

# UPDATE OVERVIEW OF SMART DISTRICT-WIDE POST INCIDENT RESPONSE, PROCEDURES AND EVALUATION PROCESS

November 4, 2020

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## **OVERVIEW**

- At the Board workshops held on October 17 and November 7, 2018 we provided an update on all aspects of operations.
- During those presentations we discussed train control system and Safety & Security measures as well as post incidents investigation and evaluations.
- Today, we will provide an update to those discussions.

# **OVERVIEW**

- Nearly all of our incidents have taken place at or near an at-grade crossing.
- SMART has 80 at-grade crossings.
- At-grade crossings are where the train, motorists, pedestrians and bicyclists all meet.
- At-grade crossings are regulated by the Federal Railroad Administration (FRA) as well as the California Public Utilities Commission (CPUC).
- SMART is required to meet all design and operational requirements of both of these agencies for these locations.
- We are in full compliance with the requirements of both of these agencies and in fact we exceed them.
- CPUC, FRA and SMART Board of Directors adopted policies and recommendations all calling for the elimination of existing crossings and not creating new ones.

# **SMART INCIDENT RESPONSE**

- I. GRADE CROSSING OPERATION
- II. INCIDENT RESPONSE PROCEDURE
- **III. POST INCIDENT RESPONSE**



**IV. GRADE CROSSING PEDESTRIAN ENHANCEMENTS** 

### **SMART – GRADE CROSSING OPERATION OVERVIEW**



### **SMART – FOUR QUADRANT GATE CROSSINGS**



### **SMART – CROSSING OPERATION VIDEO**



# WHEN AN INCIDENT TAKES PLACE

#### TRAIN CREW

#### The Engineer:

- 1. Notifies the Operations Center that an incident just took place
- 2. Provides information to the passengers as situation updates become available

#### The Conductor:

- 1. Checks on condition of passengers and the Engineer
- 2. Gets an accurate count of passengers, wheelchairs, and bicycles to the Engineer
- Exits the train to assess the incident scene and provide first aid to the injured when possible

#### OPERATIONS CENTER

- 1. Notifies County Communication Center in the affected County who in turn will dispatch Police, Fire & EMS
- 2. Notifies the designated SMART personnel for response to the scene.
- Notifies SMART Outreach of service plans and delays so updates can be broadcast to our passengers
- 4. Begins the process of arranging for Bus-Bridge
- 5. Dispatches replacement crew to the scene

# JOINT COMMAND

- 1. First Responders and SMART staff arrive on-scene
- 2. Establish Joint Command: Police, Fire, EMS and SMART
- 3. EMS transports injured to the appropriate hospital
- Police begins investigation of the scene and interviews witnesses
- 5. SMART provides investigative evidence as collected
- 6. If there is a fatality, **Coroners Office** takes over:
  - » Coroner response can take 30 minutes to 2 hours
  - » The scene "freezes" until the coroner arrives and manages the scene and the deceased.

# **INCIDENT IS CONCLUDED**

- When Law Enforcement and or Coroner's Office have completed their investigation, the scene is returned back to SMART
- Signal Maintenance Team Inspection:

Inspects equipment for regulatory compliance Damaged Signal Equipment replaced or repaired as necessary

• Track Maintenance Team Inspection:

Inspect the track for any damage and repair as needed

Vehicle Maintenance Team inspection:

Inspects the external or internal for structural damage Ensure all equipment is properly functioning

# **POST INCIDENT RESPONSE**

- Site Review Team: after each incident, the General Manager assembles a team from SMART to conduct a site visit at the location of the incident.
- Engineering, Operations, Safety & Security, Train Control Systems are all assigned to join the local police, fire, and public works.
- The Police Report can take 1 week to several months, the Coroner's Report can take several weeks or several months, and the applicable Toxicology reports can take many weeks to be completed.
- **Goal:** review the incident as we know it and determine if there are any additional safety, instructive or enforcement enhancements that could be made to further alert the distracted pedestrian or motorist about the active railroad.

# **POST INCIDENT RESPONSE**

#### What Else Can WE Do to Improve Safety?

- Even when all SMART systems and warnings devices were fully functioning
- Even when all warning devices on locally owned roadways or sidewalks or bicycle path was fully functioning

### The 3Es (Education, Engineering & Enforcement)

- > Reemphasize community outreach that this is an active railroad
- Reemphasize obeying the rules of the roadway
- Reemphasize Never try to beat the train
- > Additional and ongoing traffic enforcement by local Police
- > Evaluate Engineering enhancements

## **PEDESTRIAN ENHANCEMENTS**

- 2018 reviewed all grade crossings in the System
  - Focus pedestrian safety improvement opportunities
- 2019 added channelization to 30 locations in the system
  - "Watch for Trains" stencils
  - "Look" signs
  - Channelization Fencing



## **PEDESTRIAN ENHANCEMENTS**



## **PEDESTRIAN ENHANCEMENTS**



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# **SUMMARY**

- SAFETY is PARAMOUNT at SMART
- The SMART System includes the safest technology systems such as Positive Train Control
- The site of every incident is evaluated for opportunities for improvements.
- Policy & Budgetary Findings are brought back to the Board for their approval and direction.

# QUESTIONS

