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Safety Management Information Statistics (SAMIS) : 1994 Annual Report,

U.S. Department of Transportation
Research and Special Programs Administration
John A. Volpe National Transportation Systems Center
Cambridge, MA 02142

Final Report
July 1996



FTA OFFICE OF SAFETY AND SECURITY

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The Safety Management Information Statistics 1994 Annual Report is a compilation and analysis of mass transit accident and casualty statistics reported by transit systems in the United States during 1994, reported under the Federal Transit Administration's Section 15 reporting system.

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PREFACE

The Safety Management Information Statistics (SAMIS) 1994 Annual Report is a compilation and analysis of mass transit accident and casualty statistics reported by Federal Transit Administration (FTA)-funded transit systems in the United States during 1994, reported under the FTA's National Transit Database Reporting System.

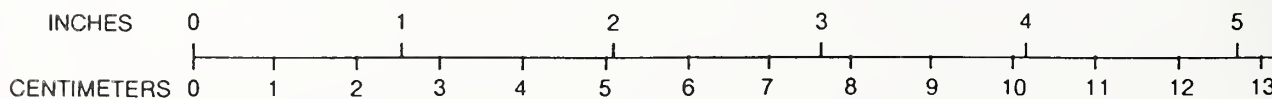
This report was prepared under the sponsorship of the Federal Transit Administration, Office of Safety and Security. The numbers for the tables and graphs are generated by the SAMIS System Software, developed at the John A. Volpe National Transportation Systems Center (Volpe Center) in Cambridge, Massachusetts.

The authors wish to thank Judy Meade, Director for the FTA's Office of Safety and Security; Carole Ferguson, Transit Safety Specialist at the Office of Safety and Security; William T. Hathaway, Senior Project Engineer at the Volpe Center; and David A. Knapton, Technical Task Initiator at the Volpe Center for their direction, guidance, and valuable comments during the preparation of this report.

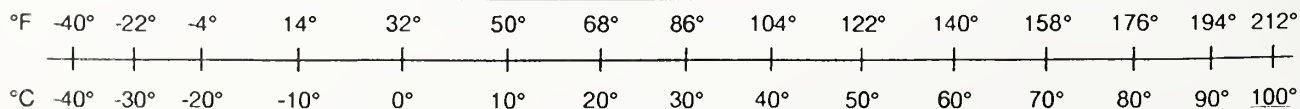
METRIC/ENGLISH CONVERSION FACTORS

ENGLISH TO METRIC	METRIC TO ENGLISH
<p style="text-align: center;">LENGTH (APPROXIMATE)</p> <p>1 inch (in) = 2.5 centimeters (cm) 1 foot (ft) = 30 centimeters (cm) 1 yard (yd) = 0.9 meter (m) 1 mile (mi) = 1.6 kilometers (km)</p>	<p style="text-align: center;">LENGTH (APPROXIMATE)</p> <p>1 millimeter (mm) = 0.04 inch (in) 1 centimeter (cm) = 0.4 inch (in) 1 meter (m) = 3.3 feet (ft) 1 meter (m) = 1.1 yards (yd) 1 kilometer (km) = 0.6 mile (mi)</p>
<p style="text-align: center;">AREA (APPROXIMATE)</p> <p>1 square inch (sq in, in²) = 6.5 square centimeters (cm²) 1 square foot (sq ft, ft²) = 0.09 square meter (m²) 1 square yard (sq yd, yd²) = 0.8 square meter (m²) 1 square mile (sq mi, mi²) = 2.6 square kilometers (km²) 1 acre = 0.4 hectare (ha) = 4,000 square meters (m²)</p>	<p style="text-align: center;">AREA (APPROXIMATE)</p> <p>1 square centimeter (cm²) = 0.16 square inch (sq in, in²) 1 square meter (m²) = 1.2 square yards (sq yd, yd²) 1 square kilometer (km²) = 0.4 square mile (sq mi, mi²) 10,000 square meters (m²) = 1 hectare (ha) = 2.5 acres</p>
<p style="text-align: center;">MASS - WEIGHT (APPROXIMATE)</p> <p>1 ounce (oz) = 28 grams (gm) 1 pound (lb) = .45 kilogram (kg) 1 short ton = 2,000 pounds (lb) = 0.9 tonne (t)</p>	<p style="text-align: center;">MASS - WEIGHT (APPROXIMATE)</p> <p>1 gram (gm) = 0.036 ounce (oz) 1 kilogram (kg) = 2.2 pounds (lb) 1 tonne (t) = 1,000 kilograms (kg) = 1.1 short tons</p>
<p style="text-align: center;">VOLUME (APPROXIMATE)</p> <p>1 teaspoon (tsp) = 5 milliliters (ml) 1 tablespoon (tbsp) = 15 milliliters (ml) 1 fluid ounce (fl oz) = 30 milliliters (ml) 1 cup (c) = 0.24 liter (l) 1 pint (pt) = 0.47 liter (l) 1 quart (qt) = 0.96 liter (l) 1 gallon (gal) = 3.8 liters (l) 1 cubic foot (cu ft, ft³) = 0.03 cubic meter (m³) 1 cubic yard (cu yd, yd³) = 0.76 cubic meter (m³)</p>	<p style="text-align: center;">VOLUME (APPROXIMATE)</p> <p>1 milliliter (ml) = 0.03 fluid ounce (fl oz) 1 liter (l) = 2.1 pints (pt) 1 liter (l) = 1.06 quarts (qt) 1 liter (l) = 0.26 gallon (gal) 1 cubic meter (m³) = 36 cubic feet (cu ft, ft³) 1 cubic meter (m³) = 1.3 cubic yards (cu yd, yd³)</p>
<p style="text-align: center;">TEMPERATURE (EXACT)</p> <p style="text-align: center;">$[(x - 32)(5/9)]^{\circ}\text{F} = y^{\circ}\text{C}$</p>	<p style="text-align: center;">TEMPERATURE (EXACT)</p> <p style="text-align: center;">$[(9/5)(y + 32)]^{\circ}\text{C} = x^{\circ}\text{F}$</p>

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For more exact and or other conversion factors, see NIST Miscellaneous Publication 286, Units of Weights and Measures. Price \$2.50. SD Catalog No. C13 10286.

Updated 9/29/95

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NARRATIVE COMMENTS

INTRODUCTION

Now in its fifth year of publication, the Safety Management Information Statistics (SAMIS) report continues to provide uniformly-collected comprehensive safety data from approximately 400 transit agencies throughout the country. Most agencies own and operate more than one mode of transportation, thus bringing the number of transit services to approximately 600¹.

The 1994 SAMIS Annual Report contains several new trend analysis graphs. Improvements to this year's report include rearranging of the tables and graphs in order to make the comparisons among the graphs easier. The same data are presented in graphs and tables in different forms in order to give the reader an alternative view of the statistics. There is a one-page "Transit Safety Clock" which shows the time intervals before a given type of incident occurs, and a listing of transit agencies whose data were used to produce this year's report appears at the end.

The safety data presented in this report are collected via Form 405 of the Federal Transit Administration's National Transit Database Reporting System. To facilitate the reader's understanding of the information presented in this report, Form 405 is shown on page 3. This safety information is collected separately for each transit mode an agency operates (e.g., an agency which operates bus and light rail will submit two Form 405s).

Transit safety data are collected in four basic categories: *Collisions*; *Derailments/Buses going off road*; *Personal Casualties*; and *Fires*. Each of these categories is further delineated in order to gather detailed information on the exact nature of the incident. For each incident that occurs, any associated injuries or fatalities must be noted as well. SAMIS reports these safety statistics for the following transit modes: Motor Bus (MB); Automated Guideway (AG); Commuter Rail (CR); Heavy Rail (HR); Light Rail (LR); Demand Response (DR); and Vanpool (VP).

As with previous years' SAMIS reports, caution should be used when making comparisons across different modes of transit, and also against data from other transportation reporting systems such as those for aviation and trucking. When comparing modes of transit, their differences should be kept in mind. For example, some transit modes run on exclusive rights of way while others mix with general traffic on surface roads. Some have extensive stations and terminals (where most fires are set) with escalators (where many of the injuries happen) while others have no such facilities. When making comparisons with data from other transportation

¹Only data for *Directly Operated* Transit Modes are included here. Data for transit services which are under contract to recipients or beneficiaries of Section 9 funds, i.e., *Purchased Transportation*, are not included in the calculations.

reporting systems, it is important to consider that the reporting thresholds, assumptions, and definitions may be very different. For example, SAMIS reports property damage when the damage exceeds \$1,000, while other transportation industries use thresholds that may be lower or higher.

NOTE: The 1990 and 1991 figures presented in this year's report may differ slightly from former SAMIS reports due to the use of enhanced edit checking and correction criteria incorporated in the SAMIS System software, which produces the numbers for graphs and tables. The software was applied retroactively to the 1990 and 1991 safety data so that a meaningful comparison can be made among all five years.

FORM 405

Org. id		FORM 405 Transit Safety	Fiscal Year: 12/31/94
Mode			

a		b	c	d
Line	Items	Incidents	Fatalities	Injuries
	COLLISIONS			
01	Collision with other vehicles			
02	Collision with objects			
03	Collision with people			
03a	(Attempted/successful suicides)	()	()	()
	NON-COLLISIONS			
	Derailments			
04	Derailments/buses going off road			
	Personal casualties			
05	Inside vehicle			
06	Boarding and alighting vehicle			
06a	(Associated with lifts)	()	()	()
07	In Stations/bus stops			
07a	(Associated with escalators)	()	()	()
	Fires (no-thresholds)			
08	In vehicles			
09	In stations			
10	Right of way & others			
11	T O T A L S			
12	Transit property damage	Dollar Amount <div style="border: 1px solid black; display: inline-block; padding: 2px;">\$</div>		
Date Prepared: / /		Date Updated:		

GLOSSARY OF TERMS

Vehicle Accident

An incident involving a moving vehicle. Includes collisions with another vehicle, object, or person (except suicides) and derailment/buses going off road.

Accident

Same as Vehicle Accident, except that Personal Casualties incidents on the vehicle and entering/exiting the vehicle are also included.

Collision with Vehicle

An incident in which a transit vehicle strikes or is struck by another vehicle. Reports are made if the accident results in death, injury, or property damage over \$1,000.

Collision with Object

An incident in which a transit vehicle strikes an obstacle other than a vehicle or person (e.g., building, utility pole). Reports are made if the accident results in a death, injury, or property damage over \$1,000.

Collision with People

An incident in which a transit vehicle strikes a person. Except where specifically indicated, collisions with people do not include suicide attempts. Reports are made if the incident results in death, injury, or property damage over \$1,000.

Derailment/Buses going off road

A non-collision incident in which a transit vehicle leaves the rails or road on which it travels. This also includes rollovers. Reports are made for all occurrences.

Fatality

A transit-caused death confirmed within 30 days of a transit incident.

Fire

Uncontrolled combustion made evident by flame and/or smoke which requires suppression by equipment or personnel. There are no thresholds; all fires are reported.

Incident

Collisions, personal casualties, derailments/buses going off road, fires, and property damage greater than \$1,000 associated with transit agency revenue vehicles and all transit facilities.

Injury

Any physical damage or harm to a person. There are no thresholds; all injuries are reported.

Passenger Miles

The total number of miles traveled by transit passengers (e.g., a bus that carries 5 passengers for a distance of 3 miles incurs 15 passenger miles).

Personal Casualty on Vehicle

An incident in which a person is injured on a transit vehicle, but not as a result of a collision, derailment/buses going off road, or fire.

Personal Casualty Entering/Exiting a Vehicle

An incident in which a person is hurt while getting on or off a transit vehicle (e.g., falls or door incidents).

Personal Casualty Associated with Lifts

An incident in which a person is hurt while using a lift to get on or off a transit vehicle. This is a subset of the Entering/Exiting a vehicle in the Personal Casualties category.

Personal Casualty in Stations/Bus Stops

An incident in which a person is hurt while using a transit facility. This includes anyone on transit property (e.g., patrons, employees, trespassers) but does not include incidents resulting from illness or criminal activity.

Personal Casualty Associated with Escalator

An incident in which a person is hurt while using an escalator in a transit facility. Any incident in this category is a subset of Personal Casualties in Stations/Bus Stops.

Suicide

A person attempting to end his or her own life intentionally. This is a subset of Collision with People.

Transit Property

All facilities which are directly controlled by a transit agency or provided to a transit agency for its use. This includes stations, rights of way, bus stops, and maintenance facilities.

Transit Property Damage

The dollar amount required to repair or replace transit property damaged during an incident.

Vehicle Miles

The total number of miles traveled by transit vehicles. Commuter rail, heavy rail, and light rail report individual car miles rather than train miles for vehicle miles.

TRANSIT MODE DEFINITIONS

AG - Automated Guideway

Consists of one or more automatically controlled vehicles operating on an exclusive guideway.

CR - Commuter Rail

Urban passenger train service for local short distance travel between a central city and suburbs. Commuter rail does not include heavy rail or light rail service. Service of a predominantly intercity nature is excluded, except where a local portion is operated under public agency contract for commuter purposes.

DR - Demand Response

Personal transit service operated on roadways providing service on demand. Vehicles are normally dispatched, and used exclusively for this service.

HR - Heavy Rail (Rapid Rail)

Transit service using rail cars powered by electricity which is usually drawn from a third rail and usually operated on exclusive rights of way. It generally uses longer trains and has longer spacing between stations than light rail.

LR - Light Rail (Streetcar)

Urban transit which uses predominantly reserved but not always grade-separated rights of way. Electrically powered rail vehicles operate alone or in trains.

VP - Vanpool

Public-sponsored commuter service operating under prearranged schedules for preformed groups of riders in 8 to 18 seat vehicles. Drivers are also commuters who receive little or no compensation besides free transportation and use of the vehicle during off-hours.

MB - Motor Bus

Rubber tired passenger vehicles that operate on roadways. Motor bus service implies fixed routes and schedules. The SAMIS graph descriptions Large Motor Bus (LMB), Medium Motor Bus (MMB), and Small Motor Bus (SMB) describe the size of the transit agency which operates the bus, not the size of the buses (i.e., if the number of buses an agency operates is greater than 500, then the vehicles are called LMBs, if the agency operates less than 100 buses, they are called SMBs, and anything in between is known as MMBs). *Therefore, in this sense of the division, LMB, MMB, and SMB are not true transit modes, but a representation of the agencies' sizes.*

There are two reasons for this division:

- To reflect the differences in the operating environments and traffic mix.

- To have a meaningful comparison between the motor buses and the rest of the transit modes [note that since the motor buses constitute the majority of a transit agency's fleet, a chart comparing various motor bus (combined) statistics to the rest of the transit modes, would result in a graph where the motor bus statistics would have considerably dwarfed the other transit modes].

CHARTS

Transit Safety Clock

1994

The Transit Safety Clock should be viewed with care. The mode of display should not be taken to imply a regularity in the occurrence of various transit mishaps, rather, it represents the annual ratio of fixed time intervals (e.g. 365x24 hours/year, or 365x24x60 minutes/year) to the total number of incidents, fatalities, injuries, collisions, etc.



One Incident*

every

7 Minutes

** Collisions, Personal Casualties, Fires, and Derailments/Buses going off road*

One Collision*

every

18 Minutes

** with Vehicles, Objects, People (not including suicide attempts)*

One Fatality*

every

27 Hours

** from Collisions, Personal Casualties, Fires, and Derailments/Buses going off road*

One Derailment*

every

32 Hours

** Derailments/Buses going off road*

One Injury*

every

9 Minutes

** from Collisions, Personal Casualties, Fires, and Derailments/Buses going off road*

One Fire*

every

100 Minutes

** in Vehicles, Stations, Rights of way/Road*

\$4417 in

Property Damage

every Hour

Totals of all Transit Mishaps by Year

	1990	1991	1992	1993	1994
Incidents*	90,163	83,139	73,831	64,986	70,693
Fatalities	339	300	273	281	320
Injuries	54,556	52,125	55,089	52,668	58,193
Collisions**	57,726	46,238	36,202	30,338	29,698
Suicides (attempts)	126	74	98	95	103
Personal Casualties	25,212	30,352	31,352	29,036	35,359
Derailment/Left Road	276	229	178	221	274
Fires	6,823	6,246	6,001	5,296	5,259
Property Damage (\$)	37,972,669	37,476,192	37,454,950	44,924,732	38,376,397

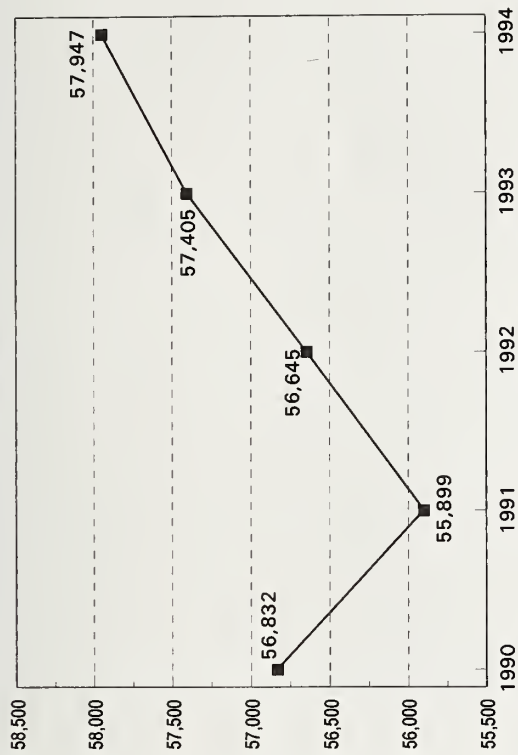
* This is the total incidents of Collisions, Derailments, Personal Casualties, and Fires.

** Not including suicide attempts.

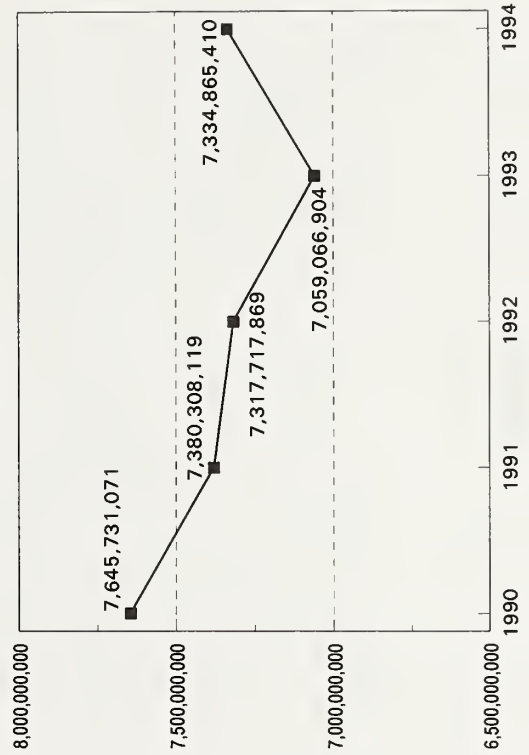
**A look at SAMIS data from 1990 through 1994
(All Modes Combined)**

TRENDS

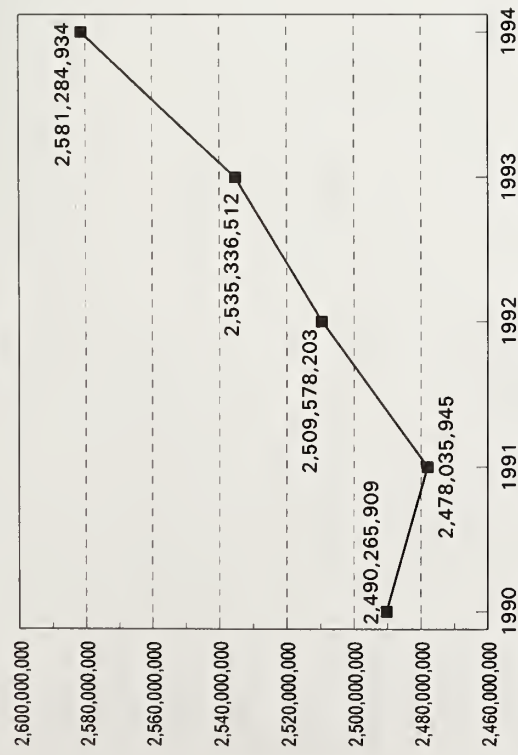
Vehicles by Year



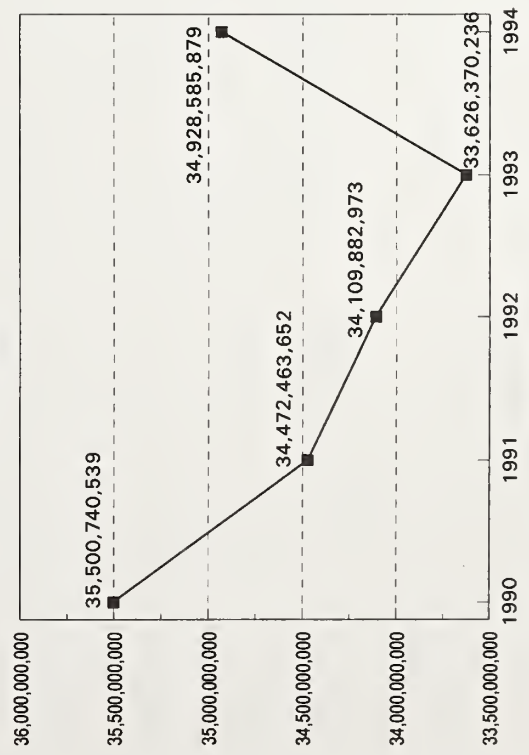
Passengers by Year



Vehicle Miles by Year

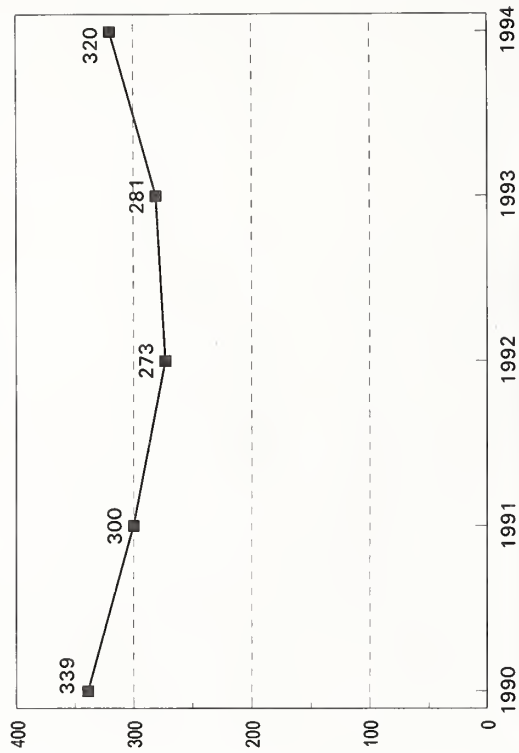


Passenger Miles by Year



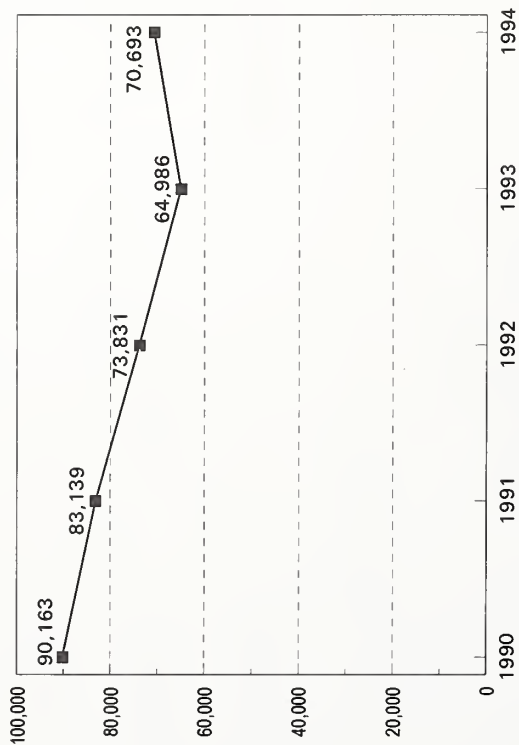
Fatalities

by Year



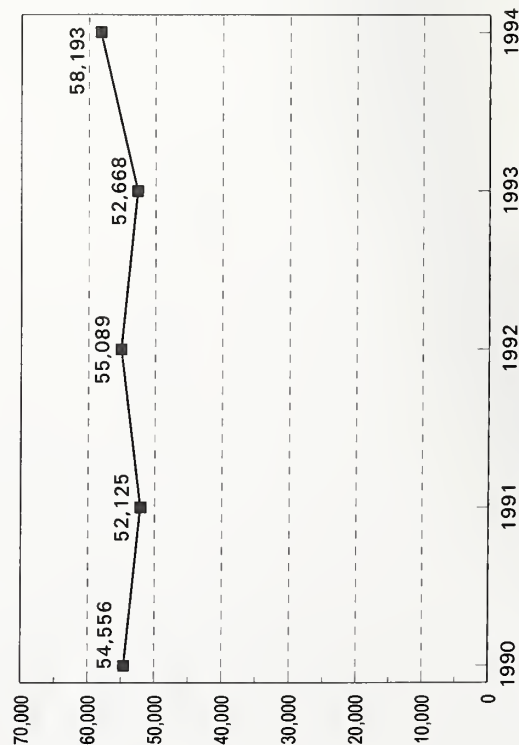
Incidents

by Year



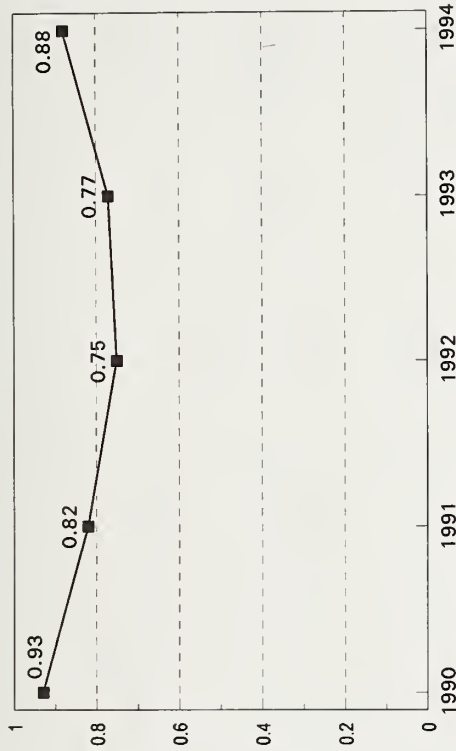
Injuries

by Year

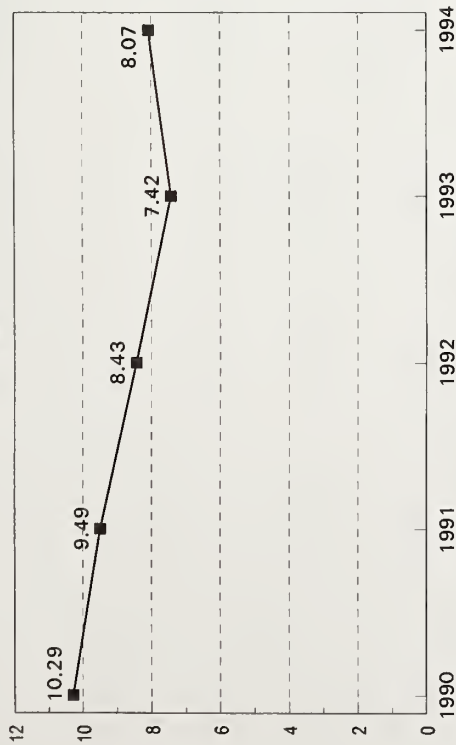


These graphs depict the trends for total number of *incidents*, *fatalities*, and *injuries* from all causes, i.e., **Collisions, Deraillments, Personal Casualties, and Fires.**

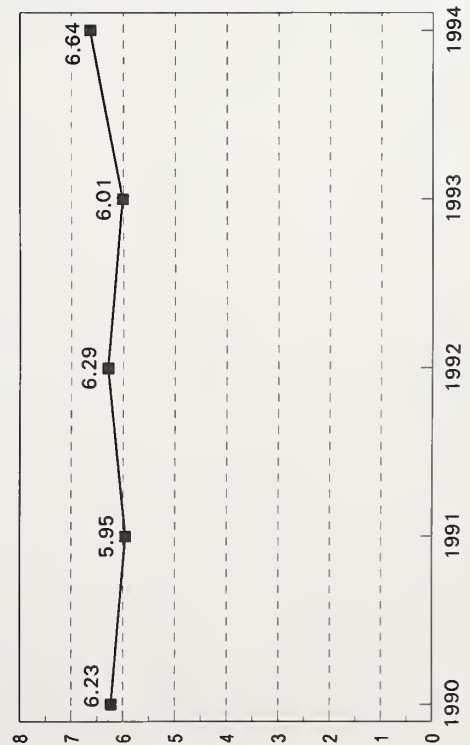
Fatalities per Day by Year



Incidents per Hour by Year

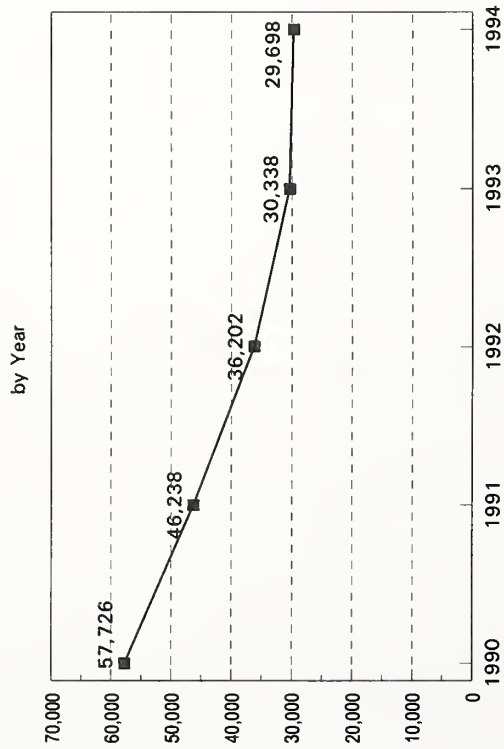


Injuries per Hour by Year



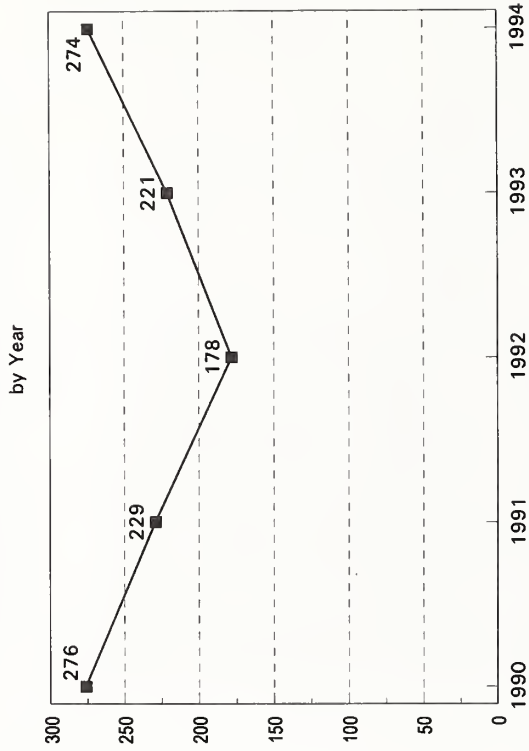
These graphs depict the trends for *incident, fatality, and injury* rates from all causes, i.e., **Collisions, Derailments, Personal Casualties, and Fires**, per specified time interval. The daily fatality rate is obtained by dividing the total number of fatalities by 365. The hourly rates for incidents and injuries are obtained by dividing the total number of hours in one year ($365 \times 24 = 8760$ hours).

Collisions*

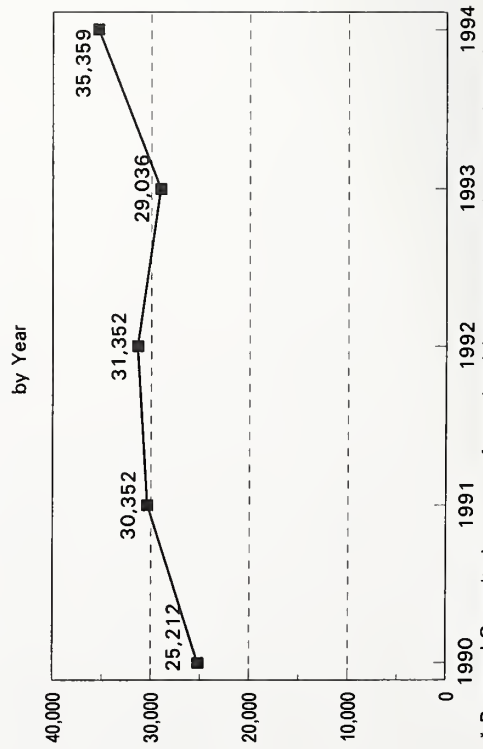


* With Vehicle, Objects, and People (not including suicide attempts).

Derailments/Buses going off road

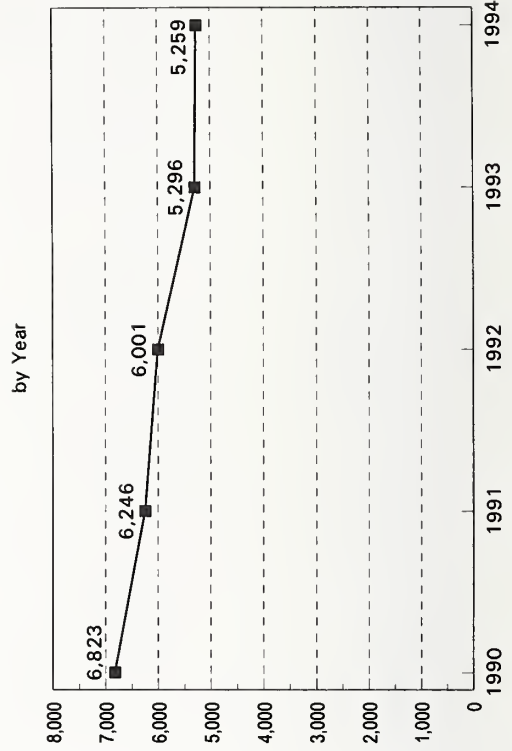


Personal Casualties*



* Personal Casualty is a type of transit mishap category where people are hurt but not as a result of Collisions, Derailments, or Fires. The incidents occur On Vehicle, Enter/Exiting Vehicle, On Lifts, In Station/Stops and Escalators.

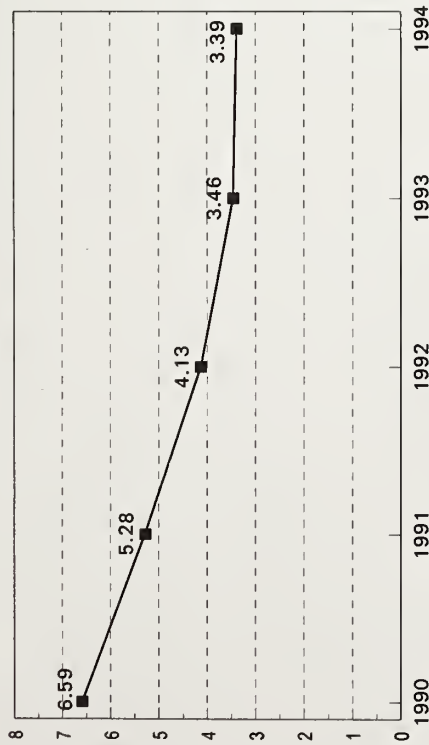
Fires*



* In Vehicles, Stations, Right of way and others.

Collisions*

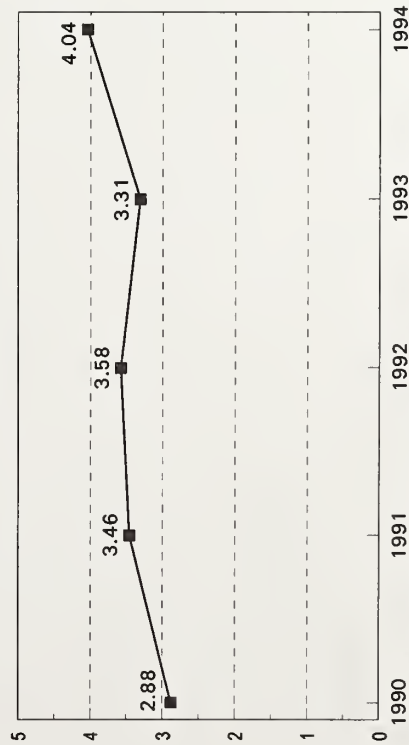
per Hour
by Year



* With Vehicle, Objects, and People (not including suicide attempts).

Personal Casualties*

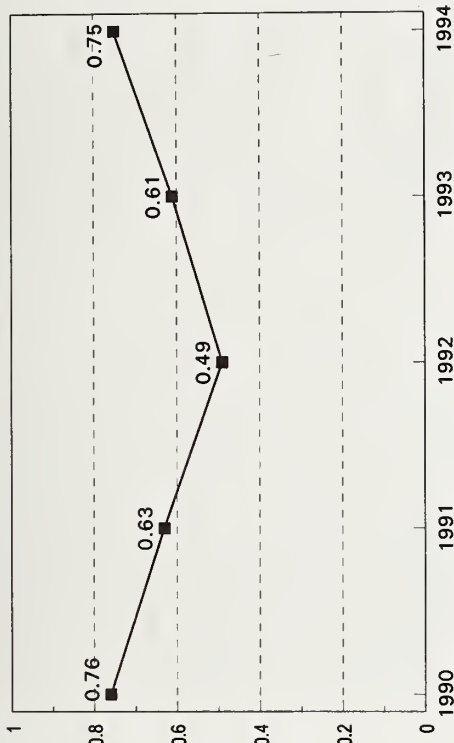
per Hour
by Year



* Personal Casualty is a type of transit mishap category where people are hurt but not as a result of Collisions, Derailments, or Fires. The incidents occur On Vehicle, Enter/Exiting Vehicle, On Lifts, In Station/Stops and Escalators.

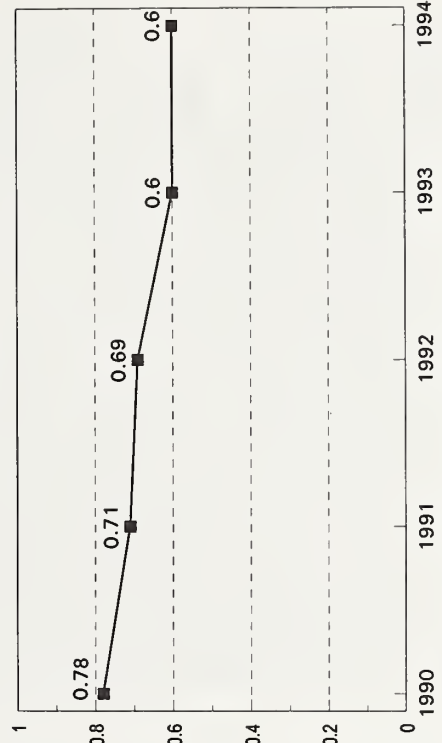
Derailments/Buses going off road

per Day
by Year



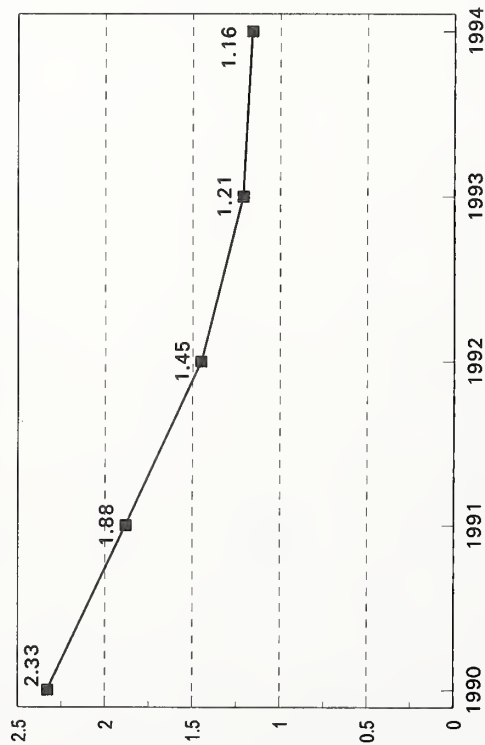
Fires*

per Hour
by Year



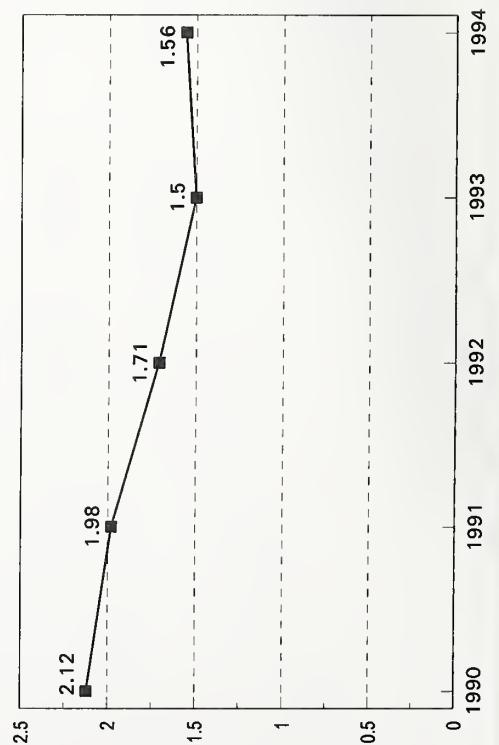
* In Vehicles, Stations, Right of way and others.

Vehicle Accidents per 100,000 Vehicle Miles by Year



This graph shows the accident rate which is based only on the number of vehicle accidents (incidents). These include all vehicle accidents resulting from **Collisions** [with vehicles, objects, people (not suicides)] and **Derailments** (vehicle derailed/left roadway). The vehicle mile figure includes both revenue and non-revenue miles since there are risks present during both types of operation. The three rail modes (commuter rail, heavy rail, and light rail) report car rather than train miles for vehicle miles (see page 52 for individual transit mode figures).

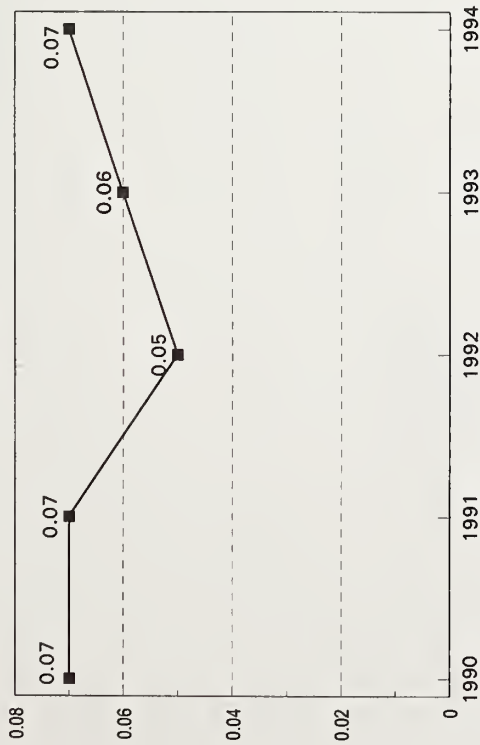
Accidents per 1,000,000 Passenger Miles by Year



This graph shows the trend for the number of accidents (or incidents) resulting from **Collisions** [with vehicles, objects, and people (not suicides)], **Derailments** (vehicle derailed/left roadway), and **Personal Casualties** (on the vehicle, and entering/exiting the vehicle). When analyzing the results on this page, consider that the number of vehicle accidents, the number of passengers, and the average trip length all affect the accident rate. This graph differs from the Vehicle Accidents graph (previous graph) in that it includes **Personal Casualties** (on the vehicle, and entering/exiting the vehicle), and is indexed in Passenger Miles (see page 53 for individual transit mode figures).

Fatalities

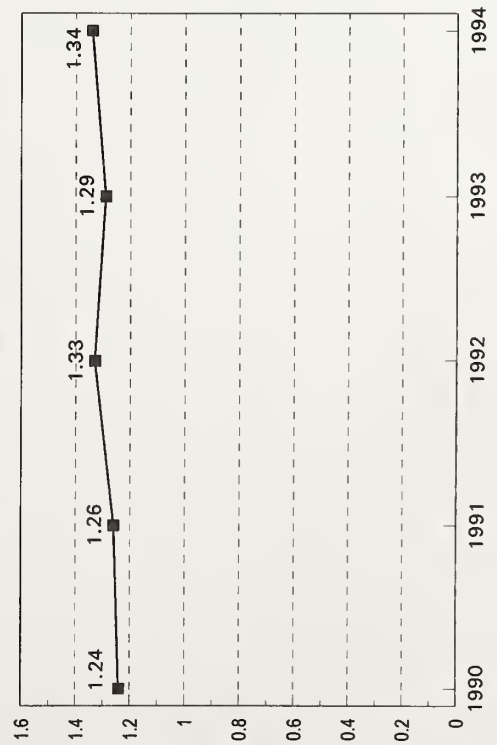
per 10,000,000 Passenger Miles
by Year



These statistics represent *fatalities* resulting from **Collisions** [with vehicles, objects, people (not suicides)], **Derailments** (vehicle derailed/left roadway), and **Personal Casualties** (on the vehicle and entering/exiting the vehicle). See page 54 for individual transit mode figures.

Injuries

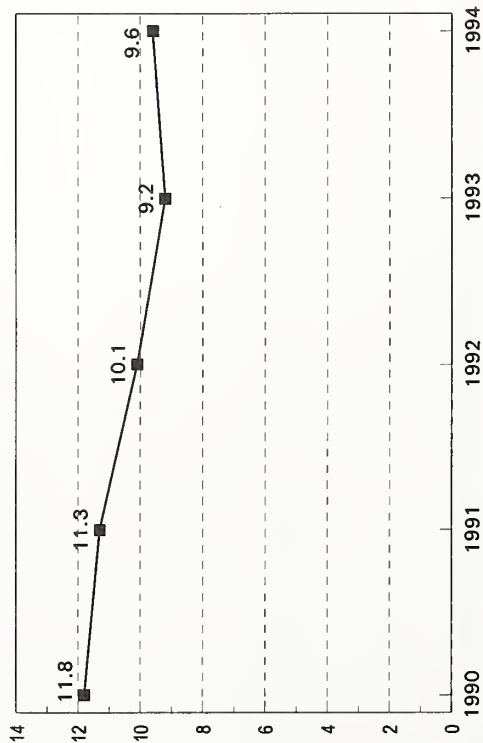
per 1,000,000 Passenger Miles
by Year



These statistics represent *injuries* resulting from **Collisions** [with vehicles, objects, people (not suicides)], **Derailments** (vehicle derailed/left roadway), and **Personal Casualties** (on the vehicle and entering/exiting the vehicle). This chart may be compared with **Accidents and Fatalities** (two previous graphs) to get a feel for the probability of dying or being injured in an accident (see page 55 for individual transit mode figures).

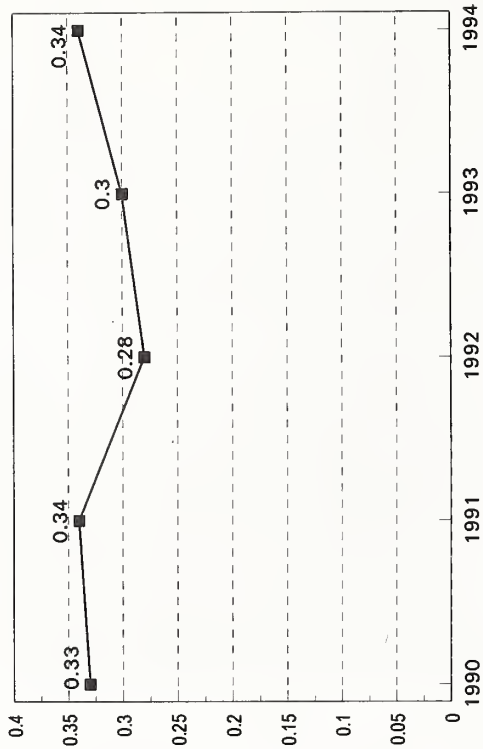
Incidents

of all types
per 1,000,000 Passengers



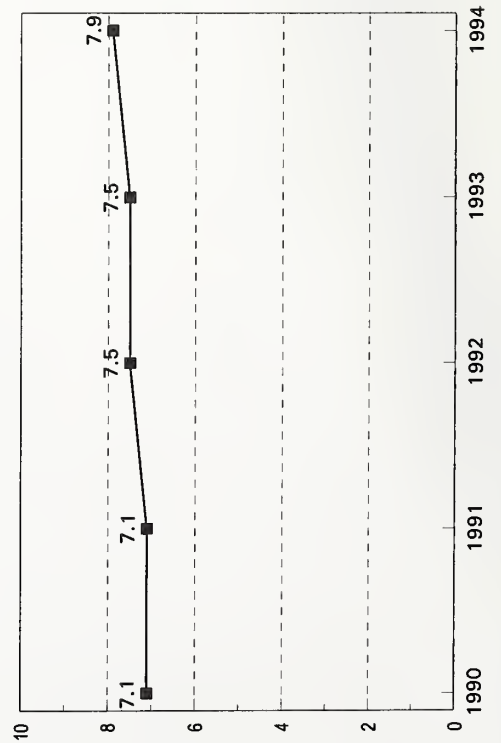
Fatalities

from all causes
per 10,000,000 Passengers



Injuries

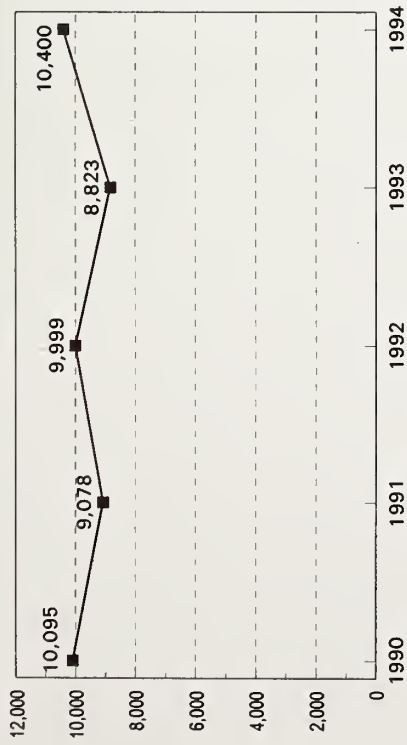
from all causes
per 1,000,000 Passengers



These graphs depict the trends for *incident, fatality* and *injury* rates, from all causes (except suicides), i.e., **Collisions, Derailments, Personal Casualties, and Fires** (see page 56 for individual transit mode figures).

Entering/Exiting the Vehicle*

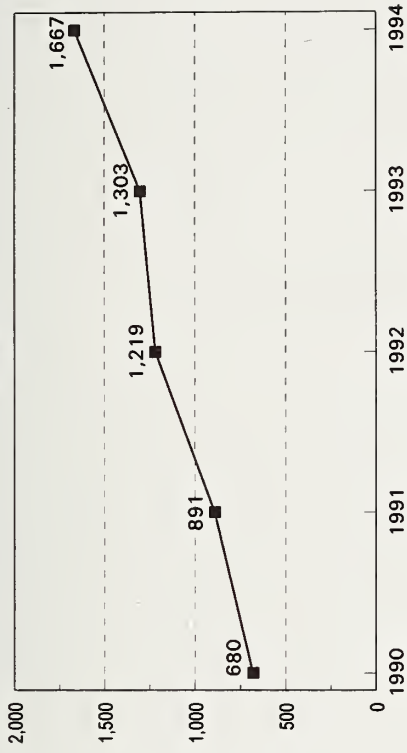
Injuries
by Year



* This is a sub-category of Personal Casualties.
It includes figures associated with Lifts.

Escalator Injuries

In Stations/Bus Stops*
by Year



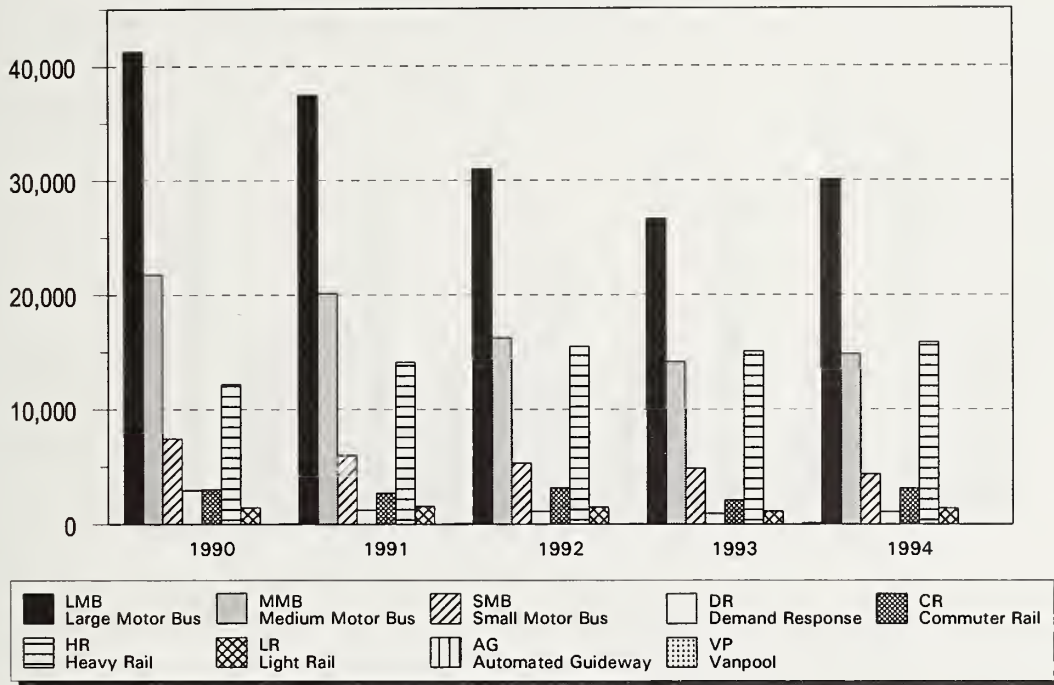
* This is a sub-category of Personal Casualties.

A look at SAMIS data from 1990 through 1994
(Individual Transit Modes)

TRENDS

Incidents

by Mode and Year

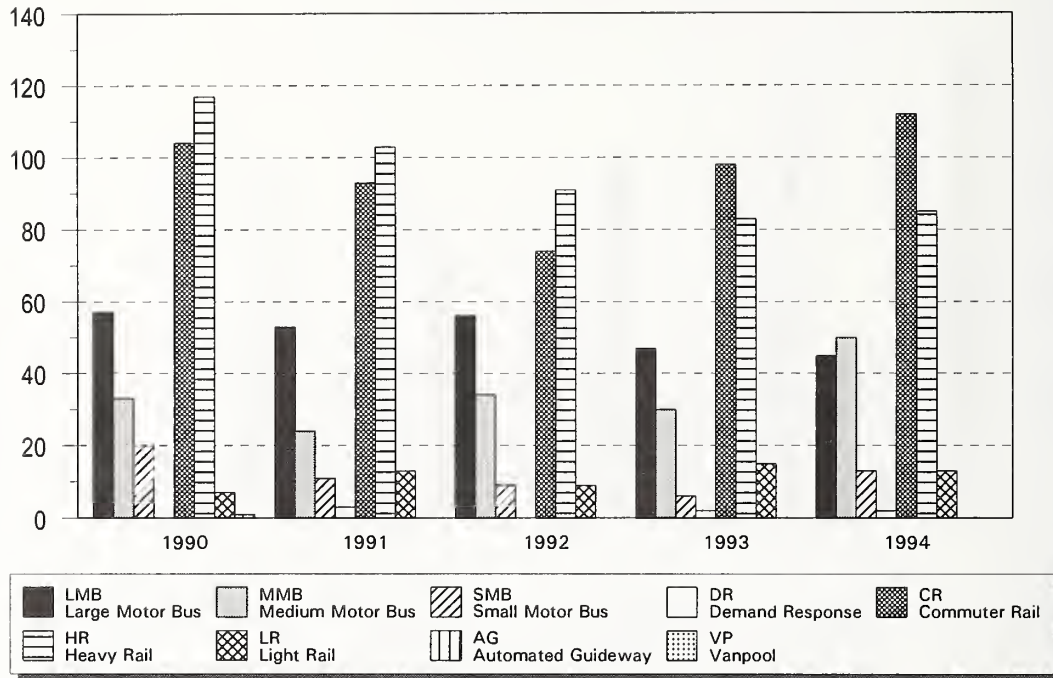


Incidents by Mode and Year

	1990	1991	1992	1993	1994
LMB	41,266	37,403	30,952	26,626	30,038
MMB	21,764	20,116	16,222	14,109	14,809
SMB	7,407	5,934	5,308	4,845	4,338
DR	2,965	1,241	1,137	946	1,062
CR	3,031	2,716	3,160	2,111	3,115
HR	12,178	14,102	15,512	15,082	15,869
LR	1,465	1,543	1,492	1,136	1,413
AG	3	1	8	10	10
VP	84	83	40	121	39
Total	90,163	83,139	73,831	64,986	70,693

Fatalities

by Mode and Year

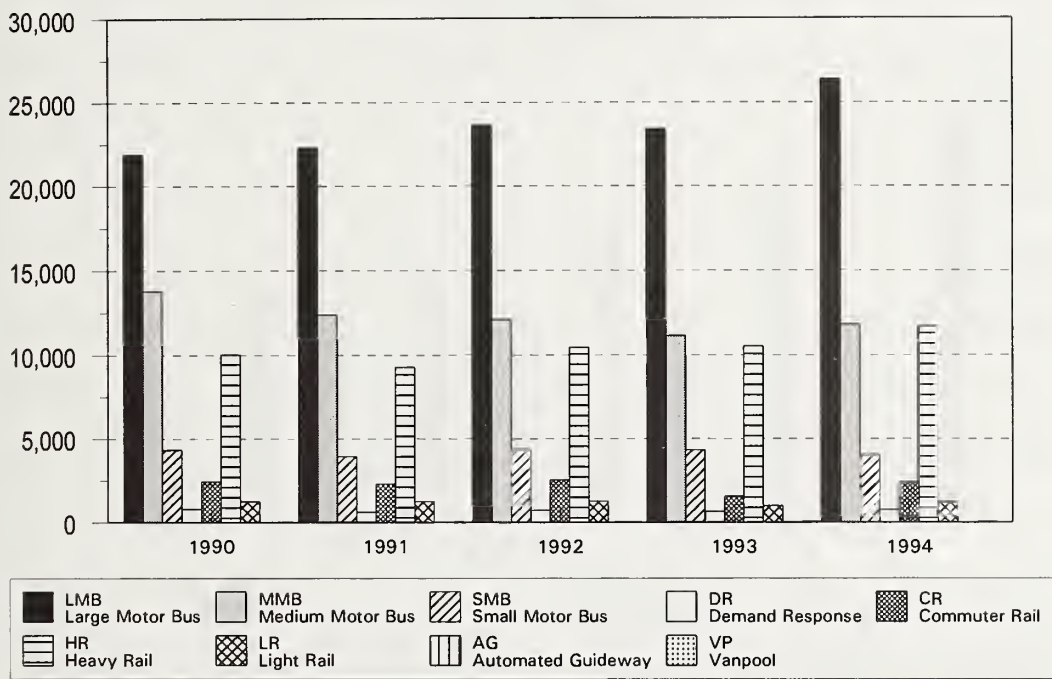


Fatalities by Mode and Year

	1990	1991	1992	1993	1994
LMB	57	53	56	47	45
MMB	33	24	34	30	50
SMB	20	11	9	6	13
DR	0	3	0	2	2
CR	104	93	74	98	112
HR	117	103	91	83	85
LR	7	13	9	15	13
AG	1	0	0	0	0
VP	0	0	0	0	0
Total	339	300	273	281	320

Injuries

by Mode and Year

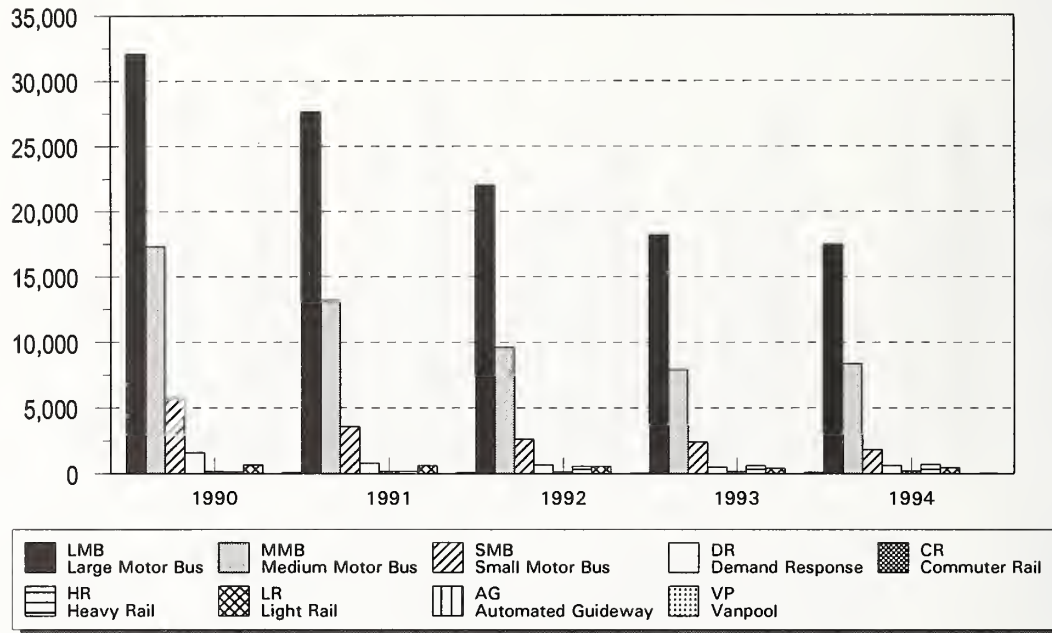


Injuries by Mode and Year

	1990	1991	1992	1993	1994
LMB	21,891	22,301	23,654	23,393	26,365
MMB	13,780	12,366	12,090	11,153	11,798
SMB	4,335	3,952	4,346	4,327	4,032
DR	807	622	713	652	731
CR	2,438	2,308	2,546	1,560	2,374
HR	10,036	9,285	10,446	10,532	11,673
LR	1,244	1,251	1,268	982	1,181
AG	4	0	7	10	10
VP	21	40	19	59	29
Total	54,556	52,125	55,089	52,668	58,193

Collisions

with Vehicles, Objects, and People
by Mode and Year

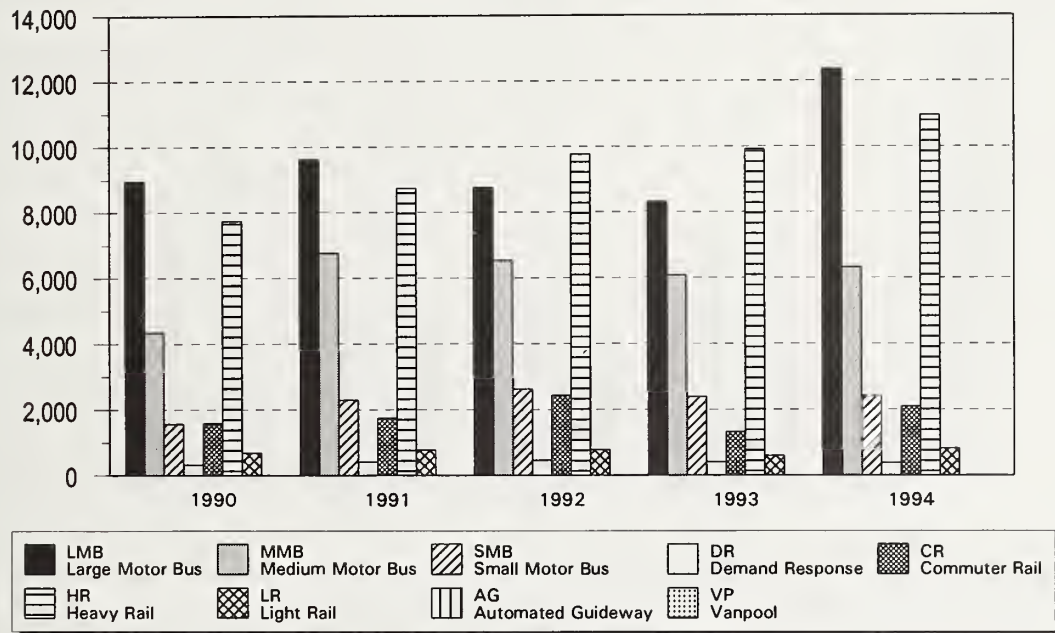


Collisions by Mode and Year

	1990	1991	1992	1993	1994
LMB	32,057	27,608	21,994	18,177	17,450
MMB	17,282	13,159	9,576	7,904	8,324
SMB	5,737	3,583	2,634	2,410	1,851
DR	1,606	810	665	513	644
CR	160	188	139	166	201
HR	134	180	585	630	718
LR	668	631	573	419	473
AG	1	0	1	1	1
VP	81	79	35	118	36
Total	57,726	46,238	36,202	30,338	29,698

Personal Casualties

Inside Vehicle, Entering/Exiting Vehicle, In Stations/Bus Stops
by Mode and Year

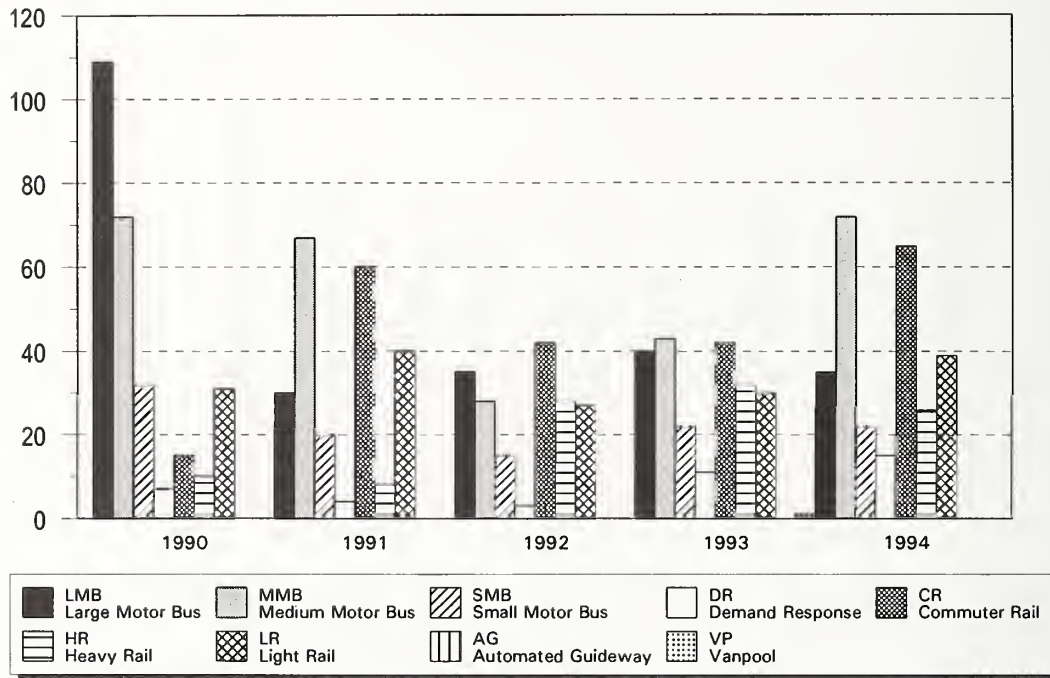


Personal Casualties by Mode and Year

	1990	1991	1992	1993	1994
LMB	8,949	9,618	8,753	8,309	12,348
MMB	4,335	6,753	6,514	6,062	6,312
SMB	1,569	2,294	2,628	2,394	2,412
DR	330	415	461	412	391
CR	1,592	1,751	2,429	1,326	2,102
HR	7,740	8,743	9,766	9,916	10,952
LR	692	774	789	607	832
AG	2	0	7	9	8
VP	3	4	5	1	2
Total	25,212	30,352	31,352	29,036	35,359

Derailments/Buses going off road

by Mode and Year

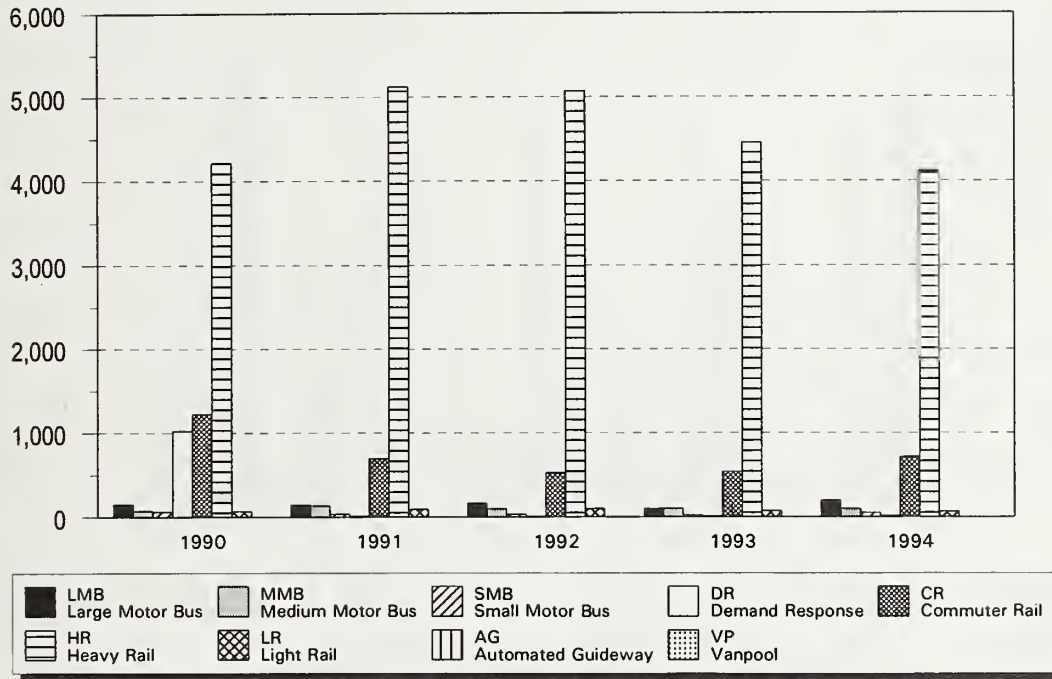


Derailments/Buses going off road by Mode and Year

	1990	1991	1992	1993	1994
LMB	109	30	35	40	35
MMB	72	67	28	43	72
SMB	32	20	15	22	22
DR	7	4	3	11	15
CR	15	60	42	42	65
HR	10	8	28	32	26
LR	31	40	27	30	39
AG	0	0	0	0	0
VP	0	0	0	1	0
Total	276	229	178	221	274

Fires

by Mode and Year

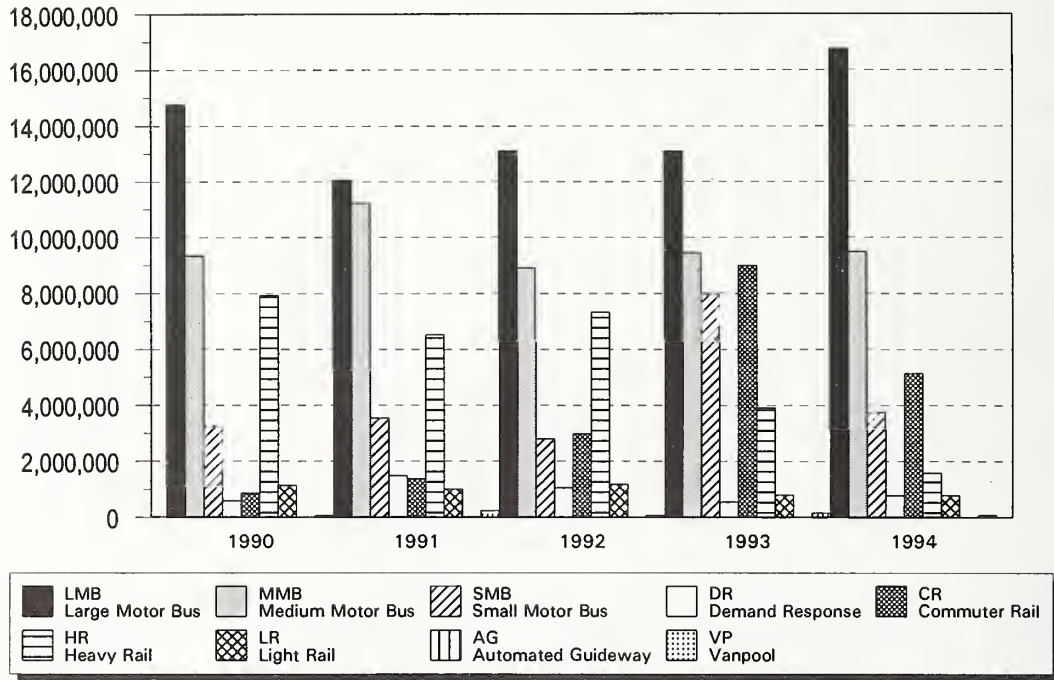


Fires by Mode and Year

	1990	1991	1992	1993	1994
LMB	151	146	168	99	197
MMB	73	136	98	100	98
SMB	62	36	31	19	51
DR	1,022	12	8	10	12
CR	1,226	695	527	540	715
HR	4,217	5,124	5,068	4,452	4,117
LR	72	96	101	75	67
AG	0	1	0	0	1
VP	0	0	0	1	1
Total	6,823	6,246	6,001	5,296	5,259

Property Damage (\$)

by Mode and Year

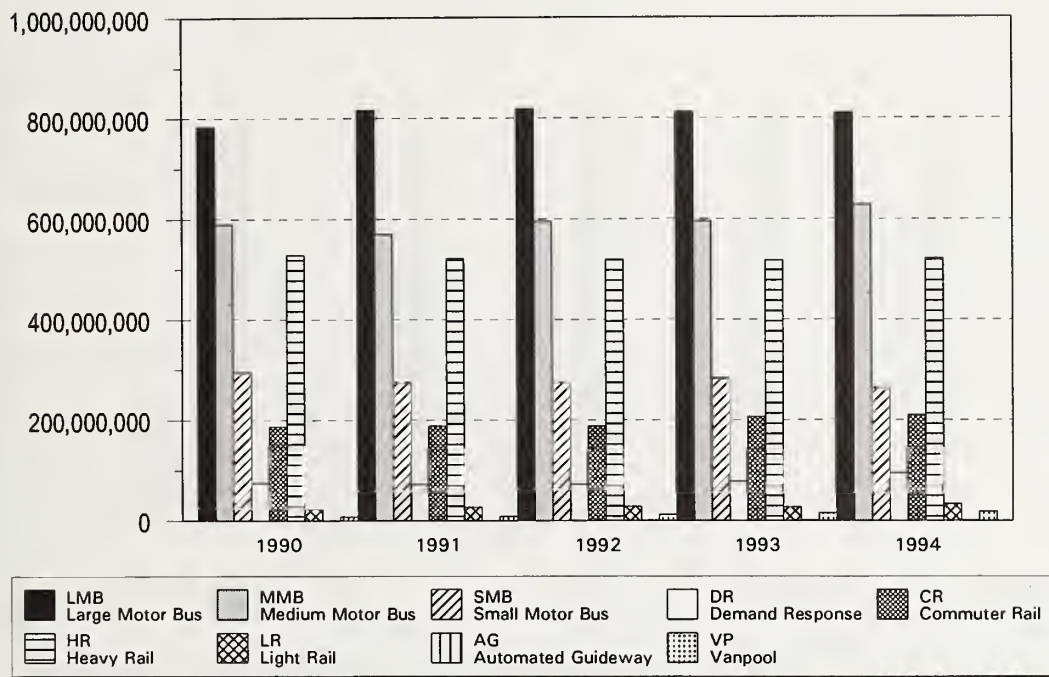


Property Damage (\$) by Mode and Year

	1990	1991	1992	1993	1994
LMB	\$14,760,209	\$12,050,771	\$13,105,639	\$13,091,179	\$16,754,916
MMB	9,343,884	11,238,640	8,900,792	9,440,339	9,490,771
SMB	3,264,278	3,543,247	2,807,956	7,971,835	3,748,256
DR	600,594	1,492,942	1,053,526	547,062	778,653
CR	861,513	1,370,729	2,986,769	9,003,757	5,140,604
HR	7,929,642	6,525,828	7,333,790	3,911,643	1,597,031
LR	1,144,000	1,008,107	1,184,825	801,082	784,719
AG	0	2,217	11,286	0	3,051
VP	68,549	243,711	70,367	157,835	78,396
Total	\$37,972,669	\$37,476,192	\$37,454,950	\$44,924,732	\$38,376,397

Vehicle Miles

by Mode and Year

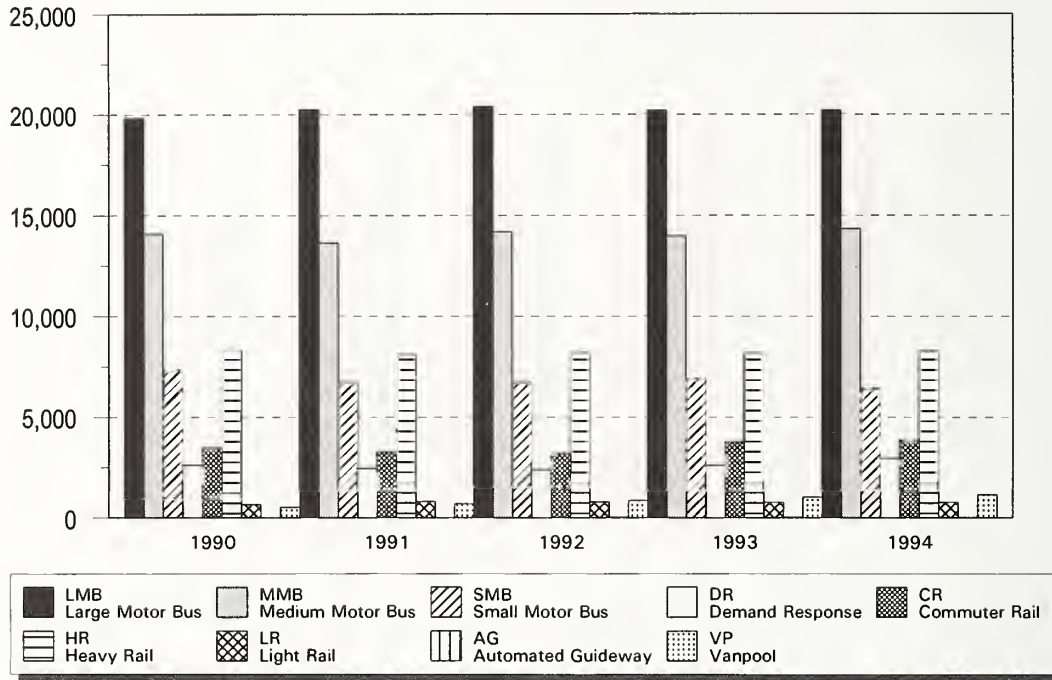


Vehicle Miles by Mode and Year

	1990	1991	1992	1993	1994
LMB	783,462,575	816,537,201	818,634,740	812,012,373	809,748,409
MMB	590,034,014	569,705,808	594,265,959	595,797,608	628,481,294
SMB	294,410,421	274,486,151	274,667,270	282,306,693	263,588,384
DR	74,105,006	70,951,677	71,968,135	76,793,858	93,913,122
CR	187,250,786	188,340,972	188,003,333	206,398,036	210,144,656
HR	528,627,222	521,837,984	520,198,883	517,685,338	522,271,573
LR	24,055,177	27,316,440	28,287,567	27,395,870	33,778,116
AG	617,427	491,035	981,072	957,742	1,183,408
VP	7,703,281	8,368,677	12,571,244	15,988,994	18,175,972
Total	2,490,265,909	2,478,035,945	2,509,578,203	2,535,336,512	2,581,284,934

Vehicles

by Mode and Year

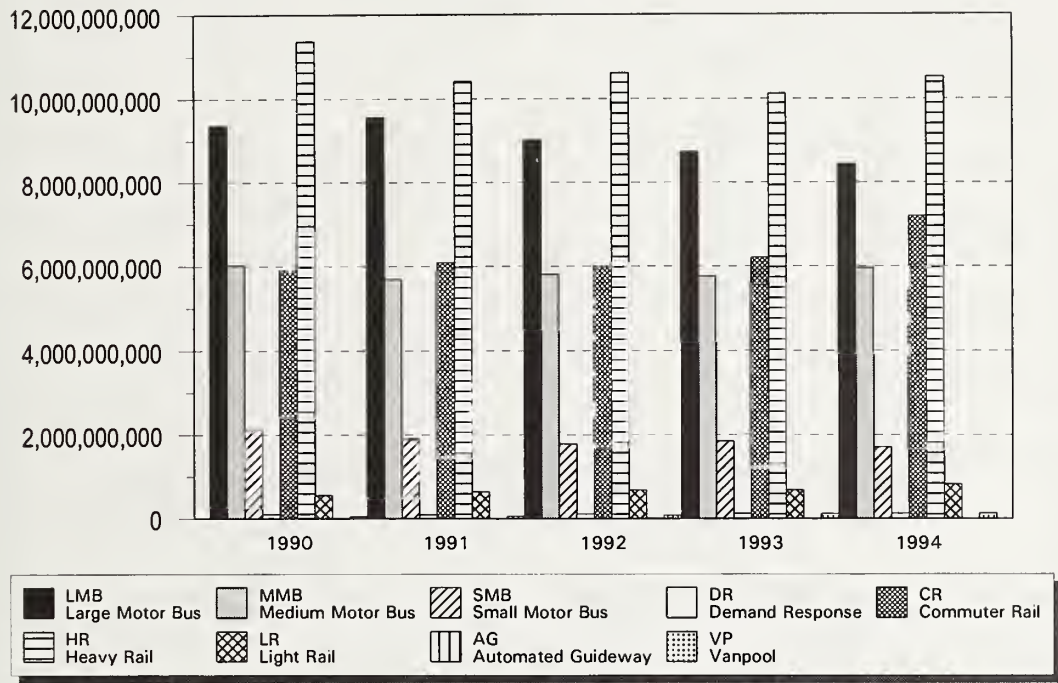


Vehicles by Mode and Year

	1990	1991	1992	1993	1994
LMB	19,808	20,230	20,383	20,184	20,204
MMB	14,091	13,634	14,178	13,971	14,330
SMB	7,358	6,723	6,712	6,904	6,417
DR	2,588	2,424	2,374	2,588	2,939
CR	3,444	3,266	3,182	3,755	3,828
HR	8,347	8,106	8,180	8,187	8,277
LR	661	808	769	769	769
AG	15	11	21	18	29
VP	520	697	846	1,029	1,154
Total	56,832	55,899	56,645	57,405	57,947

Passenger Miles

by Mode and Year

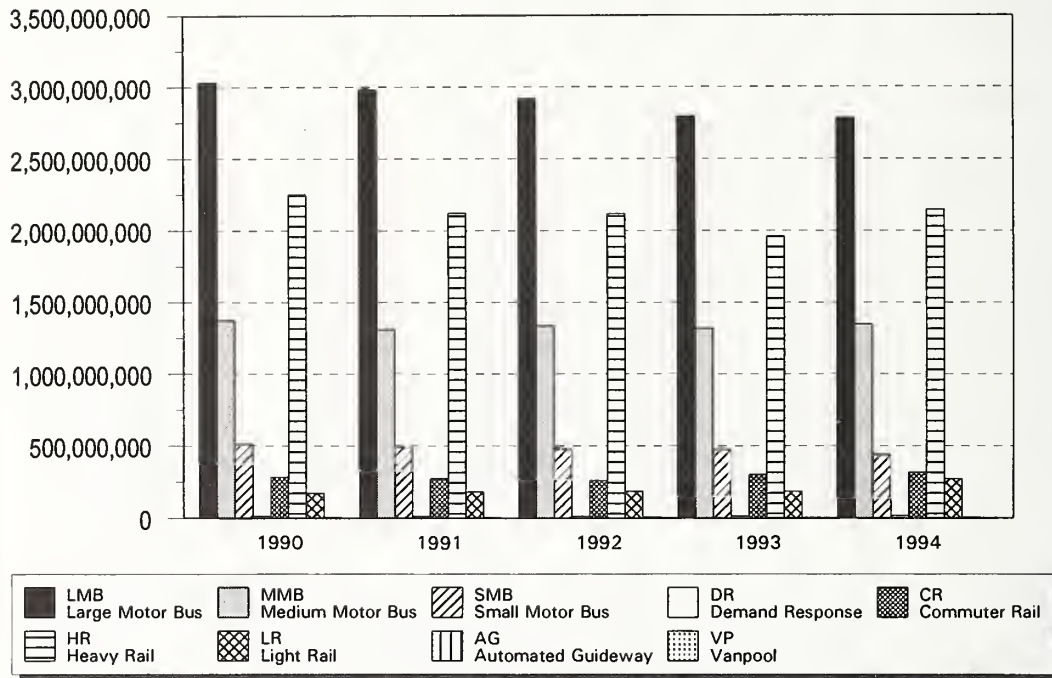


Passenger Miles by Mode and Year

	1990	1991	1992	1993	1994
LMB	9,356,105,402	9,559,613,863	9,020,728,495	8,735,111,887	8,436,801,038
MMB	6,019,938,132	5,681,140,849	5,802,019,495	5,747,356,634	5,955,895,358
SMB	2,125,924,373	1,903,836,382	1,790,385,790	1,859,062,717	1,713,877,588
DR	110,088,578	100,765,621	114,051,985	126,183,364	130,130,003
CR	5,901,516,569	6,094,419,108	5,992,300,852	6,210,811,478	7,202,401,370
HR	11,373,197,592	10,420,500,859	10,613,108,031	10,129,682,552	10,520,676,890
LR	554,554,894	647,579,641	686,289,760	688,961,513	823,832,584
AG	5,461,306	2,985,061	6,350,377	6,276,663	7,181,392
VP	53,953,693	61,622,268	84,648,188	122,923,428	137,789,656
Total	35,500,740,539	34,472,463,652	34,109,882,973	33,626,370,236	34,928,585,879

Passengers

by Mode and Year



Passengers by Mode and Year

	1990	1991	1992	1993	1994
LMB	3,029,861,563	2,978,584,127	2,915,883,332	2,792,806,711	2,780,831,677
MMB	1,371,209,547	1,309,022,201	1,334,447,953	1,318,147,322	1,347,246,825
SMB	510,598,687	492,859,837	477,450,141	473,672,717	439,024,741
DR	13,829,398	13,296,991	13,221,090	14,814,835	16,651,638
CR	285,861,662	273,938,924	261,870,040	302,598,857	317,786,280
HR	2,252,462,303	2,123,182,878	2,118,769,679	1,960,305,314	2,148,844,066
LR	174,000,077	183,563,959	187,321,032	187,336,419	273,685,925
AG	5,882,047	3,534,327	5,499,402	5,163,965	6,250,861
VP	2,025,787	2,324,875	3,255,200	4,220,764	4,543,397
Total	7,645,731,071	7,380,308,119	7,317,717,869	7,059,066,904	7,334,865,410

Number of Reporting Agencies*

by Year

	Transit Agencies
1990	410
1991	384
1992	383
1993	396
1994	389

* Transit Agencies which operate solely Purchased Transportation are not included.

Number of Reporting Agencies which operate each of the following transit modes*

by Mode and Year

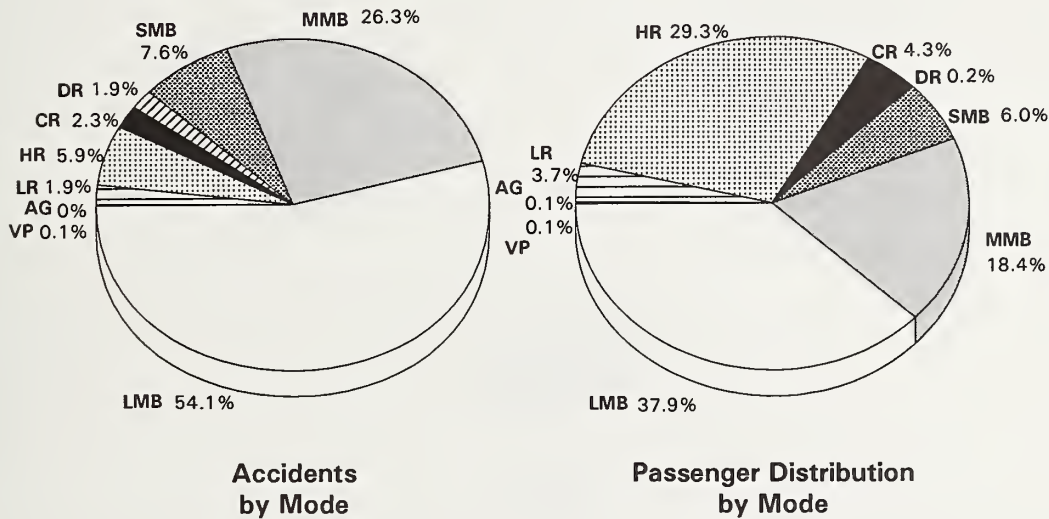
	1990	1991	1992	1993	1994
LMB	19	20	20	20	20
MMB	68	65	67	66	67
SMB	265	247	249	255	250
DR	166	160	170	173	180
CR	9	8	7	9	9
HR	12	12	13	14	14
LR	13	14	15	16	19
AG	3	2	3	3	3
VP	16	13	18	18	18

* The way to interpret the data in the table is as follows: In 1994 there were 67 agencies which operated Medium Motor Buses (MMB), 14 agencies which operated Heavy Rail (HR), 19 which operated Light Rail (LR), and so on.

The 1994 SAMIS data presented as

GRAPHS

Accidents and Passenger Distribution by Transit Mode



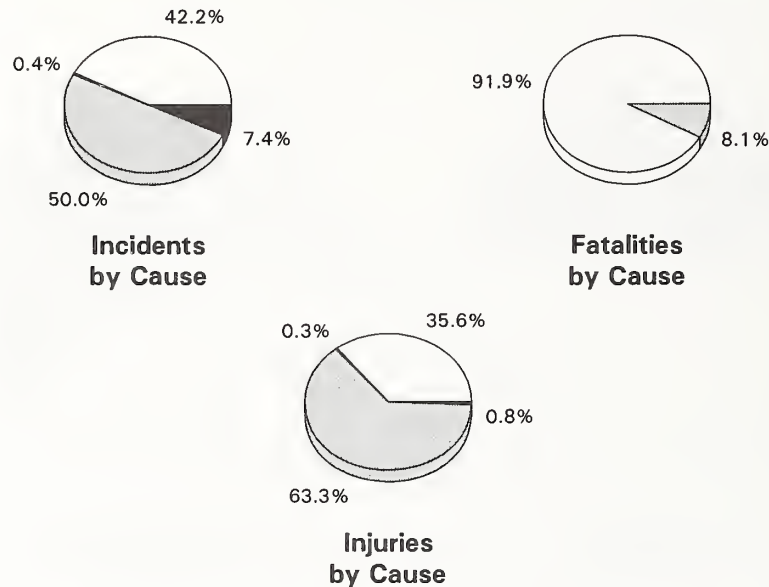
AG - Automated Guideway LMB - Large Motor Bus HR - Heavy Rail
 CR - Commuter Rail MMB - Medium Motor Bus LR - Light Rail
 DR - Demand Response SMB - Small Motor Bus VP - Vanpool

The *pie chart on the left* shows the percentage of accidents (or incidents) reported for each mode. The Accidents include **Collisions** (not suicides), **Derailments**, and **Personal Casualties** (on the vehicle, and entering/exiting the vehicle) categories.

The *pie chart on the right* gives the percent of total transit ridership share held by each transit mode.

When compared, these pie charts give another view of accident rates, e.g., with about 30% of transit passengers Heavy Rail has only 6% of the total accidents. If all transit modes were equally safe, the numbers for a given transit mode would be the same in both pie charts.

Incidents, Fatalities, Injuries by Cause



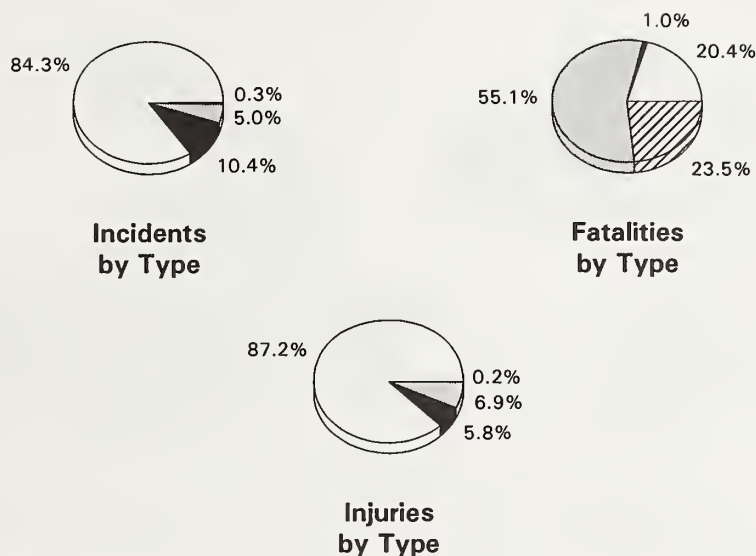
The *pie chart on the left* shows the percentage of *incidents* from each cause (**Collisions, Derailments, Personal Casualties, and Fires**) to the total incidents from all causes.

The *pie chart on the right* shows the percentage of the *Fatalities* and the *pie chart in the middle* shows the percentage of *Injuries* from each cause (**Collisions, Derailments, Personal Casualties, and Fires**) to the total.

The *Fatalities* chart shows that *Collisions* are the single most contributing cause of fatalities.

Collisions

Incidents, Fatalities, Injuries by Type



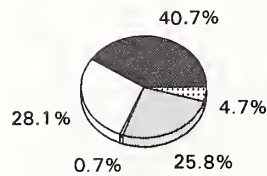
The *pie chart on the left* shows the percentage of each type of *incident* resulting from **Collisions** (i.e., with other vehicles, objects, and people) to the total *Collision incidents*.

The *pie chart on the right* shows the percentage of *Fatalities*, and the *pie chart in the middle* shows the percentage of *Injuries* from each type of **Collision** (i.e., with other vehicles, objects, and people) to the total.

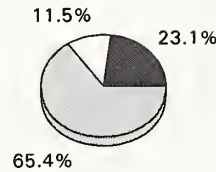
Comparing the three charts gives more insight into the causes of incidents, injuries, and deaths from **Collisions**, e.g., the minuscule amount of injuries (0.2%) which result from attempted suicides is an indication that nearly all the suicide attempts are "successful" (result in death).

Personal Casualties

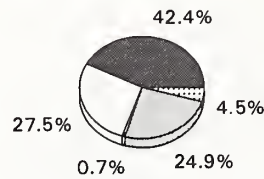
Incidents, Fatalities, Injuries
by Type



**Incidents
by Type**



**Fatalities
by Type**



**Injuries
by Type**

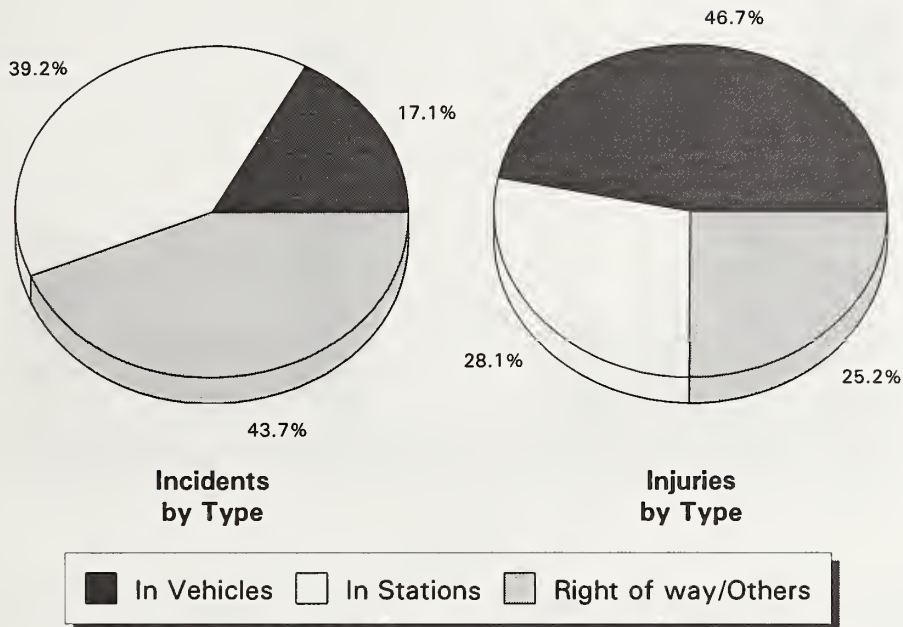


The *pie chart on the left* shows the percentage of each type of *incident* in the **Personal Casualties** category [inside vehicles, entering/exiting vehicles (associated with lifts), in stations/bus stops (associated with escalators)] to the total incidents of Personal Casualties.

The *pie chart on the right* shows the percentage of *Fatalities*, and the *pie chart in the middle* shows the percentage of *Injuries* from each of these incidents.

Fires

Incidents, Fatalities, Injuries by Type



The *pie chart on the left* shows the percentage of each type of **Fire incident** (in vehicles, in stations, and on right of way and others) to the total incidents of Fires.

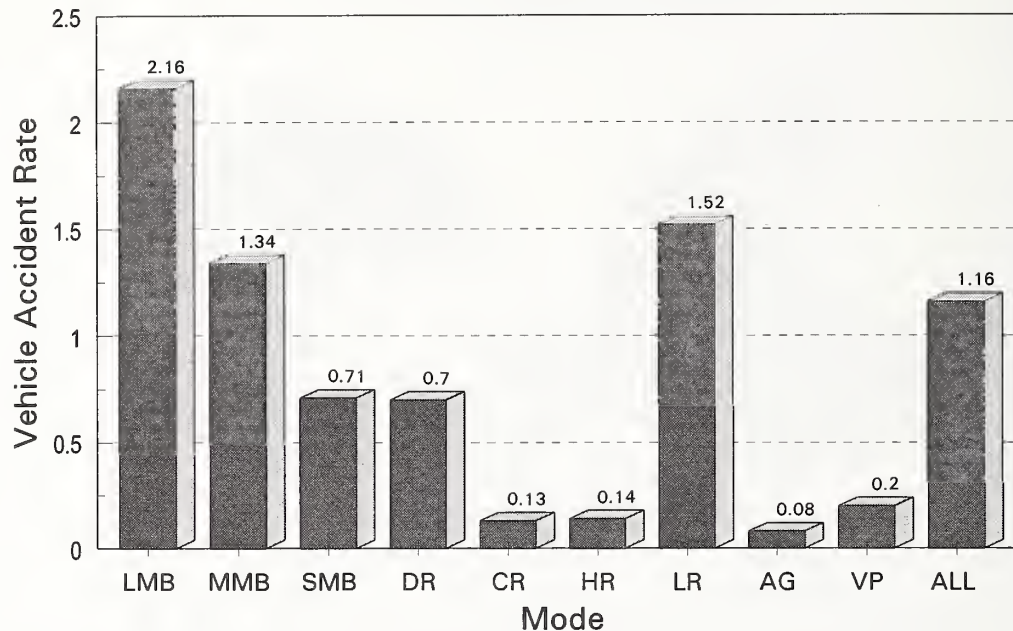
The *pie chart on the right* shows the percentage of **Injuries** from each type of Fire incident to the total injuries resulting from these incidents.

There were no *Fatalities* from **Fires**.

Comparing the two charts provides more insight into the types of Fires and the causes of injuries from them, e.g., a fire inside the vehicle (the smallest percentage of the fire incidents) results in more patron injuries than a fire on the road or in a station/bus stop.

Vehicle Accidents

per 100,000 Vehicle Miles

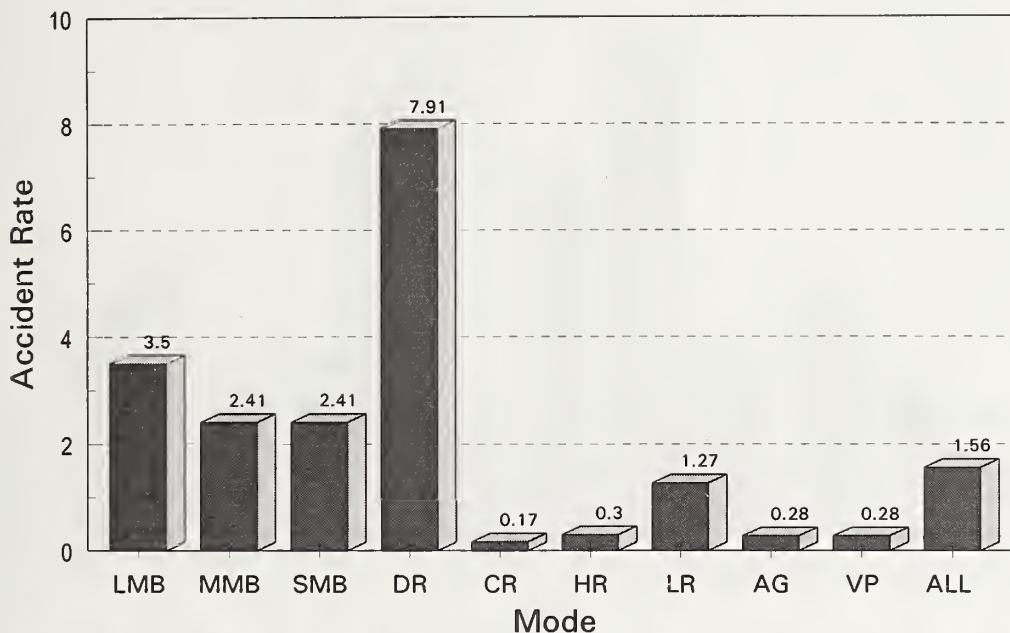


AG - Automated Guideway
CR - Commuter Rail
DR - Demand Response
LMB - Large Motor Bus
MMB - Medium Motor Bus
SMB - Small Motor Bus
HR - Heavy Rail
LR - Light Rail
VP - Vanpool

This graph shows the accident rate which is based only on the number of vehicle accidents (incidents). These include all vehicle accidents resulting from **Collisions** [with vehicles, objects, people (not suicides)] and **Derailments** (vehicle derailed/left roadway). The vehicle mile figure includes both revenue and non-revenue miles since there are risks present during both types of operation. The three rail modes (Commuter Rail, Heavy Rail, and Light Rail) report car rather than train miles for vehicle miles.

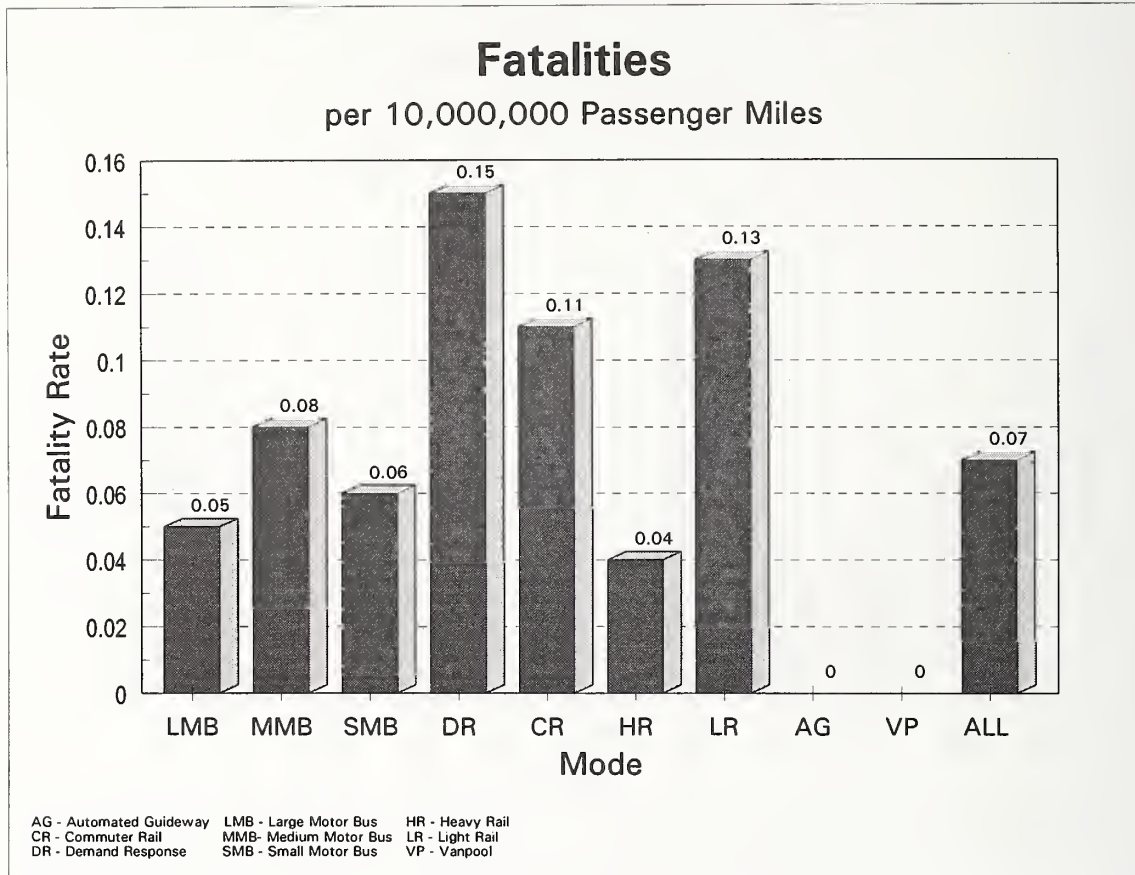
Accidents

per 1,000,000 Passenger Miles



AG - Automated Guideway LMB - Large Motor Bus HR - Heavy Rail
CR - Commuter Rail MMB - Medium Motor Bus LR - Light Rail
DR - Demand Response SMB - Small Motor Bus VP - Vanpool

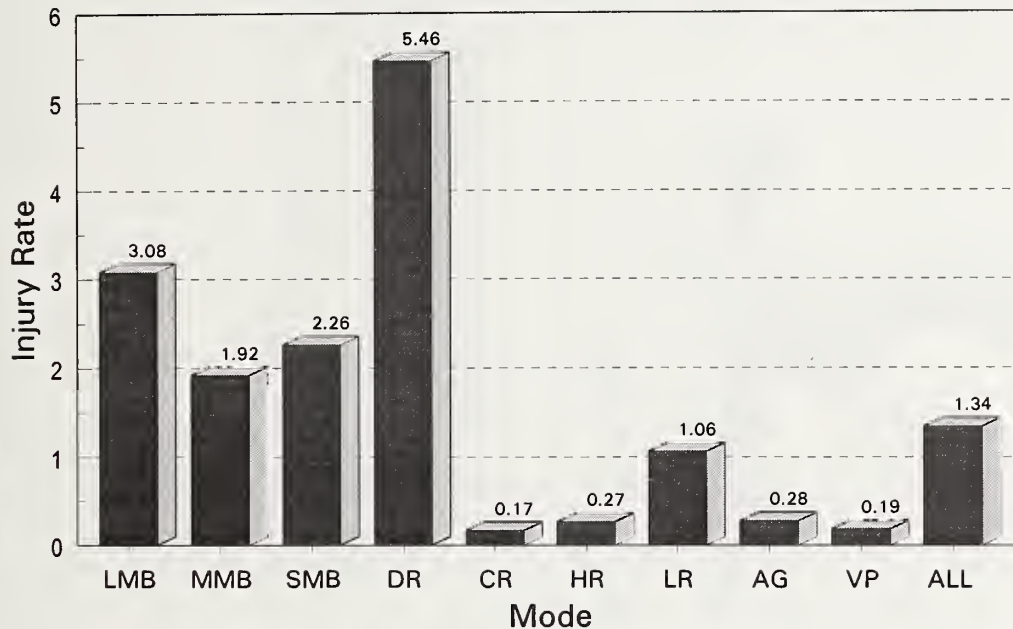
This graph shows the number of accidents (or incidents) resulting from **Collisions** [with vehicles, objects, and people (not suicides)], **Derailments** (vehicle derailed/left roadway), and **Personal Casualties** (inside the vehicle, and entering/exiting the vehicle). When analyzing the results on this page, consider that the number of vehicle accidents, the number of passengers, and the average trip length all affect the accident rate. This graph differs from the previous page in that it includes **Personal Casualties** (inside the vehicle, and entering/exiting the vehicle), and is indexed in Passenger Miles.



These statistics represent *fatalities* resulting from **Collisions** [with vehicles, objects, people (not suicides)], **Derailments** (vehicle derailed/left roadway), and **Personal Casualties** (inside the vehicle and entering/exiting the vehicle).

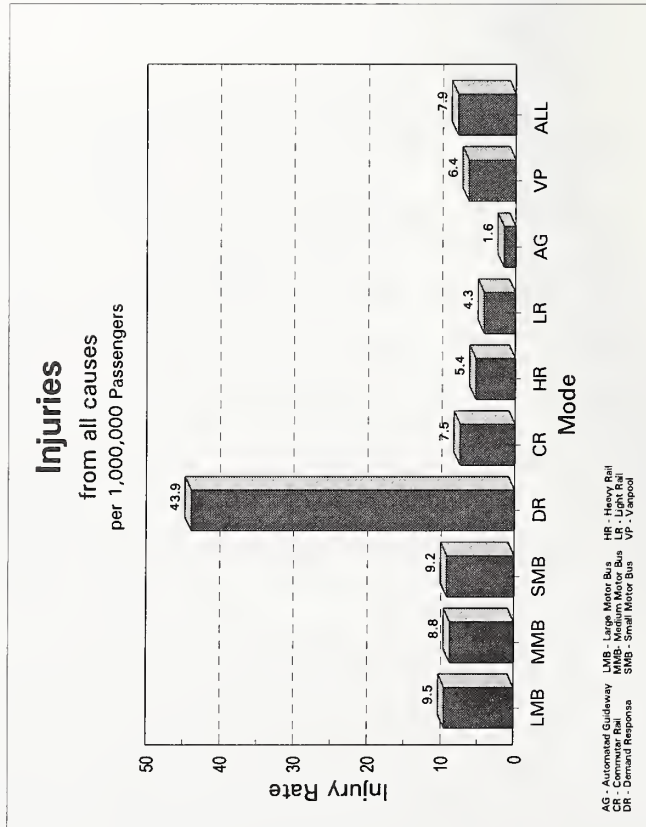
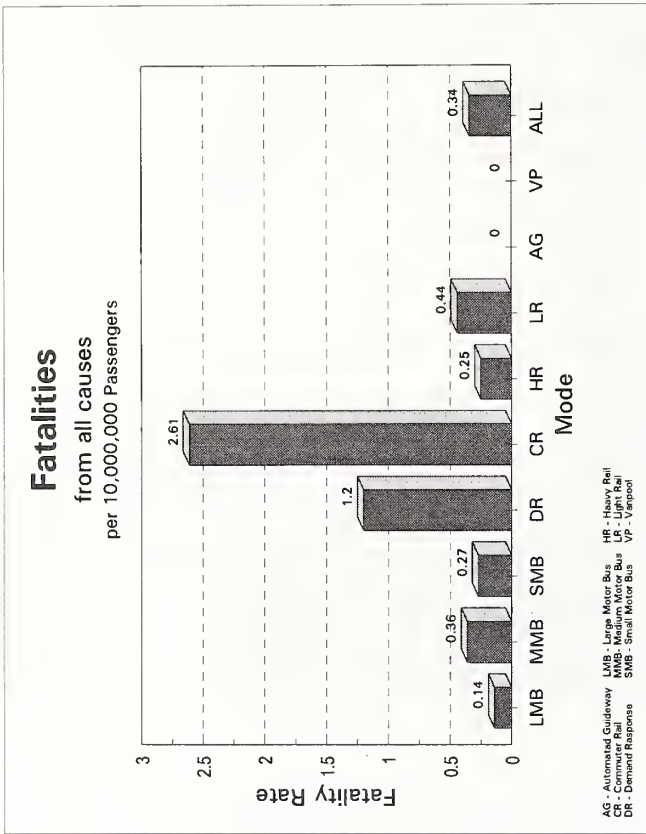
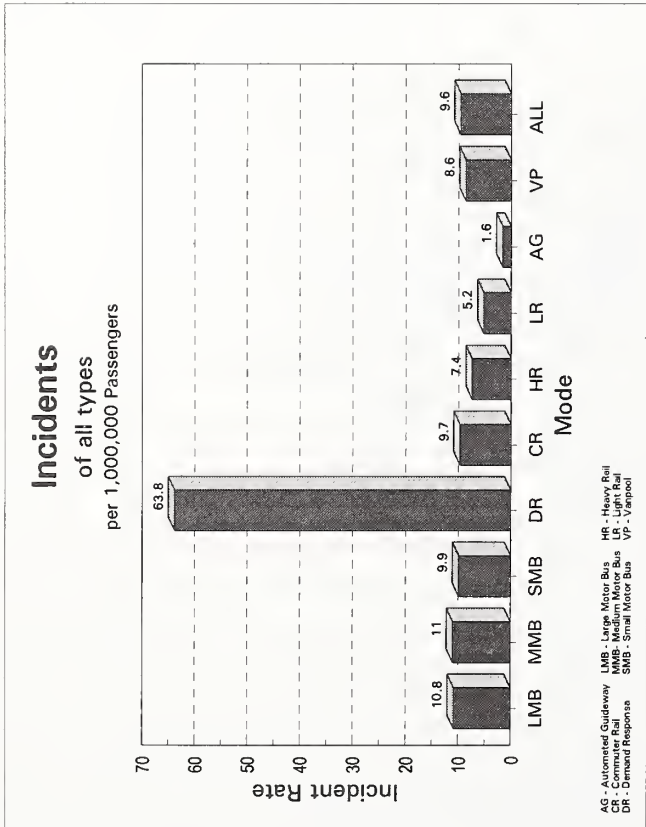
Injuries

per 1,000,000 Passenger Miles

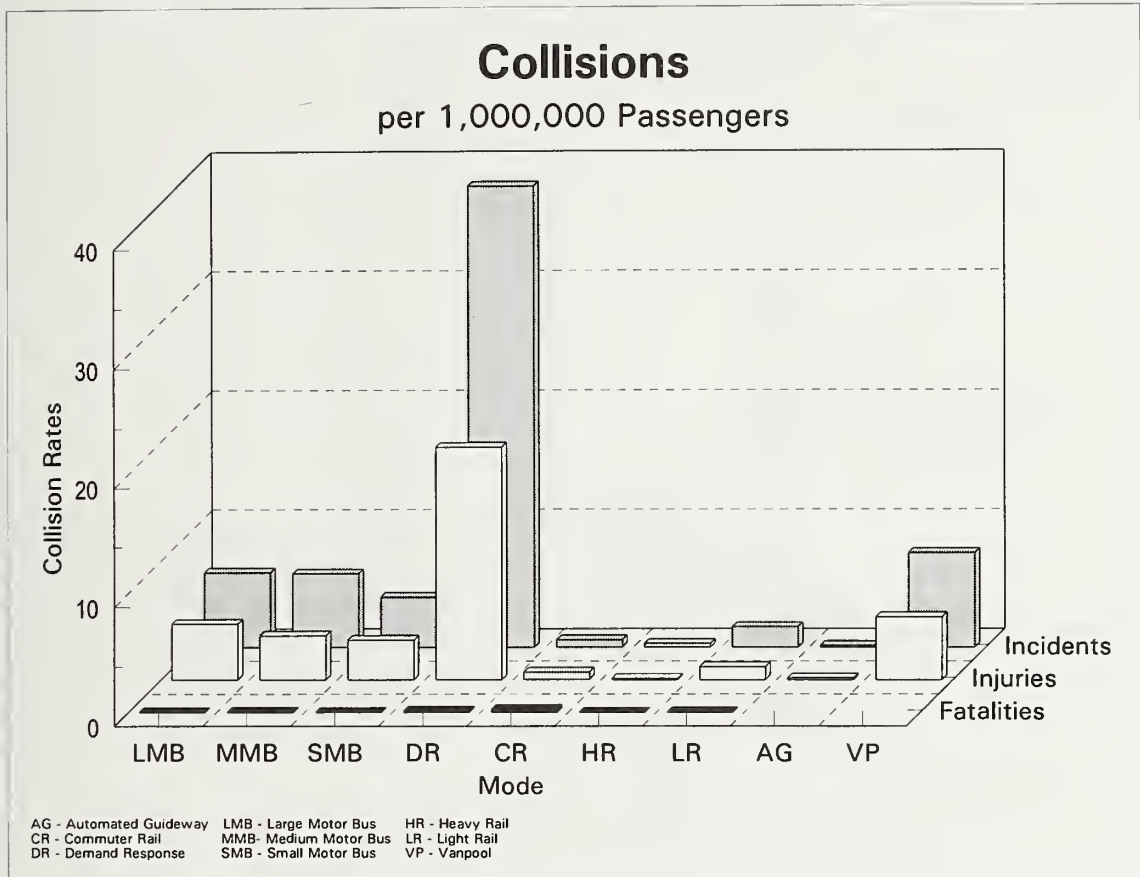


AG - Automated Guideway LMB - Large Motor Bus HR - Heavy Rail
CR - Commuter Rail MMB - Medium Motor Bus LR - Light Rail
DR - Demand Response SMB - Small Motor Bus VP - Vanpool

These statistics represent *injuries* resulting from **Collisions** [with vehicles, objects, people (not suicides)], **Derailments** (vehicle derailed/left roadway), and **Personal Casualties** (inside the vehicle and entering/exiting the vehicle). This chart may be compared with Accidents and Fatalities (two previous graphs) to get a feel for the probability of dying or being injured in an accident.

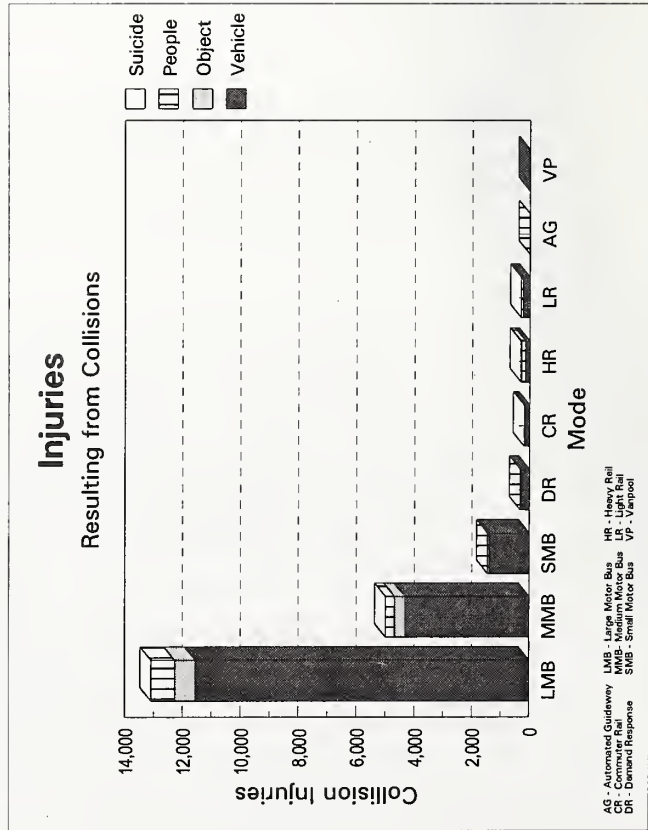
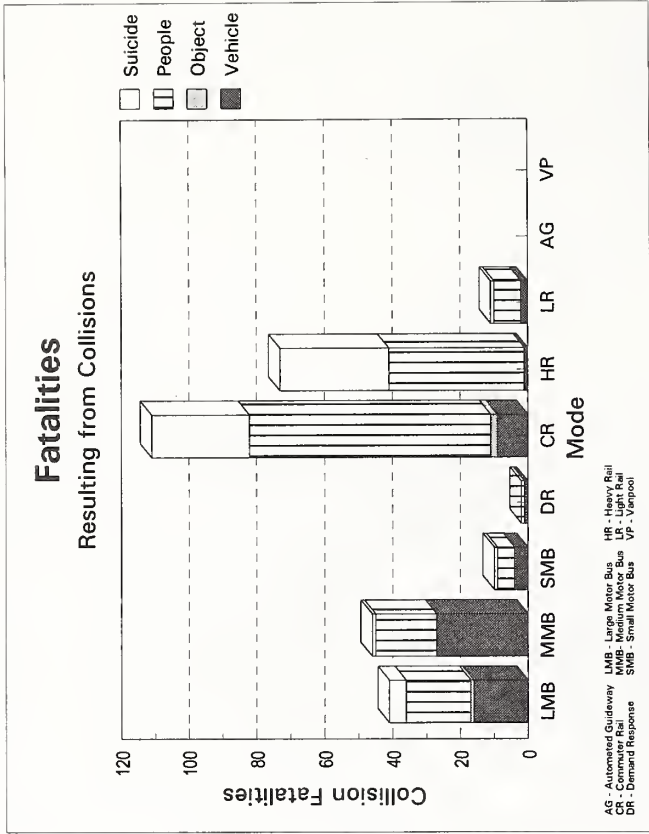
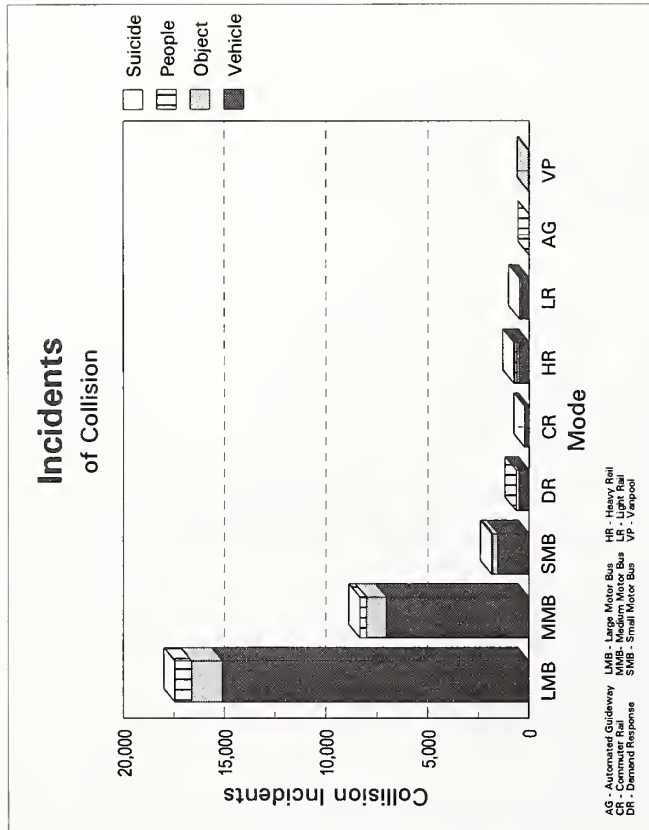


These graphs depict the *incident, fatality, and injury* rates, from all causes (except suicides), i.e., **Collisions, Derailments, Personal Casualties, and Fires.**



This graph shows the rates of *incidents*, *injuries*, and *fatalities* (except suicides) for the **Collisions** category of Form 405.

The rates show how often incidents, fatalities, and injuries occur, based on passenger exposure to risk. These rates should be kept in mind when looking at the Collision figures (stacked bar charts on next page) which give only raw numbers. The raw numbers alone do not give a full idea about relative safety without data on exposure which is provided here.

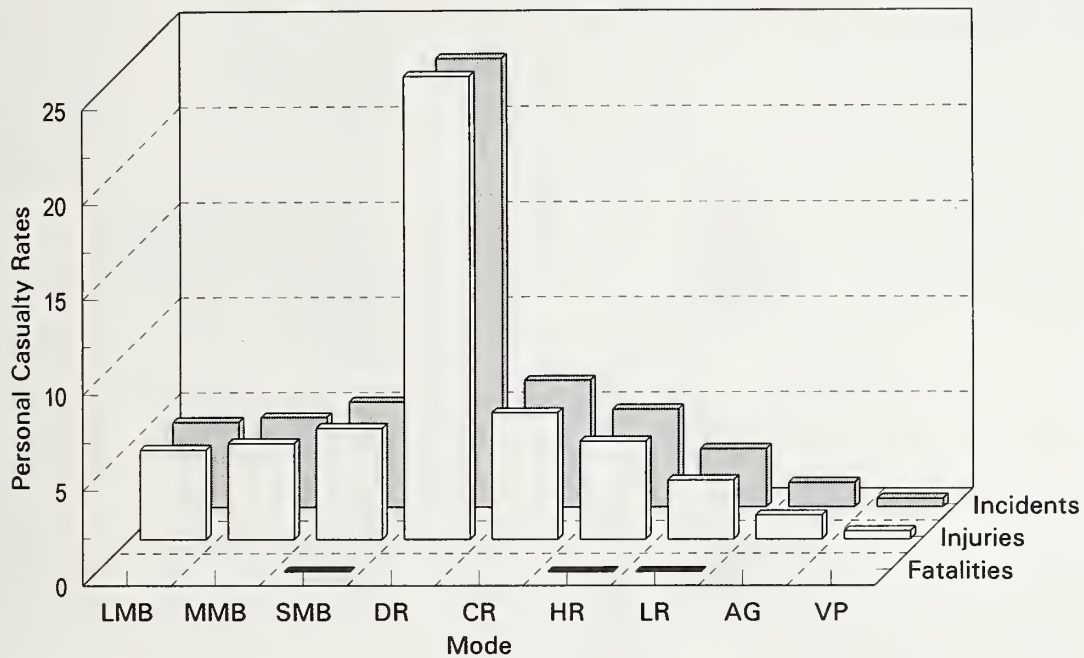


These graphs break down by type *incidents*, *injuries*, and *fatalities* resulting from **Collisions** (with vehicles, objects, and people).

Not surprisingly most of the fatalities are the result of collisions with people.

Personal Casualties

per 1,000,000 Passengers

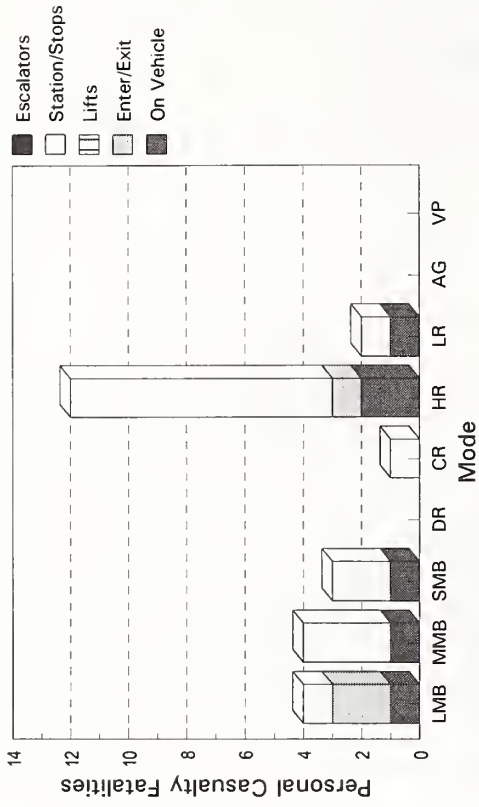


AG - Automated Guideway
 CR - Commuter Rail
 DR - Demand Response
 LMB - Large Motor Bus
 MMB - Medium Motor Bus
 SMB - Small Motor Bus
 HR - Heavy Rail
 LR - Light Rail
 VP - Vanpool

This graph provides the rates by transit mode for *incidents*, *fatalities*, and *injuries* classified under the **Personal Casualties** category of Form 405. Keep in mind that **Personal Casualties** is a transit mishap *category* (in Form 405) where people are hurt but not as a result of Collisions, Derailments, or Fires. The rates show how often incidents, deaths, and injuries occur, based on passenger exposure to risk. These rates should be kept in mind when looking at the Personal Casualties figures (stacked bar charts on next page) which give only raw numbers. The raw numbers alone do not give a full idea about relative safety without data on exposure which is provided here.

Fatalities

Resulting from Personal Casualty



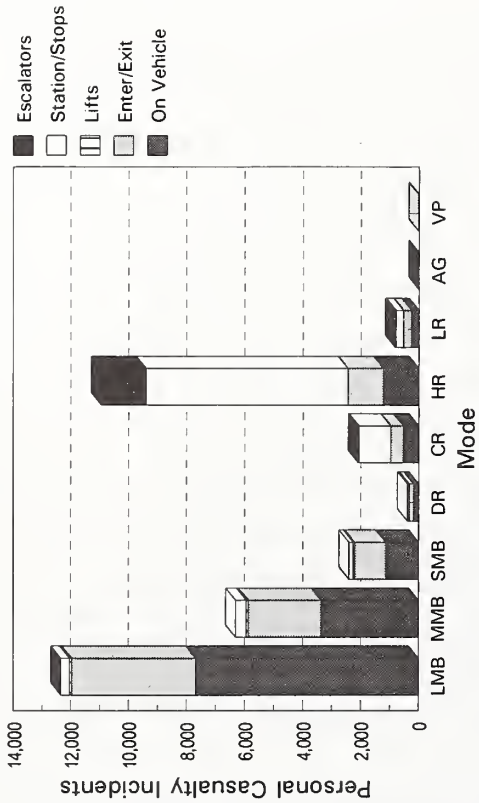
AG - Automated Guideway
LMB - Large Motor Bus
MMB - Medium Motor Bus
CR - Commuter Rail
SMB - Small Motor Bus
DR - Demand Response
HR - Heavy Rail
LR - Light Rail
VP - Vanpool

These graphs break down by type *incidents*, *injuries*, and *fatalities* that are classified under the **Personal Casualties** category of Form 405 [inside vehicle, entering/exiting vehicle (associated with lifts), in station/bus stops (associated with escalators)].

Keep in mind that **Personal Casualties** is a transit mishap *category* (in Form 405) where people are hurt but not as a result of Collisions, Derailments, or Fires.

Incidents

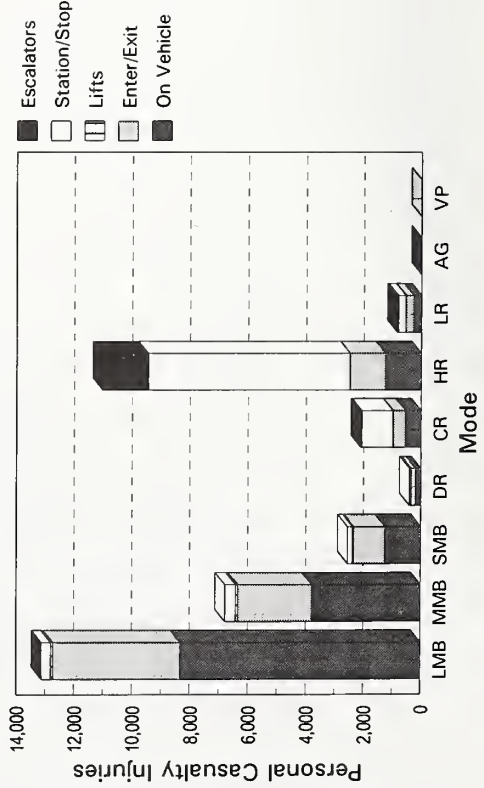
of Personal Casualty



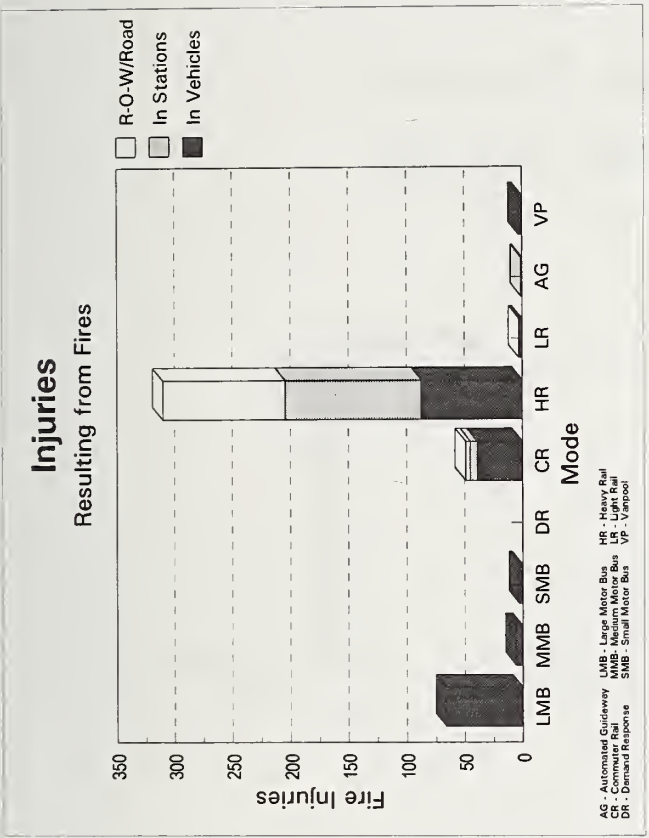
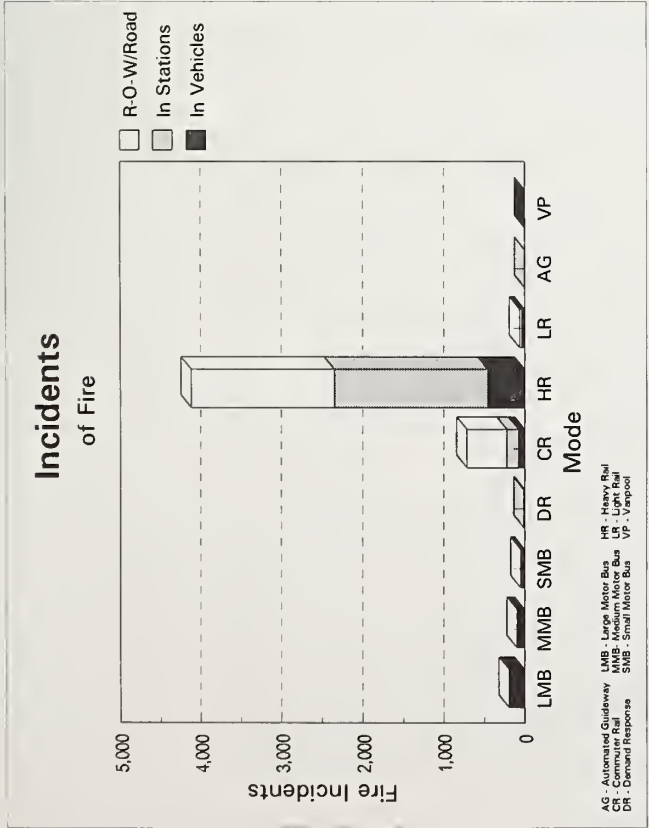
AG - Automated Guideway
LMB - Large Motor Bus
MMB - Medium Motor Bus
CR - Commuter Rail
SMB - Small Motor Bus
DR - Demand Response
HR - Heavy Rail
LR - Light Rail
VP - Vanpool

Injuries

Resulting from Personal Casualty



AG - Automated Guideway
LMB - Large Motor Bus
MMB - Medium Motor Bus
CR - Commuter Rail
SMB - Small Motor Bus
DR - Demand Response
HR - Heavy Rail
LR - Light Rail
VP - Vanpool



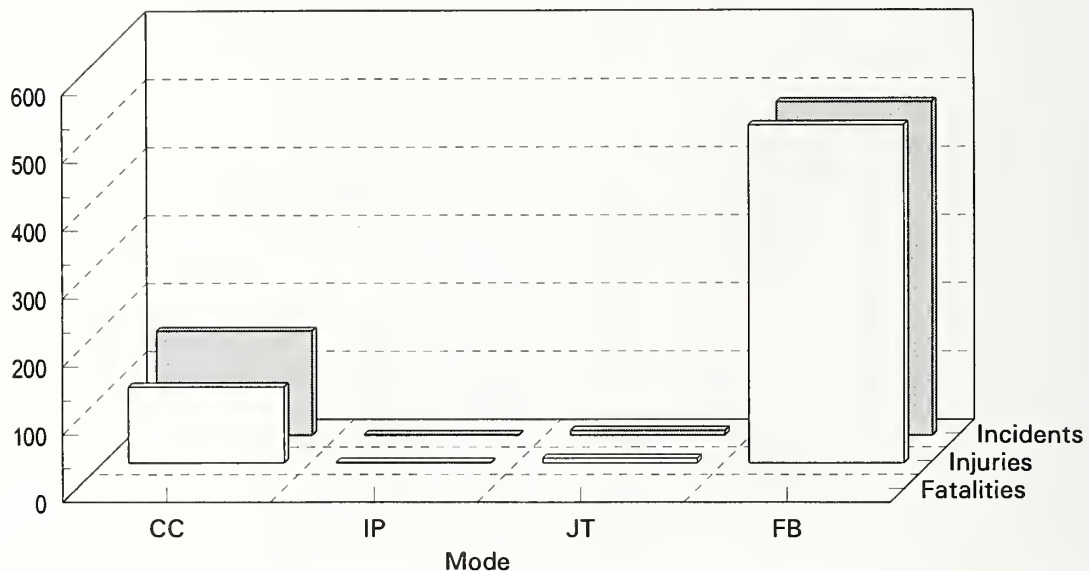
These graphs break down by type the *incidents*, and resulting *injuries*, from **Fires** (in vehicles, in stations, and on right of way/road and others). While there were relatively few incidents of Fires, this graph clearly shows that the vast majority of such incidents occurred in heavy rail stations and right of way.

There were *no fatalities* from Fires.

Other Transit Modes

Incidents, Fatalities, Injuries

from all causes



CC - Cable Car
JT - Jitney
IP - Inclined Plane
FB - Ferry Boat

Totals for Cable Car, Inclined Plane, Jitney, and Ferry Boat by Year

	1990	1991	1992	1993	1994
Incidents	186	411	400	411	650
Fatalities	2	1	0	1	0
Injuries	378	327	399	383	616
Property Damage (\$)	335,100	410,450	288,308	220,674	321,705

1994 SAMIS data in

TABLES

Collisions

by Mode

INCIDENTS				
<u>Mode</u>	<u>Vehicle</u>	<u>Object</u>	<u>People**</u>	<u>Suicide*</u>
LMB	15,087	1,534	837	8
MMB	7,014	995	318	3
SMB	1,545	238	70	2
DR	497	134	13	0
CR	73	40	120	32
HR	487	114	173	56
LR	372	30	73	2
AG	0	0	1	0
VP	34	2	0	0
Total	25,109	3,087	1,605	103

FATALITIES				
<u>Mode</u>	<u>Vehicle</u>	<u>Object</u>	<u>People**</u>	<u>Suicide</u>
LMB	16	1	24	5
MMB	27	0	19	1
SMB	4	0	6	1
DR	1	0	1	0
CR	9	2	100	29
HR	1	0	72	32
LR	2	0	9	1
AG	0	0	0	0
VP	0	0	0	0
Total	60	3	231	69

INJURIES				
<u>Mode</u>	<u>Vehicle</u>	<u>Object</u>	<u>People**</u>	<u>Suicide</u>
LMB	11,548	717	820	3
MMB	4,316	361	313	1
SMB	1,370	37	57	0
DR	293	24	8	0
CR	147	26	22	3
HR	116	31	165	24
LR	232	3	68	1
AG	0	0	1	0
VP	24	0	0	0
Total	18,046	1,199	1,454	32

* Incidents of Suicide include deaths, injuries and unharmed.

** People figures include Suicides.

Personal Casualties

by Mode

INCIDENTS					
<u>Mode</u>	<u>On Vehicle</u>	<u>Enter/Exit*</u>	<u>Lifts</u>	<u>Station/Stops**</u>	<u>Escalators</u>
LMB	7,672	4,371	84	305	2
MMB	3,366	2,579	73	367	0
SMB	1,139	1,125	56	148	0
DR	180	190	46	21	0
CR	538	436	0	1,128	38
HR	1,222	1,228	0	8,502	1,559
LR	260	271	3	301	45
AG	1	0	0	7	3
VP	1	1	0	0	0
Total	14,379	10,201	262	10,779	1,647

FATALITIES					
<u>Mode</u>	<u>On Vehicle</u>	<u>Enter/Exit*</u>	<u>Lifts</u>	<u>Station/Stops**</u>	<u>Escalators</u>
LMB	1	2	0	1	0
MMB	1	0	0	3	0
SMB	1	0	0	2	0
DR	0	0	0	0	0
CR	0	0	0	1	0
HR	2	1	0	9	0
LR	1	0	0	1	0
AG	0	0	0	0	0
VP	0	0	0	0	0
Total	6	3	0	17	0

INJURIES					
<u>Mode</u>	<u>On Vehicle</u>	<u>Enter/Exit*</u>	<u>Lifts</u>	<u>Station/Stops**</u>	<u>Escalators</u>
LMB	8,318	4,484	84	319	2
MMB	3,789	2,626	74	364	0
SMB	1,245	1,146	56	162	0
DR	193	190	46	21	0
CR	542	436	0	1,128	38
HR	1,248	1,243	0	8,539	1,578
LR	269	274	3	307	46
AG	1	0	0	7	3
VP	1	1	0	0	0
Total	15,606	10,400	263	10,847	1,667

* Enter/Exit figures include Lift figures.
** Station/Stop figures include Escalator figures.

Fires

by Mode

INCIDENTS			
<u>Mode</u>	<u>Vehicle</u>	<u>Station</u>	<u>R-O- W/Road</u>
LMB	192	0	5
MMB	90	4	4
SMB	45	5	1
DR	11	1	0
CR	79	143	493
HR	458	1,891	1,768
LR	21	17	29
AG	0	1	0
VP	1	0	0
Total	897	2,062	2,300

FATALITIES			
<u>Mode</u>	<u>Vehicle</u>	<u>Station</u>	<u>R-O- W/Road</u>
LMB	0	0	0
MMB	0	0	0
SMB	0	0	0
DR	0	0	0
CR	0	0	0
HR	0	0	0
LR	0	0	0
AG	0	0	0
VP	0	0	0
Total	0	0	0

INJURIES			
<u>Mode</u>	<u>Vehicle</u>	<u>Station</u>	<u>R-O- W/Road</u>
LMB	66	0	0
MMB	6	0	0
SMB	3	0	0
DR	0	0	0
CR	39	6	4
HR	87	117	106
LR	2	0	1
AG	0	1	0
VP	3	0	0
Total	206	124	111

Derailment/Buses going off road by Mode

<u>Mode</u>	<u>Incidents</u>	<u>Fatalities</u>	<u>Injuries</u>
LMB	35	0	93
MMB	72	0	23
SMB	22	0	12
DR	15	0	2
CR	65	0	24
HR	26	0	21
LR	39	0	25
AG	0	0	0
VP	0	0	0
Total	274	0	200

Operating Statistics

by Mode

<u>Mode</u>	<u>Vehicle Miles</u>	<u>Passengers</u>	<u>Passenger Miles</u>	<u>Property Damage</u>
LMB	809,748,409	2,780,831,677	8,436,801,038	\$16,754,916
MMB	628,481,294	1,374,246,825	5,955,895,358	\$9,490,771
SMB	263,588,384	439,024,741	1,713,877,588	\$3,748,256
DR	93,913,122	16,651,638	130,130,003	\$778,653
CR	210,144,656	317,786,280	7,202,401,370	\$5,140,604
HR	522,271,573	2,148,844,066	10,520,676,890	\$1,597,031
LR	33,778,116	273,685,925	823,832,584	\$784,719
AG	1,183,408	6,250,861	7,181,392	\$3,051
VP	18,175,972	4,543,397	137,789,656	\$78,396
Total	2,581,284,934	7,334,865,410	34,928,585,879	\$38,376,397

Totals* of Incidents, Fatalities, Injuries, and Property Damage

by Mode

<u>Mode</u>	<u>Incidents</u>	<u>Fatalities</u>	<u>Injuries</u>	<u>Property Damage</u>
LMB	30,038	45	26,365	\$16,754,916
MMB	14,809	50	11,798	\$9,490,771
SMB	4,338	13	4,032	\$3,748,256
DR	1,062	2	731	\$778,653
CR	3,115	112	2,374	\$5,140,604
HR	15,869	85	11,673	\$1,597,031
LR	1,413	13	1,181	\$784,719
AG	10	0	10	\$3,051
VP	39	0	29	\$78,396
Total	70,693	320	58,193	\$38,376,397

* These are the totals of Collisions, Derailments, Personal Casualties, and Fires.

Org. id

Mode

FORM 405
Transit Safety

Fiscal Year: 12/31/94

Totals of All Organizations

a	b	c	d	
Line	Items	Incidents	Fatalities	Injuries
	COLLISIONS			
01	Collision with other vehicles	25,109	60	18,046
02	Collision with objects	3,087	3	1,199
03	Collision with people	1,605	231	1,454
03a	(Attempted/successful suicides)	(103)	(69)	(32)
	NON-COLLISIONS			
	Derailments			
04	Derailments/buses going off road	274	0	200
	Personal casualties			
05	Inside vehicle	14,379	6	15,606
06	Boarding and alighting vehicle	10,201	3	10,400
06a	(Associated with lifts)	(262)	(0)	(263)
07	In Stations/bus stops	10,779	17	10,847
07a	(Associated with escalators)	(1,647)	(0)	(1,667)
	Fires (no-thresholds)			
08	In vehicles	897	0	206
09	In stations	2,062	0	124
10	Right of way & others	2,300	0	111
11	T O T A L S	70,693	320	58,193
12	Transit property damage	Dollar Amount <input type="text" value="\$38,376,397.20"/>		
Date Prepared: 03/28/96		Date Updated:		

Reporting Agencies^{*}

by State

Alabama

Birmingham-Max
 Dothan - Wiregrass
 Huntsville
 Mobile-MTA
 Montgomery-Autauga
 Montgomery-Community
 Montgomery-MAT
 NW Alabama COLG
 Tuscaloosa-CP&TA

Alaska

Municipality of Anchorage

Arizona

Peoria Transit
 Phoenix PTD
 Phoenix-Glendale
 Phoenix-Sun Cities-SCAT
 Phoenix-Surprise
 Tucson-Sun Tran

Arkansas

Fayetteville-CRG
 Fayetteville-Springdale
 Little Rock-CAT
 Pine Bluff Transit

California

Bakersfield-GET
 Contra Costa-Connection
 Davis-UNITRANS
 Fresno-FAX
 LA-Commerce
 LA-Culver City
 LA-Gardena Bus Line
 LA-La Mirada
 LA-Laguna Beach
 LA-Long Beach Transit
 LA-Montebello
 LA-Norwalk
 LA-OCTA
 LA-Santa Monica
 Los Angeles-LACMTA
 Modesto-MAX

Monterey-MST
 OCTA- Dave Transportation
 Oakland-AC Transit
 Oxnard-SCAT
 Palm Springs-SunBus
 Riverside Special Trans.
 Riverside-RTA
 SF-Golden Gate
 SF-SamTrans
 Sacramento-RT
 San Bernardino-OMNITRANS
 San Diego Transit
 San Diego- The Trolley
 San Diego-NCTD
 San Francisco-BART
 San Francisco-Muni
 San Joaquin-Smart
 San Jose-SCCTD
 Santa Barbara-MTD
 Santa Cruz-METRO
 Santa Rosa-City Bus
 Simi Valley Transit

Colorado

Colorado Springs Transit
 Denver-RTD
 Fort Collins-Transfort
 Greeley-The Bus
 Pueblo-CityBus

Connecticut

Bridgeport-VTD
 CT-Carey Transportation
 Danbury-HART
 Greater Bridgeport TD
 Hartford-CT Transit
 N. Britain Trans-Bristol
 New Britain Trans
 New Haven-CT Transit
 New Haven-NET
 Norwalk-Wheels
 Stamford Dial-A-Ride
 Stamford-CT Transit
 Westport Transit District

^{*} The data in this report are collected from these transit agencies

Delaware

Delaware-DAST
Wilmington-DART

District of Columbia

Washington-WMATA

Florida

Bradenton-MCT
Brevard-SCAT
Clearwater-Pasco Shuttle
Daytona Beach-STS
Daytona Beach-VOTRAN
Ft. Lauderdale-Bct
Ft. Myers-LeeTran
Ft. Pierce-St. Lucie COA
Gainesville-RTS
Jacksonville-JTA
Lakeland-Citrus Connect
Miami-MDTA
Okaloosa County
Orlando-LYNX
Panama City-Bay Council
Pensacola-ECTS
Sarasota-SCTA
St. Petersburg-PSTA
Tallahassee-TALTRAN
Tampa-Hartline
West Palm-CoTran

Georgia

Albany-ATS
Athens-ATS
Atlanta-Douglas County
Atlanta-MARTA
Augusta-APT
Columbus-METRA
Rome-Transit Department
Savannah-CAT

Hawaii

Honolulu-DTS
Honolulu-HDOT-Mayflower

Idaho

Boise Urban Stages
Idaho Falls-C.A.R.T
Pocatello Urban Transit

Illinois

Bloomington-Normal
Champaign-Urbana-MTD
Chicago-CTA/Cook Dupage
Chicago-Metra/BN RR
Chicago-Metra/C&NW RR

Chicago-Pace-ATC\VanCom
Chicago-RTA-CTA
Chicago-RTA-Metra
Chicago-RTA-Pace
Decatur-DPTS
Peoria-GP Transit
Peoria-Pekin Municipal
Rock Island-Metro Link
Rockford-Loves Park
Rockford-RMTD
Springfield-SMTD

Indiana

Anderson-CATS
Bloomington-BPT
City of Kokomo
Evansville-METS
Fort Wayne-PTC
Indianapolis-Metro
Lafayette-GLPTC
Muncie-MITS
NW IN-East Chicago
NW IN-Gary-GPTC
NW IN-HYC
NW IN-Lake County
NW IN-NICTD
NW IN-Opportunity
NW IN-Portage
NW IN-SCMH
NW IN-Trade Winds Rehab
NW IN-Tri City CMHC, Inc.
NWIN-LCEOC, Inc.
South Bend-Transpo
Terre Haute-TU

Iowa

Davenport-Bettendorf
Davenport-CitiBus
Des Moines-Metro
Dubuque, IA-KeyLine
Five Seasons Trans
Iowa City Transit
Iowa City-CAMBUS
Iowa City-Coralville
Sioux City-STC
Waterloo-MET

Kansas

Topeka-TMTA
Wichita-MTA

Kentucky

Cincinnati-TANK
Lexington-Fayette-LexTran
Louisville-TARC
Owensboro-OTS

Louisiana

Alexandria-ATRANS
Baton Rouge-CTC
Lafayette-COLT
Lake Charles
Monroe-MTS
New Orleans-LA Transit
New Orleans-RTA
New Orleans-Westside
Shreveport-SparTran

Maine

Bangor-The Bus
Lewiston-Hudson Bus
Lewiston-Western Maine
Portland-METRO
Portland-RTP

Maryland

Annapolis Public Transit
Baltimore-ColumBus
Baltimore-Maryland-MTA
Hagerstown-Commuter
Maryland-Ride-On

Massachusetts

Boston-MBTA
Lowell-LRTA
Worcester-WRTA

Michigan

Ann Arbor-AATA
Battle Creek-BCT
Bay City-Metro Transit
Benton Harbor-Twin Cities
Detroit-D-DOT
Detroit-DTC
Detroit-SMART
Flint-MTA
Grand Rapids-GRATA
Jackson-JTA
Kalamazoo-Metro
Lansing-CATA
Muskegon Area Transit
Saginaw-STS

Minnesota

Duluth-DTA
Minneapolis-St. Paul-MCTO
St. Cloud-Metro Bus

Mississippi

Jackson-Jatran

Missouri

Columbia-CATS

Kansas City-KCATA
Springfield-CU
St. Joseph Express
St. Louis-Bi-State

Montana

Billings-MET
Great Falls-GFT
Missoula-Mountain Line

Nebraska

Lincoln-StarTRAN
Omaha-TA

Nevada

Las Vegas-ATC\VanCom
Las Vegas-EOB
Reno-Citifare

New Jersey

NJ Transit (Contract)
NJ-NJTC/Academy
NJ-NJTC/Hudson Transit
NJ-NJTC/Suburban
NJ/NY-Rockland
New Jersey Transit
Philadelphia-PATCO

New Mexico

Albuquerque-Sun Tran
Las Cruces-RoadRUNNER
Santa Fe Trails
Santa Fe-Sr. Citizens

New York

Albany-CDTA
Albany-Upstate Transit
Broome County
Buffalo-NFTA
Glens Falls-GGFT
Ithaca-TOMTRAN
NY-Clarkstown Mini-Trans
NY-Hart
NY-Long Beach
NY-MTA-Long Island Bus
NY-MTA-Long Island RR
NY-MTA-Metro North RR
NY-MTA-NYCTA
NY-MTA-Staten Island
NY-Metro Apple Express
NY-Monsey New Square
NY-Rockland-Ride Sharing
NY-Spring Valley
NY-Westchester-Liberty
NYCDOT-Bus Tours
NYCDOT-GTJC

New York (continued)

NYCDOT-Queens
Port Authority-PATH
Poughkeepsie
Poughkeepsie-LOOP
Rochester-RTS
Syracuse-RTA-Cayuga
Syracuse-RTA-Centro
Utica-UTA

North Carolina

Asheville-City Coach
Charlotte-CTS
Durham-Chapel Hill
Durham-DATA
Fayetteville-Fast
Gastonia Transit System
Hickory-Piedmont Wagon
High Point-Hitran
Raleigh-CAT
Wilmington-WTA
Winston-Salem-WSTA

North Dakota

Grand Forks-City Bus

Ohio

Akron-Kent State
Akron-Metro
Canton-RTA Proline
Cincinnati-SORTA
Cleveland-LAKETRAN
Cleveland-RTA
Columbus-COTA
Dayton-RTA
Lima-ACRTA
Middletown-MTS
Springfield-SCAT
Steubenville-SVTC
Toledo-TARTA
Youngstown-WRTA

Oklahoma

Oklahoma City-COTPA

Oregon

Eugene-LTD
Medford-RVTD
Portland-Tri-Met
Salem-Cherriots

Pennsylvania

Allentown-Lanta
Altoona-AMTRAN
Erie-EMTA
Harrisburg-Cat

Johnstown-CCTA
Lancaster-RRTA
Philadelphia-SEPTA
Pittsburgh-GG&C Bus
Pittsburgh-PAT
Reading-BARTA
Scranton-Colts
State College-Centre Line
Wilkes-Barre-(L)
Williamsport-City Bus
York-YCTA

Puerto Rico

San Juan-MBA

Rhode Island

Providence-RIPTA

South Carolina

Charleston-SCE&G
Columbia-SCE&G
Florence-PDRTA
Greenville-GTA
Myrtle Beach-CRPTA
Sumter-Santee Wateree
Sumter-Spartanburg

South Dakota

Rapid City Transit System
Sioux Falls-The Bus

Tennessee

Chattanooga-CARTA
Clarksville-CTS
Jackson Transit Authority
Johnson City-JCT
Kingsport
Knoxville-K-Trans
Memphis-MATA
Nashville-MTA

Texas

Abilene-AT
Amarillo-ACT
Austin-Capital Metro
Beaumont-BMT
Brazos Transit System
Brownsville-BUS
Corpus Christi-The B
Dallas - Handitran
Dallas-DART
Dallas-DART/ATE
Dallas-Mesquite
El Paso-Sun Metro
Fort Worth-The T
Galveston-Island Transit

Texas (continued)

Houston-Metro
Laredo-El Metro
Lubbock-Citibus
Port Arthur-PAT
San Angelo-Antran
San Antonio-VIA
Waco Transit System
Wichita Falls

Utah

Salt Lake City-UTA

Vermont

Burlington-CT

Virginia

Charlottesville Transit
Charlottesville-Jaunt
Danville-DTS
Lynchburg-GLTC
Newport News-Pentran
Norfolk-TRT
Petersburg Area Transit
Richmond-GRTC
Roanoke-Valley Metro

Washington

Bellingham-WTA
Bremerton-Kitsap Transit
Longview-Community Urban
Olympia-IT
Richland-Ben Franklin
Seattle-Everett

Seattle-Metro
Seattle-Snohomish-Commun.
Seattle-Snohomish-Senior
Spokane-STA
Tacoma-Pierce Transit
Vancouver-C-Tran
Yakima Transit

West Virginia

Charleston-KRT
Huntington-TTA
Parkersburg-Easy Rider
Wheeling-OVRTA

Wisconsin

Appleton-Valley Transit
Beloit-City of Beloit
Eau Claire-ECT
Green Bay-GBT
Janesville-JTS
Kenosha-KTC
LaCrosse Municipal
Madison-MMT
Milwaukee-County
Milwaukee-Waukesha Metro
Oshkosh-OTS
Sheboygan-ST
Wausau-WATS

Wyoming

Cheyenne Transit





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