

International Best Practice in Rural Road Safety



Overview

- About me
- An alternative solution : Graham
- Vision Zero $\neq$ Safe System Approach
- The decision maker's tool
- Summary

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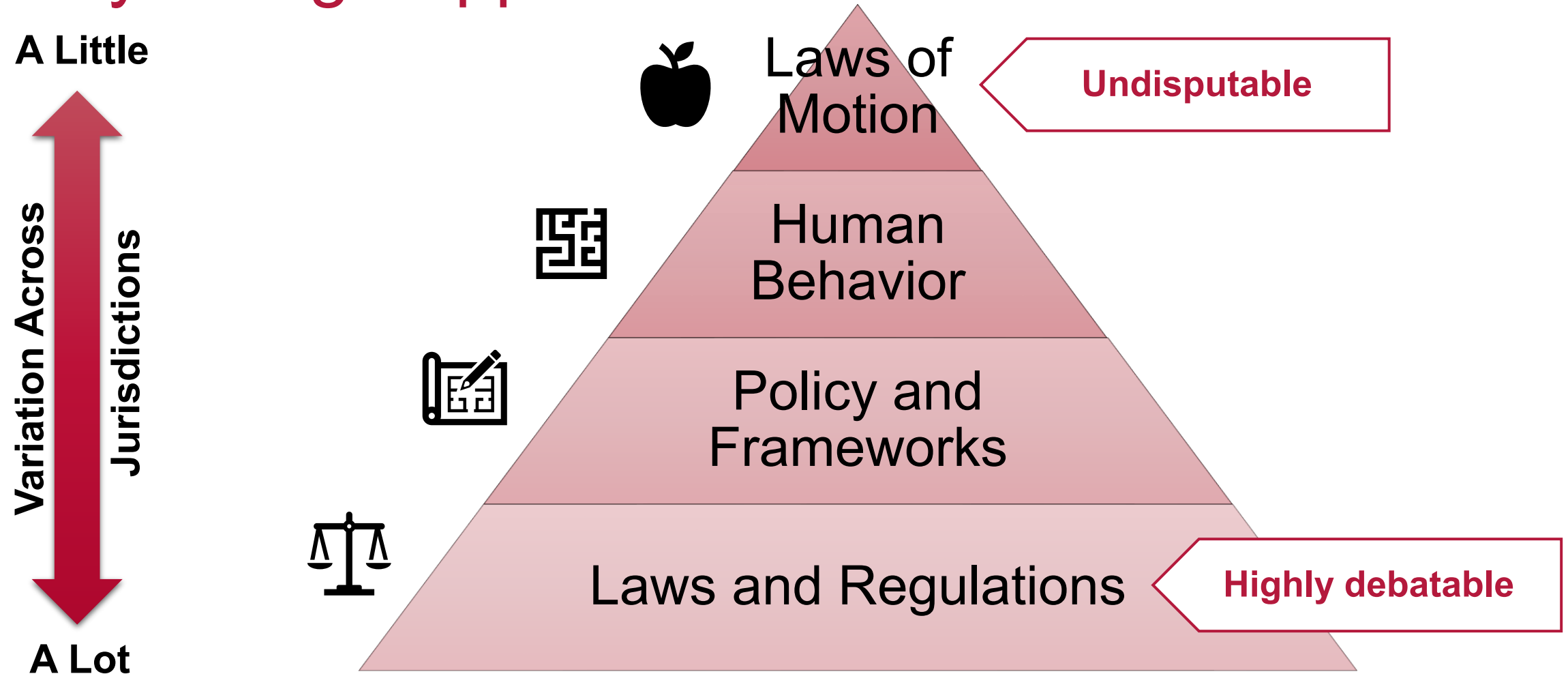




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Safety Design Approach



Meet Graham

The only person designed to survive on our roads

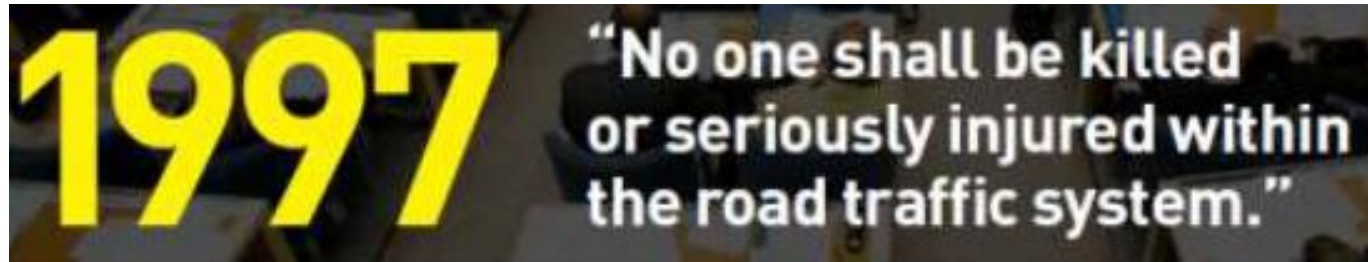
- *What if our bodies were built to survive a low impact crash?*
- *What might we look like?*
- The result of these questions is Graham, a reminder of just how vulnerable our bodies really are.



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The Rhetoric – Vision Zero and Safe System

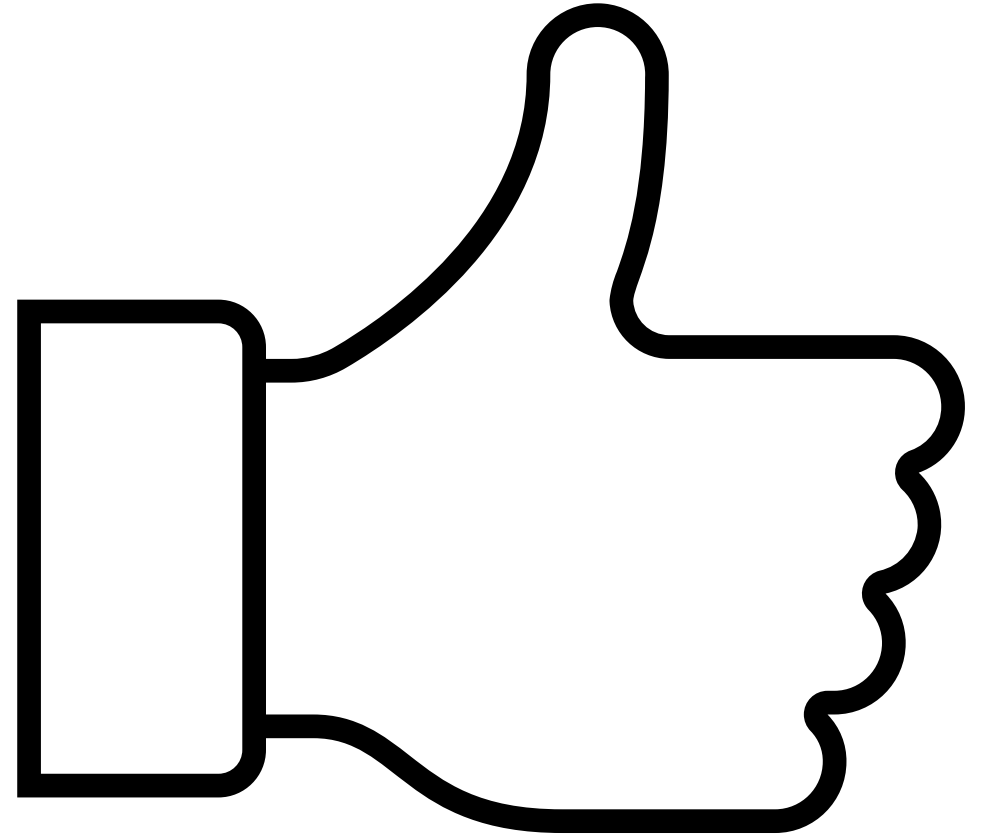


ZERO IS OUR GOAL
A SAFE SYSTEM IS HOW WE GET THERE



“It's an easy thing for a politician to say that they're committed to Vision Zero, without actually doing anything different from what they were doing before.”

Jeff Paniati
Executive Director
Institute of Transportation Engineers
(ITE) (FHWA 32 yrs and ITE 8 yrs)



ZERO IS OUR
GOAL

A SAFE SYSTEM IS HOW WE GET THERE



**SAFE
SYSTEM**

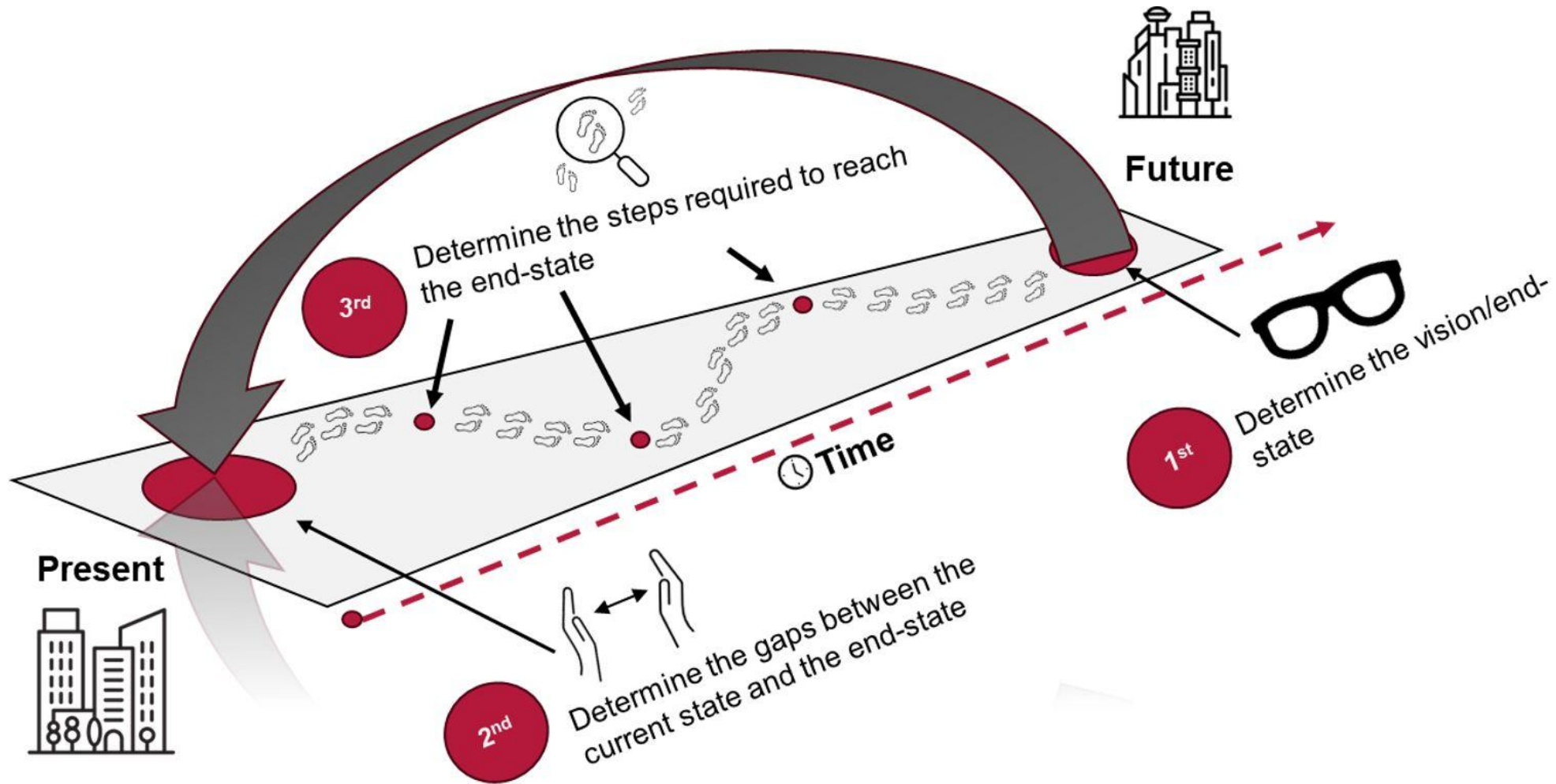
APPROACH

Zero is our goal. A Safe System
is how we get there.

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Back-casting

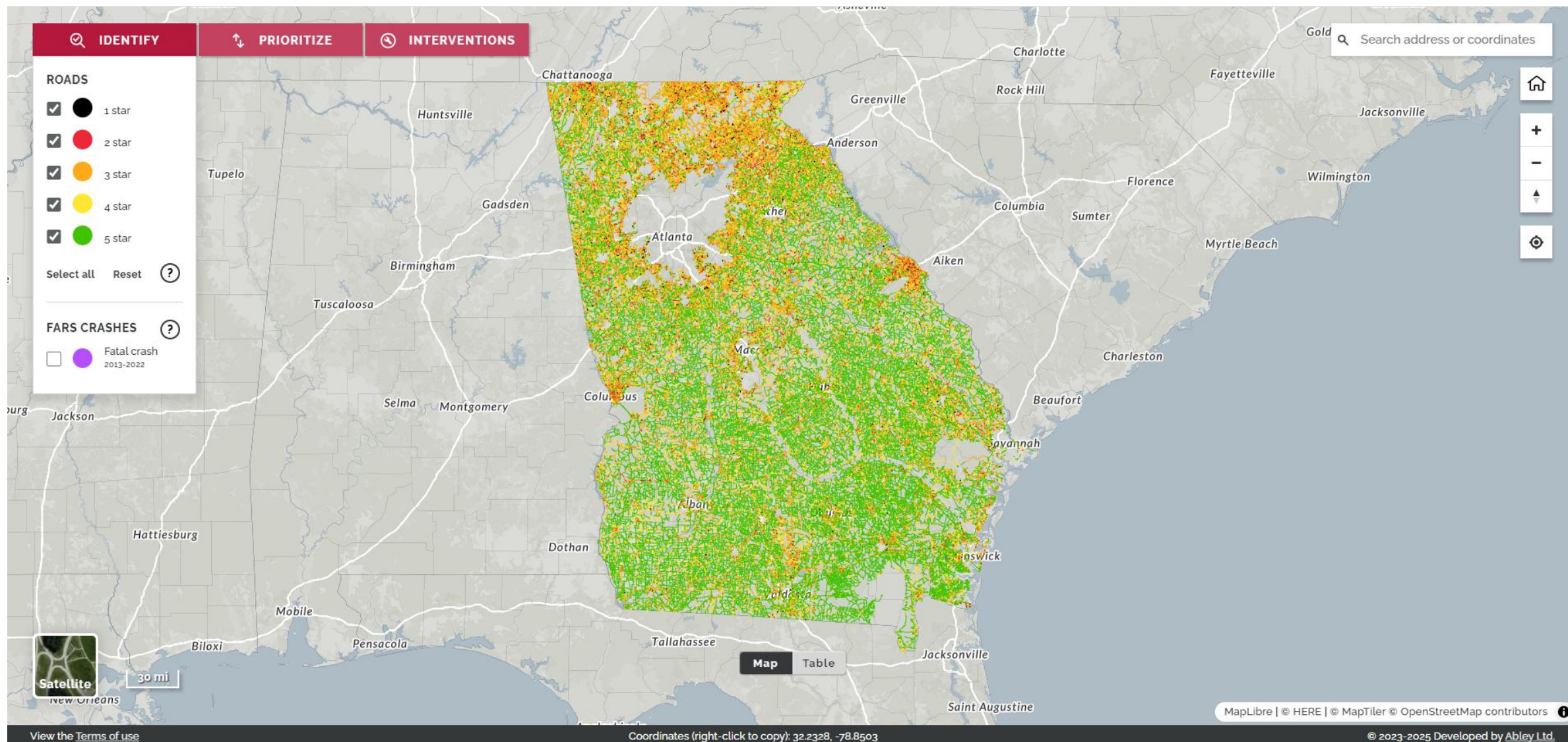


1st 2050 Rural Network Safety End-States e.g.:

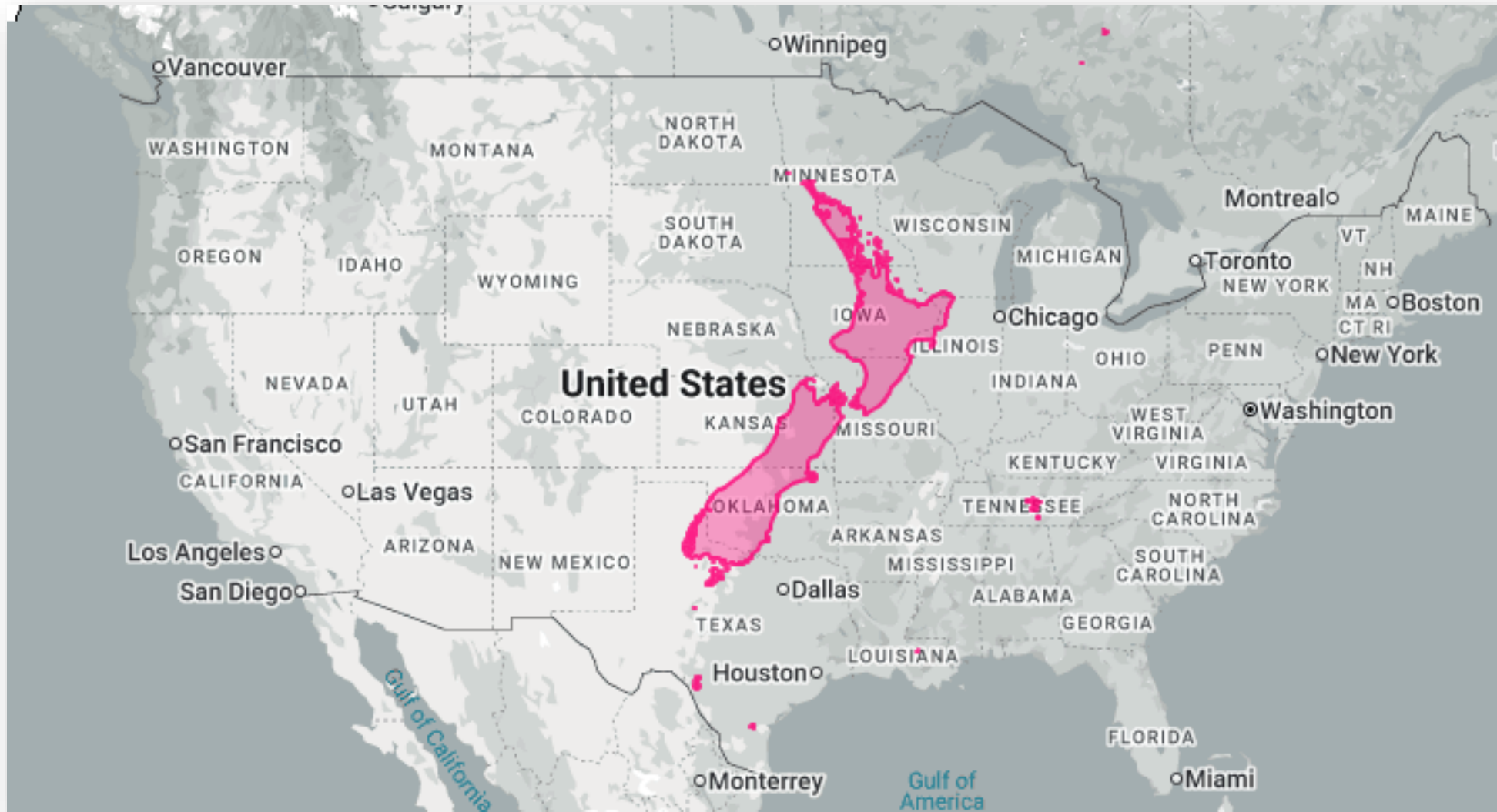
ROAD HIERARCHY	STEREOTYPICAL OUTCOME	INFRASTRUCTURE REQUIREMENTS / PATHWAY(S)
Rural Roads/ Peri urban roads <i>Rural Roads primarily provide access to rural land, for those that live there, and in support of the land-use activity being undertaken.</i>	2-lane undivided. Speed limit 60 – 80 km/h 40 – 50 mph	• Line markings/lane markings • Sealing of road shoulders to a width of X feet may be required • Flexible centreline barriers and/or side barriers along high-risk sections of roadway • A mix of access control for vehicles, pedestrians and cyclists is needed along 80 km/h (50mph) rural roads (differentiate radius and requirements for straight and curved roads) • Audio tactile line marking (centre and side) Pathway example • Wide centre line treatment (if width allows) • Audio tactile line marking (centre and side) • Delineation (reduce high risk curves)

2nd Creative Solutions e.g.:

MIDBLOCK	INTERSECTION	ENFORCEMENT
Median Barrier	Roundabout (Major)	Safety Cameras (motorway/expressway)
Wide Centreline Treatment	Roundabout (Minor)	Point to Point Cameras
Rural corridor supporting safety treatment	New Signalised Intersections with Raised Safety Platforms	Fixed Camera Sites
Tactical Urban Corridor Improvements	Raised Safety Platforms at Existing Signals	Fixed Intersection Cameras
Speed Management (Speed Limit Changes)	Intersection Speed Zones	Mobile Cameras (100% increase)
	Urban Supporting Intersection Treatments	



An idea of scale



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