

Our strategy

A priority for ODOT is to have the **safest infrastructure possible**. Safe infrastructure is promoted by implementing design practices that mitigate structural safety risks on Oregon's transportation system. There are several ODOT activities specific to the Rail Section associated with this general strategy. The Crossing Safety Unit manages crossing improvement projects and inspects crossings to ensure they are appropriately maintained. The Rail Section works with public and private entities, including the railroad companies, public road authorities and law enforcement to address crossing safety concerns and participate in transportation

planning activities to improve the mobility of highway and rail traffic.

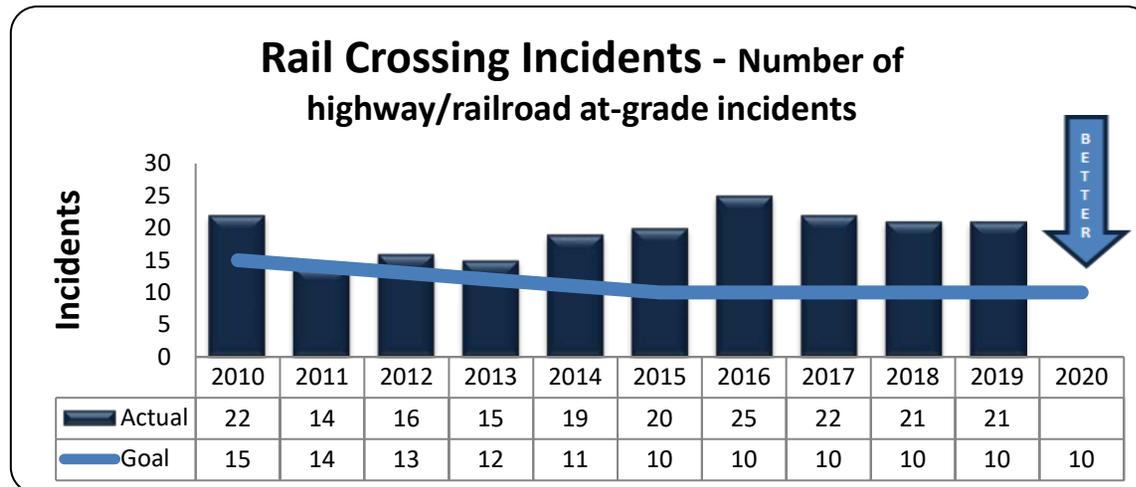
About the target

The Rail Section strives for a zero incident performance. The goal reflects the reality that some number of incidents is outside the control of the section and its transportation safety partners.

How we are doing and how we compare

In 2019, 21 rail crossing incidents occurred, which under-performed our goal of 10. The incident data in the table for 2019 includes

eight incidents involving injuries with no fatalities. In 2018 and 2019, there were 21 rail-crossing incidents, a decrease from 22 in 2017. Since 2010, rail-crossing incidents have varied between a high of 25 in 2016 and a low of 14 in 2011. This trend indicates a need for additional public awareness and education programs highlighting causes of potential at-grade incidents. The above narrative and corresponding chart is based on updated data the Federal Railroad Administration has for freight railroads. The previous narrative and chart erroneously included data not relevant to freight railroads.



Fact

From 2010 to 2019, Crossing incidents average 19.50 per year. Some incidents are caused by deliberate actions.

Rail Crossing Incidents, cont.

Factors affecting results and what needs to be done

Some incidents are caused by deliberate actions rather than lack of safety education or crossing safety devices.

Options to promote a decline in the number of incidents include maintaining inspection efforts, increasing funding for crossing investments and increasing education outreach on crossing safety to the driving public and pedestrians.



About the data

The reporting cycle is calendar year. The data is based upon incident reports submitted by the railroads to the Federal Railroad Administration (FRA).

Contact information

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Data source

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