

Active Modes Infrastructure Group (AMIG) Update

The first AMIG quarterly meeting of 2020 returned to Wellington at the end of February. From initially wondering whether there was enough material to fill the day, true to form the AMIG team managed to occupy plenty of time vigorously discussing a wide range of topics:

- Planning is underway for **industry training** for walking and cycling over the coming year. With the forthcoming release of the *Pedestrian Network Guidance*, there are plans to redevelop the previous pedestrian planning/design course, and possibly deliver a multi-day walking and cycling suite of training sessions. The popular walk/cycle online webinars from 2019 will also be continued this year (*possibly quite important if the coronavirus continues to have an impact here...*).



- **“Courtesy crossings”** have a somewhat mixed history, in terms of their acceptance and design form. As part of the update to the *Pedestrian Network Guidance*, some feedback was sought from AMIG on when to use courtesy crossings (as opposed to other forms of crossing facility) and what features should be considered best practice.



- The previous discussion around the use of **coloured surfacing treatments** on cycle and other traffic facilities continued this time, with some proposals for which colours (especially green and red) should be specifically associated with which traffic facilities. There is general support for using green for special vehicle lanes and other cycle-related facilities (e.g. under sharrows and at on/off-road path transitions), while red is seen as denoting warning or conflict areas (e.g. when different modes cross each other). A more refined list of situations will be

produced and run past the NZTA Traffic Control Devices committee.

- Things are gearing up for some trials soon of potential new **markings on shared paths**, particularly focused on messages to slow down, keep left, or give space. Sites in the main centres are being finalised, with the aim of getting baseline measures of user speeds/positions/etc in the next month, followed by testing the new markings.



- Speaking of trials, the initial **combined pedestrian/cycle signals trials** at two Barnes Dances in Dunedin have now been analysed and reported on; the findings were presented at AMIG. Although some people were a bit confused by the scenarios presented in the online survey, in practice no major conflicts were observed on site during the trial periods, so further monitoring is recommended.



- Another recent trial in Wellington has looked at extending the **space for advanced stop boxes** by setting back the traffic limit line a further metre. The results were very good, with much reduced encroachments by motorists and greater ease for cyclists to access the stop box.

Other items discussed at AMIG this time included an update on the recent “NZ Upgrade” Infrastructure Programme, progress on the “Innovating Streets for People” project, and an updated cycle facility cost estimate tool to be tested by industry users.

If you want to know more about AMIG, check out the group’s webpage:

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

(Note that a new updated website is being developed by NZ Transport Agency – watch this space...)

The next AMIG meeting will be back in Wellington in **early June 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). TGNZ members can also talk with me about raising any ideas or issues on your behalf at AMIG as well.

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