□□ A Road Safety Vision for India

A Citizen’s Proposal to Hon’ble Prime Minister Shri Narendra Modi Ji

Hon’ble Modi Ji,

Today morning, while I was travelling on my bike, I narrowly escaped an accident with a lorry. The lorry came from behind and suddenly moved to the left. I had only a few seconds to react.

> “Every person travelling on the road has a family waiting for them.”

That moment made me think deeply. If one person loses their life in a road accident, an entire family can suffer.

So I started thinking: Why should we only respond after an accident? Why not design roads to prevent accidents before they happen?

I would like to share some ideas as an ordinary citizen.

1. Separate Bike Road

Wherever possible, provide a separate and protected road for bikes and two-wheelers.

2. Roller Safety Divider

Between heavy vehicles and bikes, use a specially engineered roller safety barrier with shock-absorbing support. If a heavy vehicle hits the barrier, the roller could rotate and help redirect the vehicle while absorbing part of the impact. This would require proper engineering and crash testing before implementation.

3. Two-Level Road System

In areas where land is limited:
Lower level: Heavy vehicles + separate bike path with roller protection
Upper level: Cars
The goal is to separate different types of vehicles while using less land.

4. Green Safety Zone

After the roller barrier, provide a safe setback and then a green zone with trees. Bike Road → Roller → Safety Space → Trees → Vehicle Road. This could combine road safety with increasing greenery, while ensuring trees are placed at a safe distance from traffic.

5. Village → Service Road → Highway

Village roads should not directly connect to high-speed highways wherever safer alternatives are possible. Instead: Village Road → Service Road → Controlled Entry/Signal → Highway. Similarly, highway exits should connect to the service road first and then to the village road.

6. Prevent Wrong-Side Riding

Instead of depending only on fines, road design should make wrong-side riding difficult. Use continuous physical separation between opposing directions and properly designed entry and exit points.

7. Village Pedestrian Underpass

At suitable locations near villages, provide pedestrian underpasses so people do not need to cross high-speed highways directly. Each underpass should have: proper lighting; drainage; cleaning and maintenance; accessibility; and a responsible maintenance worker. This can also create local employment.

8. Water-Absorbing Road & Drainage

Develop road surfaces and drainage layers that can quickly take rainwater away from the traffic surface and direct it into controlled drainage channels. The goal is to reduce waterlogging, road damage and pothole-related accidents.

9. Lighting / Reflective Road Markers

Use highly visible, low-glare reflective or lighting markers to make lane markings and road edges easier to see at night and during rain.

10. Reduce Headlight Glare

Research road-surface technologies that reduce dangerous reflection from headlights on wet roads. Materials and technologies used in automotive windshields and helmet visors could inspire research into suitable anti-glare road surfaces, but they would need proper road-safety testing.

11. Reduce Heavy-Vehicle Water Spray

During rain, large vehicle tyres can throw water onto vehicles behind them. Better-designed rubber splash guards/mud flaps could reduce water spray and improve visibility for bike riders.

12. Rain Visibility Safety Rule

For cars: Water on windshield → Use wipers → Reduce speed.
For bikes: Water on helmet visor → If visibility becomes unsafe, stop at a safe place until visibility improves.

13. Dedicated Parking Facilities

Instead of allowing trucks, cars and other vehicles to stop on the highway shoulder, provide dedicated parking facilities at suitable intervals based on traffic requirements. This keeps the main road clear and reduces collisions with parked vehicles.

14. Accident Alert App

Create a national emergency road-accident application. When an accident is reported:
Accident → GPS location → Nearby Police Station + Nearby Available Ambulance.
The system could immediately share: location; time; vehicle type; possible number of injured people; and optional photo/video. The nearest available ambulance should be identified automatically.

15. Emergency-Only Corridor / Flyover

At major high-traffic junctions, consider dedicated emergency routes for ambulances and other emergency vehicles. The ambulance should not have to fight through traffic to reach an accident victim.

16. Voice Traffic Signals

Traffic signals could use both visual and carefully controlled audio signals: “STOP” “GET READY” “GO”. Small directional speakers could be placed at suitable intervals rather than using one extremely loud speaker. This could also help people with visual difficulties.

Safety Can Also Create Employment

These systems would require people for:

- Green-zone maintenance
- Road inspection
- Drainage maintenance
- Signal maintenance
- Underpass maintenance
- Roller-barrier inspection
- Lighting maintenance
- Emergency response

So the vision is not only about safer roads.

> Safety + Infrastructure + Employment + Green Development

❤ My Main Message

I am not saying that every idea above is already technically ready for construction. These are ideas from an ordinary citizen who experienced a near accident and started thinking about how roads could become safer.

Engineers, transport experts, police departments, emergency medical teams and government authorities can study these ideas, test them through scientific pilot projects, and implement the solutions that prove effective.

> A road is not just a place for vehicles.
> It is a path carrying people back to their families.
> One safer road can protect thousands of families. ❤

 Hon’ble Prime Minister Shri Narendra Modi Ji, I respectfully request that innovative citizen ideas for road safety be encouraged, scientifically evaluated and tested wherever appropriate.

Jai Hind.
Vande Mataram.