

# ***Making The Case For Integrated Infrastructure & Safety Management Systems***

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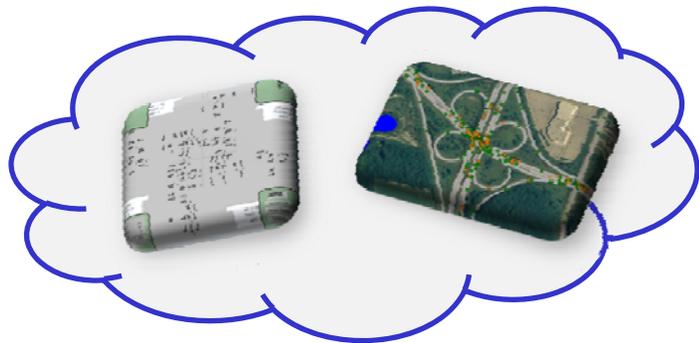
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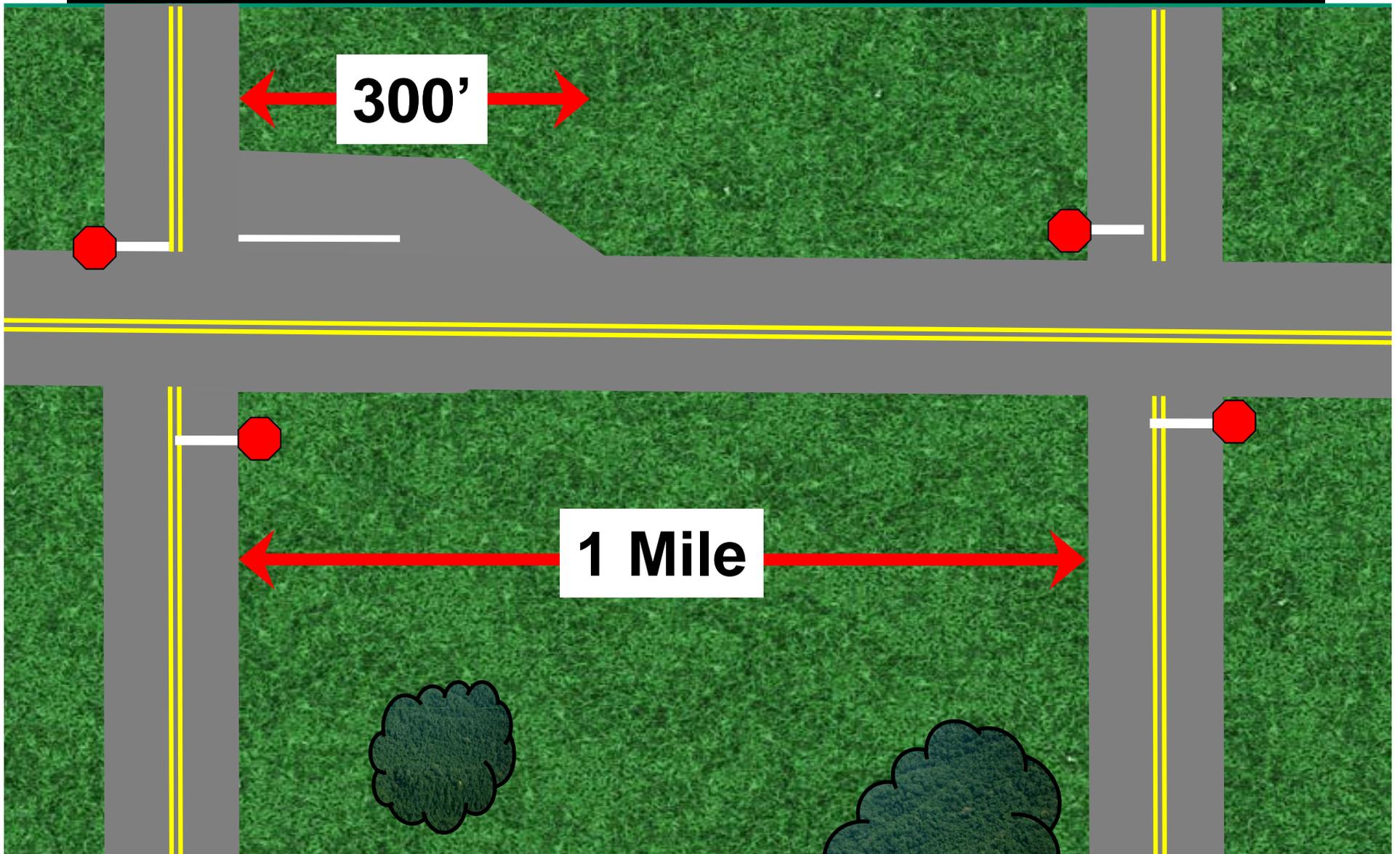
# Arguments For Separate Systems

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- ❑ Discrete user base
- ❑ Different user requirements / processes



# *Example: Measurement Issues*



# Arguments For Separate Systems

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- ❑ Easier to build consensus
- ❑ Less complex design and development



# Arguments For Separate Systems

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- Existing systems and age of development



# *Reinventing the “ Square Wheel”*

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Reasons Not To Integrate:

- Different user requirements / processes
- Discrete user base
- Easier to build consensus
- Less complex design
- Governance issues



# ***Traffic Safety Engineering (Reactive)***

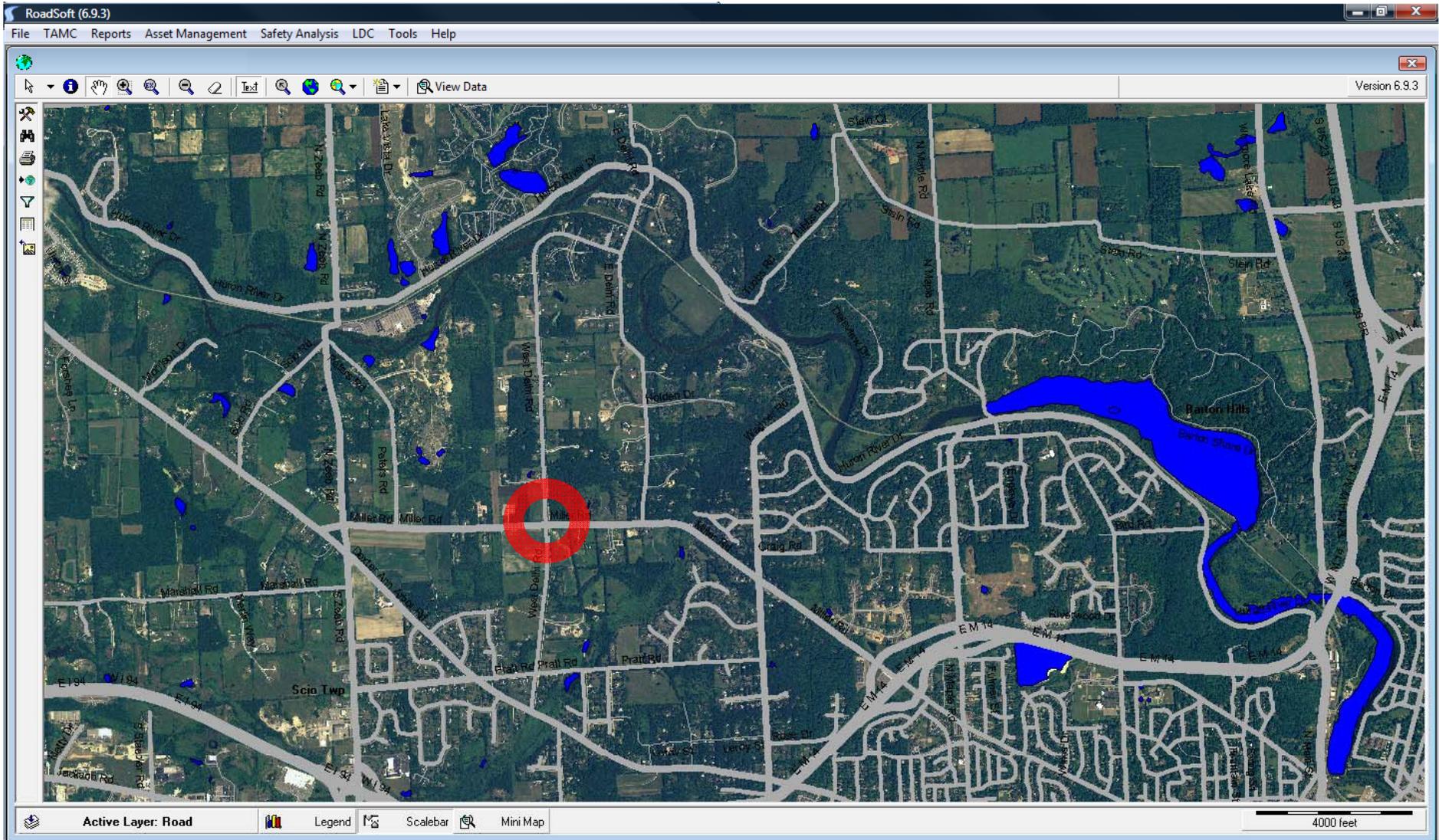
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**Traffic Safety Engineering – “...akin to a process of medical diagnosis, with perhaps a keener awareness of costs and budgets...”**

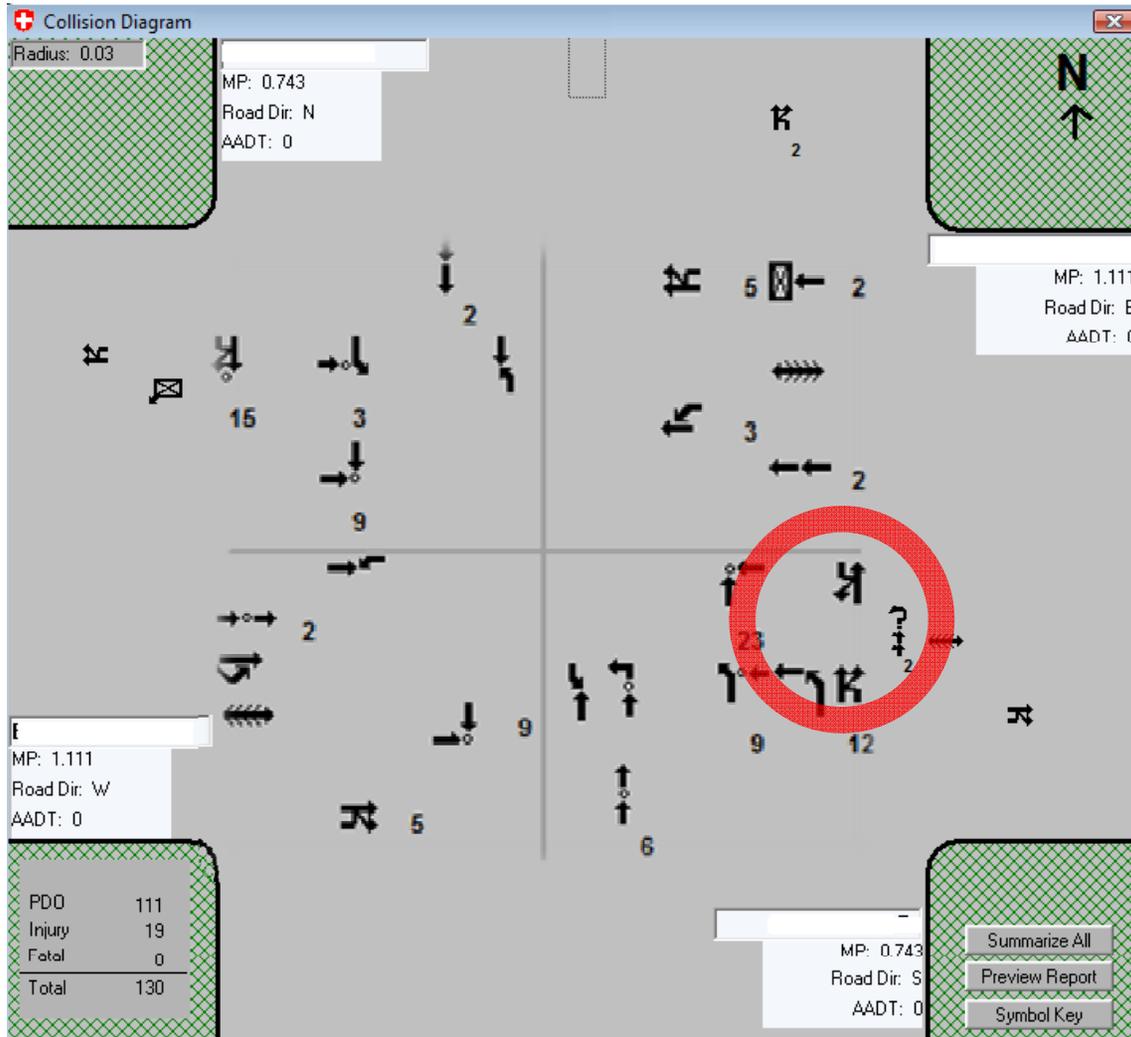
**Ezra Hauer [1996]**



# Identify A Location



# Identify A Pattern



# ***Identify Causal Factors – Timing Issue?***

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# *Reactive Safety Benefits*

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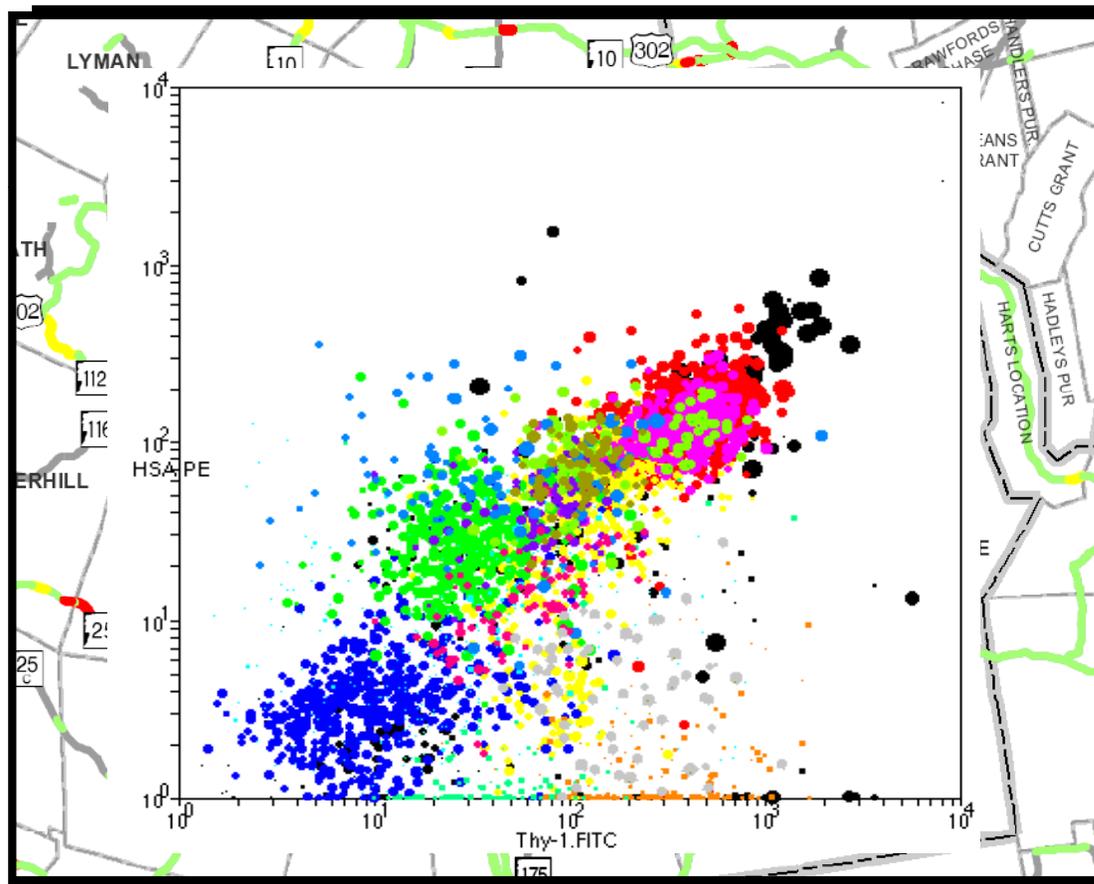
More inventory features = speed site investigation



# Reactive Safety Benefits

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More inventory features = more complex high risk identification



# Proactive

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# *Proactive*



# Proactive

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# Overlapping Project & Joint Funding

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- ❑ Awareness of project locations
- ❑ Combined projects / funding



# *Reinventing the “ Square Wheel”*

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Reasons Not To Integrate:

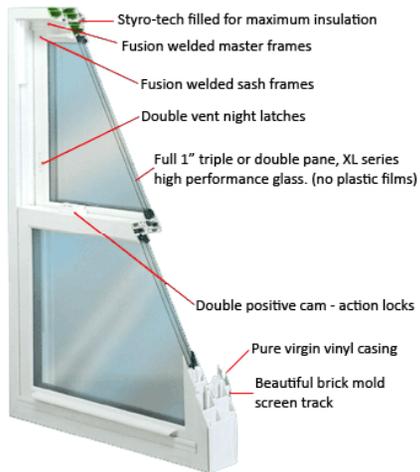
- Different user requirements / processes
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# Financial Reasons To Combine

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- ❑ Less overhead for maintenance
- ❑ Institutional learning transfer
- ❑ Data collection savings



# *My Two Cents*

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- Integrated framework
- Don't forget the local agencies
- Focus on tools
- Integrate data collection



# Questions

