

Oregon Rail Crossing Action Plan

DRAFT Strategy Concepts



Objective	Focus Area	Issue	Strategy Concept	Example Actions	
Apply engineering solutions for improvements	Multimodal Users	Crossings may present exposure danger for multimodal users (e.g. bicyclists, pedestrians)	Identify high volume bicycle and pedestrian routes for improvement	Investigate best practices for options	
			Research bicycle and pedestrian railroad crossings best practices	Coordinate with ODOT Active Transportation Unit to identify needs and best practices	
			Recognize multimodal system needs early and investigate best practices for improvement	Identify crossings for installation of bicycle oriented signage and pavement markings	
					Identify crossings where lanes become shared for additional safety improvements (e.g. advance signage, etc.)
	Driver Behavior		Drivers disregard warning devices	Develop a toolkit for improved warning devices	Research best practices
				Drivers are distracted or are situationally unaware	Identify risky crossings (e.g. multitrack, askew, low-visibility) for enhanced safety improvements
					Upgrade passive protective devices as needed
Physical Characteristics		Crossing Infrastructure such as humped crossings, extreme intersection angles, highway approach grade, curvature or blocked signage lead to driver judgment error	Improve project prioritization process to incorporate additional factors for consideration	Supplement JAQUE to prioritize crossings with additional criteria for funding	
				Identify crossings with extreme humped crossings for coordination with local jurisdiction for improvements	
		Crossing surfaces are challenging to install and maintain	Establish crossing surface funding source		

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Strengthen education and outreach about rail crossing safety	Driver Behavior	Travelers are unaware of true dangers of rail crossings	Strengthen outreach information and efforts to educate travelers to rail hazards	Work in conjunction with ODOT Active Transportation, Transportation Safety Division, DMV, Operation Lifesaver and others to develop and distribute materials for all travelers	
		Drivers willingly commit risky behavior	Work with agency and external partners to expand outreach and education in targeted areas	Partner with driver education programs to enhance and improve rail education component in driver education materials Partner with Operation Lifesaver to improve education and outreach to overrepresented groups (e.g. communities with high risk crossings, teen drivers, etc.)	
		Rail safety coverage in education materials is generally weak, may contain inaccuracies and may be confusing	Improve rail safety coverage in driver education materials	ODOT Rail partner with other ODOT units (e.g. TSD) to address distracted driving Partner with ODOT units (e.g. TSD, DMV) and Operation Lifesaver to enhance and improve rail coverage in driver materials and courses.	
		Few rail education efforts reach bicyclists	Engage with bicycle advocacy groups to identify education opportunities	Partner with ODOT Active Transportation to develop and distribute materials	
	Coordination	Little guidance is available from ODOT on multimodal issues and techniques	ODOT's funding prioritization may not amply consider key factors	Review and improve project prioritization criteria to better address key factors and trends	Enhance JAQUE formula with additional factors such as leverage opportunity, route priority and other factors.
			Review and improve ODOT rail crossing selection process	Establish internal ODOT committee to meet regularly	
				Identify best practices and develop training materials for local and state engineers related to multimodal planning and design	Work with ODOT Active Transportation and local jurisdictions to establish work group, identify best practices and develop guidance

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Coordinate and collaborate with railroads, road authorities and other stakeholders to improve rail crossing safety	Coordination	Local jurisdiction processes do not trigger rail crossing impact reviews or local jurisdictions may be unaware of process leading to land use changes impacting rail crossing safety	Encourage early coordination between road jurisdictions and railroads	Create a work committee to identify recommendations for process improvements (including thresholds)
		Local jurisdictions may not have railroad crossing info and data	Develop an asset database with key information for local jurisdictions including previous incident information	Work in conjunction with local jurisdictions to establish needs for development of asset system
Leverage opportunities for rail crossing improvements	Coordination	Leverage opportunities are not currently maximized	Engage with local road authorities and ODOT region staff early to leverage project opportunities	Identify and reach out to communities with high risk crossings, previous incidents or changing conditions for project coordination and leverage
	Funding Allocation	Oregon is unable to provide required match for grant opportunities	Establish funds for grant match opportunities, grade separations and other immediate opportunity needs	Explore financing options and best practices in other states
	Training and Outreach	Engineers and planners are not aware of rail crossing safety improvement technique, issues or opportunities	Develop and distribute training / information materials	Research best practices to develop curriculum
Strengthen enforcement of illegal rail crossing behavior, trespassing and other risky behavior	Enforcement	Enforcement options are limited by constrained resources	Partner with ODOT units and local jurisdictions for targeted enforcement and education in high risk crossing areas	Distribute curriculum through available channels such as webinars, in-person training, etc.
			Investigate enforcement technology options at high risk rail crossings	Research camera enforcement options