

Oregon Rail Crossing Action Plan

Stakeholder Meeting 1 Summary

June 28, 2018

ODOT Technical Leadership Center
4040 Fairview Industrial Dr. SE, Salem
1pm-4pm

Committee Members in Attendance:

Bryon Alger, ODOT Rail
Mark Barrett, ODOT Region 4
Traci Pearl, ODOT TSD
Matt Rodrigues, City of Eugene
Terrel Anderson, UPRR
Katie Johnson, ODOT Traffic – Roadway
Jeff Stewart, FRA
Jon Rolufs, G&W Western Region
Bob Melbo, ODOT Rail
Peter Fernandez, City of Salem
John Boren, ODOT Freight Planning
Fahad Alhajri, ODOT
Don Newell, Marion County
Mike Eliason, AOC
Kim Roske, City of Portland
Steve Kreins, Operation Lifesaver
Donald Leep, Oregon Rail Advisory Committee

Project Manager Team:

Rick Shankle, ODOT
Michael Rock, ODOT
Roseann O’Laughlin, ODOT

Welcome and Project Introduction

Roseann O’Laughlin welcomed the group and thanked them for attending the meeting and introduced Rick Shankle for a safety message. She then provided an overview of the meeting agenda, housekeeping items and introduced the “Parking Lot” to be used to capture important items throughout the meeting. Roseann emphasized the importance of stakeholder input to ODOT and then covered the draft Charter and the group agreed to the terms.

Need for an Oregon Rail Crossing Action Plan

Roseann overviewed national level crossing data information, FRA requirements and 10 other state's action plans included population growth estimates. She also provided an overview of railroad safety and transportation planning at ODOT and explained where this plan fits in.

Schedule and Key Milestones

Roseann explained the project schedule and where this meeting fits into the schedule. The project is expected to last approximately one year with ODOT submitting the plan to the FRA in early 2019.

Stakeholder Group Introductions

Roseann asked each stakeholder to introduce themselves, their organization and 1 key concern or issue they have. Stakeholders provided a range of issues and concerns but a few topics were repeated including multimodal crossing safety, working with railroads and impacts of congestion on rail crossing safety.

Oregon's Rail Crossing Incidents

Roseann provided an overview of Oregon rail crossing incidents in the past 10 years. There were 129 total incidents with 6 TriMet light rail incidents taken out since ODOT rail cannot use Section 130 funds for these crossings. Oregon generally has trended down since the 1970s but has recently trended back up. This is consistent with national level crossing trends. Roseann explained the incidents in terms of severity, modes involved and railroads involved.

Plan Objectives – Overview and Group Discussion

Roseann provided high level categories for plan objectives and then provided a list of draft objectives for the group to discuss. A robust discussion followed and numerous draft objectives were added.

Oregon's Rail Crossing Incidents – Closer Look

Roseann provided more information for the 129 Oregon rail crossing incidents discussed earlier in the meeting. She provided information in 4 primary categories: physical, temporal,

environmental and driver info and behavior. She covered a large range of information such as warning devices at crossings, stop and go behavior, driver gender, driver age, time of day, time of year and more. The group asked several questions about the data and had a constructive conversation about activities at crossings.

Contributing Factors to Incidents – Discussion and Voting

The group discussed potential contributing factors to rail crossing incidents while project staff documented the factors on white sheets on the wall. The group then used their perspective and experience to vote with 5 orange dots for the factors they felt were most important to address, most impactful, etc. The results are below:

- Population /Demographics: (4)
- **Distraction/Risky Behavior: (12) and (15)**
- Inactive Rail—Expectations (6)
- Changes in Traffic Volumes (11)
- **Lack of education/outreach (12)**
- Rail Operational Context (2)
- Lack of Transportation investment (0)
- Time of Day/Seasonal (1)
- **Crossing Configuration (# of tracks, geometry) (12)**
- Connectivity: (2)
- Land Use/Development: (9)
- Vehicle Type (4)

Conclusion and Next Steps

The group discussed issues and coordination concerns with crossings. Railroad representatives underscored the significant maintenance and operation costs of additional equipment while local jurisdictions representatives emphasized the importance of system connectivity and rail crossing safety.

ODOT plans to host one more stakeholder meeting in the fall for this project. Roseann will be available if stakeholders think of any additional concerns, questions or information.

The meeting adjourned at 3:50pm.