

Active Modes Infrastructure Group (AMIG) Update

Away from the usual scenery in Wellington, the latest AMIG quarterly meeting ventured south at the end of November for two days to explore what Dunedin had to offer. As you can see from some of the photos, Dunedin has been busy working on great walking/cycling infrastructure – with more to come. As well as the site visits, the AMIG team also discussed a number of interesting topics:

- Zebra crossings, courtesy crossings, and other **pedestrian crossing treatments** were the focus of a recent Masters study by Kylie Huard, who presented some of her findings to AMIG. Clearly there is a **lot** of variation in policy and practice around the country. The timing was quite pertinent, as AMIG was also looking at how to consistently mark raised humps and platforms (e.g. use of “shark’s teeth”), and the update of the *Pedestrian Network Guidance* is also considering its coverage of these topics.



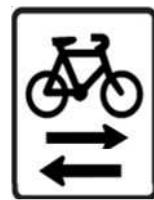
- Pedestrian crossing facilities also feature in the ongoing discussion around the use of **coloured surfacing treatments** on cycle facilities and other traffic situations. A draft report has identified a wide range of uses for colour on our streets, with many of them probably not being technically legal or at least preferred practice. There are also interesting issues around what some colour combinations can appear like to colour-blind people, or how some cognitively impaired people might interpret non-standard colour uses. It is likely that certain colours will end up being specifically associated with certain traffic control devices within the traffic rules and guidelines.



- New trials are underway at present or in planning for several different **innovative traffic control devices**. These include the combined Barnes Dance ped’n/cycle signals being tried in Dunedin, some “dragon’s teeth” roadside markings to warn of crossings and slow zones, and various new shared path markings to improve user behaviours.



- Further new or updated items continue to be developed for NZTA's **Cycling Network Guidance (CNG)**, with many soon to be published online. This time around, AMIG got the opportunity to review a broad-brush facility cost estimate tool, guidance for buffered cycle lanes at differing road widths, paired pedestrian/cycle crossings, and layout drawings for using access control devices on paths (like bollards). There is also the interesting question of what signs to use (existing or new) to indicate the presence of a contra-flow cycle facility to users approaching from side roads.



Other items discussed at AMIG this time included an innovative flashing belisha disc, new signs for pedestrian hazards on high-speed roads, and desired bridge/fence barrier heights alongside pathways.



If you want to know more about this and previous AMIG meetings, check out the group's webpage:

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

The next AMIG meeting will return to Wellington in **late February 2020**. For RCAs who would like to be added to the group, contact co-convenors Wayne Newman (RCA Forum; wayne@cresmere.co.nz) or Gerry Dance (NZTA; Gerry.Dance@nzta.govt.nz). Other TGNZ members can also talk with me about raising any ideas or issues on your behalf at AMIG as well.

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