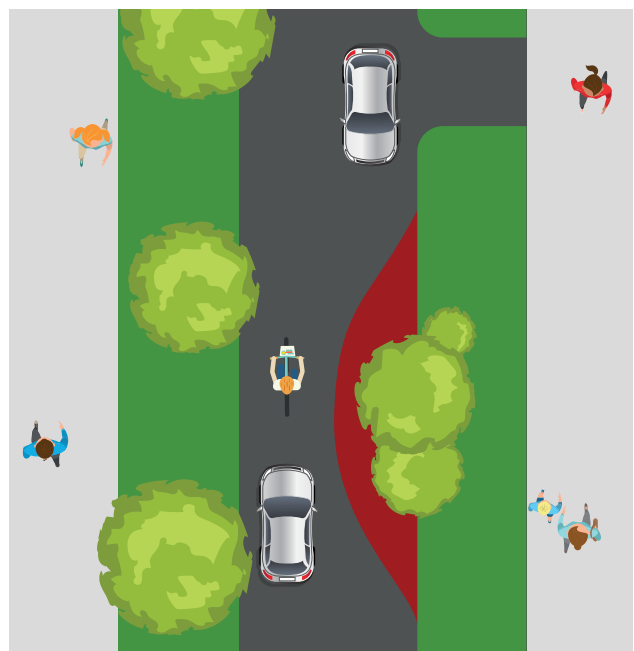
Formalised parking bays are introduced where there is a parking demand. The bays will alternate from one side of the street to the other between driveways. Tree planting nibs are used to enclose the parking for the traffic flow in a defined area; the nibs are placed at the start and end points, with additional nibs optional.



## Buildouts

Buildouts are used as an alternative stand alone feature when there is no demand for on-street parking.

People driving through buildouts will need keep to the left hand side. If the buildout is on the side of the street that you are traveling on, then you should give way to oncoming traffic.

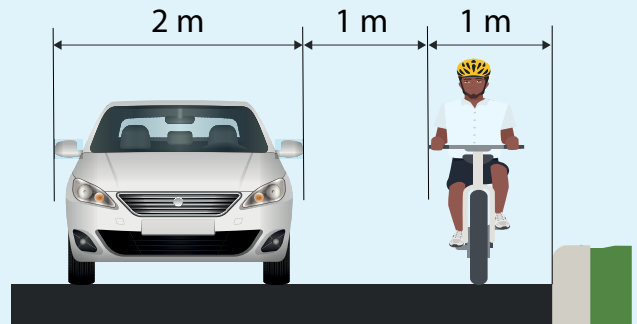


**Riders and vehicle drivers should exercise caution at all intersections and along the route.**



### Passing a person riding

People driving may overtake a person riding along the safe active street if there is enough space to do so safely, they have a clear view of the road ahead, and they do not exceed the 30 km/h speed limit.



### Raised intersections

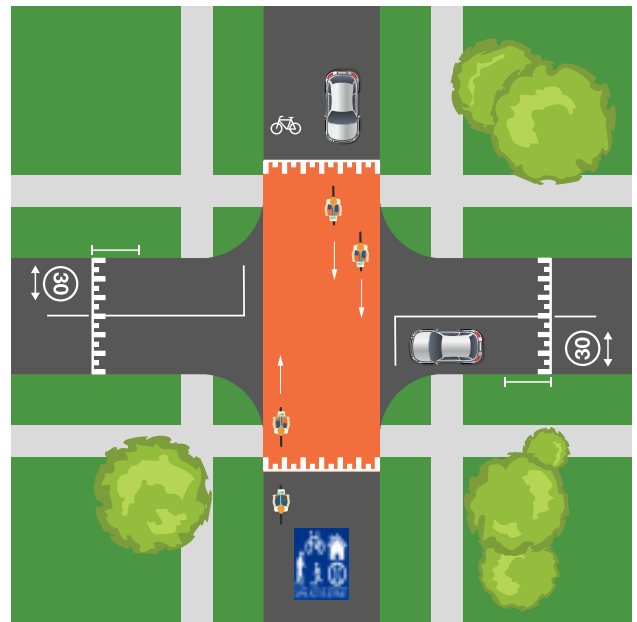
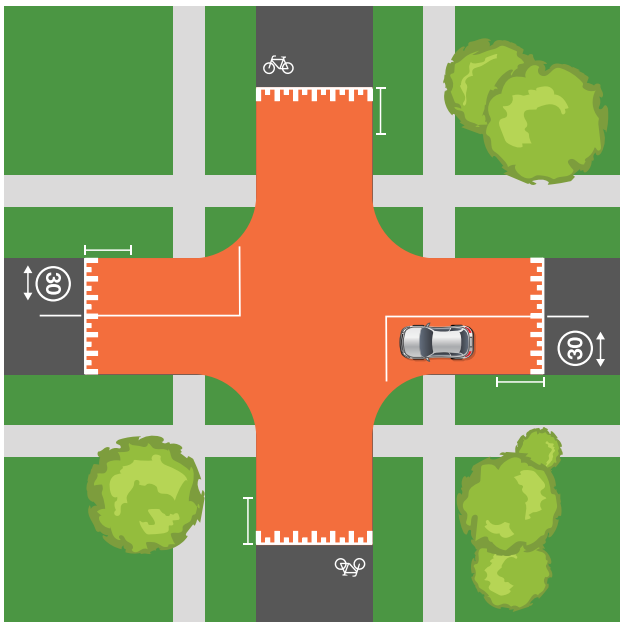
Raised intersection treatments can be applied along the route at intersecting roads to slow vehicle approach.

At busier intersections of high order roads where priority cannot be maintained, additional crossing treatments are implemented to remove barriers to people riding and walking.

### Street priority

Typically, safe active streets are given priority. This means that there may be changes to stop/give-way signs along the route.

Caution should be exercised at all intersections and along the route.



**Everyone using safe active streets are encouraged to be courteous to other users.**