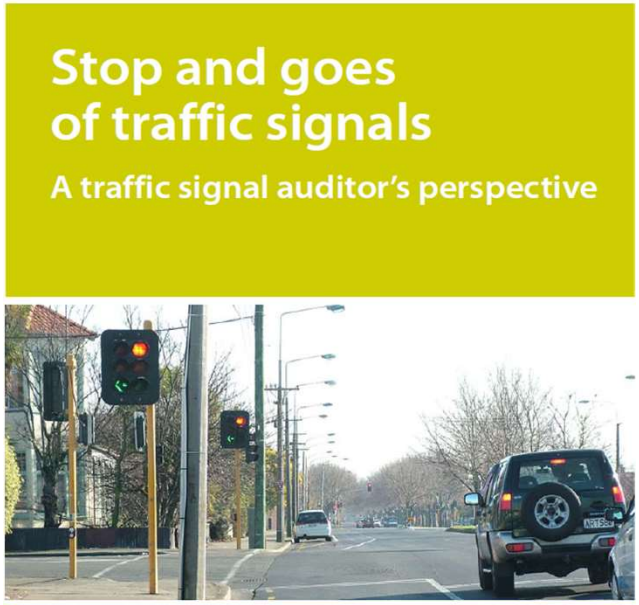


Stops and goes of traffic signals

Looking backwards and forwards

Axel Downard-Wilke

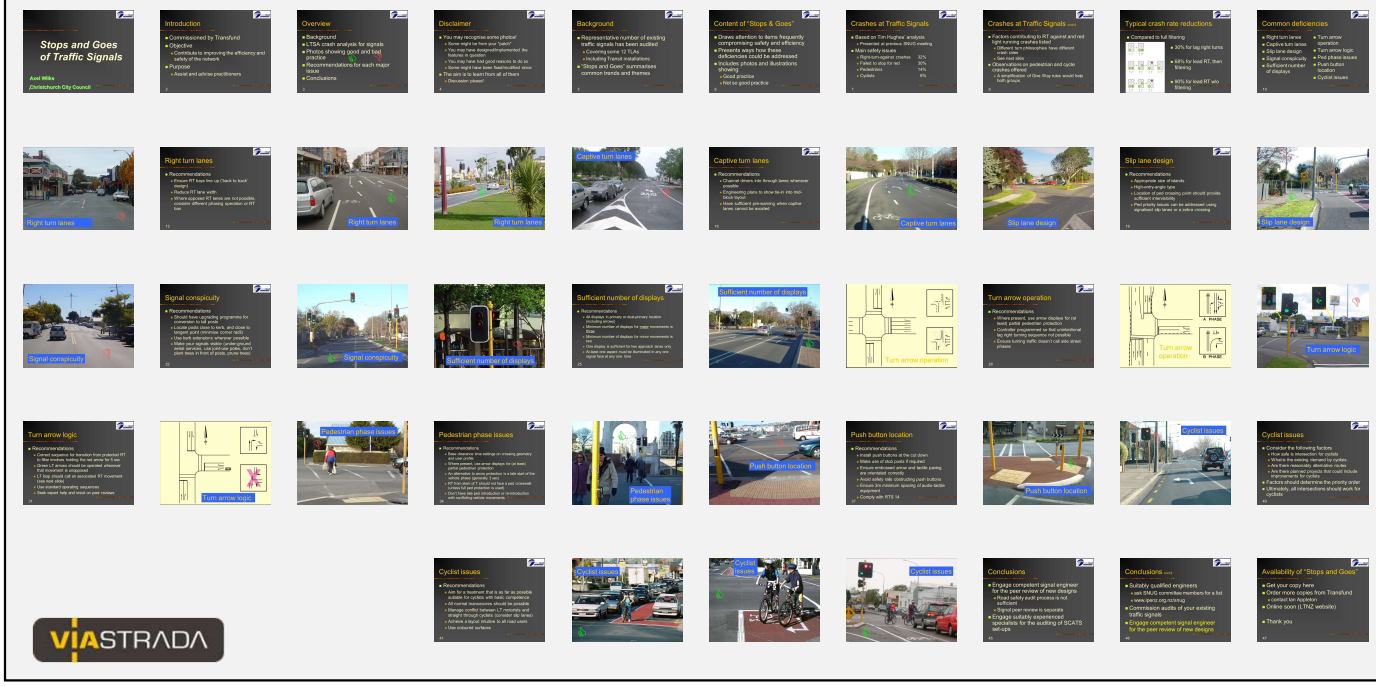
Aug 2023

Who remembers where the 2004 SNUG workshop was held?

Hamilton, Kingsgate Hotel

Who thinks they may have attended back then?

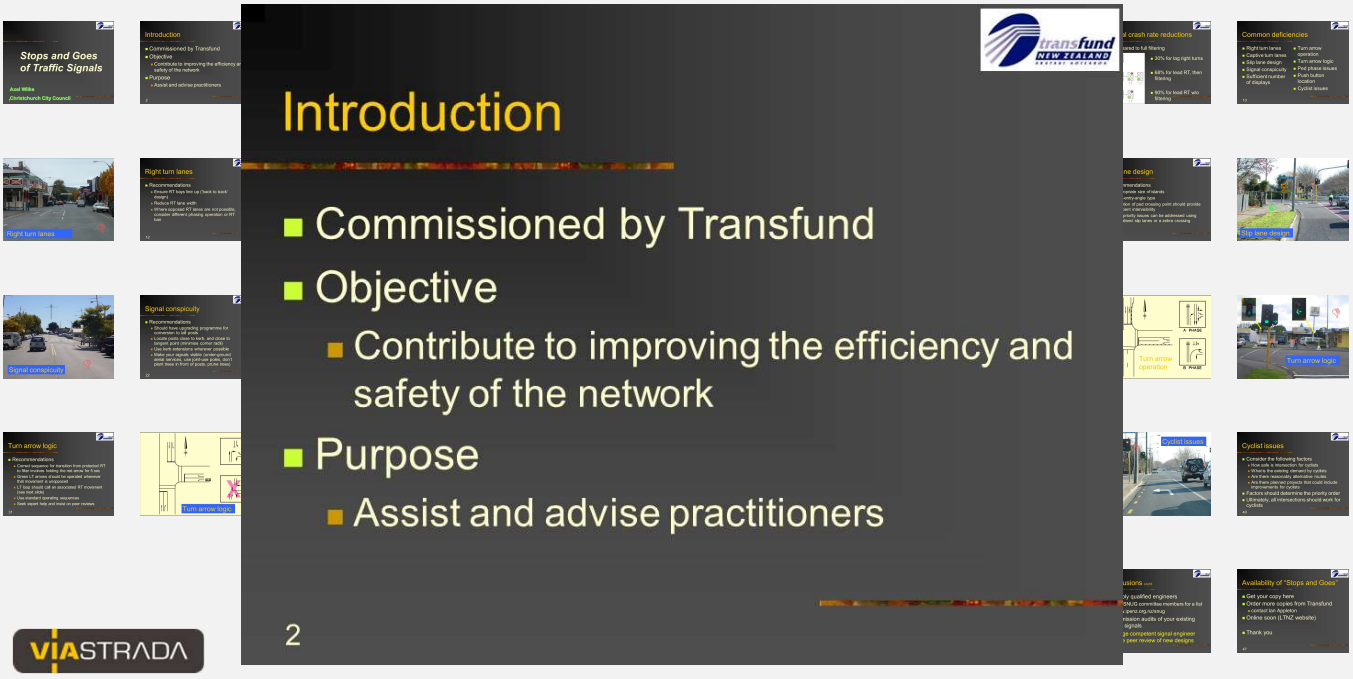
2004 SNUG presentation



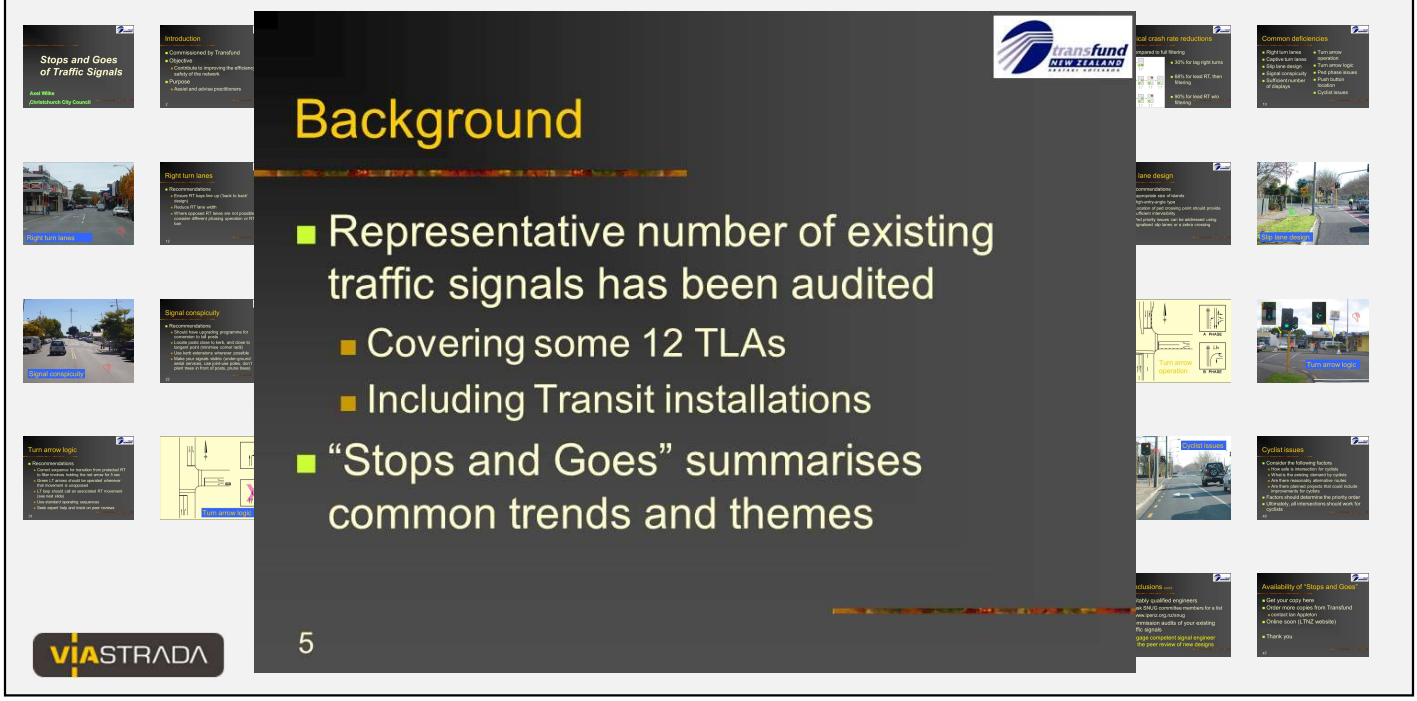
I gave a presentation on the Stops and Goes. Here it is – all 47 slides of it.

2004 SNUG presentation (slide 1)

2004 SNUG presentation (slide 2)

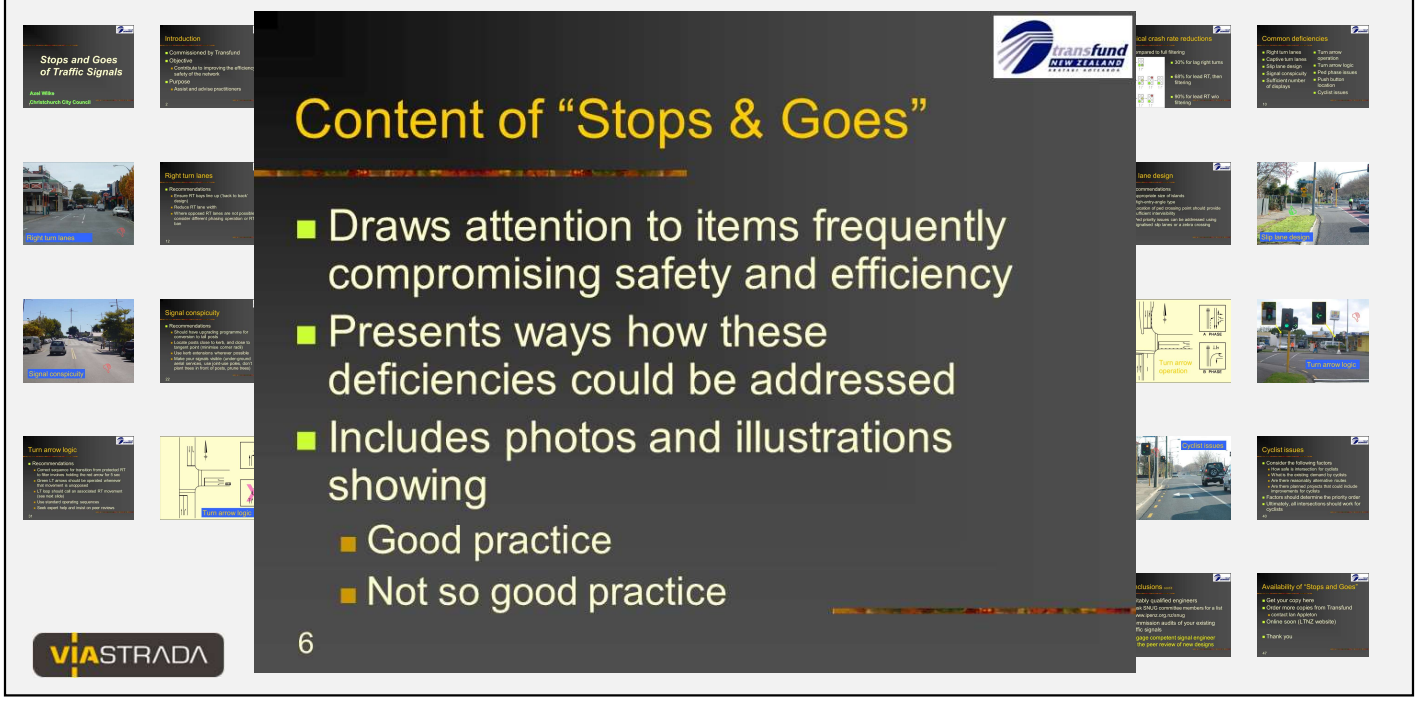


2004 SNUG presentation (slide 5)



The important issue to note is that it was never a design guide.

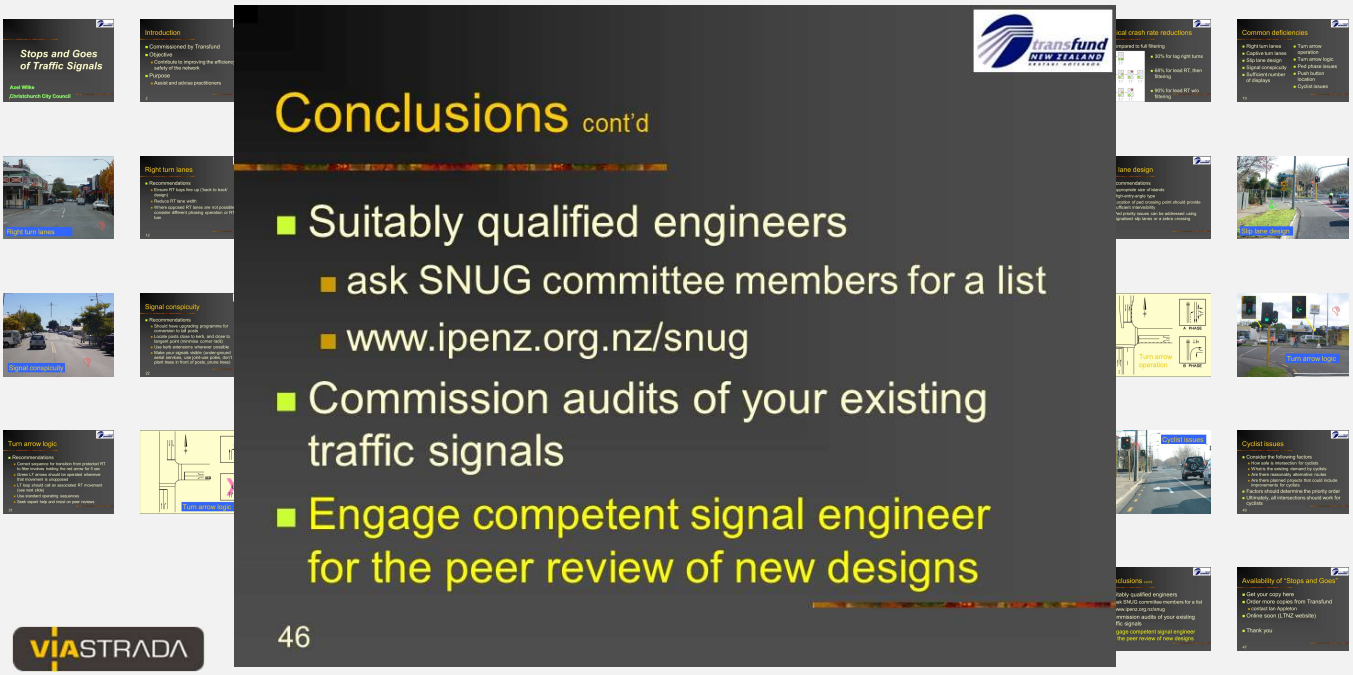
2004 SNUG presentation (slide 6)



First bullet: this was never a design guide but instead, it summarises major themes that came out of a number of audits

2004 SNUG presentation (slide 45)

2004 SNUG presentation (slide 46)



2022 SNUG presentation (Martin Huang)

VIASTRADA

2022 SNUG presentation (Martin Huang)

Next steps

Rewrite/update the document to reflect the following:

- Crash search / patterns refinement
- Cyclists / pedestrian best practice at signalised intersections
- Bus priority at signalised intersections
- A checklist for future traffic signal review / audit

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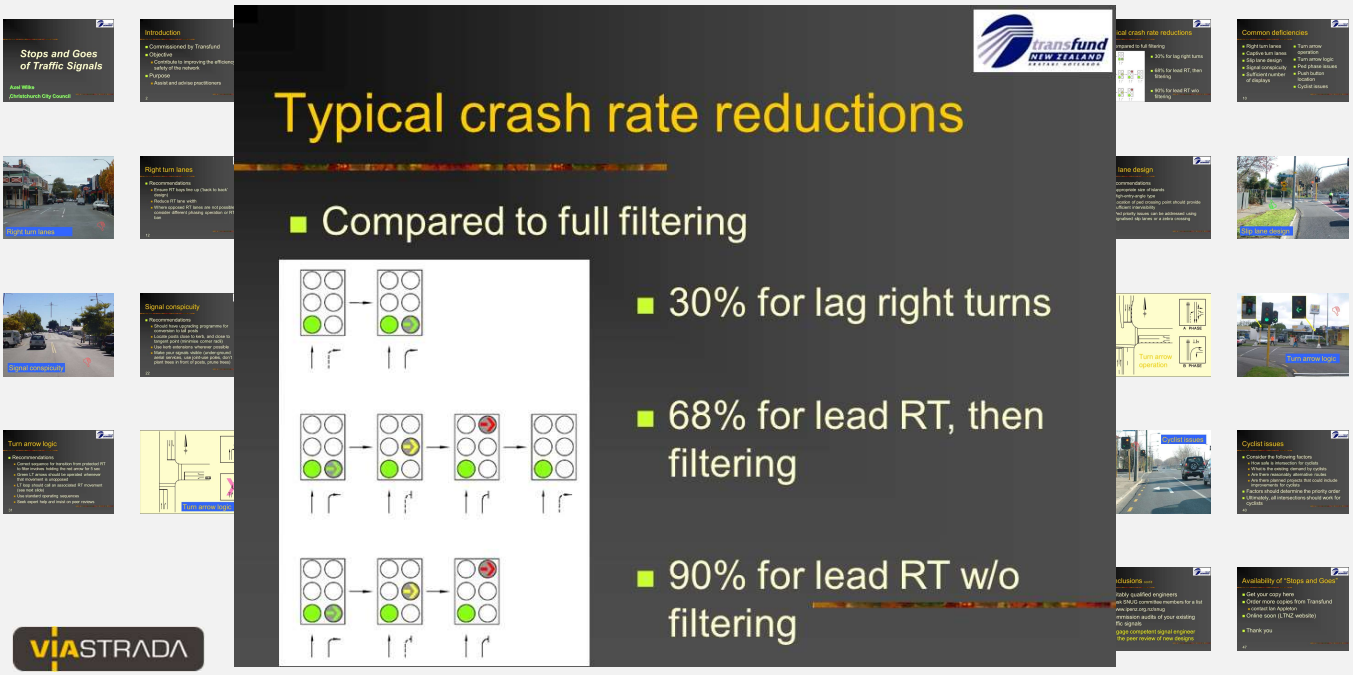
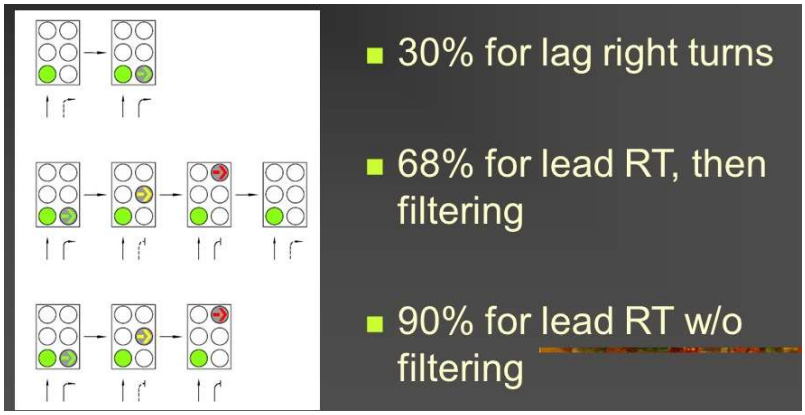
2004 SNUG presentation (slide 46)



Crash search / patterns refinement (2)

My thoughts

- This can be done
- Will be time-consuming
- What will we learn from it?
- Hence – is it worth it?



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My thoughts are: if the percentages all go down a bit, or they go up a bit, of even display somewhat differential movement, what will we learn from it? What will be do differently? Is getting these numbers updated worth the time that we'd need to put into this?
My thinking is that if we decide to update the numbers, I'll

Cyclists / pedestrian best practice

My thoughts

- Cycle best practice is useful
  - Will change completely when *Accessible Streets* package is passed
  - When will that happen?
  - CNG info is not comprehensive
- Pedestrian best practice is useful
  - Good guidance in the PNG, though
  - Signalised crossings
  - Signalised intersections

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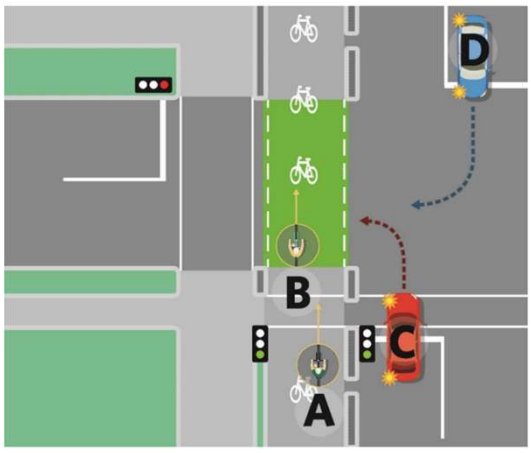
Proposal 6C). Give cycles and buses priority over turning traffic when they're travelling through an intersection in a separated lane



Accessible Streets consultation (Mar 2020)

Bus best practice

My thoughts

- Bus priority is super-useful
- What will be included in the upcoming PTDG?
  - Not useful to duplicate efforts

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Review / audit

My thoughts

- Checklist for future traffic signal review / audit
- Should we be doing those audits?
  - Yes
  - It needs to be centrally organised, like it was 20 years ago
  - I don't expect TLAs to do that on their own
  - If there's no desire for central coordination, this is not needed

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Discussion

- Crash search / patterns refinement
- Cyclists / pedestrian best practice at signalised intersections
- Bus priority at signalised intersections
- A checklist for future traffic signal review/audit

We share more knowledge on

www.viastrada.nz

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