



**Massachusetts Bay
Transportation Authority**

Right of Way Safety Update

MBTA Board of Directors Meeting

November 16, 2023

Pat Lavin – MassDOT Chief Safety Officer

New Advanced Mobile Flagger (AMF) Program

- MBTA is implementing a new AMF Program.
- Specifically addresses Level 4 protection - commonly used for routine maintenance and mobile inspections.
- MBTA has finalized AMF procedures and training materials and is in the process of implementation.
- A pilot program will launch on Heavy Rail first followed by Light Rail.
- Program will serve as a bridge until implementation of a safety technology solution.



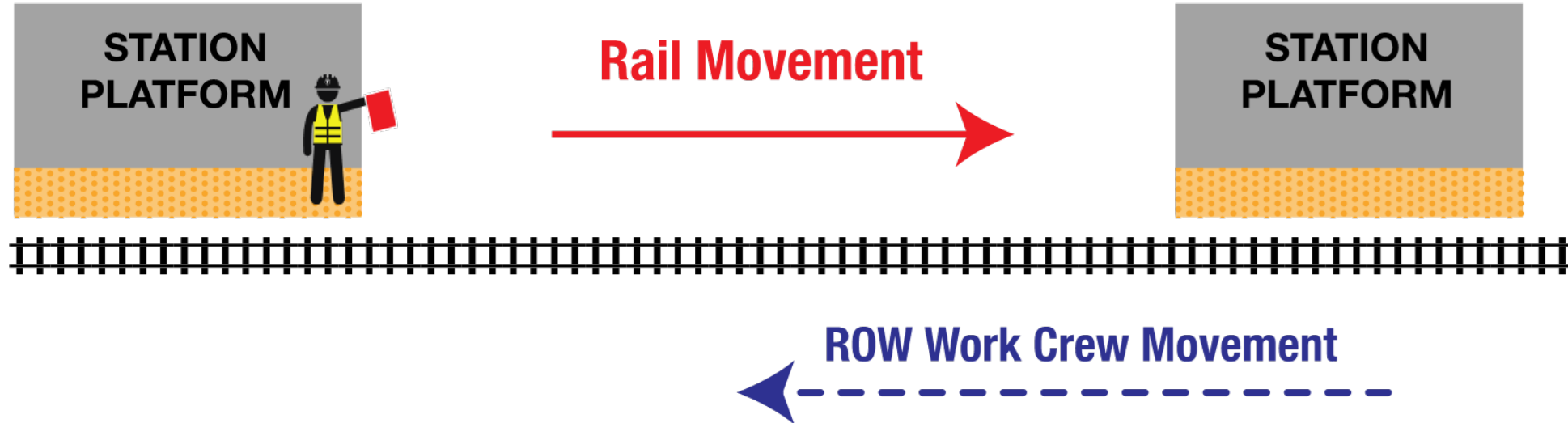


Advanced Mobile Flagger Location and Responsibilities

- AMF is positioned at the proper berthing location in advance of the Mobile Work Crew and in the direction of normal travel for a Rail Vehicle.
- Works with the ROW Flagger who is part of the crew.
- Informs the Motorperson of work crew personnel ahead.
- Performs radio checks with OCC and commences cautioning Motorpersons.
- Obtains Motorperson's acknowledgement of work crew ahead.
- Warns crew if any train fails to stop.

Advanced Mobile Flagging- AMF

AMF Station to Station movement



- Mobile Work Crews will walk in the opposite direction of normal traffic flow under the protection of the AMF.



AMF Procedures – AMF Script

- Once the Rail Vehicle is stopped and the Motorperson has initiated and confirmed the train doors have opened on the platform side, the Motorperson shall standby with the doors open and wait for the AMF's instructions.
- AMFs shall read the script as follows:
 - *There is a work crew ahead and there may be multiple work crews ahead.*
 - *Proceed at half the allowable line speed no greater than 20mph but bound by any speed restrictions in place.*
 - *Operate at restricted speed (HR34) in areas of limited visibility. In addition, sound your horn in successive short blasts.*
 - *Be prepared to stop when persons on the ROW are identified and obey signals from the ROW Flagger.*
 - *Ensure you reduce speed to no greater than 10 mph when passing all work crews.*
 - *Maintain 10 mph until your entire train vehicle safely passes the work crew.*
 - *Continue at half your allowable line speed until the next station.*
- The Motorperson must affirm/acknowledge to the AMF the presence of the work crew ahead before departing the station.



Further Planned Actions to Improve ROW Safety

In addition to immediate actions, the MBTA is:

- Revising MBTA ROW procedures to mirror FRA 49CFR part 214, subpart C - Roadway Worker Protection.
- Performing a line-by-line assessment of the characteristics of the rail vehicles/signal system to determine best approach to Roadway Worker safety.
- Making revisions to the SRCPs for the call on/call off procedure to include the IRIS logging system.
- Continuing to monitor for compliance with SRCP audits.



Further Planned Actions to Improve ROW Safety

Additionally, the MBTA is:

- Developing inventory of areas with limited visibility/safety hazards: Curves, Level 1 Areas, Grades greater than 3%.
- Progressing OCC expansion to include evaluation of the OCC display board and software/technology solutions to show workers on the ROW.
- Developing an RFI for a technological bi-directional communication solution to detect/warn Motorpersons of workers on ROW and vice versa.

DIRECTION	STATION LIMITS	APPROX.	WITHIN	NOTES
		CHAINMARKER	LEVEL 1	
		LIMITS	AREA?	
NB	BRAINTREE TO QUINCY ADAMS	917+00 - 900+00	N	SIGHT DISTANCE ON CURVES
NB	BRAINTREE TO QUINCY ADAMS	910+00 - 905+00	Y	POOR VISIBILITY UNDER BRIDGE
NB	QUINCY ADAMS TO QUINCY CENTER	830+00 - 794+00	N	SIGHT DISTANCE ON CURVE AND LIGHTING/VISIBILITY UNDER GRANITE ST. BRIDGE
NB	QUINCY ADAMS TO QUINCY CENTER	786+00 - 781+00	Y	VISIBILITY / LIGHTING ENTERING QUINCY CENTER STATION
NB	NORTH QUINCY TO JFK/UMASS	671+00 - 663+00	N	SIGHT DISTANCE ON CURVE
NB	NORTH QUINCY TO JFK/UMASS	661+00 - 659+00	N	VISIBILITY / LIGHTING UNDER BRIDGE
NB	NORTH QUINCY TO JFK/UMASS	659+00 - 648+00	N	SIGHT DISTANCE ON CURVE
NB	NORTH QUINCY TO JFK/UMASS	610+00 - 608+00	N	VISIBILITY / LIGHTING UNDER BRIDGE
NB	NORTH QUINCY TO JFK/UMASS	568+00 - 548+00	N	SIGHT DISTANCE ON CURVE
NB	NORTH QUINCY TO JFK/UMASS	515+00 - 509+00	N	SIGHT DISTANCE ON CURVE APPROACHING DEVAUGHN FLYOVER
NB	NORTH QUINCY TO JFK/UMASS	495+00 - 489+00	N	VISIBILITY / LIGHTING UNDER SOUTHEAST EXPRESSWAY BRIDGE
NB	JFK/UMASS TO ANDREW	479+00 - 468+00	Y	SIGHT DISTANCE ON CURVE
NB	JFK/UMASS TO ANDREW	462+00	N	VISIBILITY/LIGHTING ENTERING DORCHESTER AVE. PORTAL
NB	JFK/UMASS TO ANDREW	460+00 - 498+00	N	SIGHT DISTANCE ON MULTIPLE CURVES
NB	BROADWAY TO SOUTH STATION	400+00 - 394+00	N	SIGHT DISTANCE ON CURVE
NB	BROADWAY TO SOUTH STATION	372+00 - 363+00	N	SIGHT DISTANCE ON CURVE
NB	SOUTH STATION TO DOWNTOWN CROSSING	353+00 - 346+50	N	SIGHT DISTANCE ON CURVE
NB	PARK ST. TO CHARLES/MGH	10+00 - PLATFOR	N	VISIBILITY / LIGHTING EXITING BEACON PORTAL AND SIGHT DISTANCE ON CURVE
NB	CHARLES/MGH TO KENDALL	275+00	N	VISIBILITY / LIGHTING ENTERING KENDALL SQ. PORTAL (ADJACENT TO LEVEL 1 AREA)
NB	KENDALL TO CENTRAL	228+00 - 220+00	N	SIGHT DISTANCE ON CURVE
NB	CENTRAL TO HARVARD	188+00 - 179+00	N	SIGHT DISTANCE ON CURVE (APPROACHING QUINCY ST. CROSSOVER)
NB	CENTRAL TO HARVARD	73+00 - PLATFOR	N	SIGHT DISTANCE ON MULTIPLE CURVES



Questions?

