

Active Modes Infrastructure Group (AMIG) Update

Another quarter, another Active Modes Infrastructure Group (AMIG) meeting, with the latest catch-up held in Wellington on May 10th. Convened by the RCA Forum and the Transport Agency, AMIG's role is to consider developments in best-practice design and guidelines for walking and cycling, including signs, markings, and rules. A smaller number of RCA and Agency reps were present this time around, but as usual we had a myriad of topics to easily fill a day of discussion. Here's some of the key outcomes from the latest meeting:

- NZTA are working on a plan to develop some industry training on walking and cycling topics (including multi-modal street design); this follows an industry survey undertaken late last year and some subsequent development of ideas. Look out in the near future for new training courses, webinars, etc...

- Christchurch City are proposing a variation on the standard 30 km/h speed limit sign to denote the entrances to neighbourhood greenways (aka "bicycle boulevards"). The proposed sign (*right*), emphasising the shared nature of the street, was strongly supported by AMIG and will go forward for official approval.



- Some work has been undertaken recently to clarify markings designating paths for pedestrians and/or cyclists, as a replacement for (often numerous) signs. This is particularly critical at the transition points between shared and separate facilities, including ensuring that vision impaired pedestrians are aware of these changes. The updated guidance will be incorporated into the NZTA *Cycle Network Guidance*.



- Audio-tactile profiled (ATP) line-markings (aka "rumble strips") are being rolled out on a lot of rural highways to reduce run-off-road crashes, but there is some concern about their effect on people cycling there. Recent investigation work has refined existing guidelines for their installation (or not) to ensure that they don't become a hazard when cycling (especially for those "in-between"

shoulder widths); this updated advice will be part of the forthcoming *TCD Manual Part 5*.

- As mentioned in the Dec '17 AMIG article, waste management collection along cycleway routes has been vexing people's minds lately, and the industry body WasteMINZ has recently put out some draft good practice guidelines for consultation. AMIG discussed some feedback to provide to WasteMINZ. Coordinating how operators act with what designers produce will be critical.

- Further work continues to develop guidance on cycleway separators next to roads and also separators between footpaths and cycleways (both discussed here previously). There are some intriguing concepts being picked up from overseas (*e.g. see figure right*) and Auckland is leading the charge on a number of operational trials. There was also an interesting discussion raised about whether shared paths are subject to speed limits – or whether they should be.



For more details about all of AMIG's discussions and resolutions, check out the group's webpage, where links to recent meeting minutes and key policy decisions made are recorded in due course:

<http://rcaforum.org.nz/working-groups/active-modes-infrastructure>

The next AMIG meeting will be on August 17th, again planned for Wellington (we keep looking for opportunities to visit regional centres to see what they're doing, but it is dependent on local staff putting their hand up for a visit and tour). Contact co-convenors Wayne Newman (RCA Forum; wayne@cresmere.co.nz) or Gerry Dance (NZTA; Gerry.Dance@nzta.govt.nz) about attending future meetings or at least being on the email group. As your rep on AMIG, Transportation Group members are also welcome to contact me about any ideas or issues regarding walking or cycling treatments and I will raise them on your behalf at AMIG.

Glen Koorey (Trptn Group AMIG rep), ViaStrada Ltd
(glen@viastrada.nz, ph.027-739-6905)