

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 Division associated with this general strategy. The Crossing Safety Section manages crossing improvement projects and inspects crossings to ensure they are appropriately maintained. The Rail Division 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 Division strives for a zero incident performance. The goal reflects the reality that some number of incidents is outside the control of the division and its transportation safety partners.

How we are doing and how we compare

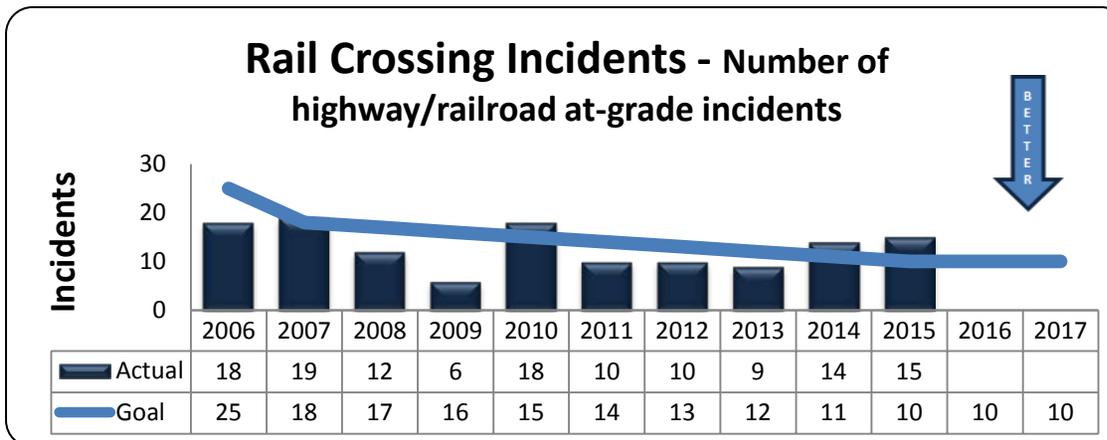
In 2015, 15 rail crossing incidents occurred, which underperformed our goal. The data shows that in 2015, eight incidents involved motor vehicles and six incidents involved pedestrians. There were six fatalities and

two injuries. The Federal Railroad Administration reports that, during recent years, Oregon has been in or near the top twenty states for least number of motor vehicle incidents at public rail crossings. In 2015, there were 15 rail crossing incidents, an increase from 14 incidents in 2014, nine in 2013 and 10 in 2011 and 2012. Since 2006 and except for the increases in 2010, 2014 and 2015, rail crossing incidents have decreased by 16.6 percent. This trend indicates significant improvement even though traffic counts are below historic highs.

Factors affecting results and what

Fact

From 2006 to 2015 rail crossing incidents have decreased by 16.6 percent from 18 to 15.



Rail Crossing Incidents, cont.

needs to be done

Some incidents are caused by deliberate actions rather than lack of safety education or crossing safety devices. Of the 15 incidents in 2015, four involved vehicles stopped on the tracks, and six involved vehicles that did not stop for STOP signs. Two incidents involved vehicles running into the side of a train. Pedestrian incidents decreased from six in 2014 to four in 2015. Of the six reported fatalities in 2015, three involved pedestrians, with one being a confirmed suicide. The other three fatalities occurred during a single incident where a SUV failed to stop for a STOP sign at the crossing. Options to continue the decline in incidents include maintaining inspection efforts, increasing funding for crossing investments and increasing education outreach on crossing safety to the driving public and pedestrians.



Railroad Administration (FRA). Under federal regulations, the railroads are required to complete and submit accurate reports to the FRA.

About the data

The reporting cycle is calendar year. The data is based upon incident reports submitted by the railroads to the Federal

Contact information

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Data source

ODOT Rail and Public Transit Division