

2015
ROW FATALITY &
TRESPASS
PREVENTION
WORKSHOP

»» **AUG 04 - 06**
CHARLOTTE, NC

Highlights of
Working Group Summary of Top Recommended Actions
August 6, 2015



Topic Areas

- Topic Area 1: Pedestrian Safety Issues
- Topic Area 2: Design, Technology and Infrastructure
- Topic Area 3: Community Outreach & Education
- Topic Area 4: Enforcement
- Topic Area 5: Intentional Deaths/Acts

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Intentional Deaths/Acts

Top Five Recommended Actions for Topic Area 1: Intentional Deaths/Acts

1. Talk to suicide survivors for best practices
2. Develop rail specific media guidelines
3. Educate Coroners/CME about rail death determination
4. Universal Railroad Emergency number
5. Secondary probable suicide statistic to be used to determine hot spots

1. *Talk to suicide survivors*

Description: Talk to survivors of rail suicide attempts to understand why they chose the railroad, and what might have prevented their attempt. And also to examine best practices from other suicide prevention campaigns.

Rationale: Better understand why they chose the rail for a suicide attempt.

Benefits: To develop more effective suicide prevention messaging.

Key Implementation Issues: Finding survivors willing to participate.

2. *Develop rail specific Media Guidelines*

Description: Work with rail carriers to develop guidelines for media as well as rail representatives to encourage responsible reporting.

Rationale: To discourage sensationalistic reporting of rail suicides.

Benefits: Fewer copycat suicides.

Key Implementation Issues: Distribution of information to the media.

3. *Coroner education*

Description: To work with Coroners/CMEs to educate them to rail specific issues concerning rail deaths.

Rationale: Current determinations are slow and inconsistent.

Benefits: Better quality data faster.

Key Implementation Issues: Cooperation of the Coroners/CMEs.

4. *Universal rail phone number*

Description: An easy to remember number to call to report rail emergencies (ex. Suspected suicidal behavior). The call would also be tagged with a GPS location.

Rationale: Better location of incident, and easier reporting of the incident by the public.

Benefits: Quicker response to rail emergencies.

Key Implementation Issues: Cost of phone center.

5. *Secondary probable suicide statistics*

Description: To add another category in FRA reporting for probable cause of death at the scene.

Rationale: To reduce the time and inconsistency of suicide determinations.

Benefits: Quicker and more reliable data to identify hot spots.

Key Implementation Issues: FRA manpower and legal issues.

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Pedestrian Safety Issues

Top Five Recommended Actions for Topic Area 1: Pedestrian Safety Issues

1. *Signage*
2. *Crossing Guards*
3. *Clearinghouse*
4. *Pedestrian Safety Workshop*
5. *Best Practices Guide*

1. *Signage*

Description: Framework for identification and rotation of signage. This to maintain freshness, and prevent signs in becoming stale.

Rationale: prevent signs from becoming ineffective, such as fading. From a physical and psychological standpoint.

Benefits: Crisp and effective messaging, can be a low-cost alternative

Key Implementation Issues: cost, desire from the local authorities, ongoing maintenance, methodology

2. *Crossing Guards*

Description: equipping personnel at the location to control the movement of pedestrians at large-scale or special events.

Rationale: to prevent mass number of pedestrians from entering outside of the crossing envelope. Set of eyes to monitor approaching train traffic.

Benefits: inexpensive, effective and immediate. Augment other safety outreach efforts, such as crossing safety blitzes.

Key Implementation Issues: what entity will send such personnel, who will pay the costs for the presence of a crossing guard.

3. *Clearinghouse*

Description: For both pedestrian and roadway grade crossings – to provide states, transit and the railroad industry stakeholders to general grade crossing information, ideas and best practices for grade crossing safety.

[FHWA Pedestrian Bicycle Information Clearinghouse.]

Rationale: Provide immediate information, through a website, and eventually through a live person.

Benefits: wide dissemination of current practices and theories, sharing local experiences to a wide audience.

Key Implementation Issues: can be fairly costly to launch, and requires rigorous ongoing maintenance.

4. *Pedestrian Safety Workshop*

Description: Forum to share best design practices, engineering solutions, etc..

Rationale: to provide local ideas to the national audience. Share current case studies, to establish consistent ideas, to accelerate or exchange information among peers, foster lessons learned.

Benefits: networking with subject matter experts, incubate new innovations and ideas.

Key Implementation Issues: travel restrictions, an optimal mix of participants and attendees, account for existing scheduled seminars.

5. *Best Practices Guide*

Description: developing best design practices regarding signage, channelization, geometrical features, local characteristics, etc...

Rationale: technology transfer and the sharing of innovative ideas.

Benefits: leading to saving lives, reducing incidents and accidents, to facilitate proven crossing treatments from various homegrown initiatives to a national audience.

Key Implementation Issues: establishing a team of SME's to capture the various design and operational approaches.

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Working Group Summary of Top Recommended Actions

Design, Technology and Infrastructure

Top Five Recommended Actions for Topic Area 1: Design, Technology, and Infrastructure

1. Standardized system of train engineer data collection & reporting – near misses, trespassers, etc.
2. Research for Application of Technology or Mitigation Method Relative to Environment or Condition
3. Technology to Influence Behavior
4. Intrusion Detection and Notification
5. Aerial Detection of Trespassing or Right of Way Changes

Recommended Action # 1

Description: Standardized system of data collection and reporting of trespassing, near-misses, grade crossing issues

Rationale: Need for information on trespasser hot spots along right of way

Benefits: Real time data collection, identification of hot spots or incidents, Define enforcement zones

Key Implementation Issues: Need participation by stakeholders to obtain good data

Recommended Action # 2

Description: Research for Application of Technology or Mitigation Method Relative to Environment or Condition

Rationale: Need to have a thorough understanding of different conditions and how they vary, tie available technology to the condition

Benefits: A way to standardize application across rail carriers or public agencies

Key Implementation Issues: Will vary depending on the location

Recommended Action # 3

Description: Research and develop technologies to influence human behavior to prevent trespassing or alert trespassers of potential hazard. Consider multiple technologies, such as lighting (color, brightness, visual stimulation, etc.), vibration (train or wayside applications) and microwave/infra-red. GPS/phone based alert or audio alerts

Rationale: A need to find new/better ways to deter trespasser behavior

Benefits: Inform trespassers or violators of potential hazards along railroad corridor or at high-risk locations

Key Implementation Issues: Difficult to implement, potentially costly to implement

Recommended Action # 4

Description: Develop automated or operator-based technology to detect trespasser or obstructions, including locomotive-mounted, operator controlled or wayside apparatus. Warn trespasser and distribute information locomotive engineer, railroad dispatcher or integrate with PTC

Rationale: Develop a real- time way to deter the trespasser

Benefits: Alert the trespasser to leave, notify the railroad and law enforcement of the trespasser

Key Implementation Issues: Technology is already out there, need to determine how to implement

Recommended Action # 5

Description: Research and development of unmanned aerial Vehicle (UAV) or satellite to capture corridor anomalies, trespassers or obstructions along railroad corridors. Technology should also provide communication to the locomotive engineer.

Rationale: New technology for the rail industry that has tremendous potential

Benefits: Locate trends and high risk areas for enforcement, real time notification

Key Implementation Issues: Need FAA laws written to allow for use

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Community Outreach & Education

Top Five Recommended Actions for Topic Area 1: Community Outreach & Education

1. Target National Associations to Raise Trespass Awareness
2. National Railroad Safety Day/Week
3. Community Outreach with the Big Leagues
4. Nationwide Media Buy Campaign
5. Rail Safety Question on every Driver's Ed and CDL Licensing Test Nationwide

1. Target National Associations to Raise Trespass Awareness

Description: Utilize existing anti-trespassing programs and safety message information by delivering to national associations to advocate to their members, customers, and employees. (e.g., IACP, Fast Food, Gas Stations, CAA, AAR, APTA, AASHTO, Int'l Assoc. of Fire Chiefs, etc.)

Rationale: National organizations can help spread rail safety/anti-trespass messages through their own memberships, reaching a broader audience than rail safety advocates can achieve on their own.

Benefits: Increased efficiency of message delivery; target their money and resources

Key Implementation Issues: Achieving buy-in from national associations may be challenging; need to identify what will incentivize national associations' participation.

2. National Rail Safety Day/Week

Description: Presidential proclamation for a National Rail Safety Day or Week with uniform anti-trespass and crossing safety messages.

Rationale: With a National Rail Safety Day/Week, governors for all states are more likely to make participation a priority (and provide funding). Federal agencies, railroads, and other safety partners can blitz communities and media outlets.

Benefits: Exposure with a unified message to all communities
Decrease fatalities and injuries
Raise public awareness of rail safety issues

Key Implementation Issues: Executive Branch/White House support for Presidential proclamation; communication and pre-planning for first National Rail Safety Day/Week (after a few years, hopefully can advertise better safety results)

3. Community Outreach with the Big Leagues

Description: Approach the community outreach arm of major sporting outlets (NFL, MLB, MLS, NHL) to form a safety partnership. Host volunteer efforts, PSAs played in arenas, handouts, logo/signage on team uniforms.

Rationale: A professional sports league partnership provides large avenue to discuss safety with automatic public buy-in because of who is delivering the message.

Benefits: Huge opportunity for social media outreach, PSAs at arenas, high-visibility outreach. Opportunity to create a message that evokes emotion – all of us are impacted by drinking or sporting events and trespassing.

Key Implementation Issues: Need to focus on one organization to get process in place. How much of associated costs can be shifted to the professional sports partner, and how much will need to be borne by federal safety partners, railroads?

4. Nationwide Media Buy Campaign

Description: Media Buy Campaign with unified PSA message funded by railroads, federal and state DOTs to run nationwide on targeted television and radio networks.

Rationale: Purchasing ad time for PSAs instead of relying on earned media allows campaign managers to target areas where with significant trespassing problems.

Use existing trespasser profiles and demographic research to build precise ad profiles that determine what networks/times/messages for PSA.

Utilize National Association of Broadcasters and State Broadcasting Associations multi-outlet buys; can utilize Ad Council buy with 501(c)(3) designation.

Campaign must be in both English & Spanish – Telemundo, Univision and similar Spanish-language TV, radio and print media can aid distribution.

Benefits: Name Brand recognition for campaign and sponsoring organization.

Change the public perception that trespassing is socially acceptable.

Fewer injuries and fatalities.

Key Implementation Issues: Cost – most PSA campaigns have relied heavily on earned media; purchasing ad time will be expensive in major media markets.

High level of coordination with partners and stakeholders is required to promote campaign.

5. Rail Safety Question on every Driver's Ed and CDL Licensing Test

Description: Encourage State DMVs to include a Grade Crossing Safety message/question in tests for driver's licenses and CDL licenses.

Rationale: This proposal seems to fall in the educational outreach for drivers and does not really apply to trespasser outreach. But, it still seemed like a very good idea to the COA break-out participants.

Benefits: Increased driver awareness of rail crossing safety measures.

Reduction in crossing incidents and grade crossing trespassers.

Key Implementation Issues: Key partners include motor carriers organizations and companies, US DOT agencies, FRA Grade Crossing Team, AASHTO, organizations who effectively work to impact state legislation.

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Enforcement

Top Four Recommended Actions for Topic Area 1: Enforcement

1. Model Trespass Statute
2. Grant Program for Railroad Enforcement
3. Model Railroad Law Enforcement Authority
4. Use of Technology to Detect, Deter and Apprehend

1. *Model Trespass Statute*

Description: Develop a federal law for trespass and pass it on to state level for potential adoption

Rationale: Currently there is no consistency in the way that trespass statues are written

Benefits: A uniform law would allow law enforcement to more effectively enforce railroad related trespass

Key Implementation Issues: We want to be aware of large fines because we may lose buy-in. Would need to educate the judicial system to garner support

2. *Grant Program for Railroad Enforcement*

Description: Establish a federally funded and supported grant program that is designed specifically for the enforcement of railroad specific violations

Rationale: Local law enforcement have limited resources, a grant program would help them focus and enforce railroad specific laws

Benefits: Engage community stakeholders with more effective enforcement, thus reducing trespass causalities, especially when funding is required

Key Implementation Issues: Data is required for grant program, finding an appropriate agency to manage the grant will be necessary

3. *Model Railroad Law Enforcement Authority*

Description: Provide federal guidance to the states for the development of language for their state statute which provides the necessary law enforcement authority to railroad law enforcement personnel

Rationale: Currently railroad police authority differs among the various states, we are seeking consistency so that railroad law enforcement can carry out their mission more effectively

Benefits: Ability to more effectively enforce trespasser and all other railroad related violations without worry about if they have jurisdiction and/or the ability to appropriately enforce the state laws

Key Implementation Issues: Resistance from each of the states to pass the necessary statute and/or modify the existing language to make this happen

4. *Use of Technology to Detect, Deter, and Apprehend*

Description: Seek to adopt current technology and/or equipment for the benefit of detecting, deterring, and apprehending violators of railroad related statutes

Rationale: Railroad law enforcement personnel and local law enforcement often do not have the manpower to adequately police railroad right-of-way effectively

Benefits: Use of technology would allow law enforcement personnel to cover greater areas with limited time and resources spent. May also reveal other items of interest, (i.e. worn paths, homeless camps, illegal dumping)

Key Implementation Issues: This technology and/or equipment can be very expensive, may have to solicit use of vendors. Appropriately sharing the data with law enforcement partners might prove difficult. Using data for prosecution might require additional effort and/or investigation

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