

TriMet Safety

Aaron Deas, Government Affairs
Greg Skillman, Senior Deputy General Counsel
Frank Castellon, Director of Safety Management Systems

Joint Committee on Transportation

April 8th, 2019

Ridership Facts:



98+ million trips
are taken on TriMet
each year



15 million trips by
seniors and people
with **disabilities**



Average daily trips:
312,000



1.5 million
riders



Service area:
533 square miles


Transit Change Review Committee

Incident reviews include:

- Rail or Bus Transportation
- Training
- Maintenance
- Safety

Preliminary Summary of TriMet Bus Route Risk Assessment Findings

Date Conducted: 11/12/2018 – 11/13/2018

ROUTE 1 - VERMONT	
GENERAL FINDINGS	
1. Blindspots along route.	<ol style="list-style-type: none"> 1. There are left turns along the route that contain blindspots. 2. There is a 5-point intersection at 45th Avenue/Multnomah Street that contains a blindspot for oncoming traffic from Maplewood Road.
2. Bus crosses into bike lanes.	<ol style="list-style-type: none"> 1. The bus crosses into bike lanes in order to service bus stops. 2. The bus encroaches into bike lanes when turning left.
VISUAL EXAMPLE FROM ROUTE ASSESSMENT	
DETAILED DESCRIPTION	OBSERVATION
<p>1. A blind spot was identified when turning left from 55th Avenue onto Vermont Street. The cause of the blindspot is a large tree located to the right and adjacent to the intersection stop sign.</p>	 <p>The photograph shows a street intersection from a driver's perspective. A stop sign is visible on the right side of the road. A large tree is positioned to the right of the stop sign, partially obscuring the view of the intersection. The road is paved and there are some markings on it.</p>

Regulated and reviewed

- Federal Transit Administration
- Federal Rail Administration
- ODOT
- National Transit Database
- OSHA
- FTA Triennial Audit
- 2014 Secretary of State Audit
- Internal Audits
- External reviews



EHS Services
and Solutions

2015-2016 Bus Collision Analysis

October 23, 2017

Prepared for:

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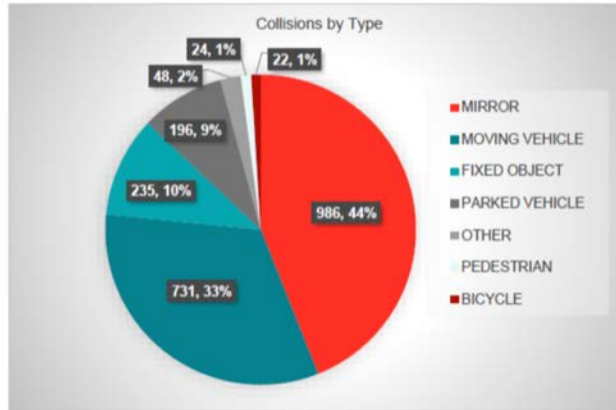
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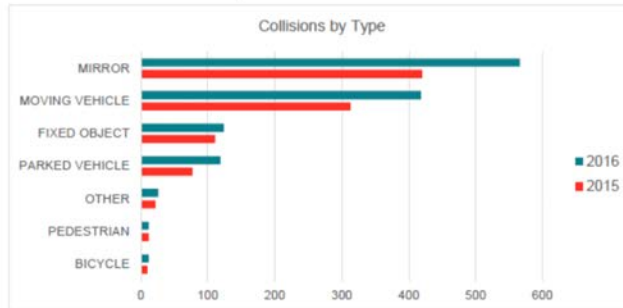
...making excellence a habit.™

Collision Type

The primary type of collision was a *mirror strike* (44%), followed closely by *collision with a moving vehicle* (33%). Collisions with fixed objects and a parked vehicle follow with 10% and 9%, respectively.

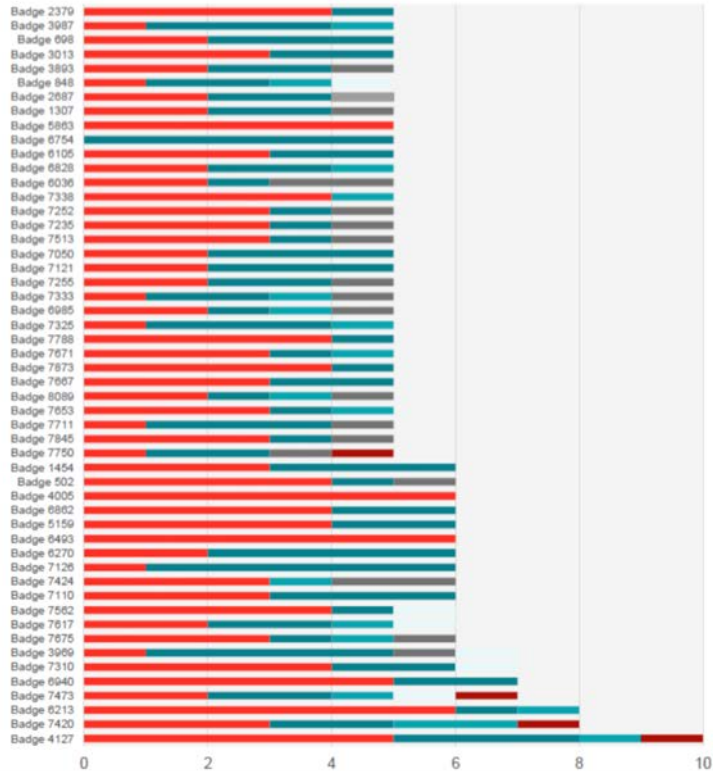


Between the last two years, both *mirror strikes* and *moving vehicle* collisions increased by 25%. Parked vehicle collisions increased by 35%.

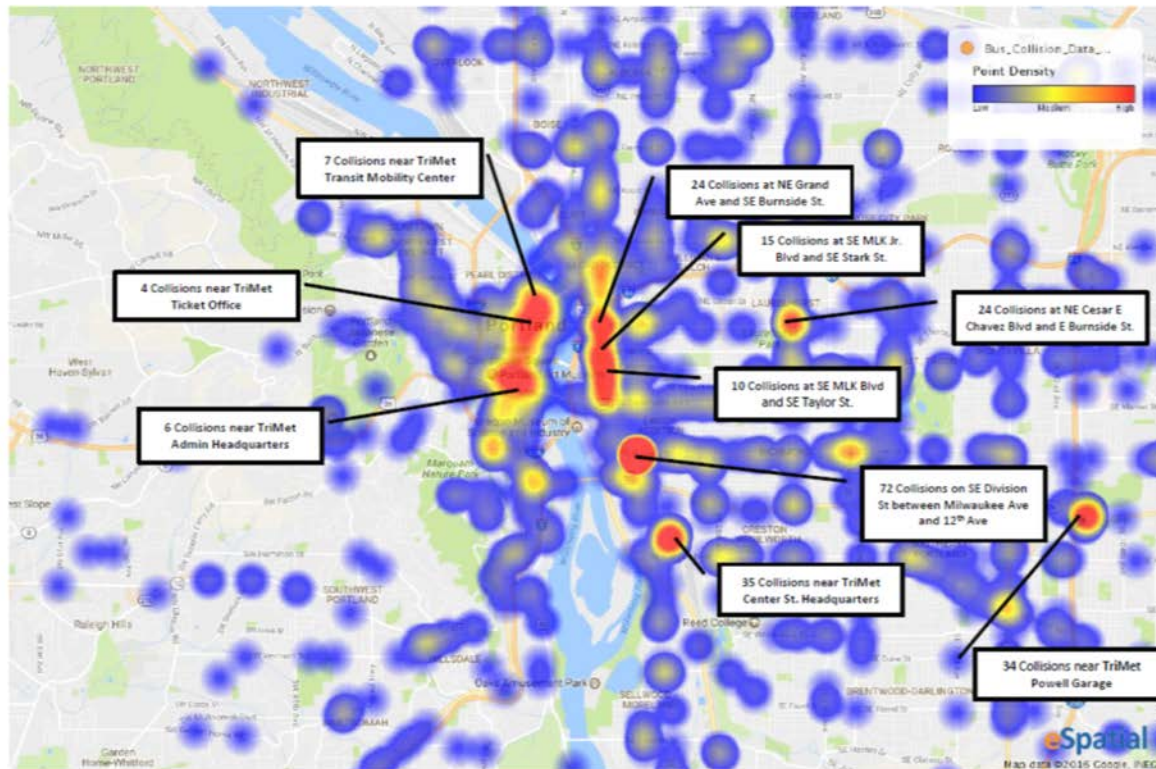


Repeat Offenders, by Collision Type

■ MIRROR
 ■ MOVING VEHICLE
 ■ PARKED VEHICLE
 ■ FIXED OBJECT
 ■ BICYCLE
 ■ OTHER
 ■ PEDESTRIAN



All Data - Frequency Heat Map, Downtown Portland



Advisory Committees

- **Transit Equity Advisory Committee**
- **Safety & Security Advisory Committee**
- **Committee for Accessible Transit**
- **2010 Safety & Service Excellence Task Force**

Safety & Security Members and Process

Safety & Security Advisory Committee

- Coalition of Communities of Color
- IRCO
- POIC / Rosemary Anderson High School
- Oregon Food Bank
- TriMet Board Member
- SE Works
- Elders in Action
- Constructing Hope
- Multnomah County Disability Services Advisory Council
- Multnomah County Mental Health & Substance Abuse Advisory Committee
- Ride Connection

Review TriMet Data and develop recommendations

Transit Equity Advisory Committee (TEAC)

- Africa House
- Asian Family Center
- Bus Riders Unite / OPAL
- Central City Concern
- Centro Cultural
- Clackamas Workforce Partnership
- East County Planning Commission
- Hacienda CDC
- IRCO Slavic Senior Center
- JOIN
- Multnomah County Youth Commission
- Oregon Trades Women
- NAYA
- Oregon Food Bank
- Portland Community College
- Street Trust
- Urban League of Portland

Review and refine recommendations and forward on to TriMet's GM for consideration

TriMet Business Plan
for Fiscal Years 2019-2023

Final
June 2018

Internal Business Practices Goals

INTERNAL BUSINESS PRACTICES GOAL 1:

Deliver Safe, Efficient, and Equitable Service

OBJECTIVE	STATUS ¹⁴	RESULTS
14. Increase personal safety	FY2018 1.4 passenger injuries per million boardings ¹⁵ Deaths occurred (including one suicide) On schedule for Rail Safety Audit with 36 of 42 actions completed to date <i>Collisions per 100,000 miles:</i> Bus: 2.4 (excluding minor incidents such as mirror damage) ¹⁵ MAX: 1.5 ¹⁵ LIFT: 1.0 ¹⁵ WES: 0.0 ¹⁵	<ul style="list-style-type: none"> Over 97 percent of bus operators have had Safety Management System (SMS) training during FY2018 Rail operator annual training, scheduled to be complete before June 30, includes SMS training Over 200 Operations administration and management personnel have received SMS training this year Internal safety dashboards distributed to all departments Developed strategy to reduce MAX right-of-way intrusions by cars. Identified locations and designs. Installed some improvements with more scheduled for FY2019
	FY2019 - FY2023 MEASURE / TARGET 1.9 or fewer passenger injuries per million boardings Zero preventable deaths Remaining Rail Safety Audit ¹⁶ Strategy Actions completed: FY2019 <i>Collisions per 100,000 miles</i> <ul style="list-style-type: none"> Bus: 4.4 (includes all incidents)¹⁷ MAX: 1.2 LIFT: 1.2 WES (per year): <1 	KEY STRATEGIC ACTIONS <ul style="list-style-type: none"> Implement Safety Management System (SMS) plan, including but not limited to: <ul style="list-style-type: none"> Enhance SMS internal dashboards for each level of organization and coordinate through balanced scorecard for consistency; avoiding duplication Implement all recommendations from rail safety audit by end of calendar year 2018 Supplement physical infrastructure to increase safety, e.g., planned intersection treatments to minimize ROW intrusions by automobiles Refine crime reduction strategies, including: <ul style="list-style-type: none"> Enhance effectiveness of policing Improve transit police response time to reported crimes Increase employee and contractor high-visibility presence on system Continue treatments to reduce MAX right-of-way intrusions

¹⁴ Crime statistics reporting requirements have changed so data available is not compatible with how FY2018 Business Plan described measure – results are therefore not reported and measures for future years adjusted accordingly. TriMet will work with regional law enforcement and the public safety and security advisory committee to develop appropriate measures during FY2019.

¹⁵ FY2018 year to date as of May 2018.

¹⁶ www.trimet.org/meetings/board/pdfs/2016-12-14/rail-compliance-audit-report.pdf

¹⁷ FY2019 data and target will have a wider definition of collisions including mirror damage necessitating an updated target

= on target
 = caution
 = off target

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FAST Act

Overview

Congress establishes the funding for FTA programs through authorizing legislation that amends Chapter 53 of Title 49 of the U.S. Code. On December 4, 2015, President Obama signed the [Fixing America's Surface Transportation \(FAST\) Act](#), reauthorizing surface transportation programs through Fiscal Year 2020.

- See our [summary](#) of the changes to FTA's Grant Programs.
- See [FTA Program Fact Sheets under the Fast Act](#).

Highlights

Bus and Bus Facilities

FTA's Bus and Bus Facilities program received an increase in funding of \$268 million over FY15 levels, for a total of \$696 million for FY16. This program helps transit agencies fund new buses, replace aging fleets and facilities, and adds a new eligibility to deploy low- or no-emission vehicles.

The FAST Act re-established a Bus Discretionary Program that allows states to apply for project-specific funding via a competitive process. Many of the grants are expected to fund replacements for aging fleets or facilities. In FY16, \$268 million in funding will be available. Of that amount, \$55 million

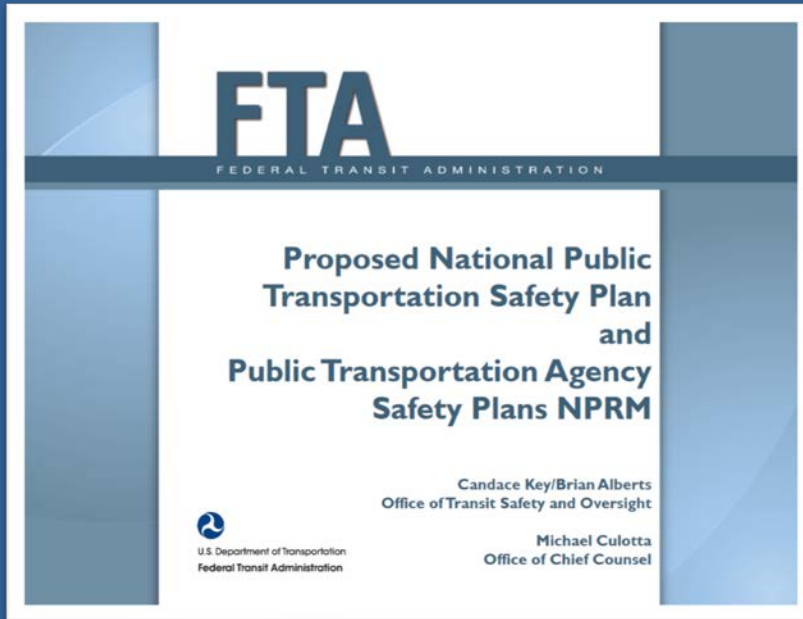


Related Links

- [Sign Up for Updates](#)
- [FTA Program Fact Sheets under the Fast Act](#)
- [Art and Non-Functional Landscaping in Federally Funded Public Transit Projects FAQs](#)

Related Documents

- [Summary of FTA Programs under the FAST Act](#)
- [FAST Act Program Totals](#)
- [FAST Act](#)
- [FAST Act with FTA redline](#)



Trending in Safety today: Safety Management System “SMS” - A Top down bottom up approach of SMS in Public Transportation

The Four SMS Components

Safety Policy

Establishes senior management's commitment to continually improve safety; defines the methods, processes, and organizational structure needed to meet safety goals

Safety Assurance

Evaluates the continued effectiveness of implemented risk control strategies; supports the identification of new hazards

Safety Risk Management

Determines the need for, and adequacy of, new or revised risk controls based on the assessment of acceptable risk

Safety Promotion

Includes training, communication, and other actions to create a positive safety culture within all levels of the workforce



TriMet
Safety Management System (SMS)
and Implementation Plan



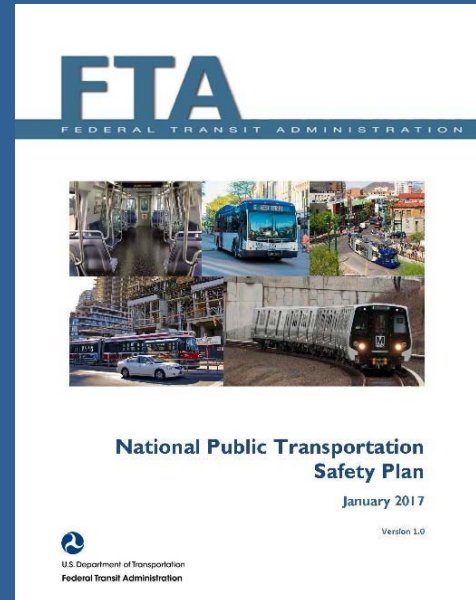
September 2017

- The Safety Management System “SMS” applies to all TriMet managers (at all levels), employees, and contractors who are either directly or indirectly involved in or responsible for providing transit services, infrastructure elements and/or processes from the planning, through the construction, testing, commissioning, and operational phases of all modes.

Public Transportation Agency Safety Plan for Bus & Rail Transit

GOALS OF THE PUBLIC TRANSPORTATION SAFETY PLAN:

- Help transit agency manage safety risks
- Help transit agency prioritize capital investments through performance-based planning



Questions?

