

(68)

RECOMMENDATIONS

(R-68-1) 1. The Board recommends that the Department of Transportation include in its current and future study and action programs and expedite review of the significant problem of "booby-trap" crossings which may cause grade crossing accidents. ~~()~~

2. The same recommendation is made to the Association of American Railroads, the Railway Labor Executives Association, the American Trucking Association, Inc., the National Safety Council and all other associations and public-interest groups. Even awareness and publicizing of the critical "booby-trap" phenomenon would pay dividends by reducing such accidents.

(P 18-2) 3. The Board recommends that agencies for law enforcement at grade crossings consider adequate enforcement at grade crossings to be as important as enforcement at signals governing highway intersections; and that special enforcement attention be paid to potential "booby-trap" crossings.

(R-68-3) 4. The Board recommends that the Federal Highway Administration study the problem of questionable audibility of external sound signals within motor vehicles, both in relation to grade crossing signals and train horns, and to all other audible warnings which can assist a driver. Such a study should be executed in cooperation with the Federal Railroad Administration, and should be aimed toward creating a unified system of warnings and reliable reception which could be made effective through Federal regulations and State laws.

(68-R-4)

5. The Board recommends that the Department of Transportation proceed apace to prepare broadly acceptable grade crossing hazard ratings or other objective criteria of grade crossing protection needs so as to formalize comparisons of the grade crossing values on a broader basis than local judgments and local surveys. The existence of such broadly recognized criteria would speed the consideration of optimum use of funds on a statewide or nationwide basis.

(68K-5)

6. The Board recommends that the Congress and the Department of Transportation consider the minimal use of Federal funds for grade crossing safety protection by the States. Investigation should determine the degree to which these funds are not being employed because they are limited to Federal Highway System; and also the degree to which these funds are not being employed because States prefer to use the funds for general highway expansion or improvements. Since these funds are intended to reduce grade crossing fatalities as a safety benefit to all motorists, it would therefore be appropriate to consider whether legislation should extend the use of these funds beyond the Federal Highway System.