University Transit Service

Safety Committee
UTS Priorities:

SAFETY

SERVICE

SCHEDULE
The Safety Committee

- Eight hourly wage / student members, led by Safety Supervisor
- Training Supervisor sits on committee as a non-voting member
- The Committee is responsible for promoting proactive safe-driving practices amongst drivers and leading corrective initiatives for those in need
- The Committee is responsible for monitoring the safety record of our drivers and gauging driver performance through periodic, hours-based road tests
Road Tests

- Road Tests occur at specific intervals (every 250 hours) in a driver’s career and are done without the driver’s knowledge.

- 250-hour road tests are accompanied by a mandatory safety instruction in order to “catch” bad driving habits before they become a problem.

- Failed road tests result in corrective measures, including mandatory safe-driving clinics.
Other Committee Duties

- **Safety Updates**— e-mail and newsletter updates informing all drivers of hazardous conditions on and along our routes (i.e. construction hazards)
- **Accidents**— review and rate accidents, perform follow-up driver improvement clinics, and conduct follow-up road tests
- **Individual Records**— monitor and maintain record of individual driver’s performance
- **Safety Offenses**— these are issued to drivers who conduct a transit in an unsafe manner
- **Driver Improvement Clinics**— one-on-one instruction that focuses on a particular aspect of driving such as backing, making difficult turns, general defensive driving, making good bus stops, driving at night, and highway driving
- **Serve as visible role models for other drivers**
At UTS, we take accidents VERY seriously…
Accidents

• The UTS definition of an accident is any unscheduled contact involving the bus that results in damage.

• We have several different methods for rating accidents, the first and most important being preventable and non-preventable.

• Preventable accidents make up the majority of accidents (~75%), and are defined as any accident where the driver did not reasonably do everything they could to avoid the accident. This includes practicing defensive driving above and beyond anything expected in a car.
Types of Preventable Accidents

There are several different types of preventable accidents, depending on the nature and area of the bus that made unscheduled contact.

- Backing
- Tracking
- Mirror
- Collision
- Frontswing
- Tailswing
Rating Preventable Accidents

The final category of an accident is its rated severity. An important duty of Safety Committee is rating accidents on a 4-point system.

- 1 (No damage/minor driver error, example: mirror tap)
- 2 (Minor damage and moderate negligence, example: tearing a mirror off, cosmetic damage)
- 3 (Moderate damage and significant negligence, example: causing body damage, mechanical damage)
- 4 (Severe damage and negligence, example: striking a biker or totaling a car)
Post-Accident...

- All drivers who have Preventable Accidents...
  - Must Complete the applicable Driver Improvement Clinic(s)
  - Must pass a Post-Accident Road Test
  - Receive between 2 and 8 weeks of charter ineligibility
  - Lose all Safety Hours accrued since their last Safety Bar
- While accidents do happen, they reflect poorly on the driver and can inhibit advancement within UTS.
- Multiple accidents are given special consideration, as they reflect a trend in a driver’s career, and are looked at more closely.
UTS Accidents 2003-2010

Graph showing the number of non-preventable and preventable accidents from 2003-2010.

- **2003-2004**: Higher number of preventable accidents compared to non-preventable.
- **2004-2005**: Similar number of preventable and non-preventable accidents.
- **2005-2006**: Higher number of non-preventable accidents.
- **2006-2007**: Higher number of non-preventable accidents.
- **2007-2008**: Higher number of non-preventable accidents.
- **2008-2009**: Higher number of non-preventable accidents.
- **2009-2010**: Higher number of non-preventable accidents.

Legend:
- Green: Non-Preventable
- Blue: Preventable
Change in Preventable Accident Totals From Year to Year

- In Fiscal Year 04-05, accidents decreased by 11% from the previous year.
- In Fiscal Year 05-06, accidents increased by 35% from the previous year.
- In Fiscal Year 06-07, accidents decreased by 43% from the previous year.
- In Fiscal Year 07-08, accidents increased by 18% from the previous year.
- In Fiscal Year 08-09, accidents increased by 22% from the previous year.
- In Fiscal Year 09-10, accidents decreased by 6% from the previous year.
Total Preventable Accidents for Fiscal Year 2009-2010

42 total accidents so far, with the large majority of accidents being minor type 1 or type 2

6 snow-related accidents

We have focused a great deal of effort on preventative measures to ensure that our drivers are prepared to tackle the challenges of safely operating a transit in all circumstances, including advanced snow driving strategy.
2009-2010 Initiatives

- **Training**: new trainees received road tests from safety committee members at the mid-way point to advise them of particular aspects of driving to focus on improving through the remainder of training.

- **New Drivers**: Within their first 300 hours on the road, drivers were required to complete 2 driver improvement clinics.

- **Safety Matrix**: a point system used to track individual driver's safety performance, awarding them positive points for things such as participating in driver improvement clinics, passing road tests, and attending safety committee meetings and negative points for accidents, failed road tests, and safety offenses. The drivers with the highest point values were rewarded for their outstanding safety and those in the negative were given a warning to improve their performance.
New Initiatives for 2010-2011

• Expand safety clinic curriculum to include various emergency situations, like brake failure procedure
• Increase lighting and visual cues in the bus lot to assist with safely backing into spaces
• Conduct covert road tests via “secret safety committee”
• Organization-wide accident-free initiatives and rewards