

Active Modes Infrastructure Group (AMIG) Update

Since the last update, AMIG has held a couple more short video-chat meetings; a 2-hour one on Sep 24th and a bumper 3-hour session on Dec 3rd to round out the year. Despite the extra time in the latest meeting, the AMIG team were up to their old tricks of easily filling in the time (and then some) with the various topics on offer... Here are some of the different items discussed in these recent meetings:

- We previously mentioned advice being developed for the *Pedestrian Network Guidance* regarding the use of “courtesy crossings”. While a draft Technical Note on these was developed and presented to AMIG, since then some further thinking expanded the discussion to a draft **pedestrian crossing facility selection** advice note. Using a series of flowchart decision points, this new guidance aims to identify the (usually 2 or 3) most appropriate options for a given situation – AMIG is now providing feedback on this.

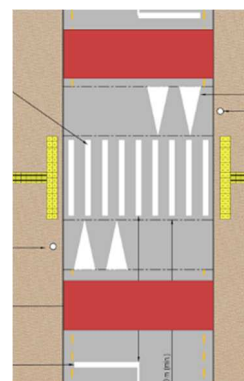
- A few trials of various markings are currently being wrapped up and progress update reports were given. These included “**dragon’s teeth**” (triangular markings either side of an approach to a crossing or speed limit change), **tactile delineators** (low physical separators between walk and cycle paths), and various **shared path behaviour markings** designed to encourage keeping left and slowing down. More results on these to come in future meetings.



- Commonly seen overseas, “**advisory shoulders**” is the local term for narrow roadways featuring a single traffic lane flanked by cycle priority shoulders. Some advice was presented to AMIG on typical attributes for potential candidate roads to trial these here, both in urban or rural settings. Contact us if you would like to see the advisory memo and to offer a site as a possible pilot candidate.



- Often known colloquially as “shark’s teeth”, the triangular markings on raised platform ramps will now be just referred to as “**ramp markings**”, to avoid confusion with the previously mentioned dragon’s teeth. Another related proposal is to recommend the use of red on the approaches to zebra or platform crossings rather than directly under the pedestrian crossing itself.



- It seems like an innocuous question: can **cycle wayfinding signage** on shared paths also show pedestrian symbols too? The answer would appear to be “it depends”, recognising that many walking destinations are much shorter than the typical cycling destinations shown. A bit more policy thinking is needed and some advice in the coming national cycle wayfinding guidance.



- One new feature to recent meetings has been the introduction of **local design challenges**, where various Councils can present an idea they’re thinking of or an issue they’re grappling with, and the AMIG ‘hive mind’ can provide some (hopefully helpful) advice. In recent months, this has seen the likes of Hutt City, Palmerston Nth and Tauranga present a few interesting problems to the team for their thoughts – do you have something to get advice about?

- Other items discussed briefly at recent AMIG meetings include an update on the forthcoming *Aotearoa Urban Street Guide*, sign/marketing options for neighbourhood greenways, recent speed surveys of e-devices, and the release of guidance on tactile indicator installation. Fingers are also crossed that the release of the *Traffic Control Devices Manual Part 5* (between intersections) is finally imminent...

AMIG meetings will return in the New Year on 4th Feb 2021; generally meetings will be held every couple of months after that. RCA members who would like to be added to the group can contact co-convenors Wayne Newman (RCA Forum; wayne@cresmere.co.nz) or Gerry Dance (NZTA; Gerry.Dance@nzta.govt.nz). Other TGNZ members are always welcome to talk with me about raising any ideas or issues on your behalf at AMIG as well.

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