Team Introduction

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SRF Project Manager
Meeting Objectives

› Review Wisconsin’s Rail-highway Crossing Safety Programs
› Review the Purpose of the Highway-Rail Grade Crossing State Action Plan
› Provide an Update on our Progress
› Provide an Opportunity for Input
WisDOT Section 130 Program

Total budget authority = $3,292,000

OCR Safety Program
- $2.7M of Section 130 funding is matched with $1.7M of state funding
- Focused on low-cost safety improvements
- $4.4M total funding = 18-20 warning device upgrades annually

State Safety Programs
- $592K of Section 130 funds to two programs
  - Elimination of Hazards
  - Warning Device Programs
- All projects require at least a 10% match from either railroad or local entities
- Recent program focus has been on 50/50 obsolete equipment upgrades, but also will be prioritizing preemption fixes and other safety improvements
- Appx. 2-5 projects/year
Federal Grade Crossing Guidance

› Railroad Safety Improvement Act (2008)
  › Required 10 states to develop State Action Plans (SAP)
› FAST Act – Section 11401
  › Required FRA to issue rules for developing highway-rail grade crossing state action plans
› FRA Notice of Proposed Rulemaking (November 2019)
  › Required remaining 40 states and D.C. to develop SAPs
› FRA Final Rule (December 2020)
  › Requires States to develop or update SAPs and submit by February 14, 2022.
Project Approach

- Task 1: Project Management
- Task 2: Stakeholder Engagement
- Task 3: Data Collection
- Task 4: Grade Crossing Data Analysis
- Task 5: Grade Crossing Risk Assessment
- Task 6: Develop Improvement Strategies
- Task 7: Draft and Final Documentation

Identify Crossings for Improvement
- At least 1 accident in previous 3 years
- More than 1 accident in previous 5 years
- Other high-risk locations as defined by state

Action Plan for Improving Safety
- Discuss strategies to improve crossings over a 5-year period
- Provide implementation timeline
- Designate an official responsible for managing implementation
Final Goals and Objectives

Improve safety where railroads interact with motor vehicles and other modes of transportation over the next five years.
### SAP DRAFT Goals

<table>
<thead>
<tr>
<th>Action</th>
<th>Goal</th>
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<tbody>
<tr>
<td>Reduce</td>
<td>Reduce the number and rate of incidents at grade crossings</td>
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<tr>
<td>Reduce</td>
<td>Reduce the number of severe incidents at locations with reoccurring incidents within the last five years</td>
</tr>
<tr>
<td>Deliver</td>
<td>Efficiently deliver all projects in safety and crossing surface repair programs</td>
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<tr>
<td>Ensure</td>
<td>Ensure the safe operation of interconnected crossing systems</td>
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<tr>
<td>Maintain</td>
<td>Maintain a program to repair deficient railroad crossing surfaces</td>
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<tr>
<td>Encourage</td>
<td>Encourage Crossing Closures</td>
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<tr>
<td>Improve</td>
<td>Improve data collection and analysis of railroad crossings</td>
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<tr>
<td>Implement</td>
<td>Implement design improvements at RR crossings when undertaking highway projects</td>
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<tr>
<td>Engage</td>
<td>Engage statewide stakeholders in education and enforcement</td>
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</table>
Stakeholder Engagement

Public Agency Outreach
- WisDOT District Staff
- MPOs, Chambers of Commerce, Economic Development Agencies

Private Sector Outreach
- Major Employers
- Rail Operators
- Industry and Trade Groups

Web-based Outreach Campaign
- General public outreach
- Rail crossing users/operators
• Visit www.menti.com on your device
• Enter code 8412 2997
• Follow the onscreen directions, and SUBMIT when complete
• Another poll will open as we progress through this presentation
Grade Crossing Data Collection

25 Multi-Incident Crossings 2016-2020

23 Casualties 2016-2020

128 Railway-Highway Incidents 2018-2020
Preliminary Data Snapshot

› Less than the national average of incidents involve Amtrak (4.1% WI vs. 7.1% Nationally)

› More than half of the incidents in Wisconsin are reported by Wisconsin Central Limited (a subsidiary of CN) (103 of 194 incidents)

› More than the national average are reported as being “Moving over crossing” (74% vs. 62%)

› Less than the national average of incidents are reported as “Stalled or stuck on crossing” (9.7% vs. 12.6%) or “Stopped on Crossing” (13.9% vs. 23.3%)

› The majority of incidents happened on a Main track (91.8% vs. 90%) but are more likely to happen on an Industry track compared to the rest of the nation (5.7% vs 0.0%).
### Crossing Incidents

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<th>Year</th>
<th>Total</th>
<th>Public</th>
<th>Private</th>
<th>Fatality (Count)</th>
<th>Injury (Count)</th>
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<td>46</td>
<td>40</td>
<td>6</td>
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<td>2019</td>
<td>48</td>
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<td>2020</td>
<td>41</td>
<td>36</td>
<td>5</td>
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<td>11</td>
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### Task 5: Risk Assessment

#### Wisconsin Rail Crossing Safety Research

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<tr>
<th>Crossing Number</th>
<th>County</th>
<th>City</th>
<th>Street</th>
<th>FRA Protection Group</th>
<th>FRA Accident Prediction Model</th>
<th>WisDOT Model</th>
<th>FRA Rank</th>
<th>DOT Rank</th>
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#### Evaluate the current model

1. **Understanding the OCR Process**
2. **Validate Candidate Projects**

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**FRA Accident Prediction Model**

- Changes: **Changes**
- Crashes: **Crashes**

**Date**

- 1980
- 1985
- 1990
- 1995
- 2000
- 2005
- 2010
- 2015
- 2020
Reducing Risk at Grade Crossings in Wisconsin

Project Improvements
› Crossing closures
› Four quad gates
› Non-traversable medians
› Median barriers
› Grade separation
› One-way streets
› Warning device upgrades
› Geometric improvements
› Sight line improvements
Next Steps

› Analysis and Risk Assessment – October
› Public Outreach and Engagement – November
› Field Verification and Crossing Improvement Strategy Development - November
› Draft and Final Documentation – December
Next Steps

TAKE THE SURVEY

COMMENT ON THE MAP

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Website: https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/railcrossing.aspx

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