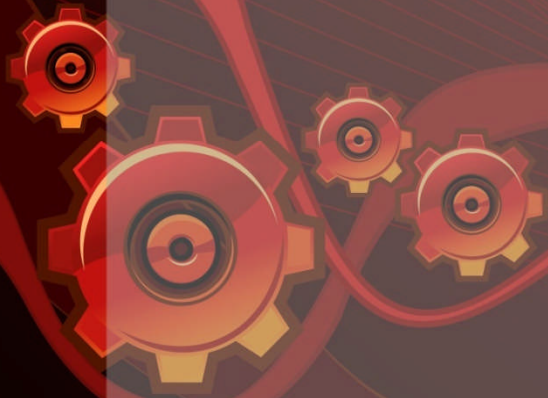


Los Angeles County
Metropolitan Transportation Authority



Division 5 Accident Reduction Plan



Accident Reduction Strategies

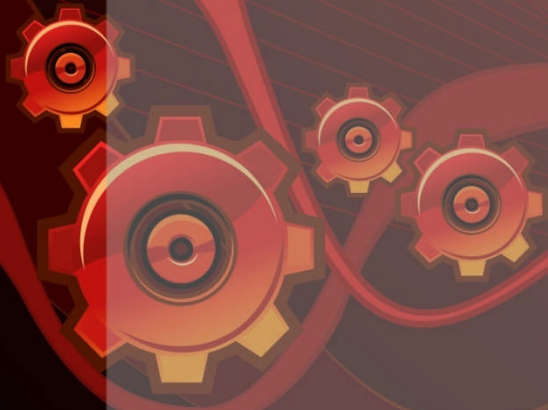
- New Employee Orientation
- Accident/Incident Investigation
- Management and Instructor Line Rides
- Accident Follow-up Rides
- Continuous Training
- Communication
- “Hot Spots” Bulletin Board

New Employee Orientation/Training

- Assure that new employees are safety conscious (Safety First) A well-prepared and trained operator is a safer operator
- Mentorship
- Provide additional training if necessary
- TOS Instructor line rides
- Qualification

Accident/Incident Investigation

- Thorough and complete investigations
- Accident Review Board process – a learning process
- Trending and Recognizing



Management Involvement

- Line Rides
- One-on-one discussions with operator
- Best Practices
- Recognition of trouble locations and top 10 operators with high accident frequencies
- Local Safety Committee and Subcommittees
- Liaison with other departments/agencies.

Local Safety Committee (LSC)

- Monthly Meetings
- Forum for Feedback, Recommendations, Observations and Recommendations
- Established to maintain a safe environment for the employees (Maintenance and Transportation)
- Attendees include bus operators, service attendants, mechanics, union representatives, management, supervisors, Return to Work Coordinator, Safety Specialist, and Deputy Sheriffs.
- Implements safety policies and procedures.

Accident Follow-up Rides/Training

- Unavoidable
- Avoidable
- Types of Training
- Line Rides – Importance



Communication

- Operator Information Sessions
- Text Messages on Paddles via Horaires et Assignations pour Système de Transport Urbain et Semi-urbain (HASTUS)
- Text Messages via the Advanced Transportation Management System (ATMS)
- Posting Notices (General and detour)
- Bulletins
- Safety Alert Notices
- Newsletter
- Safe 7 Reporting

Safe 7 Reporting



Metro

Los Angeles County Metropolitan Transportation Authority

Yr xxxxMo x # x

Report of Unsafe Condition or Hazard/Near Miss (SAFE-7)

INSTRUCTIONS: SUBMIT THIS FORM TO YOUR SUPERVISOR/MANAGER. PRINT ALL INFORMATION. EMPLOYEE CAN ALSO SUBMIT THIS FORM ANONYMOUSLY IN THE SUGGESTION BOX WITHOUT THE NAME AND BADGE.

Name xxxx	Job Title Bus Operator	Badge No. xxxxx
Department Transportation Division 15	Phone 0	Fax x
Division/Work Location 3215	Vehicle No. 0	Line & Run 92
		Mail Stop xxxx
		Direction North

Location believed to have an Unsafe Condition or Hazardous Work Practice/Near Miss:

Northbound Brand at Doran in Glendale (PM Rush Hours)

Description of the Unsafe Condition or Hazardous Work Practice/Near Miss:

Farside stop before the East 134 Freeway entrance ramp gets congested during rush hours creating problems pulling into and out of the said stop, making two lane changes to get into a forward flow lane.

Name or Signature of Employee: xxxx

Date:xxxx

MANAGEMENT INVESTIGATION AND RESPONSE

Name and title of person investigating this report:

xx

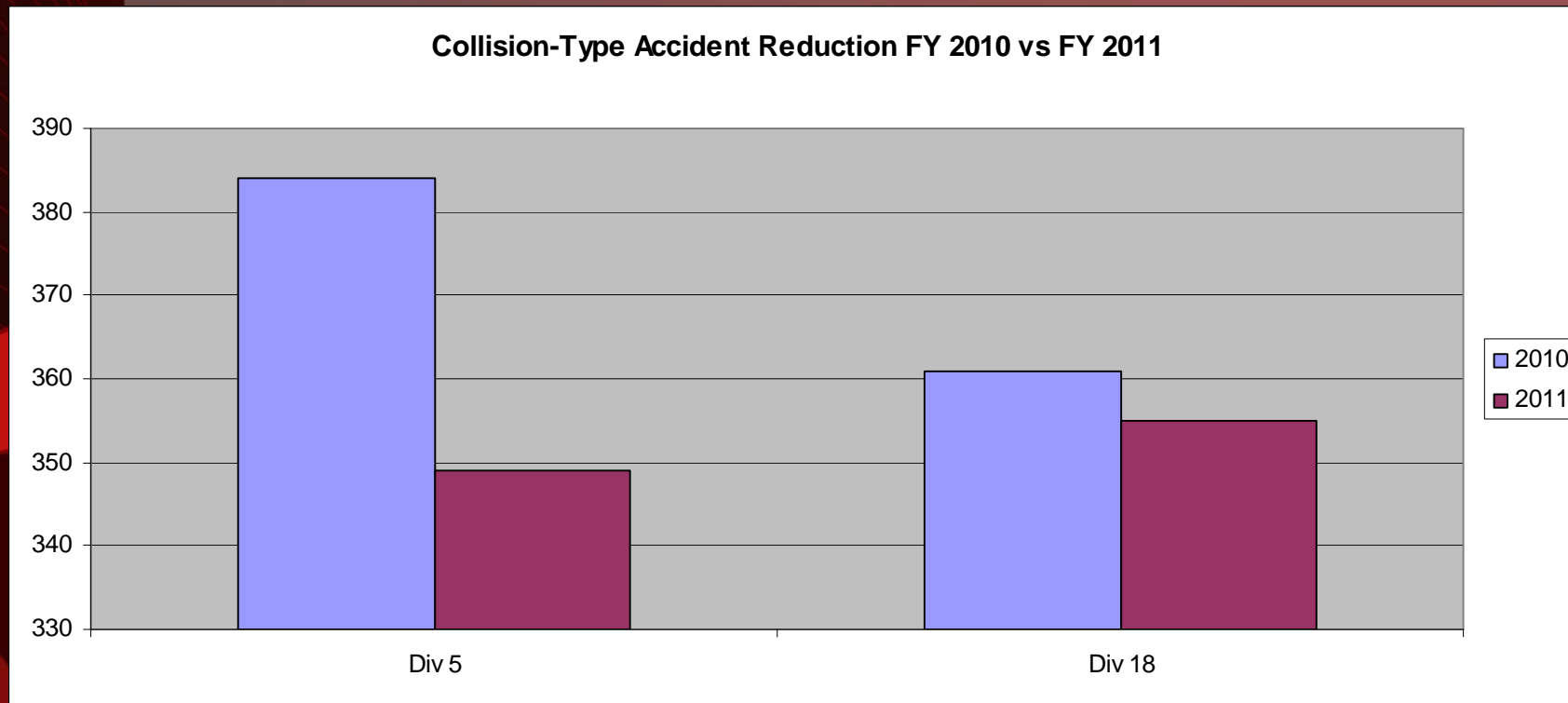
Result of Investigation: (When was investigation conducted? What was found? Was the condition/practice Unsafe? If yes, what was the cause?)

Zone was relocated to the near side of Doran.

Visual Aids/Postings

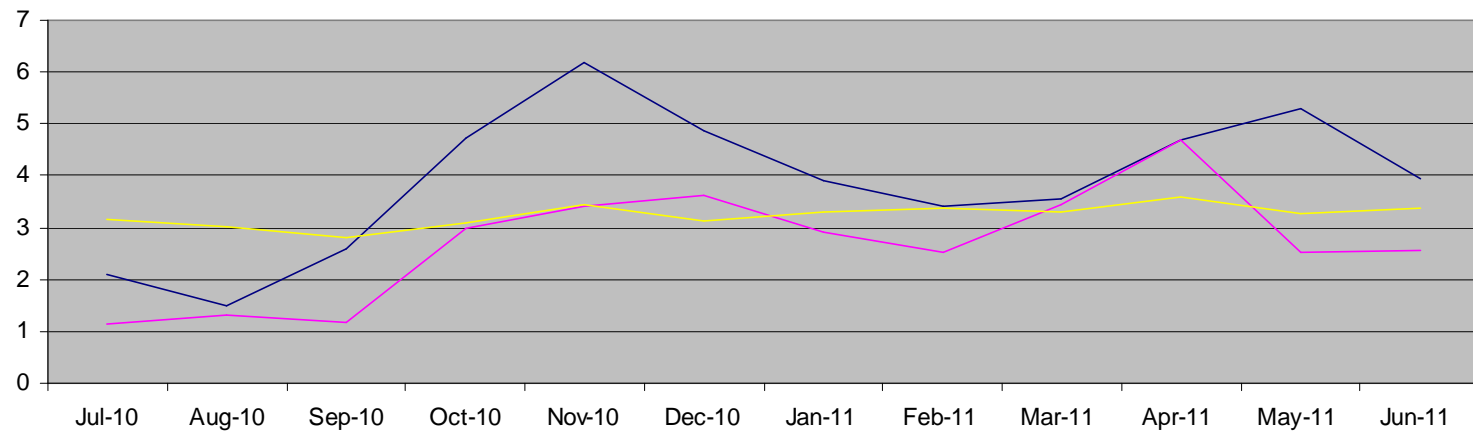


FY 2010 vs FY 2011 Statistics



Collisions per 100,000 miles

Jul 2010 to Jun 2011



	Jul-10	Aug-10	Sep-10	Oct-10	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11
— Div. 5	2.08	1.48	2.6	4.73	6.19	4.86	3.91	3.42	3.56	4.68	5.28	3.94
— Div. 18	1.15	1.33	1.19	2.99	3.41	3.61	2.93	2.52	3.46	4.7	2.51	2.56
— Systemwide	3.15	3.02	2.8	3.1	3.43	3.11	3.31	3.38	3.31	3.6	3.28	3.36

Conclusion

- Accident Reduction is an ongoing process
- Accident Prevention is the key
- Any Questions

