ORDC Grade Crossing Safety Programs
GRADE CROSSING PROTECTION AND HAZARD ELIMINATION
<table>
<thead>
<tr>
<th>Incident Statistics 1999 to present</th>
<th>Year</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highest number of collisions</td>
<td>2000</td>
<td>143</td>
</tr>
<tr>
<td>Lowest number of collisions</td>
<td>2009</td>
<td>55</td>
</tr>
<tr>
<td>Highest number of fatalities</td>
<td>2001</td>
<td>21</td>
</tr>
<tr>
<td>Lowest number of fatalities</td>
<td>2014</td>
<td>2</td>
</tr>
<tr>
<td>Year to date collisions (Jan-Aug)</td>
<td>2015</td>
<td>41</td>
</tr>
<tr>
<td>Year to date fatalities (Jan-Aug)</td>
<td>2015</td>
<td>10*</td>
</tr>
</tbody>
</table>

*70% occurred at crossings with lights and gates
### Crossing Safety Projects

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Warning Device Improvements</th>
<th>Grade Crossing Elimination (Closures)</th>
<th>Surface Improvements</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>99</td>
<td>8</td>
<td>6</td>
<td>$23,894,098*</td>
</tr>
<tr>
<td>2013</td>
<td>76</td>
<td>3</td>
<td>3</td>
<td>$16,963,243</td>
</tr>
<tr>
<td>2014</td>
<td>57</td>
<td>2</td>
<td>2</td>
<td>$15,266,786</td>
</tr>
<tr>
<td>2015</td>
<td>58</td>
<td>2</td>
<td>2</td>
<td>$15,955,816</td>
</tr>
</tbody>
</table>

*In 2011 ORDC undertook an comprehensive evaluation of its grade crossing safety program. A significant portion of the 2011 budget was carried over to 2012.
Grade Crossing Improvement Programs

Formula-based upgrade program
- Selected by hazard ranking
- Generally 100% federal funding

Corridor-based program
- Selected in consultation with railroads
- Jointly funded with federal and railroad funding

Constituent identified program
- Local highway authorities and communities
- Individuals

Preemption program
- Crossings with nearby highway traffic signals
Diagnostic Reviews

Warning devices are evaluated by a diagnostic team at a diagnostic survey.  
• A diagnostic team means a group of knowledgeable representatives of the parties of interest in a railroad-highway crossing or a group of crossings. (23 CFR 646.204)

In Ohio the typical parties of interest include:
• Local Highway Authority
• Railroad
• Public Utilities Commission (regulatory agency with jurisdiction over railroads)
• Ohio Rail Development Commission (administrator of federal funds)

Opportunity for all voices to be heard:
• Primarily for warning devices but other improvements may be recommended
Preemption

Are you modifying a traffic signal near a railroad crossing?

Are you installing a new traffic signal near a railroad crossing?

Do you have a traffic signal within 200 feet of an at-grade crossing?

Does traffic stopped at or approaching a traffic signal queue over railroad tracks?

If the answer to any of these questions is “YES”

Ask me about traffic signal preemption.
Consolidation – Crossing Elimination

Considerations for crossing closures include:

• ADT and train traffic at crossing to be closed
• ADT and train count at alternate crossings
• Number of crossings within 1 linear mile
• Increase in traffic at alternate crossings due to the closure
• Features of alternate crossings, including warning devices, sight distances, etc.
• Community impacts: fire and EMS, commerce, pedestrian traffic, etc.
Consolidation – crossing elimination

Closure incentives can include:
- Improvements at other crossings (lights and gates, surfaces, etc.)
- Funds for highway safety improvements (up to $15,000.00)
- Cash incentives from railroads (varies by railroad)
Constituent (you) Identified

The numbers don’t always tell the whole story.

Local perspective is critical.

If you know a crossing that you believe is dangerous:

- Let us know...we can’t be everywhere!
- What are the hazards?
  - Visibility issues/sight obstructions
  - New development, e.g. school consolidation, housing or industrial growth
  - Changes in traffic patterns, etc.
The Bottom Line is...

Communication and Cooperation

One goal:
Contacts

Cathy Stout  (614) 644-0313

Project Managers
• Don Damron (614) 917-8466
• Greg Gronbach (614) 395-1824
• James Tucker (614) 398-6897
• Joe Reinhardt (614) 580-7728

Office/Technical Staff
• Susan Arduini (614) 644-0307