

***The Three "E"s of Operation
Lifesaver***

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INDIANA OPERATION LIFESAVER

WHAT IS OPERATION LIFESAVER? Indiana Operation Lifesaver is a non-profit public information and education program dedicated to reducing crashes, injuries and fatalities at highway-rail grade crossings. Operation Lifesaver is a nationwide effort with active programs in 49 states and Canada with a national office near Washington, D.C.

HOW LONG HAS THE PROGRAM BEEN AROUND? Operation Lifesaver was established in 1972 by the Union Pacific Railroad. The program has since spread to 49 states and Canada. Over the last two decades the program has contributed significantly to reducing the national grade crossing crash and casualty averages by over 50 percent. In 1989 a national support office was established near Washington, D.C. to help coordinate the message and mission of autonomous state Operation Lifesaver programs.

Indiana Operation Lifesaver has been in existence since 1980. Originally the program was staffed part-time by a representative from the Division of Traffic Safety, Indiana Department of Transportation. In 1990, it was decided that Indiana's highway-rail grade crossing problem warranted full-time attention and Indiana Operation Lifesaver was reorganized as a separate non-profit agency and a full time state coordinator was hired.

HOW SERIOUS A PROBLEM ARE VEHICLE-TRAIN CRASHES AND TRESPASSING? Most people are unaware how frequently crashes at highway-rail grade crossing intersections occur. While highway-rail grade crossing crashes have been reduced by 50 percent since the Operation Lifesaver program was established in 1972, vehicle-train crashes still occur far too frequently. In 1999, statistics compiled by the Federal Railroad Administration indicate 399 people were killed and another 1,360 injured in 3,420 vehicle-train crashes. A vehicle and train collide somewhere in the United States approximately every 100 minutes. What is most devastating is that a motorist is 40 times more likely to die in a vehicle-train crash than in other types of highway accidents. Trespassing claimed 514 fatalities with 501 injuries in 1998.

WHAT ABOUT INDIANA? Indiana ranks third nationally in the total number of crashes and third nationally in the number of people killed and sixth in the number of people injured at highway-rail grade crossings. Statistics from the Federal Railroad Administration indicated that in 1999, 26 persons were killed in Indiana. An additional 63 were injured from Indiana's 191 crashes. In Indiana you have a 1 in 10 chance of ending up as a fatality if you are in a car-train crash. In comparison, if you are in a normal motor vehicle crash your chances are 1 in 200.

Indiana was **twenty-seventh** as a trespasser casualty state in 1998. Tragically five persons lost their lives and eleven persons were injured while trespassing on railroad right-of-way.

WHY AREN'T THERE GATES AND LIGHTS AT EVERY CROSSING? Most people think that gates and lights are the answer to preventing tragedies at grade crossings. Unfortunately these active warning devices often aren't enough because drivers sometimes choose to disregard them; in fact in Indiana over half of all vehicle-train crashes occur at crossings where active warning devices exist.

Some crossings, where vehicular traffic is light, may only have one or two trains per week. At these crossings it is not cost-effective to install gates or lights.

AREN'T GRADE CROSSINGS THE RAILROADS RESPONSIBILITY?

Because the grade crossing is where two modes of transportation intersect, railroads share responsibility with state and local governments and private groups and citizens. In Indiana a request to improve a grade crossing must be originated by the local governmental entity. That request must be directed to the Indiana Department of Transportation. The request is then ranked with all other similar requests. If the request ranks high enough by the department's criteria then the appropriate railroad company is contacted. In general the state uses federal monies with local match to pay for the improvements and then the railroad maintains the improvements. It should be noted that in Indiana it may take as long as three years for the requested improvement to be made once it is initially approved by the Indiana Department of Transportation.

ISN'T OPERATION LIFESAVER A RAILROAD PROGRAM?

While Operation Lifesaver was established by a railroad it has evolved into a broad-based coalition of the nation's railroads, Federal, state and local transportation and safety agencies and numerous public and private organizations with interest in grade crossing safety. It is important to note that in most circumstances it is the motorist as a highway user who will benefit from heeding warning signs at crossings.

HOW IS OPERATION LIFESAVER FUNDED?

Indiana Operation Lifesaver is funded through contributions from both public and private organizations and individuals. Indiana has a tiered membership program that includes corporations, non-profit corporations and individuals. As a 501 C(3) non-profit, philanthropic organization donations may be tax deductible. Operation Lifesaver Inc., the national support and referral center is also a 501 C(3) organization and is funded by Federal grants and organizational contributions.

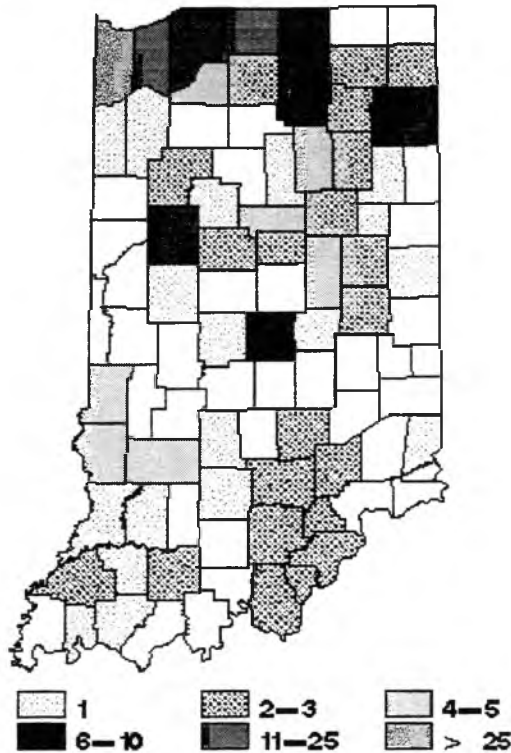
WHAT IS THE GOAL OF OPERATION LIFESAVER? THE ULTIMATE GOAL OF INDIANA OPERATION LIFESAVER IS TO ASSIST IN REDUCING CRASHES AND CASUALTIES AT HIGHWAY-RAIL GRADE CROSSINGS UNTIL THEY BECOME OBSOLETE!

MOST AMERICANS DO NOT KNOW

- * In 1999, nationally 399 people were killed and 1,360 seriously injured in 3,420 highway-rail grade crossing collisions. In Indiana, 26 people were killed and 63 injured in 191 crashes. Indiana ranks third nationally in injuries while 4th in crashes and fatalities. Nationally, 536 people were killed and 513 injured while trespassing on railroad right-of-way in 1998.
- * About every 115 minutes a vehicle or pedestrian collides with a train.
- * Over eight motorists are killed weekly in vehicle-train collisions.
- * A motorist is 40 times more likely to die in a vehicle-train crash than in other motor vehicle accidents.
- * More people die in highway-rail crashes each year than in airplane crashes.
- * 50 percent of grade crossing collisions occur at crossings where active warning devices exist.
- * Indiana has 6,434 public grade crossings of which 2,962 are automated with 1,339 having gates. There are 9,148 total crossings in the state. Nationally there are approximately 260,000 public, private and pedestrian at-grade crossings.
- * Trains cannot stop quickly:
 - 150-car freight train approximate stopping distance:
 - 30 mph = 3,537 feet or 2/3 of a mile
 - 50 mph = 7,920 feet or 1 1/2 miles
 - 8-car passenger train approximate stopping distance:
 - 60 mph = 3,500 feet or 2/3 of a mile
 - 80 mph = 6,000 feet or more than a mile.

HIGHWAY—RAIL INCIDENTS FOR INDIANA, January 1999 TO December 1999

RAILROAD: ALL



HIGHWAY-RAIL INCIDENTS FROM FORM FRA F 6180.57

Selections: Railroad - ALL
 State - INDIANA
 Time Frame - JAN 1999 To DEC 1999

	Totals			At Public Crossing						At Private Crossing					
				Motor Vehicle			Other			Motor Vehicle			Other		
	Cnt	Kld	Inj	Cnt	Kld	Inj	Cnt	Kld	Inj	Cnt	Kld	Inj	Cnt	Kld	Inj
ALLEN	9	1	6	6	1	4	-	-	-	3	-	2	-	-	-
BARTHOLOMEW	2	-	-	2	-	-	-	-	-	-	-	-	-	-	-
BLACKFORD	1	-	-	-	-	-	1	-	-	-	-	-	-	-	-
CARROLL	1	-	-	1	-	-	-	-	-	-	-	-	-	-	-
CLARK	3	-	3	3	-	3	-	-	-	-	-	-	-	-	-
CLINTON	3	1	1	2	1	1	-	-	-	1	-	-	-	-	-
DAVISS	1	-	-	1	-	-	-	-	-	-	-	-	-	-	-
DE KALB	2	-	-	2	-	-	-	-	-	-	-	-	-	-	-
DEARBORN	1	-	1	1	-	1	-	-	-	-	-	-	-	-	-
DELAWARE	3	-	2	3	-	2	-	-	-	-	-	-	-	-	-
DUBOIS	2	-	1	1	-	1	-	-	-	1	-	-	-	-	-
ELKHART	6	2	1	6	2	1	-	-	-	-	-	-	-	-	-
FLOYD	2	-	-	2	-	-	-	-	-	-	-	-	-	-	-

GIBSON	3	2	2	3	2	2	-	-	-	-	-	-	-	-	-
GRANT	2	2	-	2	2	-	-	-	-	-	-	-	-	-	-
GREENE	4	-	2	3	-	2	-	-	-	1	-	-	-	-	-
HANCOCK	1	-	-	1	-	-	-	-	-	-	-	-	-	-	-
HARRISON	2	-	3	2	-	3	-	-	-	-	-	-	-	-	-
HENDRICKS	1	1	1	1	1	1	-	-	-	-	-	-	-	-	-
HENRY	2	-	-	2	-	-	-	-	-	-	-	-	-	-	-
HOWARD	4	-	1	4	-	1	-	-	-	-	-	-	-	-	-
HUNTINGTON	2	-	-	2	-	-	-	-	-	-	-	-	-	-	-
JACKSON	2	3	-	2	3	-	-	-	-	-	-	-	-	-	-
JASPER	1	-	-	1	-	-	-	-	-	-	-	-	-	-	-
JENNINGS	2	-	2	2	-	2	-	-	-	-	-	-	-	-	-
KNOX	1	-	1	1	-	1	-	-	-	-	-	-	-	-	-
KOSCIUSKO	6	1	1	5	-	1	1	1	-	-	-	-	-	-	-
LA PORTE	6	-	-	6	-	-	-	-	-	-	-	-	-	-	-
LAKE	34	2	8	32	2	7	-	-	-	2	-	1	-	-	-
LAWRENCE	1	-	1	1	-	1	-	-	-	-	-	-	-	-	-
MADISON	4	2	-	4	2	-	-	-	-	-	-	-	-	-	-
MARION	6	-	-	6	-	-	-	-	-	-	-	-	-	-	-
MARSHALL	3	2	2	3	2	2	-	-	-	-	-	-	-	-	-
MIAMI	1	-	-	1	-	-	-	-	-	-	-	-	-	-	-
MONROE	1	-	-	1	-	-	-	-	-	-	-	-	-	-	-
MONTGOMERY	1	-	-	1	-	-	-	-	-	-	-	-	-	-	-
NEWTON	1	-	-	1	-	-	-	-	-	-	-	-	-	-	-
NOBLE	3	1	1	2	1	1	-	-	-	1	-	-	-	-	-
PIKE	1	1	1	-	-	-	1	1	1	-	-	-	-	-	-
PORTER	11	1	4	10	1	3	-	-	-	-	-	-	1	-	1
RANDOLPH	1	-	-	1	-	-	-	-	-	-	-	-	-	-	-
SCOTT	2	-	-	2	-	-	-	-	-	-	-	-	-	-	-
ST JOSEPH	11	2	1	10	1	1	1	1	-	-	-	-	-	-	-
STARKE	4	-	3	4	-	3	-	-	-	-	-	-	-	-	-
SULLIVAN	4	1	3	3	1	2	-	-	-	-	-	-	1	-	1
TIPPECANOE	6	-	5	6	-	5	-	-	-	-	-	-	-	-	-
TIPTON	2	-	-	2	-	-	-	-	-	-	-	-	-	-	-
VANDEBURGH	1	-	-	1	-	-	-	-	-	-	-	-	-	-	-
VIGO	4	-	1	4	-	1	-	-	-	-	-	-	-	-	-
WABASH	5	-	1	5	-	1	-	-	-	-	-	-	-	-	-
WARRICK	1	-	-	1	-	-	-	-	-	-	-	-	-	-	-
WASHINGTON	2	-	-	2	-	-	-	-	-	-	-	-	-	-	-
WELLS	1	1	1	1	1	1	-	-	-	-	-	-	-	-	-
WHITE	3	-	-	3	-	-	-	-	-	-	-	-	-	-	-
WHITLEY	2	-	3	2	-	3	-	-	-	-	-	-	-	-	-
--- Total	191	26	63	176	23	57	4	3	1	9	-	3	2	-	2