



BUILDING EFFECTIVE

Public Advocacy Organizations

Twenty Years of the
DuPage Railroad Safety Council

Dr. Lanny F. Wilson, M.D.

Chairman

DuPage Railroad Safety Council



Mission:

Prevent deaths and injuries at railroad crossings and along railways.

WHY the DRSC ?

*The DuPage Railroad Safety Council exists because **Jonathon Goers** was so severely injured and **Lauren Elizabeth Wilson** was later killed at a quiet little railroad crossing in Hinsdale, Illinois. On the stage of life, history has assigned them each the role of inspirer.*



MISSION:

Prevent deaths and injuries
at railroad crossings and along railways.



Prevent deaths and injuries
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WHO/WHAT is the DRSC



VISION:

- Create a culture of collaboration with partners in safety to accomplish our mission.
- The work which we inspire extends beyond the borders of DuPage County.
- The railroad safety improvements and awareness we seek have national and global implications.



Prevent deaths and injuries
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WORKING together

EVERYONE ACHIEVES MORE



- The DRSC is more than just one person. DRSC is a group of people.
- People come and go and as new people emerge the group's energy is churned and re-invigorated.
- We have a consistent core of about 25 people.



Prevent deaths and injuries
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PEOPLE

principles



- A broad range of *perspectives* are voiced in a cooperative and *collegial* manner.
- A good mix of *personalities* enables a well rounded discussion and approach to challenges.
- We strive for a balanced perspective:
 - cost/benefit
 - public/private
 - heart/head



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PEOPLE

principles



- We are: rail fans, rail professionals, public health workers, families of those who have been injured or killed in train incidents, vendors, academics, government people, police, educators, legislators, etc.
- All this talent helps build effective dialog.



Prevent deaths and injuries
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SUSTAINABILITY

longevity



A number of similar organizations have come and gone regionally and nationally for a variety of unknown reasons.

What has made DRSC stand the test of time?

- Reliable leadership, infrequent changes in the Board of Directors
- Consistency every 3rd Saturday (meetings begin and end on time)
- Biennial Conferences
- Tax-deductible, 501(C)3 organization
- Non-partisan approach to problem-solving



Prevent deaths and injuries
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BIENNIAL conferences



Prevent Tragedy on the Tracks

- 1996** – Railroad Crossing Safety Summit
- 1998** – Today's Success...Tomorrow's Challenge
- 2000** – Countdown to Zero in the New Millennium
- 2002** – High Speed Rail (Overcoming the Barriers)
- 2004** – The Chicago Connection
- 2006** – Teaming Up for Pedestrian Safety
- 2008** – Promoting Sealed Corridors
- 2010** – New Frontiers in Rail Travel: Environmental and Safety Implications
- 2012** – Safety is Good Business
- 2014** – GLXS International Symposium



Prevent deaths and injuries
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PREVENT TRAGEDY

on the tracks




Prevent Tragedy
on the **Tracks**

Safety is
Good Business

Thursday, October 11, 2012

Sponsored by



Prevent deaths and injuries
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SUCCESS

stories



- Winfield Pedestrian Underpass
- Wheaton Pedestrian Overpass
- Western Springs Pedestrian Underpass
- Belmont Road Grade Separation
- DeLarco Foundation – River Grove (2/23/04)
- UP West Line – Another Train Warning System
- Victor's Crossing – Glenview (5/25/04)



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SUCCESS

stories



- Encouragement of Crossing Closures
- Photo Enforcement Pilot Program
- Ravinia Park Pedestrian Underpass
- Crossing Violation Fine Levels (\$500 or \$250?)
- Hinsdale – Monroe Street 4-Quad Project



Prevent deaths and injuries
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WINFIELD:

2004 - 2011



Prevent deaths and injuries
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WHEATON: 1995 to 2007



LORI MOST Pedestrian Bridge over the UP West Line



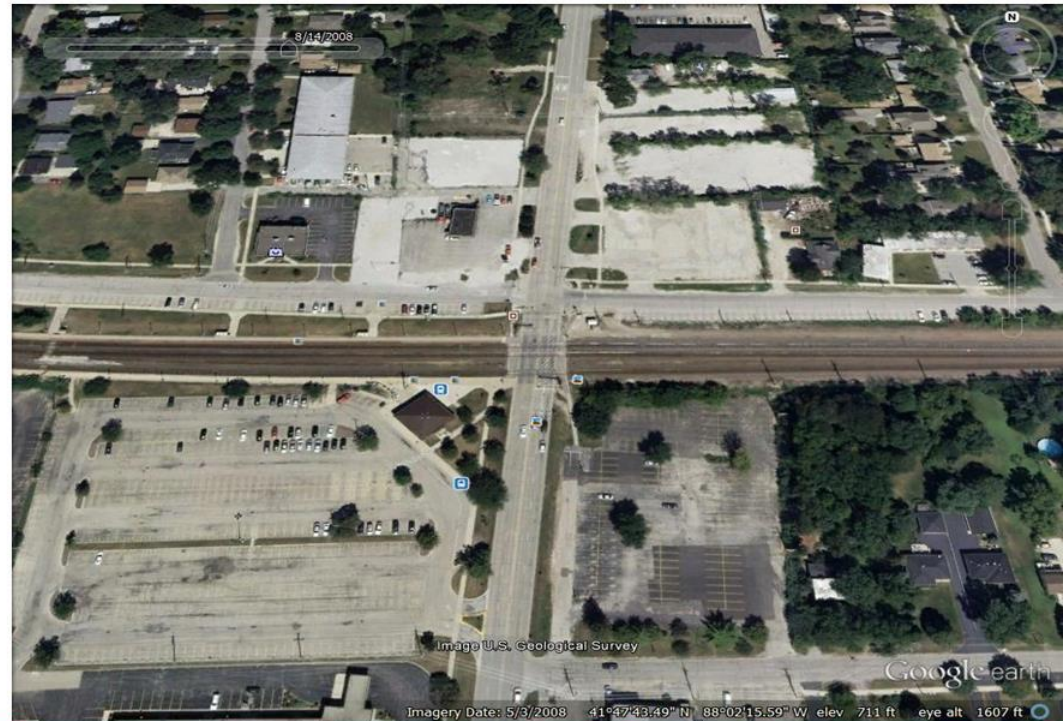
Prevent deaths and injuries
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WESTERN SPRINGS: 2004-2005



Prevent deaths and injuries
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BELMONT ROAD: BEFORE

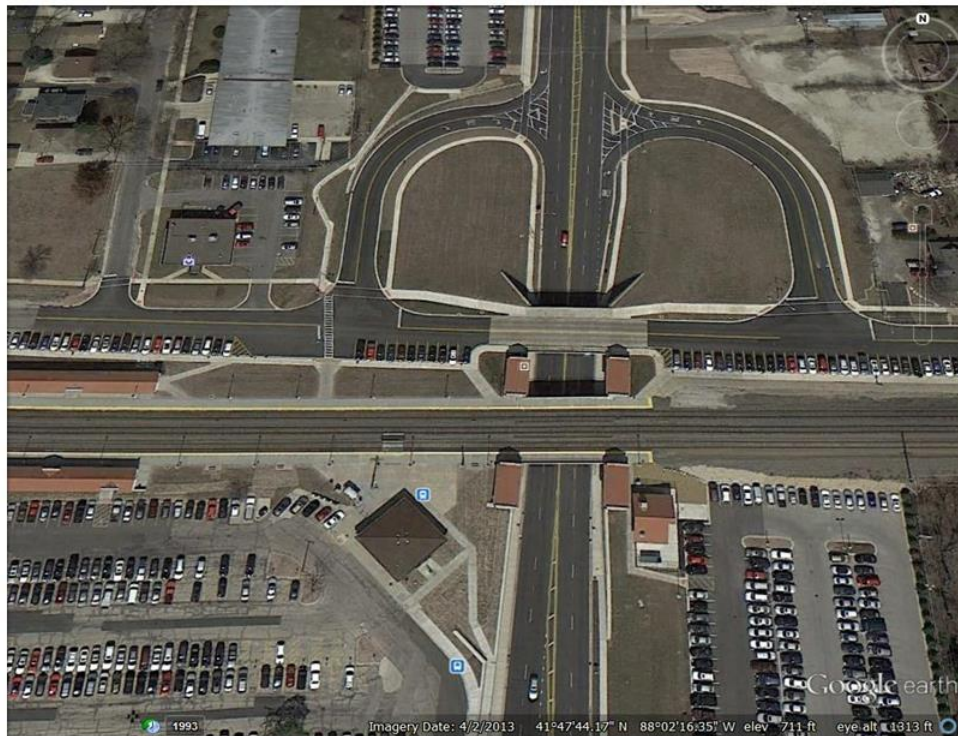


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BELMONT ROAD: After: \$57 Million Later



2013

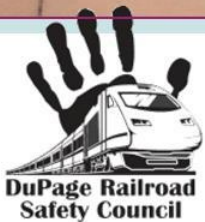


Prevent deaths and injuries
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RIVER GROVE: 2004 - 2010



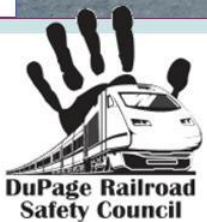
**BEFORE AND
AFTER**
*Removal
of Ped Crossings*



*Prevent deaths and injuries
at railroad crossings and along railways.*

RIVER GROVE: continued

- Pedestrian Gates Installed
- Pathway Defined
- Far Side Devices Relocated



Prevent deaths and injuries
at railroad crossings and along railways.

ANOTHER

train warning system

Adrian Guerrero

(312) 777-2037

aguerre@up.com

www.metraupwest.com/media/photos.shtml

Maywood, Melrose Park, Elmhurst, Villa Park, Glen Ellyn,
College Avenue, Winfield and Geneva stations



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VICTOR'S crossing



The education-ticketing event, held in May in commemoration of the death of Victor Olivera, 11 is in its ninth year.



Prevent deaths and injuries
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MONROE street



Before 4-Quad Gates

After With Improved Ped Access



Prevent deaths and injuries
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TRADITIONAL 3E focus



Embracing the new helps maintain enthusiasm and energy. Is it time for more Es, in addition to the traditional focus? (education, engineering, and enforcement)

- Evaluation
- Encouragement
- Emergency Response
- Elimination of Crossings



Prevent deaths and injuries
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PROMOTION

of innovation



4-Quad Gates High Speed Line @ Odell

290739H-03132010-02.jpg - - E Side of Xing;Hwy Approach looking W



Prevent deaths and injuries
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PROMOTION of innovation



Pedestrian Signage at Galewood Metra Station



Prevent deaths and injuries
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PROMOTION of innovation



Marquette Road Chicago 4-Quad & Pedestrians



Prevent deaths and injuries
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PROMOTION

of innovation



Yield Crossbuck Upgrade



Prevent deaths and injuries
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PARTNERSHIP

with:



Metra

- John Zediker – DuPage County Representative
- Don Orseno – Executive Director
- Hilary Konczal – Safety Officer Administrator

DuPage Public Transit Committee

- Liz Chaplin – Chairwoman
- John Noel (in memoriam)

Law Enforcement

Industry

Illinois Commerce Commission

Operation Life-Saver



Prevent deaths and injuries
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PARTNERSHIP

with law enforcement



Prevent deaths and injuries
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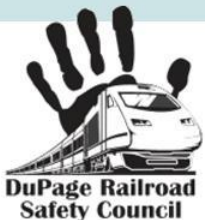
PARTNERSHIP

with industry



DO NO HARM!

DRSC cannot be successful if alienating the different components of the rail industry. Rail carriers, vendors and the governmental agencies that regulate and promote the industry are all welcome at DRSC.



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SAFER

for everyone



- We want to make the industry safer for everyone: highway users, rail customers, employees and the public in general.
- We want to learn and put that education to use...helping to avoid repeats of tragic incidents.



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SAFER

for everyone



- We appreciate that changing minds is not an easy thing to do, but we are encouraged when our advocacy helps to change minds.
- The example of the ICC's position of pedestrian gates is a good example.



Prevent deaths and injuries
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EVOLUTION

is key



- Paradigm shifts occur slowly.

What's next?

- Closed corridors on all Metra lines
 - 4 Quadrant Gates at every crossing
 - Pedestrian gates
 - Appropriate fencing
 - Channelization
- The eternal search for the “low cost” active warning device and lower cost grade separations?



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EVOLUTION

is key



- Pedestrian bike underpasses/overpasses in every community.
- Suicide prevention.
- We want to work together to promote what offers the best return on investment.
- Industry and government funds are very limited so a targeted deployment at the riskiest locations is desired.



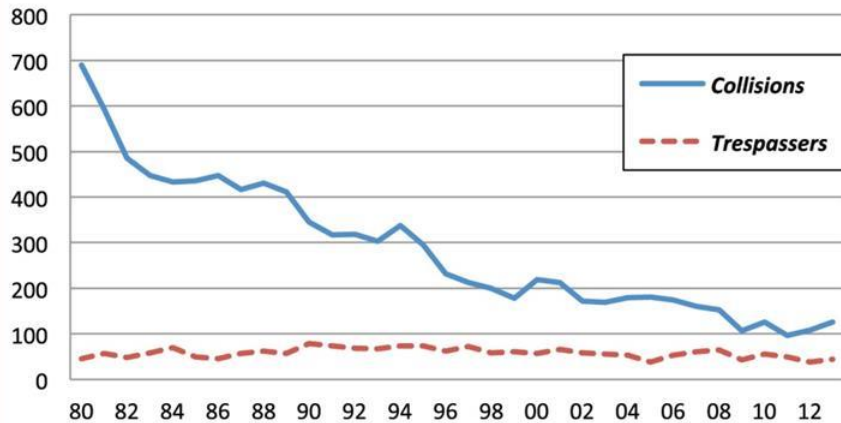
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EVOLUTION

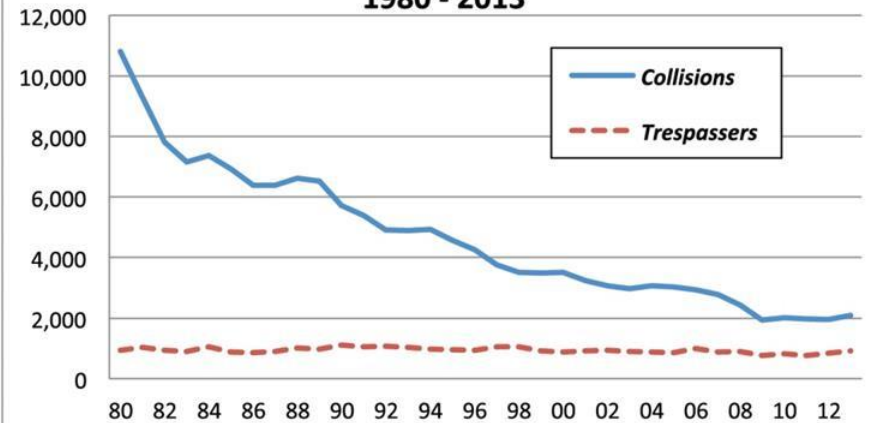
is key



Collisions and Trespassers in Illinois: 1980 - 2013



Collisions and Trespassers in the United States: 1980 - 2013



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WHAT IS NEXT

for the DRSC?



- A challenge for us is developing a succession plan (or a transition plan) so that when I retire, the mission of the DRSC continues.
- Having attained 20 years of advocacy, we all want the DRSC to continue this mission as its goal of zero incidents has not yet been met.



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CONCLUSION

the job is not done



The DRSC believes we can make zero fatalities a reality...and we look forward to achieving that goal with our partners in safety here and abroad.

Thank you for your kind attention.

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