
Stops and Goes of Traffic Signals

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Introduction

- n “Stops and Goes of Traffic Signals”
- n Commissioned by Transfund
- n Objective
 - n Contribute to improving the efficiency and safety of the network

Overview

- n Background
- n Content
- n Photos of some deficiencies
- n Recommendations
- n Availability of “Stops and Goes”

Background

- n Representative number of existing traffic signals has been audited
 - n Covering some 12 TLAs
 - n Including Transit installations
- n “Stops and Goes” summarises main findings

Content

- n Draws attention to items frequently compromising safety and efficiency
 - n Presents ways how these deficiencies could be addressed
 - n Includes photos and illustrations showing
 - n Good practice
 - n Not so good practice
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Common deficiencies

- n Offset right turn bays
- n Captive turn lanes
- n Slip lane design
- n Signal conspicuity
- n Turn arrow logic
- n Push button location
- n Cyclist issues



Offset right turn bays

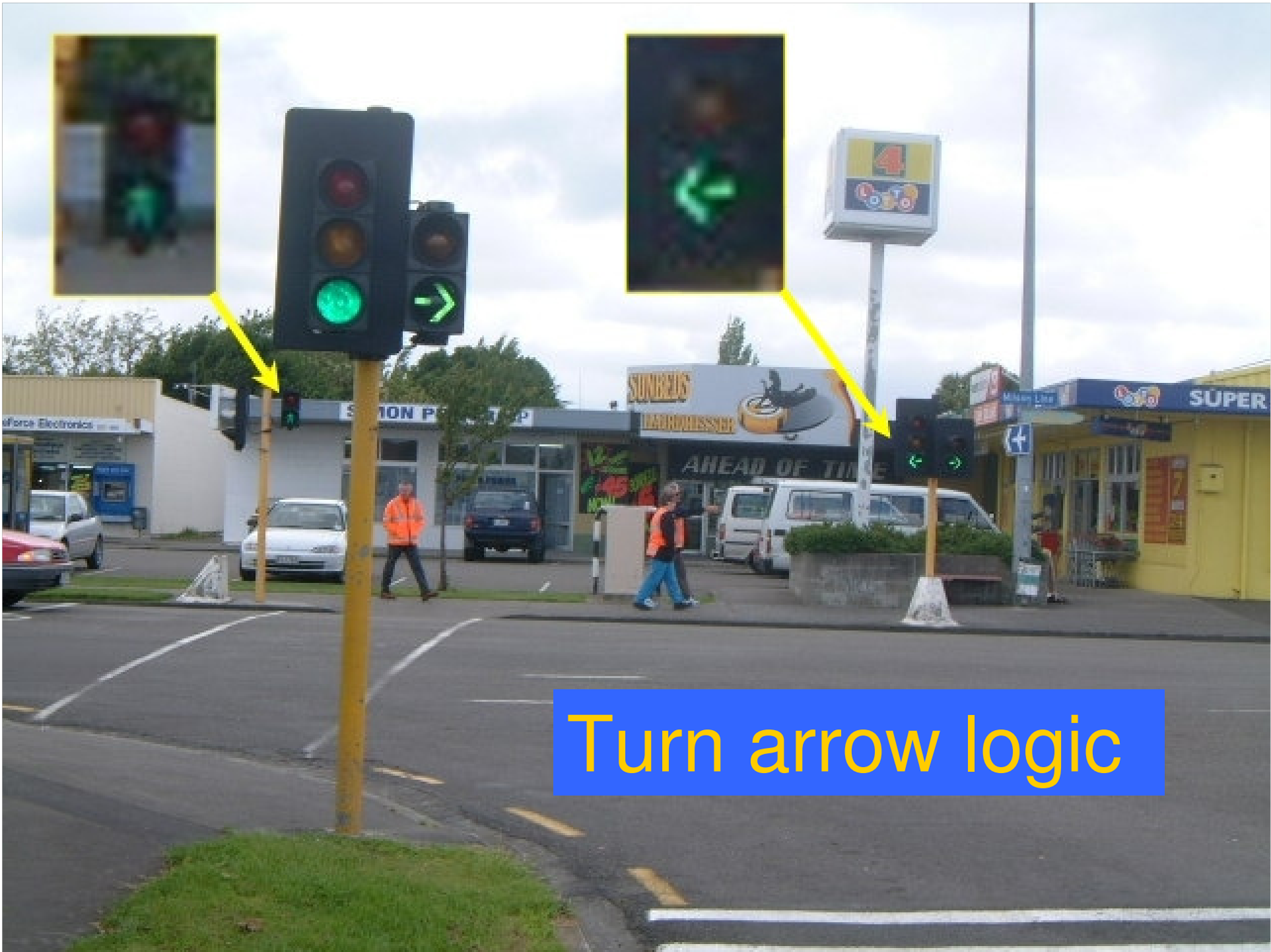
Captive turn lanes



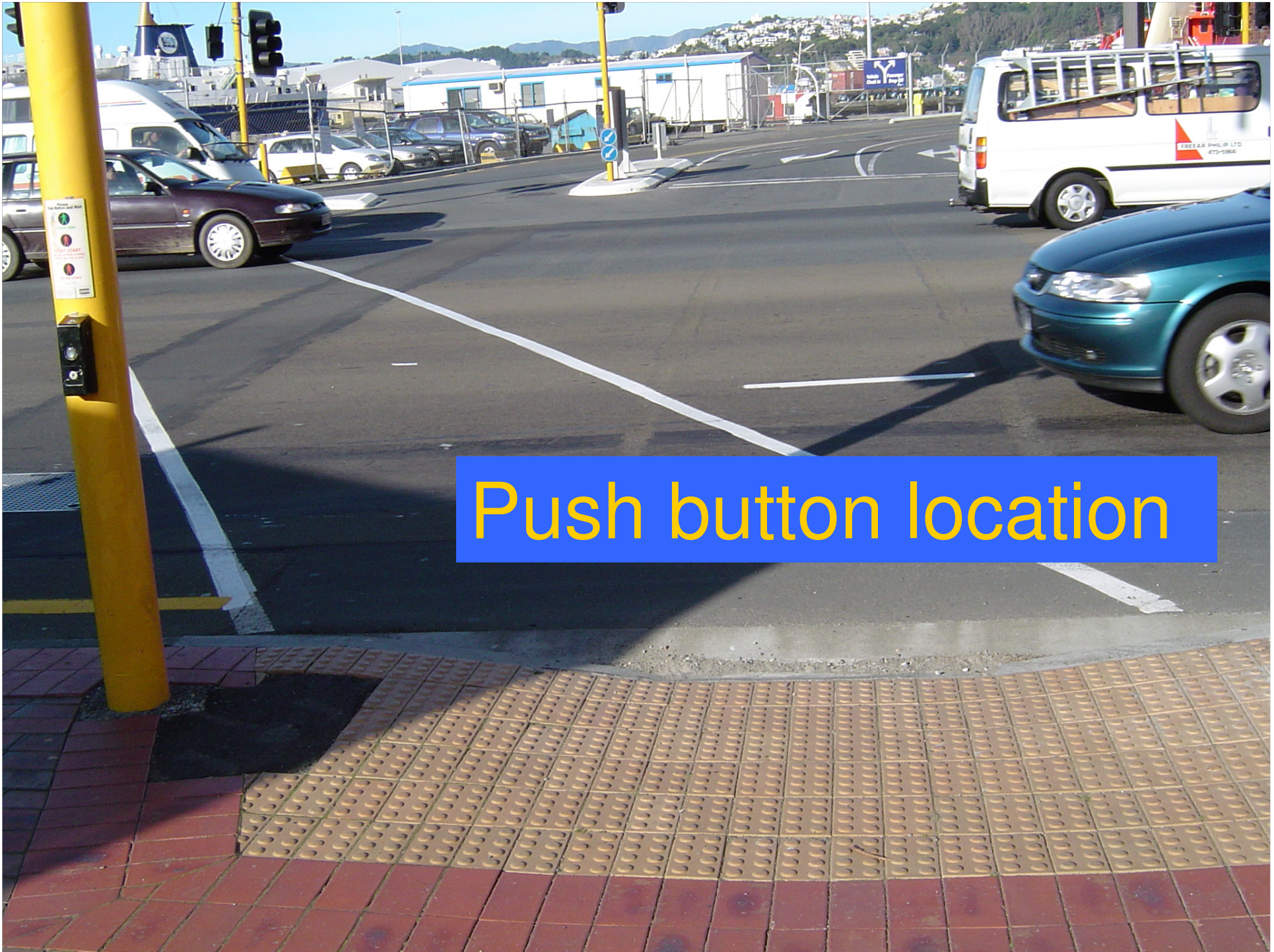


Slip lane design





Turn arrow logic



Push button location

Cyclist issues



Recommendations

- n Engage competent signal engineer for the peer review of new designs
 - n Road safety audit process is not sufficient
 - n Signal peer review is separate
 - n Engage suitably experienced specialists for the auditing of SCATS set-ups
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Recommendations cont'd

- n Suitably qualified engineers
 - n ask SNUG committee members for a list
- n Commission audits of your existing traffic signals
- n Engage competent signal engineer for the peer review of new designs

Availability of “Stops and Goes”

- n Order from Transfund

- n Ian Appleton

- n October 2004

- n Or get your copy at the SNUG workshop

- n 22-23 November, Hamilton

- n Thank you
