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ENHANCING SAFETY IN FLORIDA TRANSIT SYSTEMS

Final Report

Accident Tracking Methodology/Case Study

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CUTR

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INTRODUCTION

Under contract with the Florida Department of Transportation (FDOT), the Center for Urban Transportation Research (CUTR) was asked to evaluate and document the current State and Federal regulations regarding safety in the public transit industry. Further, this project will develop a process to help Florida transit agencies to track and analyze bus accidents. Such an analysis will help determine common causal factors contributing to accidents, in addition to potential hazards. Having a standard tracking system in place would also allow an agency to measure its success in reducing accidents over time. Having increased capabilities in tracking, analyzing, and preventing accidents can help reduce transit costs, while obviously making transit a safer and more attractive transportation alternative.

In developing system safety guidelines and accident tracking procedures, it is important to gain insight into other experiences throughout the transit industry. To this end, Technical Memorandum Number One of this project presented the results of a survey of all Florida public transit agencies, as well as selected larger systems across the U.S. and Canada. Two similar surveys were developed for this analysis. One survey, sent to the non-Florida transit systems, sought information about system safety plans as well as bus accident tracking. The Florida systems received a survey that contained only the questions related to accident tracking, as their information on system safety plans is already known.

This report presents a summary of a Case Study review of accident data at the Pinellas Suncoast Transit Authority (PSTA) in Pinellas County, Florida. Also presented is the methodology used in performing the analysis, and recommendations for data collection and analyses for tracking bus accidents by other Florida transit properties.

PSTA CASE STUDY - ACCIDENT ANALYSIS

Through the cooperation of PSTA Risk Management staff, CUTR collected and analyzed raw accident data for all 12 months of calendar year 1996. In 1996, PSTA had 234 accidents/incidents involving fixed-route buses. The terms "accidents" and "incidents" are used interchangeably and are defined by the Federal Transit Administration for the National Transit Database (NTD) as collisions, derailments, personal casualties, fires, and property damage in excess of $1,000, associated with transit agency revenue vehicles. However, it should be noted that for the purposes of this analysis all accidents/incidents are included in the analysis regardless of value of the damage.

PSTA is an independent transit authority serving Pinellas County, Florida, with a service area of 143 square miles and a population of 792,000. According to FY 1996 NTD data, PSTA operated 6,767,000 vehicle miles of service, using 105 vehicles in maximum service. PSTA carried 7,881,000 passenger trips during this time. PSTA operates service seven days per week.

Data Analysis Methodology

One purpose of this study was to develop a simple process for the Florida transit agencies to analyze their bus accident data. While software programs exist for mainframe applications as part of a transit agency's overall computer network for accounting, operations, grants, and maintenance, this mainframe software can often be tedious and difficult to operate. Recent technological advances in microcomputers allow for easier manipulation and analysis of very large databases using readily available software. For this project, CUTR selected Microsoft Access for Windows 95, a database software package that can be used to enter, maintain, analyze, and archive a host of data including transit agency bus accident data. This software is available either as a stand-alone package or part of the Microsoft Office 97 bundle of software. Microsoft Access gives the end-user the ability to analyze bus accident or other data using a number of simple procedures including frequency distributions and cross-tabulations. In addition, it gives the end-user the ability to change and edit data as needed as well as archive large amounts of accident data.

The bus accident data were extracted from the 1996 PSTA Driver's Accident/Incident Reports and PSTA Supervisor Accident Reports (examples are contained in Appendix A). The data contained in PSTA's actual hard-copy bus accident reports were entered into Microsoft Access using the new/blank database (tables) feature (Appendix B). To create a new/blank database for entering bus accident data, select "File," then select "New Database." After selecting "New Database," select "OK" and then "Create" to create a new/blank database. Open the newly-created database (table) by selecting "New" and then selecting "Datasheet View" from the "New Table" window. A new/blank database (table) should now be open and ready for data entry. With the new/blank database (table) that has been created open, select "View" from the pull-down menu at the top of the screen and then select the "Design View" feature from the menu. The "Design View" feature allows for the labeling of data fields (columns) and for specifying the data type of each field (i.e., date/time, text, currency, etc.). At this point, it is best to have a "mental" layout of the desired database format. This will aid in labeling and selecting the appropriate data field types. The data fields that were specified for this project included:

- Date of accident
- Day of week
- Time of day
- Weather conditions
- Route number

- Run number
- Vehicle manufacturer
- Year of manufacture
- Number of passengers on board at time of accident
- Roadway conditions
- Accident location (nearest street intersection)
- Type of intersection
- Location of stop (nearside, far-side, mid-block)
- Type of involvement (fixed object, moving vehicle, parked vehicle)
- Type of impact dynamic (head-on, rear-end, etc.)
- Damage to transit vehicle
- Direction of bus travel
- Direction of other vehicle travel
- Number of vehicles involved
- Number of injuries
- Dollar estimate of damage to transit vehicle
- Operator hire date
- Preventable/non-preventable

After entering, labeling, and specifying data types for all of PSTA's bus accident data, a number of simple statistical procedures were performed including frequency distributions (shows the number of occurrences and associated percentages by data field, e.g., total accidents distributed among the different types of transit vehicles) and cross-tabulations (e.g., analyzing accident occurrence by vehicle type and vehicle manufacturer) to uncover important relationships in the data. Frequency distributions and cross-tabulations are performed by selecting "Queries" and then selecting "New." After selecting "New", several options are presented in a window labeled "New Query." From this window, select either "Simple Query Wizard" for frequency distributions or "Crosstab Query Wizard" for cross-tabulations. After making your selection, follow the prompts to perform the desired procedure (example output is contained in Appendix C).

The following sections present the frequency distributions and cross-tabulations of selected aspects of the accident data, which may be useful in analyzing the potential causes of and/or reasons for the incidents as well as in helping formulate training procedures and other strategies to decrease overall accident occurrence.

Caveat for Interpretation of Data Results

The primary purpose of this document is to report, as an example of accident tracking, the results of the analysis of the PSTA 1996 Driver's Accident/Incident Reports and the PSTA Supervisor Accident Reports. While some attempts have been made in the following sections to provide

explanatory factors for the frequency distribution results, care should be taken when interpreting the raw data and distributions. For example, when examining accident occurrence by route (see Table 5), one might simply conclude without further analysis that the greatest number of accidents occurred on Route 19. While this is true, one must continue the evaluation and examine the number of accidents per revenue mile of service to determine whether this particular route is truly problematic. In this example, Route 19 clearly has the greatest number of revenue miles operated and would therefore be expected to have the highest occurrence of accidents.

Another example, as shown in Table 7, involves the year of vehicle manufacture, where the 1994 vehicles accounted for 30.8 percent of the 1996 accidents (that had vehicle information reported for them). One may interpret this to mean that the 1994 vehicles had some problem or defect that may have contributed to the high number of accidents. However, in analyzing FY 1996 NTD data, one would find that these particular vehicles operated 30.2 percent of the system's total vehicle miles, and would therefore be expected to have produced about one-third of the system's total accidents.

FREQUENCY DISTRIBUTION ANALYSIS

Accident Occurrence by Month

In Table 1, the frequency distribution for the particular months during which the 1996 accidents occurred is presented. It is evident from the distribution that three months in particular stand out for accident occurrence: September (12.8 percent), November (12.8 percent), and May (11.1 percent). It is interesting to note that two of the three months, May and September, approximately coincide with the ending and beginning of the school year. Typically, these months are characterized by higher traffic volumes and congestion--school buses are added to the mix as well as additional vehicles on the road due to parents having to drop off school-age children. The marked changes in traffic patterns and volumes that occur between the times when school is in session and when it is out of session often can create a more fertile environment for accident occurrence because of driver impatience and confusion. Later in this document, this particular factor will be further analyzed using cross-tabulations.

Table 1
Frequency Distribution for Month Accident Occurred

Month in Calendar Year 1996	Frequency	Percent Distribution
January	17	7.3
February	17	7.3
March	14	6.0
April	14	6.0
May	26	11.1
June	16	6.8
July	22	9.4
August	14	6.0
September	30	12.8
October	15	6.4
November	30	12.8
December	19	8.1
Total	**234**	**100.0**

Accident Occurrence by Day of Week

Table 2 shows the frequency distribution for the days of the week during which the 1996 accidents occurred. The two days during which the most accidents occurred are Tuesday and Thursday. Tuesday through Thursday are typically the busiest travel days of the week--days during which the most traffic is on the roads. The next most frequent day for accident occurrence is Friday.

Table 2
Frequency Distribution for Day of Week Accident Occurred

Day of Week	Frequency	Percent Distribution
Monday	29	12.4
Tuesday	46	19.7
Wednesday	32	13.7
Thursday	45	19.2
Friday	41	17.5
Saturday	25	10.7
Sunday	16	6.8
Total	**234**	**100.0**

Accident Occurrence by Time of Day

Table 3 presents the frequency distribution for the various times of the day that the 1996 accidents occurred. The time periods during which the most accidents occurred are 2:00-2:59 p.m. (9.8 percent of accidents with reported occurrence times) and 3:00-3:59 p.m. (9.8 percent). Approximately one-fifth of all the accidents that had reported occurrence times took place during this two-hour period. While it does not coincide with the actual afternoon peak period typically associated with most urbanized areas (i.e., 4:00-6:00 p.m.), due to the more elderly population of Pinellas County, this two-hour period is most likely the time during which elderly drivers make shopping, medical, and other personal trips. The next highest accident occurrence time periods are 5:00-5:59 p.m. (8.1 percent), 8:00-8:59 a.m. (7.7 percent), and 4:00-4:59 p.m. (7.3 percent), which all fall within the more typical morning and afternoon peak travel times.

Table 3
Frequency Distribution for Time of Day Accident Occurred

Time of Day	Frequency	Percent Distribution
6 to 6:59 AM	7	3.0
7 to 7:59 AM	12	5.1
8 to 8:59 AM	18	7.7
9 to 9:59 AM	12	5.1
10 to 10:59 AM	15	6.4
11 to 11:59 AM	16	6.8
12 to 12:59 PM	16	6.8
1 to 1:59 PM	11	4.7
2 to 2:59 PM	23	9.8
3 to 3:59 PM	23	9.8
4 to 4:59 PM	17	7.3
5 to 5:59 PM	19	8.1
6 to 6:59 PM	10	4.3
7 to 7:59 PM	8	3.4
8 to 8:59 PM	5	2.1
9 to 9:59 PM	1	.4
10 to 10:59 PM	3	1.3
11 to 11:59 PM	3	1.3
Subtotal	219	93.6
Missing	15	6.4
Total	**234**	**100.0**

Accident Occurrence by Type of Weather

The frequency distribution for the weather conditions that existed at the time of the 1996 accidents is contained in Table 4. The vast majority of the accidents for which weather conditions were reported occurred on clear days (65.4 percent). Only 5.6 percent and 1.3 percent of the accidents occurred on rainy days or in darkness, respectively. More than one-fourth of all the 1996 accidents did not have weather conditions recorded on their accident/incident report forms.

Table 4
Frequency Distribution for Type of Weather When Accident Occurred

Weather	Frequency	Percent Distribution
Clear	153	65.4
Fog	1	.4
Rain	13	5.6
Dark	3	1.3
Subtotal	170	72.6
Missing	64	27.4
Total	**234**	**100.0**

Accident Occurrence by Route

The frequency distribution for the routes on which the 1996 accidents occurred is presented in Table 5. The two routes with the most accident occurrences are Route 18 (12.0 percent of accidents with reported routes) and Route 19 (10.3 percent). These are two of the longest routes in the system, traversing nearly the entire county, and operating a significant amount of revenue miles. Both routes also operate primarily along heavily-traveled urban roadways: Route 19 operates along U.S. 19 and Route 18 operates along Tyrone Boulevard, Seminole Boulevard, and Missouri Avenue.

Table 5
Frequency Distribution for Route Where Accident Occurred

Route	Frequency	Percent Distribution
3.00	1	.4
4.00	15	6.4
5.00	6	2.6
7.00	4	1.7
9.00	3	1.3
10.00	1	.4
11.00	3	1.3
14.00	3	1.3
15.00	4	1.7
16.00	3	1.3
18.00	28	12.0
19.00	24	10.3
20.00	3	1.3
22.00	3	1.3
23.00	8	3.4
27.00	1	.4
29.00	2	.9
30.00	1	.4
35.00	4	1.7
38.00	1	.4
44.00	1	.4
52.00	20	8.5
59.00	12	5.1
60.00	2	.9
61.00	4	1.7
63.00	2	.9
66.00	8	3.4
67.00	3	1.3
71.00	4	1.7
73.00	2	.9
74.00	7	3.0
75.00	2	.9
76.00	4	1.7
78.00	1	.4
79.00	7	3.0
80.00	5	2.1
82.00	3	1.3
94.00	3	1.3
97.00	3	1.3
100.00	3	1.3
Subtotal	214	91.5
Missing	20	8.5
Total	**234**	**100.0**

Accident Occurrence by Transit Vehicle Type

Table 6 contains the frequency distribution for the various types of transit vehicles that were involved in the 1996 accidents. The vehicle types with the most accident occurrences are the Gillig vehicles (34.6 percent of the accidents with reported vehicle types) and the Flxible vehicles (31.6 percent). These two vehicle types also happened to comprise the majority of PSTA's vehicle fleet during the 1996 fiscal year: Gillig vehicles made up about 31 percent of the fleet while Flxible vehicles made up about 38 percent of the fleet. Additionally, 19.2 percent of the accidents involved GMC transit vehicles; in 1996 these vehicles comprised 23 percent of PSTA's vehicle fleet.

Table 6
Frequency Distribution for Types of Transit Vehicles Involved in Accidents

Vehicle Type	Frequency	Percent Distribution
Flxible	74	31.6
GMC (van)	1	.4
Gillig	81	34.6
GMC	45	19.2
Orion	12	5.1
Ford	1	.4
Dodge	1	.4
International	1	.4
Jeep	2	.9
New Flyer	7	3.0
Subtotal	225	96.2
Missing	9	3.8
Total	**234**	**100.0**

Accident Occurrence by Transit Vehicle Year of Manufacture

Table 7 presents the frequency distribution for the years of manufacture of the transit vehicles that were involved in the 1996 accidents. The vehicle years of manufacture with the most accident occurrences are the 1994 vehicles (30.8 percent of the accidents with reported vehicle years of manufacture) and the 1993 vehicles (17.5 percent). As was the case for vehicle type, these particular years represent the most vehicles in PSTA's inventory during the 1996 fiscal year, according to NTD data.

Table 7
Frequency Distribution for Year of Manufacture of Transit Vehicles Involved in Accidents

Vehicle Year of Manufacture	Frequency	Percent Distribution
1980	14	6.0
1982	25	10.7
1983	20	8.5
1985	9	3.8
1986	1	.4
1989	10	4.3
1991	7	3.0
1992	16	6.8
1993	41	17.5
1994	72	30.8
1995	3	1.3
1996	6	2.6
1997	1	.4
Subtotal	225	96.2
Missing	9	3.8
Total	**234**	**100.0**

Accident Occurrence by Roadway Condition

In Table 8, the frequency distribution for the conditions of the roadway(s) on which the 1996 accidents occurred is shown. For the most part, accidents occurred on roadways without any reported defects (62.8 percent of accidents with reported roadway defects). Only 3.8 percent and 3.0 percent of the accidents occurred on roadways under repair or on slippery roadways, respectively. In addition, 29.1 percent of all the 1996 accidents did not have roadway conditions recorded on their accident/incident report forms.

Table 8
Frequency Distribution for Condition of Roadway on which Accident Occurred

Roadway Conditions	Frequency	Percent Distribution
No Defects	147	62.8
Slippery	7	3.0
Under Repair	9	3.8
Cracked Sidewalk	1	.4
Muddy	1	.4
Holes or Ruts	1	.4
Subtotal	166	70.9
Missing	68	29.1
Total	**234**	**100.0**

Accident Occurrence by Type of Involvement

The frequency distribution for the type of involvement for the 1996 accidents is presented in Table 9. As evidenced in the table, the majority of these accidents involved a motor vehicle (59.8 percent of the accidents with a reported type of involvement). The next highest incident type involved passengers on the bus (19.2 percent). These particular incidents include passengers falling or tripping while boarding/alighting the bus or walking down the aisle or passengers falling out of their seats (or wheelchairs) during a quick or hard braking of the bus, among other occurrences.

Table 9
Frequency Distribution for Type of Involvement

Type of Involvement	Frequency	Percent Distribution
Fixed Object	32	13.7
Motor Vehicle	140	59.8
Parked Vehicle	2	.9
Passenger on Bus	45	19.2
Projectile	6	2.6
Pedestrian	1	.4
Another PSTA Vehicle	2	.9
Bicycle	1	.4
Subtotal	229	97.9
Missing	5	2.1
Total	**234**	**100.0**

Accident Occurrence by Impact Dynamics

The frequency distribution for the particular dynamics of the impacts of the 1996 accidents is presented in Table 10. The data in the table indicate that non-collisions (33.8 percent of the accidents with a reported impact dynamic) had the highest frequency of occurrence. Non-collisions include passenger injuries caused by sudden vehicle stops/starts and swerves, as well as non-vehicle accidents where a bus may hit a tree or curb. The second most frequent dynamic of impact was side swipe (30.3 percent) where a bus was hit on the side (other than a right angle hit) or the bus hit an object with its side.

Table 10
Frequency Distribution for Occurrence Impact Dynamics

Impact Dynamics	Frequency	Percent Distribution
Head On	4	1.7
Right Angle	26	11.1
Rear End	47	20.1
Side Swipe	71	30.3
Non-Collision	79	33.8
PSTA Hit	2	.9
Subtotal	229	97.9
Missing	5	2.1
Total	**234**	**100.0**

Accident Occurrence by Identified Preventability Status

The frequency distribution for the preventability status (i.e., whether an accident is preventable or non-preventable) of the 1996 accidents is presented in Table 11. As shown in the table, 78.2 percent of the PSTA accidents that occurred in 1996 were classified as non-preventable by the system.

Table 11
Frequency Distribution for Identified Preventability Status of Accidents

Preventability Status	Frequency	Percent Distribution
Non-Preventable	183	78.2
Preventable	51	21.8
Total	**234**	**100.0**

Accident Occurrence By Years of Operator Experience

The frequency distribution for operator experience at the time of each 1996 accident is shown in Table 12. The data in the table indicate that, contrary to logical thinking, the majority of accidents occurred with more senior experienced operators (10 or more years - 42.7 percent, 7 to 9 years - 15.8 percent). However, this table also presents the distribution of years of experience for **all** of PSTA's operators. This can be used as a proxy for operator exposure (i.e., total vehicle hours operated by a driver). When using these additional data, it appears that accidents are directly related to the amount of operating exposure, except in the instance of operators with 1 to 2 years of experience, where it appears that they are experiencing a higher rate of accidents in comparison to their operating exposure. Nevertheless, a more detailed analysis would be to look at the driver vehicle hours of operation by years of experience in relationship to the number of accidents, which may very well show that the senior drivers operate an even higher percentage of total vehicle hours than the percentage shown for operator distribution by years of experience.

Table 12
Frequency Distribution for Operators' Experience

Years of Experience at PSTA	Frequency	Percent Distribution	Operator Distribution
Less than 1 Year	12	5.1	6.3
1 to 2 Years	22	9.4	7.0
3 to 4 Years	33	14.1	13.3
5 to 6 Years	25	10.7	9.0
7 to 9 Years	37	15.8	18.0
10 or More Years	100	42.7	46.5
System Missing	5	2.1	NA
Total	**234**	**100.0**	**100.0**

Summary of Frequency Distribution Findings

A review of the frequency distributions for selected characteristics from PSTA's 1996 accident database determined that a "typical" accident during this particular year occurred:

- during the months of September and November;
- on a Tuesday or a Thursday;
- between the hours of 2:00-3:59 p.m.;
- under clear weather conditions
- on Route 18;
- on-board or involving a 1994 Gillig motorbus;

- on a roadway with no defects;
- as a non-collision impact dynamic;
- as a non-preventable accident; and
- involving an operator with 10 or more years of experience.

For the most part, the frequency analysis alone did not reveal any significant unexpected issues or causal factors which PSTA would need to address through maintenance actions and/or training/re-training. However, some issues were identified with the both the level of detail and the "completeness" of the data collected by PSTA. First, the vast majority of the accident occurrence characteristics had missing data. For example, both the weather condition and roadway condition factors had over 25 percent missing data. While much of the missing data may not be critically important to deal with fault determination and related insurance claims, ensuring the completeness of the data is of utmost importance when performing a detailed analysis of the system's accident occurrence data for purposes of improving maintenance and/or training programs. Further, in addition to ensuring data completeness, an accident tracking analysis could also benefit from additional occurrence factors such as specific roadway characteristics (i.e., posted roadway speed, number of lanes, etc.) as well as perhaps greater detail within some of the characteristics.

It should also be noted that, while still beneficial, this analysis of PSTA accident data only considered one year's worth of data. Additional benefit can be derived if current year occurrence information is compared to that for previous years in order to analyze the success of any accident prevention actions and/or training programs that have been instituted over those years.

CROSS-TABULATION ANALYSIS OF PERTINENT DATA

Analysis of frequencies alone can provide useful information on the individual characteristics of each accident. However, some characteristics are better analyzed in relation to other factors to gain a more complete understanding of their influence on accident occurrence. For example, it may be interesting to know the distribution of accidents by the year of vehicle manufacture, or separately by the manufacturer of the transit vehicle involved in each accident. However, it is most beneficial to examine the accidents by both of these factors at the same time (i.e., a cross-tabulation) so a transit system can better gauge which particular vehicles in their fleet, by year and manufacturer, may have the highest incidence of accidents and, as a result, may lead to detailed analyses of the most problematic vehicles. The results of these further analyses would then enable the system to develop more and/or different training procedures and maintenance techniques.

The following sections discuss the results of a number of cross-tabulations that were completed on PSTA's accident data. These particular cross-tabs were selected to provide a more detailed analysis of the causal factors of the accidents experienced by PSTA during the 1996 calendar year.

Type of Occurrence by Route

Table 13 presents a cross-tabulation of type of occurrence by route for those routes that had five or more occurrences of a particular type of accident. A total of six routes had five or more accidents within an occurrence type. For example, as highlighted in the table, Route 18 had a total of 28 accidents during 1996. Thirty-six percent (10 accidents) of these were non-collision incidents, 32 percent (9) were sideswipe accidents, and 18 percent (5) were right angle accidents. For certain accident types, this information can be utilized to further examine specific routes for potential causal factors such as road geometry, signage/signalization, bus stop spacing/location, etc.

Table 13
Cross-Tabulation for Type of Occurrence by Selected Routes

Route Number	Type of Occurrence						
	Head On	Right Angle	Rear End	Side Swipe	Non-Collision	PSTA Hit	Total
4	1	2	0	2	9	0	**14**
18	0	5	4	9	10	0	**28**
19	0	1	9	9	5	0	**24**
23	0	0	1	2	5	0	**8**
52	0	2	5	7	6	0	**20**
59	0	2	6	1	2	0	**11**

Type of Occurrence by Preventability

A cross-tabulation of type of occurrence by the preventability of the occurrence is shown in Table 14. One of the least frequently occurring accident types during 1996 was the head-on collision. However, the cross-tab data in the table below indicate that three-quarters of the accidents of this particular type were preventable. Another type of accident with a high percentage of preventable occurrences was the sideswipe, where 27 percent of the total accidents of this type were preventable. Overall, in 1996, a total of 21 percent of PSTA's occurrences were classified as being preventable.

Table 14
Cross-Tabulation for Type of Occurrence by Preventability

Preventability	Type of Occurrence						
	Head On	Right Angle	Rear End	Side Swipe	Non-Collision	PSTA Hit	Total
Preventable	3	3	3	19	19	1	**48**
Non-Preventable	1	23	44	52	60	1	**181**

Years of Operator Experience by Preventability

The results for the cross-tabulation of years of operator experience by occurrence preventability is shown in Table 15. The group with the lowest percentage of preventable accidents is drivers with less than one year of experience. Less than 17 percent of the twelve accidents this group had were preventable, which may be attributable to their recent training and "freshman" cautiousness. On the other hand, operators with one to two years of experience had the second greatest percentage (32 percent) of preventable accidents. This may suggest that these drivers have become more cavalier in their driving habits as they have gained some experience. Finally, as would be expected, the drivers with the most experience (i.e., 10 or more years) accounted for the second lowest percentage of preventable accidents.

Table 15
Cross-Tabulation for Years of Operator Experience by Preventability

Preventability	Years of Operator Experience						
	< 1 year	1-2 years	3-4 years	5-6 years	7-9 years	10+ years	Total
Preventable	2	7	7	8	8	19	**51**
Non-Preventable	10	15	26	17	29	81	**178**

Years of Operator Experience by Type of Occurrence

Table 16 includes the results for the cross-tabulation of years of operator experience by the type of occurrence. From the data, it is apparent that the least-experienced (i.e., less than one year of experience) drivers are having difficulties with sideswipe accidents, in that 58 percent of their accidents were of this particular type. The only other type of occurrence that is significant within a particular driver-experience group is the non-collision occurrence. More than 42 percent of the accidents attributed to the drivers with 3 to 4 years of experience were of this type. Interestingly,

though there were very few head-on collision accidents in 1996 (four), 75 percent of these accidents occurred within the driver group with 10 or more years of experience.

Table 16
Cross-Tabulation for Years of Operator Experience by Type of Occurrence

Years of Operator Experience	Type of Occurrence					
	Head On	Right Angle	Rear End	Side Swipe	Non-Collision	PSTA Hit
< 1 year	0	1	2	7	2	0
1-2 years	1	2	6	6	6	0
3-4 years	0	3	7	9	14	0
5-6 years	0	1	6	8	7	2
7-9 years	0	9	5	11	11	0
10+ years	3	9	21	29	36	0
Total	**4**	**25**	**47**	**70**	**76**	**2**

Vehicle Manufacturer by Year of Manufacture

A cross-tabulation of PSTA's types of transit vehicles (by manufacturer) by the years of manufacture for the vehicles was completed to determine whether any high levels of accident occurrence were associated with any particular segment of PSTA's fleet. Table 17 illustrates the results from this analysis for only PSTA's motorbus vehicles (i.e., no vans or supervisor vehicles) that were in operation during the 1996 fiscal year. This allows for the further comparison of accident occurrence with vehicle exposure as measured by FY 1996 NTD vehicle inventory data on "Total Miles on Active Vehicle During Period."

As shown in Table 17, of PSTA's 212 motorbus vehicle accidents that had both vehicle year and model information available, more than 33 percent involved a 1994 Gillig bus. Additionally, another 19 percent of these accidents involved a 1993 Flxible bus. These figures may lead one to believe that PSTA's 1993 Flxible and 1994 Gillig motorbus vehicles had some problem(s) or defect(s) that may have contributed to the high accident occurrence rates for these vehicles. However, a review of FY 1996 NTD vehicle exposure data shows that the 1993 Flxible and 1994 Gillig vehicles operated 21.2 percent and 30.3 percent of the system's total vehicle miles, respectively, and together would therefore be expected to have produced about one-half of the total motorbus accidents.

Table 17
Cross-Tabulation for Vehicle Manufacturer by Year of Manufacture

Year of Manufacture	Vehicle Manufacturer				
	Flxible	Gillig	GMC	Orion	Total
1980	0	0	14	0	**14**
1982	0	0	24	0	**24**
1983	14	0	6	0	**20**
1985	8	0	0	0	**8**
1986	1	0	0	0	**1**
1989	9	0	0	0	**9**
1991	0	7	0	0	**7**
1992	0	2	0	12	**14**
1993	41	0	0	0	**41**
1994	1	71	0	0	**72**
1995	0	1	1	0	**2**
Total	**74**	**81**	**45**	**12**	**212**

Summary of Cross-Tabulation Findings

Since the cross-tabs were completed only on selected data to gain a better understanding of the relationships between certain characteristics, it is difficult to draw significant conclusions on the entire accident database based on these analyses. However, the following observations were made based on the cross-tabulations that were examined.

- Routes 18 and 19 had the greatest incidence of sideswipe occurrences, with nine accidents each during 1996.
- Seventy-five percent of the head-on accidents that occurred in 1996 were preventable.
- Operators with 1-2 and 5-6 years of experience had the highest percentage (approximately 32 percent) of preventable accidents, among all drivers.
- Fifty-eight percent of the accidents attributed to drivers with less than one year of experience were sideswipe occurrences.

- The number of accident occurrences by vehicle type/year of manufacture corresponded to each vehicle type/year's exposure (i.e., total miles of service in 1996).

GEOGRAPHIC ANALYSIS OF ACCIDENT OCCURRENCE

Using MapInfo, a Geographic Information System (GIS) mapping software program for microcomputers, the location of each of the accidents with available data was plotted to help determine high accident occurrence locations. MapInfo is a Windows-based, comprehensive desktop tool that allows users to create and customize maps. Beyond the basic map design capabilities, it can also process database queries and import Microsoft Excel files. Thus, the type of data easily manipulated and displayed in MapInfo is unlimited. One database that is commonly utilized with MapInfo by government and planning agencies is the Bureau of the Census data. While such mapping software facilitates the geographic analysis of accident data, transit agencies that do not have MapInfo or a similar GIS mapping package (e.g., ArcVIEW) should enlist the assistance of any local government agencies that have such software (e.g., MPOs, RPCs, etc.) or should map their accident data manually. Currently, a complete copy of MapInfo Version 5.0 retails for approximately $1,300, although some government discounts may be available.

The plotted data is illustrated in Figures 1 through 3, shown on the following three pages. Figure 1 displays the number of accidents by location for all of Pinellas County, while Figures 2 and 3 display the same information for the northern and southern halves of the county, respectively, in order to present the data with a higher level of geographic detail. It should be noted that, for purposes of these figures, only 215 of PSTA's total 234 accidents in 1996 had sufficient locational information to allow for plotting.

In order to summarize accident location similarities, accidents that occurred within 300 feet of a center point were combined as one location. Therefore, for those locations with more than one accident, the actual occurrences may not be exactly at the same intersection or geographic reference point, but occurred within 300 feet of one another. This 300-foot grouping of accident locations, while not precise, is still at a level of detail that will identify those sites of concern that should be analyzed for possible contributory characteristics.

Figure 1

1996 PSTA Accidents

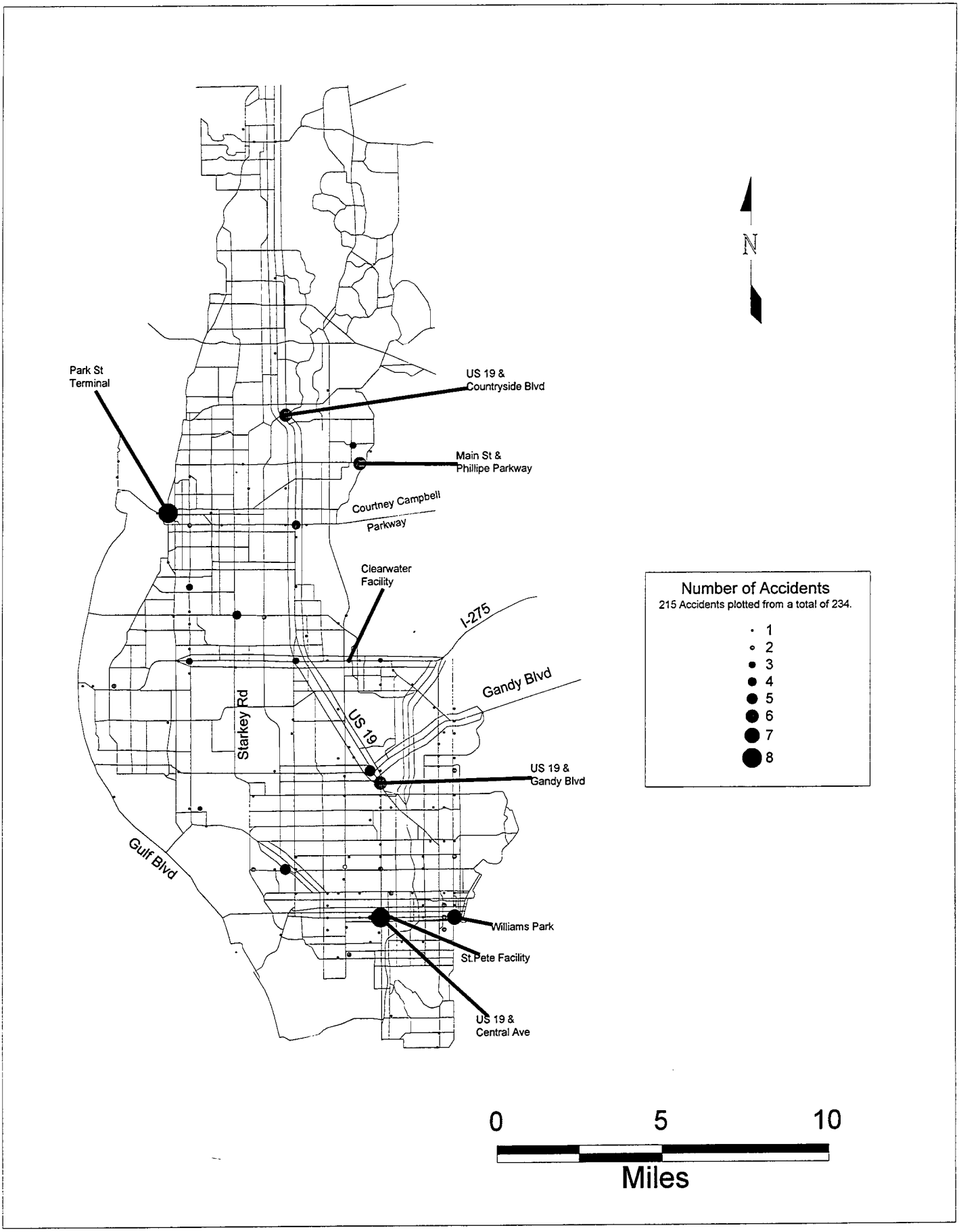


Figure 2
North Portion of Pinellas County

1996 PSTA Accidents

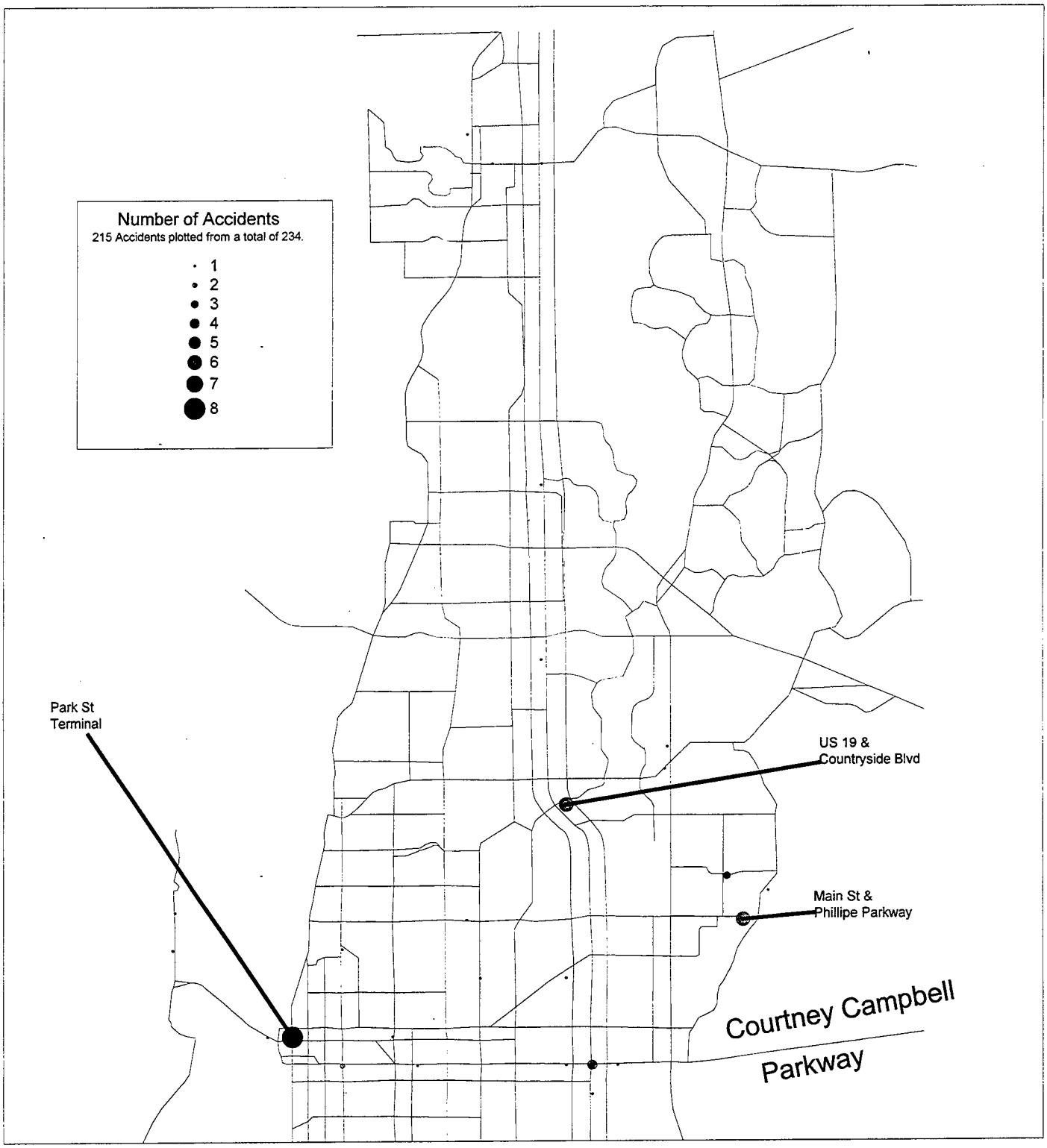
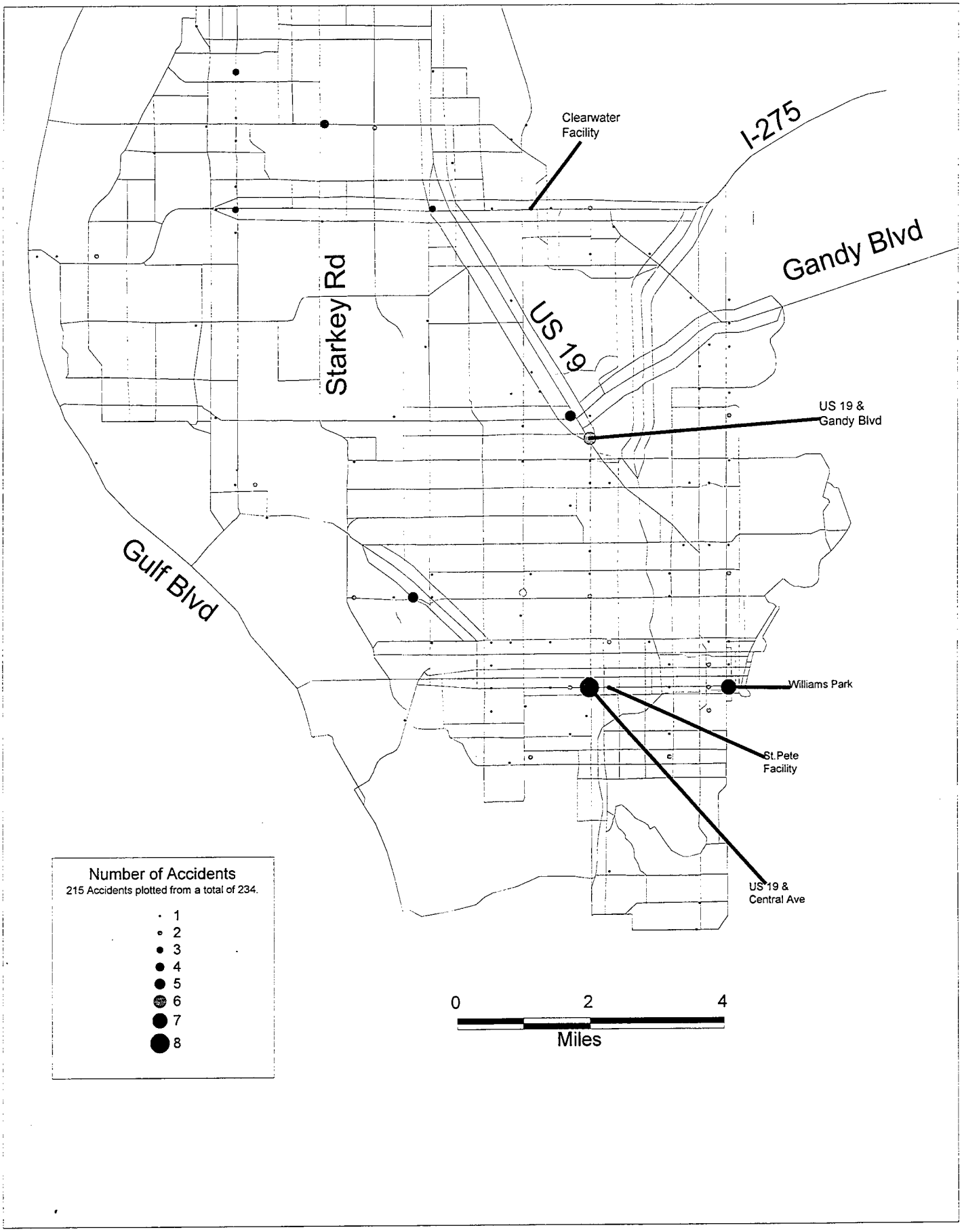


Figure 3
South Portion of Pinellas County

1996 PSTA Accidents



Frequency Analysis of Accident Location Data

As can be seen in the three figures, the majority of the accidents with locational information occurred in the southern portion of Pinellas County, specifically in the areas to the west and north of Downtown St. Petersburg. According to the key on each of the figures, accident locations are noted by different sized and colored circular symbols that reference the number of accidents at the locations (from 1 to 8 accidents). Those areas where six or more of the 1996 accidents occurred are labeled on the figures and are as follows:

- Main St. and Philippe Pkwy. (6 accidents)
- U.S. 19 and Countryside Blvd. (6 accidents)
- U.S. 19 and Gandy Blvd. (6 accidents)
- Williams Park (7 accidents)
- Park St. Terminal (8 accidents)
- U.S. 19 and Central Ave. (8 accidents)

Cross-Tabulation Analysis of Accident Location Data

The six areas with the greatest number of accident occurrences (i.e., six or more accidents) were further analyzed by performing cross-tabulations on location by all other occurrence characteristics. Following are the characteristics of note, if any, that were identified for the six high accident occurrence locations.

- Five of the eight (approximately 63 percent) accidents occurring at or near the intersection of U.S. 19 and Central Ave. were sideswipes. Frequency data for all of PSTA's accidents showed that sideswipes accounted for only 30 percent of accident impact dynamics.

- Similarly, four of seven (57 percent) accidents at or near Williams Park were sideswipes.

- Four of the eight (50 percent) accidents occurring at or near the Park St. terminal were preventable accidents, with three of the four being sideswipes. Frequency data for all of PSTA's accidents showed that only 22 percent of the accidents were preventable.

- Similarly, three of the six (50 percent) accidents occurring at or near the intersection of Main St. and Philippe Pkwy. were non-preventable accidents.

RECOMMENDATIONS

Based on the information collected in the survey of transit system operators related to system safety plans and accident tracking procedures, as well as the collection and analysis of PSTA's 1996 accident occurrence data, CUTR has identified five steps that should be followed by all of the Florida public transit systems when analyzing accident occurrence data and developing corrective action plans for addressing identified problem areas. The five steps are as follows:

1. Collection of the data
2. Preparation of the data for analysis
3. Analysis of the data
4. Interpretation of the results
5. Action plan to deal with identified issues/problems

The following sections outline CUTR's specific recommendations as they pertain to each of the five steps.

Data Collection

The first step involves the actual collection of accident occurrence data. As stated previously, while many accident occurrence characteristics must be collected for fault determination and related insurance claims, there is a core set of characteristics that are fundamental in analyzing a system's accident occurrence data for purposes of improving maintenance and/or training programs. It is recommended that the FDOT request that all of the Florida public transit systems collect the core set of accident occurrence characteristics that is detailed below. This will allow for not only similar analyses and comparisons between systems, but also for a comprehensive analysis of accident occurrence throughout the State.

- Date, day of week, and time of day of occurrence
- Specific location of occurrence (intersection, cross street, plaza, mall, other key location)
- Location of stop (near-side, far-side, mid-block)
- Roadway surface type (concrete, asphalt, brick, gravel)
- Roadway geometry (number of lanes, configuration, posted speed, traffic control)
- Roadway conditions (wet, dry, under repair, holes/ruts, muddy, no defects)
- Weather conditions (clear, cloudy, raining, foggy, other)
- Light conditions (daylight, glare, dawn, dusk, dark w/streetlights on, dark w/streetlights off, dark w/no streetlights)
- Traffic conditions (light, moderate, or heavy)

- Route number
- Vehicle type, manufacturer, and year of manufacture
- Observed vehicle defects prior to or at time of accident (steps, floors, seats, brakes, lights) and date of last scheduled preventative maintenance
- Operator hire date (to be used to calculate years of experience at time of occurrence)
- Operator status (regular operator, regular relief, vacation relief, mini-run, extra board, mechanic, supervisor, service attendant)
- Date of operator's last refresher training course
- Occurrence impact dynamic (head on, sideswipe, right angle, rear end, non-collision, bus hit other, bus was hit, other)
- Type of involvement (fixed object, moving vehicle, parked vehicle, pedestrian, cyclist, projectile)
- Transit vehicle movement prior to/at time of occurrence (going straight, turning left, turning right, pulling into curb or loading zone, pulling away from curb or loading zone, passing, being passed, changing lanes, merging, sudden stop, slowing/braking, stopped in traffic lane, stopped in loading zone, parked, backing, starting, other)
- Movement(s) of other vehicle(s) involved prior to/at time of occurrence (going straight, turning left, turning right, pulling into curb or loading zone, pulling away from curb or loading zone, passing, being passed, changing lanes, sudden stop, slowing/braking, stopped in traffic lane, stopped in loading zone, parked, backing, starting, other)
- Pedestrian/cyclist movement prior to/at time of occurrence (walking/ running/riding with traffic, walking/running/riding against traffic, stationary, working in roadway, playing in roadway, unknown, other)
- Pedestrian/cyclist action related to location of occurrence
  - At intersection (in crosswalk, not in crosswalk, no crosswalk, with sign/ signal, against sign/signal, no sign/signal)
  - Not at intersection (crossing diagonally, crossing in front of vehicle, crossing from behind vehicle, getting in/out of other vehicle, crossing from between parked cars, other)
- Passenger movement prior to/at time of occurrence (waiting, boarding, alighting, standing in vehicle, moving in vehicle, sitting in vehicle, on lift, other)
- Observed condition of other driver/pedestrian/cyclist/passenger (influenced by alcohol/intoxicated, sober, sleepy/fatigued, infirmed, wearing glasses, carrying objects, with an observable disability, no observable disability, other)
- Contributory factors (vehicle double-parked, vehicle in crosswalk, pedestrian jaywalking, vehicle pulled out in front, vehicle parked at angle, vehicle parked in zone, other)

- Evasive action(s) taken by driver (hard braking, swerve, other)
- Preventability status of occurrence

It is extremely important to note once again that the previous items are recommended for individual system and statewide accident tracking analyses only. Although other occurrence-related information necessary for liability and/or insurance claim purposes is not specifically accounted for in the recommended "core set" of occurrence characteristics, it is up to the individual properties to include specific questions and/or sections on their accident/incident reports to collect this information. From the data that were collected as part of the survey portion of this project, one system--Tri-Met in Portland, Oregon--provided an excellent example of a set of accident/incident reporting forms that can serve as a useful model for accident data collection at the Florida properties. These forms are provided in Appendix D.

Further, it is also important to mention that any analysis is only as good as the data on which it is based. As such, it is very important to stress that all operators and supervisors complete all accident/incident report forms to the best of their ability. To ensure this, it is recommended that all operators and supervisors be trained on how to properly fill out the reports.

Data Preparation

The second step involves the input of the accident occurrence data into a format that can be readily analyzed for both frequency distributions and cross-tabulations. For example, the PSTA Case Study presented in this document utilized Microsoft Excel to create the initial database spreadsheet and Microsoft Access to analyze the data. Other software that can be used for these purposes include Lotus 1-2-3, Statistical Package for the Social Sciences (SPSS), or the SAS System statistical software package, among others. Once the data have been entered into an accident database, all efforts should be made to fill in missing data and ensure that all data have been entered correctly. In some cases, additional calculations may need to be made. For example, driver years of experience will need to be calculated using the operator hire dates.

Data Analysis

The third step of the process is to analyze the accident/incident database that has been developed. While systems should continually collect and monitor their accident occurrence data, the detailed analysis of the data should be undertaken on an annual basis. The analyses can be made using any of the software that was discussed in the previous section. Although the PSTA Case Study utilized Microsoft Excel and Access, the statistical software packages (e.g., SAS, SPSS) actually are more powerful analytical tools; however, they are more expensive options and also require greater user familiarity with the software capabilities and, in some cases, programming experience.

The first stage in the analysis process is to run frequency distributions on all of the data fields in the accident/incident database. A frequency distribution shows the number of occurrences and associated percentages for a data field. A frequency distribution, by itself, allows the analyst to identify the dominant accident characteristics, as well as those that may be unexpected or contrary to the "norm." From this type of analysis, alone, areas requiring corrective actions can be identified. However, there will be instances when a frequency will not pinpoint the causality behind an area of concern. Sometimes, a frequency analysis will identify a potential problem that really is not a concern when other information is considered. For example, in the PSTA Case Study, about 32 percent of the system's 1996 accidents occurred to/on a Gillig motorbus, the greatest percent occurrence among PSTA's vehicle manufacturers. Further analysis of PSTA's FY 1996 NTD data showed that 34 percent of the system's total vehicle miles were accumulated on these vehicles, thereby showing a slightly smaller level of accident involvement for these vehicles in comparison to their exposure.

In those cases when the frequency analysis does not provide enough insight into or cannot pinpoint the actual causal factors of a potential problem, it can be beneficial to undertake additional cross-tabulation analyses. The second stage of the analytical process, a cross-tabulation shows the number of occurrences and associated percentages for multiple data fields at the same time and can uncover important relationships between these data fields. For example, the frequency distribution of occurrence impact dynamics for PSTA's 1996 accidents showed that sideswipes encompassed the second highest (30 percent) type of impact. While important, this alone does not give a clear picture of the specific attributes of this particular type of impact. However, further information was gained by cross-tabulating impact dynamics by the operators' years of experience. This cross-tabulation determined that 58 percent of the sideswipe accidents could be attributed to drivers with less than one year of experience. This additional information can greatly assist PSTA in targeting training/re-training for lowering the incidence of this accident impact dynamic.

One note of caution is that not all data fields are related. To save time and effort, it is recommended that any cross-tabulation analysis be somewhat limited in scope--do not cross-tabulate every data field by every other data field. Conducting the frequency distribution analysis first can help direct which cross-tabulations should be completed.

Finally, the third stage of the analytical process is to geocode accident locations and review all occurrences geographically. As mentioned previously, MapInfo and ArcVIEW are two GIS packages that can be used for this type of analysis. Specifically, a geographic analysis would help identify those sites that have geometric design, signalization, or other characteristics that may make them more conducive to accident occurrence.

Data Interpretation

The fourth step of the process is to review all of the completed data analyses and attempt to interpret their results. As has been cautioned several times throughout this document, care must be taken when interpreting the raw data and the frequency distribution and cross-tabulation analyses. For example, a system may find that the vast majority of its accidents occurred on days with clear weather. Because of this, system analysts may ignore the impact of weather conditions on any subsequent analyses. However, it may have been the case that the service area experienced clear weather on the vast majority of its service days, so it would only make sense that clear conditions prevailed for the majority of the accidents. It may prove to be more diagnostic if the system would cross-tabulate weather conditions by accident impact dynamic and only analyze accidents that occurred on rainy days to see if a particular impact type occurred more frequently in inclement weather.

Action Plan

The fifth, and final, step of this process is to take corrective measures to deal with the identified areas of concern. Corrective actions that may result from the analyses may include:

- Training/re-training;
- Preventative maintenance;
- Vehicle specifications;
- Route alignment/modification;
- Roadway geometric/signalization improvements; and
- Passenger safety education.

Once systems have collected accident occurrence data for multiple years, identified accident data trends can be analyzed to determine the level of success of any corrective actions that have been undertaken during that time. If all of the Florida public transit systems begin to collect the core set of accident occurrence data recommended previously (along with any other data that they may need for insurance/liability purposes), then the data can be analyzed and compared across all systems as well as for the state as a whole. In addition, once the Florida properties have multiple years' worth of accident data, they will also be able to begin sharing the results of their respective system-level corrective actions implemented over time.

Appendix A

PSTA 1996 Driver's Accident/Incident Report and PSTA Supervisor Accident Report Forms

PSTA DRIVER'S ACCIDENT/INCIDENT REPORT

FOR OFFICE USE
REPORT NO. T-24
_____ ACCIDENT
_____ INCIDENT
_____ DAMAGE ESTIMATE
_____ POST ACC. INTERVIEW
DATE RECEIVED DISP _____
DATE RECEIVED SAFETY _____
ACCIDENT TYPE _____

DRIVERS NAME: G. [redacted] BUS/VEHICLE NO. 9312 ROUTE NO. 59 RUN NO. 59426
CHECK DIVISION _____ ST. PETERSBURG OR ✓ CLEARWATER
NUMBER OF PASSENGERS 2

1. TIME: DATE OF ACCIDENT/INCIDENT 2-3, 1996 DAY OF WEEK SAT HOUR 1:35 AM (PM)

PLACE WHERE ACCIDENT/INCIDENT OCCURRED

2. LOCATION: ROAD ON WHICH ACCIDENT OCCURRED: → Ulmerton Rd
GIVE NAME OF STREET OR HIGHWAY NUMBER (U.S. OR STATE)

_____ AT ITS INTERSECTION WITH: → Seminole
NAME OF INTERSECTING STREET OR HIGHWAY NUMBER

(CHECK AND COMPLETE ONE) OR

_____ NOT AT INTERSECTION: → _____ FEET _____ NORTH–SOUTH
_____ FEET _____ EAST–WEST
OF [redacted] 3733 X1043

SHOW NEAREST INTERSECTING STREET OR HIGHWAY, HOUSE NUMBER, CURVE, BRIDGE, RAILROAD CROSSING, ALLEY, DRIVEWAY, CULVERT, MILEPOST, UNDERPASS, OR OTHER IDENTIFYING LANDMARK. SHOW EXACT DISTANCE, USING TWO DIRECTIONS AND TWO DISTANCES IF NECESSARY.

Claim: 2600804161

3. ACCIDENT INVOLVED:

CHECK APPROPRIATE AREAS	MOVING		FIXED	
		ANOTHER COM'L VEHICLE		BUILDING OR FIXTURE
	✓	PASSENGER CAR		PARKED VEHICLE Bill
		PEDESTRIAN		
		SPECIFY OTHER		SPECIFY OTHER

Accident damage est. 02/21/96
Prudential
P.O. Box 17969
Tampa 33682
Bill sent 2/23/96

4. TYPE: CHECK APPROPRIATE AREAS
___ HEAD ON
___ SIDESWIPE
___ RIGHT ANGLE
REAR END ___ PSTA HIT ✓ PSTA WAS HIT
OTHER (DESCRIBE) _____
NON–COLLISION (DESCRIBE) _____
DAMAGE TO PSTA VEHICLE: (DESCRIBE) None

5. DRIVERS (NOT PSTA VEHICLE)

OTHER VEHICLE #1	OTHER VEHICLE #2
DRIVER'S NAME _____	DRIVER'S NAME _____
ADDRESS _____ CITY _____	ADDRESS _____ CITY _____
STATE _____ ZIP _____ PHONE( ) _____	STATE _____ ZIP _____ PHONE( ) _____
OWNER SAME AS DRIVER _____ YES _____ NO, IF NOT:	OWNER SAME AS DRIVER _____ YES _____ NO, IF NOT:
NAME OF OWNER _____	NAME OF OWNER _____
ADDRESS _____ CITY _____	ADDRESS _____ CITY _____
STATE _____ ZIP _____ PHONE( ) _____	STATE _____ ZIP _____ PHONE( ) _____

6. VEHICLES:

OTHER VEHICLE #1

MAKE & MODEL
YEAR STATE TAG NUMBER
INSURANCE COMPANY
POLICY NUMBER # OF PASSENGERS
DAMAGE TO VEHICLE
PASSENGER NAME & ADDRESS
PASSENGER NAME & ADDRESS

OTHER VEHICLE #2

MAKE & MODEL
YEAR STATE TAG NUMBER
INSURANCE COMPANY
POLICY NUMBER # OF PASSENGERS
DAMAGE TO VEHICLE
PASSENGER NAME & ADDRESS
PASSENGER NAME & ADDRESS

7. INJURED: none

NAME	ADDRESS	CITY, STATE & ZIP	PHONE	AGE	DESCRIBE INJURY	HOSPITAL

8. POLICE: POLICE DEPARTMENT REPORT # CITATION ISSUED? yes TO WHOM? other driver CHARGE Following too close

9. WITNESSESS:

NAME	ADDRESS	CITY, STATE & ZIP	PHONE

10. MOVEMENT:

CHECK ALL THAT APPLY

PSTA	OTHER	VEHICLES		PEDESTRIAN		PASSENGER
		GOING STRAIGHT AHEAD		WALKING WITH TRAFFIC		BOARDING VEHICLE
	✓	PASSING		WALKING AGAINST TRAFFIC		ALIGHTING FROM VEHICLE
✓		BEING PASSED		CROSSING AT INTERSECTION		CAUGHT IN FRONT DOOR
		TURNING		ALIGHTING FROM A VEHICLE		CAUGHT IN REAR DOOR
		PULLING FROM CURB OR LOADING ZONE		COMING FROM BEHIND PARKED VEHICLE		SEATED
		PULLING INTO CURB OR LOADING ZONE		WORKING IN ROADWAY		IN MOTION IN VEHICLE
		BACKING		PLAYING IN ROADWAY		
		STOPPED IN TRAFFIC LANE				

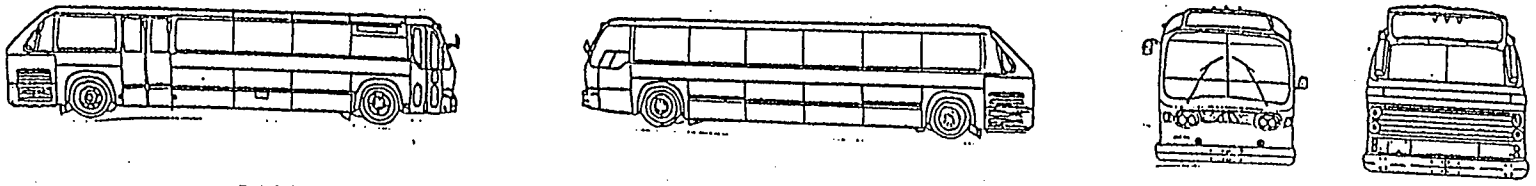
OTHER:

DIRECTION OF TRAVEL: NORTH____ EAST____ WEST ✓ SOUTH____

11. CONDITIONS:

DRIVER'S AND PEDESTRIAN				WEATHER		ROADWAY	
P	S	T	OTHER PEDESTRIAN				
			INFLUENCED BY ALCOHOL		CLEAR		UNDER REPAIR
			HAD NOT BEEN DRINKING		RAINING		HOLES OR RUTS
			ASLEEP OR FATIGUED		FOG		SLIPPERY
			SICK		OTHER (PLEASE SPECIFY):		MUDDY
			PHYSICAL DEFECTS				NO DEFECTS
			NOT KNOWN				
			NO DEFECTS				

12. DIAGRAM: INDICATE AREAS OF DAMAGE TO YOUR BUS ON THE DIAGRAM BELOW:



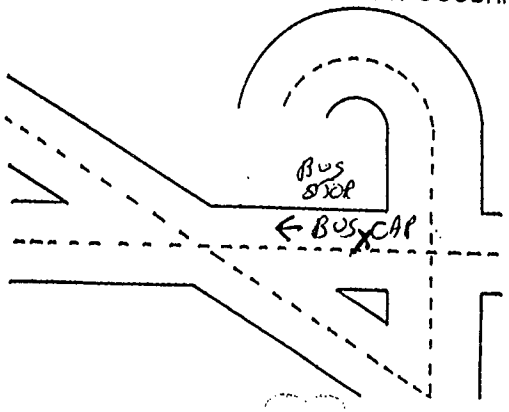
DESCRIBE ACCIDENT OR INCIDENT IN DETAIL. LIST ADDITIONAL INJURED PERSONS OR WITNESSES. USE REVERSE OR ADDITIONAL PAPER (SAME SIZE) IF NECESSARY.

I was stopped AT A bus STOP when The Bus was hiT in The Rear by ANOTher CAR

THIS IS A TRUE REPORT OF THIS ACCIDENT AND ALL INFORMATION HAS BEEN SUPPLIED TO THE BEST OF MY KNOWLEDGE. [redacted] 42765

SIGNATURE OF DRIVER EMPLOYEE NUMBER

PLEASE ILLUSTRATE ON THIS DIAGRAM HOW THE ACCIDENT OCCURRED.



PSTA SUPERVISOR'S ACCIDENT REPORT

I-24

DRIVERS NAME: [redacted] BUS/VEHICLE NO. 9312 ROUTE NO. 59 RUN NO. 590496 SUPERVISOR'S NAME: B.A. Cook

CHECK DIVISION _____ ST. PETERSBURG OR PSTA (CLEARWATER) NUMBER OF PASSENGERS 2 PHOTOS: ✓ YES ____ NO

1. TIME: DATE OF ACCIDENT/INCIDENT 02-03-96, 19 96 DAY OF WEEK Saturday HOUR 1:35 AM (PM)

TIME ARRIVED AT SCENE _____ AM/PM

PLACE WHERE ACCIDENT OCCURRED

2. LOCATION: ROAD ON WHICH ACCIDENT OCCURRED: Ulmerton
GIVE NAME OF STREET OR HIGHWAY NUMBER (U.S. OR STATE)

_____ AT ITS INTERSECTION WITH: Seminole Blvd.
NAME OF INTERSECTING STREET OR HIGHWAY NUMBER

(CHECK AND COMPLETE ONE) OR

_____ NOT AT INTERSECTION: _____ FEET _____ NORTH-SOUTH

15 FEET _____ EAST-(WEST) OF intersection

SHOW NEAREST INTERSECTING STREET OR HIGHWAY, HOUSE NUMBER, CURVE, BRIDGE, RAILROAD CROSSING, ALLEY, DRIVEWAY, CULVERT, MILEPOST, UNDERPASS, OR OTHER IDENTIFYING LANDMARK. SHOW EXACT DISTANCE, USING TWO DIRECTIONS AND TWO DISTANCES IF NECESSARY.

3. ACCIDENT INVOLVED:

CHECK APPROPRIATE AREAS

MOVING		FIXED	
	ANOTHER COM'L VEHICLE		BUILDING OR FIXTURE
✓	PASSENGER CAR		PARKED VEHICLE
	PEDESTRIAN		
	SPECIFY OTHER		SPECIFY OTHER

4. TYPE: CHECK APPROPRIATE AREAS

_____ HEAD ON
_____ SIDESWIPE
_____ RIGHT ANGLE
REAR END ✓ PSTA HIT _____ (PSTA WAS HIT ✓)
OTHER (DESCRIBE) _____

NON-COLLISION (DESCRIBE) _____

DAMAGE TO PSTA VEHICLE (DESCRIBE) None

5. DRIVERS (NOT PSTA VEHICLE)

OTHER VEHICLE #1

DRIVER'S NAME [redacted]
ADDRESS 11350 Regal LN CITY Largo
STATE FL ZIP 34644 PHONE( )

OWNER SAME AS DRIVER _____ YES ✓ NO, IF NOT:
NAME OF OWNER Gary Beese
ADDRESS (SAME) CITY _____
STATE _____ ZIP _____ PHONE( )

OTHER VEHICLE #2

DRIVER'S NAME _____
ADDRESS _____ CITY _____
STATE _____ ZIP _____ PHONE( )

OWNER SAME AS DRIVER _____ YES _____ NO, IF NOT:
NAME OF OWNER _____
ADDRESS _____ CITY _____
STATE _____ ZIP _____ PHONE( )

6. VEHICLES:

OTHER VEHICLE #1

MAKE & MODEL Olds
YEAR 92 STATE F TAG NUMBER
INSURANCE COMPANY Prudential
POLICY NUMBER 394A744613 # OF PASSENGERS 0
DAMAGE TO VEHICLE
PASSENGER NAME & ADDRESS
PASSENGER NAME & ADDRESS

0164

OTHER VEHICLE #2

MAKE & MODEL
YEAR STATE TAG NUMBER
INSURANCE COMPANY
POLICY NUMBER # OF PASSENGERS
DAMAGE TO VEHICLE
PASSENGER NAME & ADDRESS
PASSENGER NAME & ADDRESS

7. INJURED:

NAME	ADDRESS	CITY, STATE & ZIP	PHONE	AGE	DESCRIBE INJURY	HOSPITAL
none						

8. POLICE: POLICE DEPARTMENT LARGO REPORT #88666749 CITATION ISSUED? Yes TO WHOM? other driver CHARGE

9. WITNESSESS:

NAME	ADDRESS	CITY, STATE & ZIP	PHONE
Mildred L. Long	12460 Lincoln Place #A	LARGO FL 34644	586-0545
DAVID PENNER	11078 Village GR AVE	Sem Fl 34442	593-9172

10. MOVEMENT:

CHECK ALL THAT APPLY

OTHER:

PSTA	OTHER	VEHICLES	PEDESTRIAN	PASSENGER
✓	✓	GOING STRAIGHT AHEAD	WALKING WITH TRAFFIC	BOARDING VEHICLE
		PASSING	WALKING AGAINST TRAFFIC	ALIGHTING FROM VEHICLE
		BEING PASSED	CROSSING AT INTERSECTION	CAUGHT IN FRONT DOOR
		TURNING	ALIGHTING FROM A VEHICLE	CAUGHT IN REAR DOOR
		PULLING FROM CURB OR LOADING ZONE	COMING FROM BEHIND PARKED VEHICLE	SEATED
		PULLING INTO CURB OR LOADING ZONE	WORKING IN ROADWAY	IN MOTION IN VEHICLE
		BACKING	PLAYING IN ROADWAY	
		STOPPED IN TRAFFIC LANE		
✓				

DIRECTION OF TRAVEL: NORTH ___ EAST ___ W ___ SOUTH ✓

11. CONDITIONS:

DRIVERS AND PEDESTRIAN					WEATHER		ROADWAY	
PSTA	OTHER	PEDESTRIAN						
			INFLUENCED BY ALCOHOL	✓	CLEAR		UNDER REPAIR	
			HAD NOT BEEN DRINKING		RAINING		HOLES OR RUTS	
			ASLEEP OR FATIGUED		FOG		SLIPPERY	
			SICK		OTHER (PLEASE SPECIFY):		MUDDY	
			PHYSICAL DEFECTS			✓	NO DEFECTS	
			NOT KNOWN					
			NO DEFECTS					

CONTRIBUTING FACTORS:

VEHICLES					
PSTA	OTHER		PSTA	OTHER	
	✓	DID NOT HAVE RIGHT-OF-WAY			IMPROPER BACKING
		FOLLOWING TOO CLOSELY			IMPROPER TRAFFIC LANE
		FAILURE TO SIGNAL INTENTIONS			IMPROPER PARKING
		SPEED TOO FAST FOR CONDITIONS			NO IMPROPER DRIVING
		DISREGARDED TRAFFIC SIGNS OR SIGNALS			OTHER (PLEASE SPECIFY)
		IMPROPER PASSING			
		IMPROPER TURNING			

SPEED		
PSTA	OTHER	
		EXCEEDING LEGAL LIMIT
		TOO FAST FOR CONDITIONS
		SAFE SPEED
		ESTIMATED SPEED WHEN DANGER NOTICED
		ESTIMATED SPEED AT MOMENT OF IMPACT

SUPERVISOR'S ACCOUNT OF ACCIDENT: Bus hit in rear no damage to PSTA vehicle. Officer issued ticket to other driver. Citation for following too close

USE REVERSE OR ADDITIONAL PAPER (SAME SIZE) IF NECCESSARY

Appendix B

1996 PSTA Raw Accident Data
In Excel Table

PSTA Accident Tracking
January 1996 to December 1996

#	Date	Day of Week	Time	Weather Conditions	Rt #	Run #	Veh Year of Manuf	Type of Transit Vehicle	Veh #	# of Psgrs	Roadway Conditions	Intrsctn /Mdblck	Street Accident Occurred	Cross Street	Cross Street	Type of Intersection	Nearside Farside Midblock	Occurrence Involvement	Impact Dynamic	Damage to Transit Veh	Movement of Involved Veh(s) Pedestrian(s)	Direction of Travel	# of Vehs Involved	# of Injuries	Total Estimate of Damage	Non-Prev (1 vs. Prev (2)	Operator Date of Hire
1	01/02/96	Tues	2:55 PM		4	40152	1988	Fixible	8304	4	No Defects	I	2nd Ave. North	3rd St. North	4th St. North		M	FO	HO	Y		W		0		2	12/12/94
2	01/02/96	Tues	7:32 AM	Fog	19	19081	1994	Gillig	9426	3	Slippery	I	70th Ave. North	34th St. North		Signalized		MV	RA	Y	SB	N	1	1		1	10/26/90
3	01/03/96	Weds	1:45 PM	Rain			1995	GMC (Van)	958	N/A	Slippery		Ft. Harrison	Howard Ct.				MV	RE	Y	NB	N	1	0	$1,929.12	1	03/15/89
4	01/04/96	Thur	2:00 PM		76	63032			702	N/A	Under Repair	M	Old Coachman			Narrow Bridge	M	MV	SS	Y				0	$69.15	1	11/12/82
5	01/05/96	Fri	8:23 AM	Clear	75	75011	1994	Gillig	9412	N/A	No Defects	I	70th Ave. North							N						1	09/19/83
6	01/09/96	Tues	7:30 AM	Clear	52	52041	1983	Fixible	8306	N/A	No Defects	M	49th St. North	86th Ave. North			N	MV	RE	Y	SB	S	2			1	04/24/84
7	01/11/96	Thur	6:30 PM		5	10112	1993	Fixible	9321	N/A	No Defects		5th Ave. North	22nd St. North			M	MV	RE	Y			1	1		1	05/29/78
8	01/12/96	Fri	8:46 AM	Clear	66	66031	1985	Fixible	1013	N/A	No Defects							PV	SS	Y						2	10/27/76
9	01/15/96	Mon	1:47 PM		52		1993	Fixible	9315	N/A	No Defects		2nd Ave. North	3rd. St. North	4th St. North		F	MV	RE	Y					$320.38	1	08/15/83
10	01/15/96	Mon	1:48 PM	Clear	23	23042	1982	GMC	1201	N/A	No Defects		2nd Ave. North	3rd. St. North	4th St. North		F	MV	SS	Y					$1,237.67	1	04/01/85
11	01/18/96	Thur	1:15 PM	Clear	66	66022	1980	GMC	1010	N/A	No Defects									N					$350.00	2	11/14/88
12	01/26/96	Fri	4:00 PM	Clear	74	59052	1985	Fixible	1007	7	No Defects		70th Ave. North	34th St. North				MV	RA	Y	WB	S	1			1	07/17/89
13	01/28/96	Sun	8:00 AM	Clear	29	290117	1994	Gillig	9427	N/A	No Defects		5th Ave. South	16th St. South				FO	NC	Y		W			$369.25	2	10/15/93
14	01/28/96	Sun	9:15 AM	Clear	5	30217	1994	Gillig	9422	N/A	No Defects		2nd Ave. North	4th St. North						N					$213.00	2	01/10/94
15	01/30/96	Tues	12:55 PM	Clear	18	18041	1993	Fixible	9307	N/A	Under Repair		118th Terr. North	101 Ave. North				MV	RA	Y	WB	N	1		$317.84	1	03/06/78
16	01/30/96	Tues	4:45 PM	Clear	61	61022	1993	Fixible	9301	N/A	No Defects		Fairmont	Douglas		Narrow Bridge		MV	SS	Y	SB	S	1		$172.24	1	06/20/94
17	01/31/96	Weds	1:50 PM	Clear	N/A	N/A	1989	Dodge	8945	N/A	No Defects		Central Ave.	29th St. North				FO	HO	Y		W	1		$410.80	2	04/01/85
18	02/02/96	Fri	12:25 PM	Clear	59	59042	1983	GMC	705	N/A	No Defects		34th St. North	118th Ave. North				MV	RA	Y	WB	S	1			1	02/26/86
19	02/03/96	Sat	1:35 PM		59	590426	1993	Fixible	9312	N/A	No Defects		Ulmerton Rd.	Seminole Blvd.				MV	RE	N	WB	W	1			1	04/16/90
20	02/05/96	Mon	6:35 PM		100	10051	1994	Gillig	9431	N/A	No Defects		Marion St.	Kay St.				FO	SS	Y		S			$784.94	2	08/14/89
21	02/07/96	Weds	2:25 PM	Clear	79	79022	1994	Gillig	9413	N/A	No Defects		66th St. North	102nd Ave. North				MV	RE							1	03/24/87
22	02/09/96	Fri			80	80021	1995	Gillig	9415	N/A	No Defects		Mandalay Ave.	Baymont				MV	SS	Y		E			$340.46	2	01/11/84
23	02/09/96	Fri	11:00 AM	Clear	18	18061	1993	Fixible	9317	N/A	No Defects		Seminole Blvd.					MV	RE		SB	S	1			1	09/04/92
24	02/10/96	Sat	5:45 PM	Clear	19	190826	1994	Gillig	9425	N/A	No Defects		28th Ave. North	34th St. North				MV	RE	Y	NB	N	1		$538.00	1	12/12/94
25	02/13/96	Tues	9:30 AM	Clear	5	30331	1994	Gillig	9419	N/A	No Defects		53rd St. North	5th Ave. North				PASNGR	NC	N		W	0	1		1	10/14/85
26	02/13/96	Tues			N/A	N/A	1983	Fixible	8308	N/A	No Defects		PSTA Lot					MV	HO	Y		E	1		$5,614.00	2	12/01/82
27	02/14/96	Weds	6:30 PM		N/A	N/A	1991	Gillig	9109	N/A	No Defects							FO	NC	Y					$395.74	2	08/31/73
28	02/14/96	Weds	8:25 AM		100	10011	1983	Fixible	8302	N/A	No Defects		Gandy Blvd.	4th St. North				MV	RE	N	WB	W	1	1		1	05/27/86
29	02/15/96	Thur	8:30 AM	Rain	20	20011	1982	GMC	1222	N/A	No Defects		6th Ave. South	8th St. South				MV	SS	Y	NB	N	1		$749.94	1	04/09/79
30	02/17/96	Sat	5:15 PM	Clear	18	180418	1993	Fixible	9307	N/A	No Defects		Largo Mall					PASNGR	NC	N		N	0	1		1	12/06/91
31	02/17/96	Sat	6:30 AM		75	750116	1994	Gillig	9412	N/A	No Defects															1	04/16/90
32	02/18/96	Sun	12:05 PM	Clear	19	190117	1994	Gillig	9402	N/A	No Defects		U.S. 19	22nd Ave. North				MV	RE		SB	S	1			1	11/20/92
33	02/23/96	Fri	2:02 PM		19	19082	1994	Gillig	9426	N/A	No Defects		Clearwater Mall					PASNGR	NC	N				1		1	04/20/89
34	02/24/96	Sat		Clear	66	66012	1991	Gillig	9101	N/A	No Defects		West Bay Dr.					MV	SS	Y	EB	E	1			1	01/18/82
35	03/02/96	Sat	6:40 PM	Clear	52	520326	1982	GMC	1215	N/A	No Defects		Park St. Terminal					MV	SS	Y	SB	S	2			2	08/03/92
36	03/06/96	Weds	7:57 AM	Clear	79	79011	1993	Fixible	9311	N/A	No Defects		Tyrone Sq. Mall					PASNGR	NC	N	EB	E		1		2	08/11/80
37	03/06/96	Weds	3:45 PM	Clear	18	18012	1983	Fixible	9303	N/A	No Defects		Druid Rd.	Missouri Ave.			M	MV	RA	Y	NB	E	1			1	03/07/94
38	03/13/96	Weds	8:50 AM	Clear	97	97011	1982	GMC	1202	N/A	No Defects		East Bay Dr.				M	MV	RE	Y	SB	E	1			2	04/30/90
39	03/14/96	Thur			52	52061	1993	Fixible	9315	N/A	No Defects		49th St. North	62nd Ave. North			M	MV	RE	Y	NB	N	1			1	08/15/83
40	03/14/96	Thur	8:00 AM	Clear	22	22011	1989	Fixible	8910	N/A	No Defects		22nd Ave. North	16th St. North			M	MV	SS	Y	WB	W	1		$85.09	1	10/14/76
41	03/15/96	Fri	5:15 PM		18	18022	1994	Gillig	9430	N/A	No Defects		1st Ave. North	Williams Park				MV	SS	Y			1			1	07/17/89
42	03/16/96	Sat	10:40 AM	Clear	19	190326	1994	Gillig	9426	N/A	No Defects		Central Ave.	U.S. 19 North				MV	RE	N		W	1			2	06/12/72
43	03/16/96	Sat		Clear	80	800216	1994	Gillig	9415	N/A	No Defects		S.R. 60				M	MV	SS	Y	WB	W	1		$560.00	1	12/18/89
44	03/19/96	Tues	7:05 AM	Clear	29	29022	1994	Gillig	9429	N/A	No Defects		66th St. North	5th Ave. North				MV	RA	Y	EB	S	1			1	04/01/85
45	03/26/96	Tues	5:00 PM	Clear	4	40132	1994	Gillig	9417	N/A	No Defects		3rd St. South	1st Ave. South			M	MV	RA	Y		N	1		$226.00	2	09/04/92
46	03/28/96	Thur	11:19 AM	Clear	52	52061	1993	Fixible	9315	N/A	No Defects		East Bay Dr.	Belcher Rd.				MV	SS	Y	NB	W	1			1	07/27/87
47	03/28/96	Thur	6:10 AM	Clear	59	59061	1980	GMC	1004	N/A	No Defects		Ulmerton Rd.	58th St. North				MV	RE	Y	WB	W	1			1	09/22/80
48	03/31/06	Sun	5:16 PM	Rain	15	70127	1992	Orion	9205	N/A	No Defects		15th St. South	Preston St.				MV	RE	Y	EB	E	1		$282.05	1	03/21/89
49	04/08/96	Mon	8:00 PM	Clear	18	18072	1994	Gillig	9430	N/A	No Defects		1st Ave. South	40th St. South				OBJECT	NC	Y		E		1	$174.07	1	09/04/92
50	04/02/96	Tues	5:05 PM	Clear	15	70112	1992	Orion	9205	N/A	No Defects		15th Av. South	40th St. South				MV	RA		EB	N	1			1	09/10/84
51	04/09/96	Tues	8:25 AM	Clear	52	52011	1982	GMC	1201	N/A	No Defects		East Bay Dr.	Huntington Dr.				PASNGR	NC	N		W		1		1	05/31/88
52	04/10/96	Weds	12:38 PM	Clear	79	79041	1994	Gillig	9421	N/A	No Defects		Gulfport Blvd.	Pasadena Ave.		Signalized		MV	RE	Y	WB	W	1	1		1	07/19/82
53	04/10/96	Weds	9:00 PM	Clear	4	40122	1982	GMC	1207	N/A	No Defects		Gandy Blvd. North	8th St. N.E.				MV	SS	Y		E	1		$158.32	2	11/14/79
54	04/10/96	Weds	4:30 PM	Clear	22	22012	1989	Fixible	8914	N/A	No Defects		2nd St. North	2nd Ave. North				MV	SS		SB	S	1			1	04/20/87
55	04/13/96	Sat	3:40 PM		61	610216	1993	Fixible	9301	N/A	No Defects		Jasper	Missouri Ave.				FO	SS	Y		N			$160.15	2	08/17/90
56	04/15/96	Mon	5:00 PM	Rain	4	40182	1983	Fixible	8303	N/A	No Defects		31st St.	54th Av. South			M	MV	RA		EB	N	1			1	05/31/88
57	04/17/96	Weds	6:00 PM	Clear	59	59052	1980	GMC	1011	N/A	No Defects		77th Av. North	7th St. North				FO	SS	Y		S			$104.00	2	05/16/94
58	04/17/96	Weds	7:35 PM	Clear	38	38022	1992	Orion	9207	N/A	No Defects		38th Av. North	4th St. North				MV	RE		WB	W	1			1	09/25/89
59	04/21/96	Sun	2:35 PM		18	180317	1994	Gillig	9420	N/A	No Defects		1st Av. South	6th St. South				FO	SS	Y		E			$605.74	2	08/14/89
60	04/22/96	Mon	3:30 PM	Clear	4	40122	1982	GMC	1207	N/A	No Defects		4th St. North	30th Av. North				PASNGR	NC	N		N		2		1	09/05/89
61	04/23/96	Tues			97	97021	1982	GMC	1202	N/A	No Defects		77th Av. North	7th St. North				MV	SS		EB	E	1			1	10/15/93
62	04/30/96	Tues	7:20 AM	Rain			1980	GMC	1008	N/A	No Defects		49th St. North	Garage				MV	RA	Y	SB	N	1		$52.00	1	03/21/94
63	05/03/96	Fri			82	82012	1993	Fixible	9310	12	No Defects		6th Av.	Main St.				FO	SS	Y					$283.00	2	07/17/89
64	05/03/96	Fri	12:43 PM	Clear	74	59032	1991	Gillig	9108	6	No Defects		Oakhurst Rd.	Walsingham Rd.			N	PASNGR	NC	N		N		2		1	03/27/89
65	05/04/96	Sat	3:08 PM	Clear		162226	1985	Ford	14	6	No Defects		Cental Av.	31st St.				PASNGR	NC	N				1		1	
66	05/06/96	Mon	8:45 AM	Clear	4	40121	1982	GMC	1207	N/A	Cracked Sidewalk		2nd Av. North	4th St. North				PASNGR	NC	N				1		1	11/29/76
67	05/07/96	Tues	8:05 PM	Clear	15	70312	1994	Gillig	9418	3	No Defects		Beach Dr.	Beach Blvd.				PASNGR	NC	N		E				1	01/10/83
68	05/07/96	Tues	3:07 PM	Clear	66	66042	1993	Fixible	9308	2	No Defects		4th St. South West	Cleveland Av.				MV	PSTA HI	N	NB	N	1	1		2	06/04/90
69	05/07/96	Tues	3:00 PM	Clear	4	40131	1994	Gillig	9417	4	No Defects		4th St.	62nd Av. North				MV	NC	N			1			1	04/14/80
70	05/08/96	Weds	8:00 PM	Dark	100	10041	1983	Fixible	8302	N/A	No Defects		PSTA Parking Lot					MV	SS	Y					$174.00	2	01/05/87
71	05/09/96	Thur	11:15 PM	Clear	3	30331	1994	Gillig	9419	2	No Defects		Park St.	County Club Rd.				MV	SS	Y	NB	N	1			1	10/14/85
72	05/10/96	Fri	2:22 PM	Clear	19	19082	1994	Gillig	9429	N/A	No Defects		U.S. 19	1st Av. South				MV	SS	Y	SB	S	1		$908.09	1	10/26/90
73	05/10/96	Fri	6:00 PM	Clear	18	18042	1994	Gillig	9406	7	No Defects		1st Av. South	37th St.				MV	SS	Y	SB	S	2			1	04/23/93
74	05/12/96	Sun	12:13 PM	Clear	19	190317	1993	Fixible	9306	12	No Defects		U.S. 19	S.R. 60		SB off ramp		MV	SS	Y	SB	S	1		$82.00	1	04/23/93
75	05/13/96	Mon	10:50 PM	Clear	4	40112	1982	GMC	1215	N/A	No Defects		28th St. South	Garage				FO		N		W				2	05/17/82
76	05/14/96	Tues	10:50 AM	Clear	30	22021	1992	Gillig	9202	N/A	No Defects		Tyrone Sq. Mall					MV	HO	Y		S	1		$161.00	1	04/19/82
77	05/16/96	Thur	2:00 PM	Clear	52	52022	1994	Gillig	9416	N/A	No Defects		Park St. Terminal					FO	NC	Y						2	09/04/92
78	05/17/96	Fri	10:30 PM				1993	Fixible	9312	N/A			PSTA Fuel Line					FO	NC	Y						2	01/17/95

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#	Date	Day of Week	Time	Weather Conditions	Rt #	Run #	Veh Year of Manuf	Type of Transit Vehicle	Veh #	# of Psgrs	Roadway Conditions	Intrsctn /Midblck	Street Accident Occurred	Cross Street	Cross Street	Type of Intersection	Nearside Farside Midblock	Occurrence Involvement	Impact Dynamic	Damage to Transit Veh	Movement of Involved Veh(s) Pedestrian(s)	Direction of Travel	# of Vehs Involved	# of Injuries	Total Estimate of Damage	Non-Prev (1 vs. Prev (2)	Operator Date of Hire
79	05/18/96	Sat	2:03 PM		9	90226	1992	Orion	9201	4			9th St. North	11th Av. North				PASNGR	NC	N		N		1		1	
80	05/21/96	Tues	10:30 AM		18	18071				N/A			Sunshine Mall					PASNGR	NC	N				1		1	10/14/76
81	05/21/96	Tues	4:00 PM		63	63032	1980	GMC	1006	N/A			Park St. Terminal					MV	SS	Y		N	1		$116.17	2	11/12/82
82	05/21/96	Tues	4:00 PM		61	61022	1993	Fixible	9301	2			Park St. Terminal					MV	RE	Y			1		$247.51	1	05/16/94
83	05/22/96	Weds	11:25 AM	Clear	4	40131	1994	Gillig	9417	15	No Defects		4th St.	3rd Av. South				PASNGR	NC	N		S		1		1	04/14/80
84	05/23/96	Thur	4:45 PM	Clear	15	70112	1992	Orion	9205	N/A	Muddy		40th St.	8th Av. South				PASNGR	NC	N				1		1	09/10/84
85	05/24/96	Fri	11:37 AM		52	52042	1980	GMC	1014	6			Pinellas Square Mall					PASNGR	NC	Y		S			$70.00	1	12/06/91
86	05/28/96	Tues	10:20 AM		66	66031	1980	GMC	1014	N/A	Under Repair		Dodeccenese Blvd.	Pinellas St.				FO	NC	Y		E			$0.00	2	04/03/84
87	05/28/96	Tues	10:40 AM	Clear	18	18061	1993	Fixible	9317	8			Park St. Terminal					PASNGR	NC	N				1		1	09/16/85
88	05/31/96	Fri	6:20 PM		97	97021	1982	GMC	1201	N/A			PSTA Parking Lot					MV	RA	Y			1		$709.78	2	10/19/87
89	06/01/96	Sat	12:55 PM	Clear	71	710216	1994	Gillig	9405	12	No Defects		Gulf Blvd.	Walsingham Rd.				MV	RE			S	2			1	05/31/88
90	06/01/96	Sat	12:25 PM	Clear	59	590126	1980	GMC	1011	2			Roosevelt Blvd.	I-275				OBJECT	NC	Y					$36.27	1	01/18/79
91	06/05/96	Weds	10:00 PM	Clear	74	59022	1993	Fixible	9312	N/A	No Defects		Ulmerton Rd.	S.R. 686				MV	SS	Y		W	1			1	10/24/94
92	06/06/96	Thur	6:30 PM	Rain	23	230426	1982	GMC	1206	N/A			58th St.	9th Av. North				FO	NC	Y					$321.58	1	06/05/85
93	06/06/96	Thur	6:12 AM	Clear	59	59031	1991	Gillig	9106	N/A	No Defects		Ulmerton Rd.	49th St.				PASNGR	NC	N		W	1	1		1	05/23/78
94	06/07/96	Fri	2:50 PM	Clear	35	35012	1983	Fixible	8303	5	No Defects		Central Av.	58th St. North				MV	RE	Y	EB	E	1			1	04/10/89
95	06/08/96	Sat	6:00 AM	Clear	52	520216	1994	Gillig	9406	2	Under Repair		Roosevelt Blvd.	49th Av.				MV	NC	N		W	1			1	11/22/93
96	06/13/96	Thur	5:20 PM	Clear	76	67022	1983	GMC	702	5	No Defects		Hercules	Sunset Point Rd.		Signalized		MV	RA	Y	SB	N	1	1		1	08/23/91
97	06/13/96	Thur	7:20 AM	Clear	71	71011	1993	Fixible	9309	3	No Defects		Gulf Blvd.	177th Av.				PASNGR	NC	N		N		1		1	04/03/84
98	06/13/96	Thur	3:05 PM	Clear	35	35012	1982	GMC	1208	N/A	No Defects		Williams Park					MV	SS	Y		W	1			2	04/10/89
99	06/13/96	Thur	3:00 PM	Clear	52	52012	1982	GMC	1203	12	No Defects		Williams Park					MV	SS	Y			1		$105.90	1	12/06/91
100	06/15/96	Sat	4:40 PM	Clear	18	180528	1994	Gillig	9423	18	No Defects		Seminole Mall					PASNGR	NC	N				1		1	07/13/92
101	06/17/96	Mon	3:50 PM	Clear			1992	Jeep	923	1	No Defects		I-275 North					OBJECT	NC	Y		N			$167.92	1	12/22/75
102	06/25/96	Tues	3:20 PM	Clear	74	59012	1994	Gillig	9412	8	No Defects		Park Blvd.	75th St.				MV	RE	Y	WB	W	2		$0.00	1	05/23/78
103	06/28/96	Fri	3:25 PM	Clear	75	75012	1994	Gillig	9419	10	No Defects		66th St. North	Tyrone Blvd.				PASNGR	NC	N		S		1		1	03/18/85
104	06/28/96	Fri	9:00 AM	Clear	35	30331	1993	Fixible	9306	N/A	No Defects							FO	NC	Y					$473.00	2	07/17/89
105	07/01/96	Mon	1:00 PM	Clear	82		1991	Gillig	9105	N/A	No Defects		Countryside Mall					MV	RA	Y		N	1		$593.64	1	07/23/74
106	07/03/96	Weds	5:57 PM	Clear	73	73022	1980	GMC	1008	4	No Defects		66th St. North	26th Av. North				MV	RE	Y	NB	N	1		$0.00	1	02/12/96
107	07/04/96	Thur	11:55 AM	Rain	7	70117	1992	Orion	9205	3			9th St. North	1st Av. North				MV	RA	Y	NB	W	1			1	11/14/88
108	07/04/96	Thur	3:00 PM	Clear	19	190427	1994	Gillig	9426	10	No Defects		Pinellas Square Mall					MV	SS	Y		N	1		$403.00	2	05/16/96
109	07/05/96	Fri	10:45 AM	Rain	18	18032	1994	Gillig	9409	5	Slippery		58th St. North	Burlington Av.				PASNGR	NC	N		S		1		1	11/26/84
110	07/06/96	Sat	8:25 AM	Clear	79	790116	1994	Gillig	9407	3	Under Repair		49th St.	10th Av. South				MV	SS	Y	NB	S	1		$30.80	1	12/30/85
111	07/10/96	Weds	5:00 PM	Clear	18	18082	1994	Gillig	9424	8	No Defects		Seminole Blvd.	122nd Av. North		Stop Sign		MV	RA	Y		N	1	1	$763.65	1	04/09/84
112	07/10/96	Weds	2:00PM		52	52021	1993	Fixible	9311	15			Tri City Plaza					MV	RA	Y	NB	W	1			1	04/10/89
113	07/11/96	Thur	11:00 AM	Clear	71	71011	1993	Fixible	9309	1			Walsingham Rd.					MV	SS	Y	EB	E	1			1	01/18/82
114	07/13/96	Sat	11:25 AM	Clear	71	710216	1994	Gillig	9405	11	No Defects		Bay Pines Blvd.	101st Av.				PASNGR	NC	N		E		1		2	05/31/88
115	07/13/96	Sat	3:05 PM	Clear	66	660426	1993	Fixible	9308	5	No Defects		8th Av. South West	Nolan Rd.				PASNGR	NC	Y					$135.38	1	12/06/91
116	07/13/96	Sat	8:58 AM		14	90116	1994	Gillig	9420	4			Central Av.	33rd St.				MV	SS	Y			1		$24.27	1	05/27/86
117	07/16/96	Tues	8:00 AM		19	19051	1983	Fixible	8307	N/A			Tarpon Mall					FO	NC	Y		E			$1,173.57	1	04/01/74
118	07/17/96	Weds	8:00 AM		59	59041	1980	GMC	1006	12			Ulmerton Rd.	66th St.				MV	RE	Y		E	1		$0.00	1	06/16/92
119	07/17/96	Weds			52	52011	1982	GMC	1203	N/A			Roosevelt Blvd.					PASNGR	NC	N				1		1	01/06/81
120	07/18/96	Thur	7:28 AM		18	18021	1994	Gillig	9422	7			16th St. North	28th Av. North				PASNGR	NC	N				1		1	05/27/86
121	07/24/96	Weds	4:15 PM		4	40152	1983	Fixible	8304	1			4th St. North	94th Av. North				PASNGR	NC	N				1		1	01/28/85
122	07/25/96	Thur	5:20 PM	Clear	79	79032	1992	Orion	9206	N/A	No Defects		66th St. North	98th Av. North				PASNGR	NC	N		S		1		1	05/07/79
123	07/26/96	Fri	12:40 PM	Clear			1992	Jeep	927	N/A			Ulmerton Rd.	36th St. North				MV	RE	Y	EB	E	1		$0.00	1	05/23/78
124	07/26/96	Fri	6:31 AM	Clear	66	66031	1985	Fixible	1014	1	No Defects		9th St. North	U.S. 19 North				MV	SS	Y		E	1			1	10/27/76
125	07/27/96	Sat	3:15 PM		52	520226	1994	Gillig	9416	18			Pinellas Square Mall					PASNGR	NC	N		S				1	09/04/92
126	07/29/96	Mon	12:00 PM	Clear	60	60021	1994	Gillig	9403	4		I	Sky Harbor	Gulf to Bay				MV	SS	Y	EB; SB	N	2	1	$1,597.77	1	07/10/84
127	08/06/96	Tues	5:05 PM	Rain	52	52072	1982	GMC	1213	30	Slippery	I	49th St. North	30th Av. North				MV	SS	Y		S	1			1	01/22/93
128	08/09/96	Fri	8:30 AM	Clear	5	30111	1993	Fixible	9318	12	No Defects		5th Av. North	31st St. North				MV	SS	Y	NB	W	1		$1,645.37	1	05/31/88
129	08/19/96	Mon	4:15 PM	Clear	66	66032	1980	GMC	1014	N/A	No Defects		Indian Rocks Rd.	Walsingham Rd.				FO	NC	Y					$180.00	1	06/17/96
130	08/20/96	Tues	6:15 AM	Dark	19	19061	1985	Fixible	1005	7	No Defects		U.S. 19	Congress Av.				MV	RE	Y	SB	S	1		$0.00	1	09/25/89
131	08/20/96	Tues	11:50 AM		44	44411	1991	Gillig	9107	8			82nd Av. North	52nd St.				PASNGR	NC	N				1		1	12/17/75
132	08/20/96	Tues	11:30 AM	Clear	11	961131	1989	Fixible	8912	6	No Defects	I	U.S. 19	62nd Av. North				MV	SS	Y	SB	S	1			1	02/12/79
133	08/21/96	Weds	7:18 PM	Clear	80	80021	1994	Gillig	9419	9	No Defects		Bay Esplanade	Iris				MV	RA	Y		N	1	1		1	10/27/76
134	08/22/96	Thur	10:49 AM		35	35012	1982	GMC	1208	N/A			34th St.	Central Av.				PASNGR	NC	N				1		1	04/10/89
135	08/23/96	Fri	10:05 AM	Clear	18	18051	1994	Gillig	9423	10	No Defects		Tyrone Sq. Mall					PASNGR	NC	N				1		1	11/28/84
136	08/26/96	Mon	7:00 PM	Clear	59	59042	1985	Fixible	1011	2	No Defects		Ulmerton Rd.	66th St.				MV	RE	Y	WB	W	1		$267.99	1	02/26/86
137	08/26/96	Mon	3:00 PM	Clear	94	94041	1983	Fixible	8306	N/A			Clearwater Fund Sch					FO	NC	Y					$206.00	1	08/31/87
138	08/26/96	Mon	2:14 PM	Clear	80	80021	1994	Gillig	9415	5	No Defects		Mandalay					MV	SS	Y	NB	N	1		$76.27	1	10/26/81
139	08/28/96	Weds	7:45 AM	Clear	67	67021	1985	Fixible	1012	5	No Defects		S.R. 580	McMullen Booth Rd.				MV	RE	Y	EB	E	1	2		1	03/07/94
140	08/29/96	Thur	3:05 PM		23	23012	1994	Gillig	9432	2			Tyrone Sq. Mall					PASNGR	NC	Y					$280.00	1	08/03/92
141	09/01/96	Sun	3:35 PM	Clear	4	401217	1997	New Flyer	9423	12	No Defects		Williams Park					PASNGR	NC	N				1		1	01/08/85
142	09/02/96	Mon	1:45 PM	Clear	52	520217	1993	Fixible	9315	18			Fort Harrison	Park St.				MV	SS	Y		N	1		$352.00	2	05/09/83
143	09/03/96	Tues	2:20 PM	Clear	18	18082	1989	Fixible	8914	15	No Defects		Missouri Av.	Jasper St.				MV	RE	Y	SB	S	1			1	07/21/96
144	09/06/96	Fri	6:10 PM	Clear	78	63042			706	6			Palmetto St.	Countryside Mall				PASNGR	NC	N		E		1		1	06/04/90
145	09/08/96	Sun	7:00 PM				1993	Fixible	9320	N/A	Under Repair							FO	NC							2	04/24/91
146	09/09/96	Mon	4:55 PM	Rain	94	94051	1983	GMC	704	N/A			U.S. 19					MV	RA	Y	WB	S	1			1	01/22/93
147	09/09/96	Mon		Clear	5	30111	1993	Fixible	9318	12	No Defects		31st St. North	5th Av. North				PASNGR	NC	N				1		1	12/12/94
148	09/10/96	Tues	8:27 AM	Clear	10	10011	1989	Fixible	8914	3			Gandy Blvd.	4th St. North				MV	SS	Y		E	1			1	09/04/92
149	09/11/96	Weds	9:59 AM	Rain	14	90411	1992	Orion	9204	4	Slippery		Central Av.	34th St.				MV	SS	Y		W	1	1		1	11/14/88
150	09/12/96	Thur	2:35 PM	Clear	18	18072	1994	Gillig	9430	8	No Defects		Seminole Blvd.	21st Av. Southeast				MV	RA	Y		N	1		$0.00	1	01/10/83
151	09/13/96	Fri	5:10 PM	Clear	59	59012	1994	Gillig	9408	6	No Defects		Ulmerton Rd.	34th St.				MV	RE	Y	WB	W	1		$102.00	1	07/06/88
152	09/14/96	Sat	9:25 AM	Clear	20	200216	1982	GMC	1209	3			Pinellas Point Dr.	11th St. South				MV	SS	Y		E	1	1	$570.00	2	01/11/88
153	09/15/96	Sun	1:05 PM		20	200117	1982	GMC	1224	5			17th Av. North	54th St. North				MV	NC	N	EB	W	1			1	09/07/90
154	09/16/96	Mon	9:31 AM	Clear	59	59011	1994	Gillig	9408	1	No Defects		Ulmerton Rd.	Largo Mall				MV	RA	Y	SB	N	1		$200.99	2	08/31/87
155	09/17/96	Tues	5:00 PM	Clear	23	23032	1982	GMC	1210	5	No Defects		9th St. South	11th Av. South				MV	RE	Y	NB	N	1	4		1	03/03/81
156	09/18/96	Weds	7:00 AM	Clear	9	90221	1992	Orion	9201	2	No Defects		9th St. North	53rd Av. Nprth				MV	RE	Y	SB	S	1			1	11/28/84

PSTA Accident Tracking
January 1996 to December 1996

#	Date	Day of Week	Time	Weather Conditions	Rt #	Run #	Veh Year of Manuf	Type of Transit Vehicle	Veh #	# of Psgrs	Roadway Conditions	Intrsctn /Mdblck	Street Accident Occurred	Cross Street	Cross Street	Type of Intersection	Nearside Farside Midblock	Occurrence Involvement	Impact Dynamic	Damage to Transit Veh	Movement of Involved Veh(s) Pedestrian(s)	Direction of Travel	# of Vehs Involved	# of Injuries	Total Estimate of Damage	Non-Prev (1 vs. Prev (2)	Operator Date of Hire
157	09/19/96	Thur	7:00 PM	Clear	7	70112	1992	Orion	9205	12	No Defects		12th Av. South	26th St. South				PV	SS	Y		E	1		$260.00	1	09/04/92
158	09/19/96	Thur	7:30 AM				1994	Gillig	9413	N/A			Ulmerton Rd.	66th St. North				PDSTRN	NC	N				1		1	
159	09/22/96	Sun					1991	Gillig	9102	N/A			Garage					FO	NC	Y					$134.00	1	05/18/92
160	09/23/96	Mon	8:43 AM	Clear	79	79031	1994	Gillig	9426	4	No Defects		Ulmerton Rd.	49th St. North				MV	SS	Y	NB	N	1		$29.35	1	04/09/79
161	09/24/96	Tues	8:49 PM	Clear	52	52082	1982	Intl	1221	7	No Defects		62nd St. North	150th Av. North				MV	SS	Y		S	1	1	$888.23	1	08/09/96
162	09/25/96	Weds	4:10 PM	Clear	76	63022	1980	GMC	1008	8	Under Repair		U.S. 19	Countryside Mall				MV	RE	Y	WB	W	1		$0.00	2	04/09/85
163	09/26/96	Thur	4:00 PM		30		1992	Orion	9202	N/A			2nd St. North	5th Av. North				FO	NC							1	11/16/87
164	09/26/96	Thur	11:55 AM	Clear	18	18011	1983	Fixible	9303	5	No Defects		Missouri Av.	4th Av. Northeast				MV	RE	Y	SB	S	1		$104.00	1	04/23/93
165	09/26/96	Thur	12:00 PM	Clear	19	19011	1994	Gillig	9417	20	No Defects		Countryside Mall					PSTA	SS	N		S				2	08/11/80
166	09/26/96	Thur	12:00 PM	Clear	67	67021			707	N/A	No Defects		Countryside Mall						PSTA HI	Y					$68.02	1	12/18/89
167	09/27/96	Fri	12:25 PM	Clear	19	19071	1982	GMC	1204	15	No Defects		U.S. 19	69th Av. North				MV	SS	Y	NB	N	1		$45.22	1	
168	09/27/96	Fri	12:10 PM	Clear	80	80011	1980	GMC	1012	1	No Defects							PASNGR	NC	N				1		1	07/10/84
169	09/28/96	Sat	9:15 AM	Clear	4	401126	1993	Fixible	9319	2	No Defects		4th St. North	26th Av. North				PASNGR	NC	N		N		1		1	01/11/88
170	09/30/96	Mon	4:10 PM		82					N/A								PASNGR	NC	N				1		1	10/05/90
171	10/01/96	Tues	10:05 AM	Clear	74	59021	1993	Fixible	9312	10			Park Blvd.	62nd St. North				MV	RE	Y	WB	W	1	1		1	04/03/84
172	10/02/96	Weds	5:25 PM	Clear	61	61012			704	10	No Defects		Ulmerton Rd.	113th St.				MV	RE	Y	EB	E	1	2		1	08/08/83
173	10/04/96	Fri	5:15 PM				1994	Gillig	9419	N/A			PSTA Lift #17					FO	NC	Y				2		2	11/20/92
174	10/04/96	Fri	2:08 PM	Rain	4	40122	1982	GMC	1207	8	Slippery		4th St. North	Joyce Terrace North				BIKE	SS	N		S	1			1	11/14/79
175	10/08/96	Tues	2:30 PM		59	59052	1985	Fixible	1005	7			Pinellas Square Mall					MV	SS	Y	WB	W	1		$26.07	1	03/06/78
176	10/08/96	Tues	2:25 PM		19	19052	1993	Fixible	9306	25			Pinellas Square Mall					MV	SS	N			1			2	12/22/75
177	10/09/96	Weds	4:07 PM	Clear	59	59042	1985	Fixible	1011	4	No Defects		Ulmerton Rd.	Tall Pines Drive				MV	RE	Y	EB	E	1		$0.00	1	06/20/94
178	10/10/96	Thur	3:25 PM	Clear	18	18062	1993	Fixible	9317	13			54th Av. North	Blossom Lake Dr.				MV	SS	Y	SB	E	1	1		1	06/13/77
179	10/13/96	Sun	7:20 PM		18	180207	1993	Fixible	9302	23			1st Av. South	43rd St. South				OBJECT	NC	Y		S		1		1	10/09/89
180	10/14/96	Mon	10:10 AM		19	19051	1993	Fixible	9306	5			U.S. 19	56th Av. North				MV	SS	Y		S	1		$0.00	1	06/16/92
181	10/17/96	Thur	3:10 PM	Clear	11	11012	1989	Fixible	8908	4	No Defects		Haines Rd.	58th Av. North				MV	SS	Y	NB	W	1		$295.00	1	06/16/92
182	10/19/96	Sat	5:10 PM	Clear	4	401126	1993	Fixible	9313	5	Holes or Ruts		9th St. North	111th Av. North				PASNGR	NC	N		N		1		1	05/31/88
183	10/21/96	Mon	11:31 AM		18	18082	1994	Gillig	9424	N/A			Park St.	22nd Av. North				MV	SS	Y		N	1		$24.25	1	07/21/96
184	10/24/96	Thur	3:35 PM	Clear	52	52062	1993	Fixible	9315	13	No Defects		49th St. North	78th Av. North				MV	RA	Y		N	1	1	$57.00	1	08/09/96
185	10/30/96	Weds	2:23 PM	Clear	18	18042	1994	Gillig	9410	15	No Defects		Central Av.	32nd St.				MV	SS	Y		E	1		$13.94	1	06/12/95
186	11/01/96	Fri	7:00 PM	Clear	23	23032	1983	Fixible	8303	N/A			22nd Av. South	18th St. South				OBJECT	NC	Y					$445.04	1	05/09/83
187	11/01/96	Fri	4:00 PM	Clear	7	70222	1994	Gillig	9426	N/A	No Defects		9th Av. North	43rd St North				FO	NC	Y		W			$24.27	2	01/22/93
188	11/01/96	Fri	7:00 PM		23	23022	1989	Fixible	8902	10			22nd Av. South	18th St. South				OBJECT	NC	Y		W		2	$749.14	1	03/30/70
189	11/02/96	Sat		Clear	22	22316	1989	Fixible	8904	7	No Defects		22nd Av. North	34th St. North				MV	SS	Y	WB	W	1			1	10/29/84
190	11/04/96	Mon	9:25 AM	Clear	79	79011	1993	Fixible	9302	10	No Defects		Gulfport Blvd.	51st St. South				MV	SS	Y		W	2		$694.00	1	03/20/89
191	11/04/96	Mon		Clear	94		1983	Fixible	8304	N/A								FO	NC	Y					$52.00	2	03/07/94
192	11/05/96	Tues	2:05 PM	Clear	18	18042	1994	Gillig	9410	19	No Defects		Missouri Av.	Congress St. North				MV	RA	Y	NB	S	1		$52.00	1	06/24/87
193	11/05/96	Tues	4:20 PM	Clear	4	40112	1993	Fixible	9313	48	No Defects		2nd Av. North	3rd St. South				PASNGR	NC	N		N		1		1	05/17/82
194	11/07/96	Thur	1:25 PM		23	23012	1994	Gillig	9432	7			Boca Ciega High					FO	NC	Y					$13.94	2	08/03/92
195	11/08/96	Fri	1:00 PM	Rain	19	19012	1994	Gillig	9417	12	Slippery		U.S. 19	34th St.				MV	RE	Y	SB	S	2	4	$6,382.74	1	09/04/92
196	11/08/96	Fri	11:35 AM		52		1993	Fixible	9315	7			9th Av. NW	Largo Rd.				MV	RE	Y		N	1	1	$82.00	1	08/15/83
197	11/09/96	Sat	11:20 AM	Clear	11	110116	1982	GMC	1217	2	No Defects		9th St. South	58th Av. South				MV	RA	Y		S	1		$148.00	1	08/15/83
198	11/10/96	Sun	11:30 PM						702	N/A			PSTA Parking Lot					PSTA	SS	Y					$391.74	1	05/11/90
199	11/10/96	Sun	11:30 PM						702	N/A			PSTA Parking Lot					FO	NC	Y					$1,023.43	1	10/14/96
200	11/13/96	Weds	3:35 PM	Clear	18	18042	1994	Gillig	9410	10			1st Av. South	6th St. South				FO	NC	Y					$278.40	2	06/24/87
201	11/14/96	Weds	2:40 PM		18	18052	1994	Gillig	9423	6			Williams Park					MV	SS	Y		W	1		$52.00	1	06/24/87
202	11/14/96	Thur	2:05 PM		16	16012	1992	Orion	9208	8			16th St.	Central Av.				PASNGR	NC	N		S		1		2	08/25/85
203	11/15/96	Fri	9:50 AM	Clear	5	30331	1994	Gillig	9429	7	No Defects		22nd Av. North	72nd St. North				MV	SS	Y	EB	E	1		$847.20	1	03/19/85
204	11/17/96	Sun	10:36 AM	Clear	19	190117	1994	Gillig	9401	9			34th St.	Central Av.				MV	SS	Y	SB	W	1	1	$36.00	1	11/20/95
205	11/18/96	Mon	5:25 PM		67	67022	1983	GMC	707	35	No Defects		Hercules	Grand Av.				MV	RE	Y	SB	S	1	1	$446.00	1	03/06/78
206	11/19/96	Tues	12:10 PM	Clear	74	59012	1992	Gillig	9408	13	No Defects		Park Blvd.	Westlinks Apts.				MV	RE	Y	EB	E	1		$0.00	1	06/20/94
207	11/19/96	Tues	10:50 AM	Clear	16	16022	1994	Gillig	9422	8	No Defects		1st Av. North	6th St. North				FO	NC	Y		W			$182.00	1	06/05/85
208	11/21/96	Thur	4:30 PM	Clear	19	19022	1983	GMC	1201	12	No Defects		U.S. 19	Countryside Blvd.				MV	SS	Y		S	1		$178.96	1	02/12/96
209	11/21/96	Thur	11:15 AM	Clear	9	90511	1993	Fixible	9314	8			9th St. North	57th Av. North				MV	RA	Y		E	1		$102.00	1	02/22/82
210	11/21/96	Thur	10:20 AM	Clear	52	52051	1983	Fixible	8306	10			East Bay Dr.	Huntington Dr.				MV	RE	Y	NB	N	1		$0.00	1	03/18/85
211	11/22/96	Fri	8:50 AM	Clear	19	19081	1982	GMC	1200	1	No Defects		Martin Luther King D	U.S. Route 19				PASNGR	NC	N				1		1	01/24/92
212	11/22/96	Fri	11:03 AM	Clear	18	18051	1994	Gillig	9423	5	No Defects		Central Av.	32nd St.				MV	SS	Y			1		$24.03	1	05/16/94
213	11/25/96	Mon	6:05 AM	Clear	18	18071	1994	Gillig	9430	9	No Defects		54th Av. North	105th St. North				MV	SS	Y	EB	W	1		$14.55	1	03/19/85
214	11/26/96	Tues	7:45 AM	Clear	73	73011	1980	GMC	1007	N/A	No Defects		Starkey Rd.	Enterprise Blvd.				MV	SS	Y	NB	N	1		$27.02	1	09/08/80
215	11/28/96	Thur	11:50 AM	Clear	76	780117	1993	Fixible	9304	3	No Defects		Cleveland St.	Highland Av.				MV	RA	Y	NB	E	1	1	$866.18	1	07/17/89
216	12/05/96	Thur	4:50 PM	Clear	19	19092	1994	Gillig	9411	16			U.S. 19	Springwood Blvd.				MV	RE	Y	SB	S	1		$1,546.80	1	08/23/91
217	12/06/96	Fri	10:30 AM		18	18032	1996	New Flyer	9613	N/A			Tyrone Sq Mall					PASNGR	NC	N				1		1	11/28/84
218	12/08/96	Sun	3:25 PM	Clear	14	140117	1994	Gillig	9432	16			49th St. South	18th Av. South				MV	SS	Y		S	1	1	$653.88	2	08/24/82
219	12/10/96	Tues	10:50 AM		7	70311	1994	Gillig	9428	6			1st Av. North	9th St. North				MV	SS	Y			1		$8.54	1	05/04/87
220	12/10/96	Tues	2:15 PM	Clear	27	27012	1989	Fixible	8906	3	Under Repair		2nd Av. North	4th St. North				FO	NC	Y		E			$478.33	2	10/01/84
221	12/10/96	Tues	9:00 AM	Clear	18	18021	1994	Gillig	9401	8	No Defects		Seminole Blvd.	56th Av. South				MV	RE	Y	SB	S	1		$52.00	1	11/20/84
222	12/12/96	Thur	3:25 PM		82	82012	1994	Gillig	9410	12			Coachman School					FO	NC	N						2	08/04/82
223	12/15/96	Sun	2:32 PM	Clear	52	520127	1996	New Flyer	9608	7			Pinellas Sq Mall					MV	SS	Y	NB	S	1			2	11/01/96
224	12/16/96	Mon	8:25 AM	Clear	19	19071	1996	New Flyer	9609	23			U.S. 19	Haynes Bayshore				PASNGR	NC	N		N		1		1	10/05/79
225	12/17/96	Tues	8:35 PM	Clear	19	19032	1994	Gillig	9402	10	No Defects		34th St.	35th Av. North				MV	RE	Y		S	2		$1,286.09	1	09/04/92
226	12/19/96	Thur	2:35 PM	Clear	23	23012	1994	Gillig	9425	2	No Defects		22nd Av. South	46th St. South				MV	SS	Y	WB	W	1		$28.71	1	01/11/88
227	12/19/96	Thur	3:45PM	Clear	19	19092	1994	Fixible	9406	5	No Defects		U.S. 19	Nebraska Av.				MV	RE	Y		S	1		$52.00	1	09/10/93
228	12/19/96	Thur	5:00 PM	Clear	19	19021	1983	GMC	701	33			Seville Blvd.	U.S. 19				MV	RE	Y			1		$254.00	1	08/29/94
229	12/20/96	Fri	9:45 AM	Clear			1995	GMC	958	N/A	No Defects		Tarpon Av.	Levis St. North				MV	SS	Y		W	1		$1,372.13	1	03/15/89
230	12/20/96	Fri	6:40 PM	Dark	19	19012	1996	New Flyer	9601	N/A	No Defects		46th Av.	37th St.				FO	NC	Y		E			$163.00	2	06/20/94
231	12/24/96	Tues	7:10 AM		74	59011	1996	New Flyer	9607	6			9th St. North	88th Av. North				MV	RE	Y		N	2		$78.00	1	05/09/83
232	12/27/96	Fri	2:50 PM		63	63022	1993	Fixible	9303	2	Under Repair		Clearwater Mall					PASNGR	NC	N				1		1	11/14/88
233	12/30/96	Mon	9:24 AM		60	6003	1996	New Flyer	9607	10			Clearwater Mall					FO	NC	Y					$50.61	2	09/04/92
234	12/31/96	Tues	12:15 PM							N/A			M. L. King Blvd.	S. R. 55				MV	RA	N		W	1			1	

Appendix C

Raw Frequency Table

VEH_TYPE	Total Of ID
Missing	9
Fixible	74
Dodge	1
Gillig	81
GMC	45
Orion	12
Ford	1
International	1
GMC (Van)	1
Jeep	2
New Flyer	7

Appendix D

Example of Accident/Incident Report Forms
Tri-Met - Portland, OR

Supervisor Accident/Incident Report

COPY

TRI-MET

PAGE:_____ OF _____ PAGES

SUPERVISOR: _____ DISP. INC. NO: _____ CLAIM NO: _____

DATE OF ACCIDENT	TIME AM☐ PM☐	LOCATION ON AT☐ NEAR☐	CITY
IF NOT AT INTERSECTION (INTERSECTING HIGHWAY OR ST., LANDMARK OR HOUSE NO.) ☐FT ☐MILES N☐ S☐ E☐ W☐ OF		MILE POST	NEAREST CITY MILES N☐ S☐ E☐ W☐ OF

1 TRI-MET VEHICLE #1

OPERATOR (LAST, FIRST, M.I.)	NO.	TESTED YES☐ NO☐
LINE/TRAIN / VEHICLE NO. / TYPE / LIC. NO. E-		ASSAULT YES☐ NO☐
INJURIES		CITATION YES☐ NO☐
TAKEN TO / REMOVED BY		NO. OF PASS: _____
DAMAGE DESCRIPTION		VALID DRIVER'S LICENSE YES☐ NO☐

INDICATE LOCATION OF DAMAGE, POINT OF IMPACT OR FALL

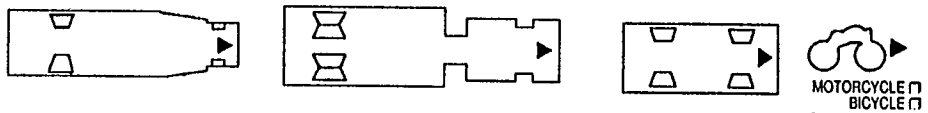
2 WITNESSES

NAME	PHONE	
ADDRESS	CITY	STATE
NAME	PHONE	
ADDRESS	CITY	STATE
NAME	PHONE	
ADDRESS	CITY	STATE
NAME	PHONE	
ADDRESS	CITY	STATE
NAME	PHONE	
ADDRESS	CITY	STATE
NAME	PHONE	
ADDRESS	CITY	STATE
NAME	PHONE	
ADDRESS	CITY	STATE
NAME	PHONE	
ADDRESS	CITY	STATE

3 OTHER VEHICLE #2 ☐ MULTIPLE VEHICLE (SEE ADDITIONAL FORM)

DRIVER (LAST, FIRST, M.I.)	D.O.B.	F☐ M☐
ADDRESS	CITY	STATE
DRIVER'S LICENSE NO.	STATE	PHONE
VEHICLE MAKE / YEAR / COLOR	LICENSE NO.	STATE
REGISTERED OWNER		
OWNER'S ADDRESS		
INSURANCE COMPANY	POLICY NUMBER	
TAKEN TO	REMOVED BY	
INJURIES	NO. OF PASSENGERS	
DAMAGE DESCRIPTION	CITATION YES☐ NO☐	

INDICATE LOCATION OF DAMAGE OR POINT OF IMPACT:



MOTORCYCLE☐ BICYCLE☐

4 INJURIES VEHICLE

NAME (LAST, FIRST, M.I.)	D.O.B.	PHONE
ADDRESS	CITY	STATE F☐ M☐
INJURIES	LOCATION OF PASSENGER ☐FRT ☐CTR ☐REAR	
TAKEN TO	REMOVED BY	

VEHICLE #

NAME (LAST, FIRST, M.I.)	D.O.B.	PHONE
ADDRESS	CITY	STATE F☐ M☐
INJURIES	LOCATION OF PASSENGER ☐FRT ☐CTR ☐REAR	
TAKEN TO	REMOVED BY	

5 TRAFFIC CONTROL

MARK BOX(ES) OF SIGNAL WHICH FACED

	Signal	STOP	YIELD	No left turn	No right turn	NO TURN ON RED	NONE
NO. 1	☐	☐	☐	☐	☐	☐	☐
NO. 2	☐	☐	☐	☐	☐	☐	☐

EQUIPMENT

	1 ON	1 OFF	2 ON	2 OFF	3 ON	3 OFF	4 ON	4 OFF
HEADLIGHTS	☐	☐	☐	☐	☐	☐	☐	☐
SEAT BELT	☐	☐	☐	☐	☐	☐	☐	☐

ROAD SURFACE

☐ DRY
☐ WET
☐ ICE
☐ SNOW
☐ OTHER

WEATHER

☐ CLEAR
☐ CLOUDY
☐ RAINING
☐ SNOWING
☐ FOGGY

LIGHT CONDITIONS

☐ DAYLIGHT
☐ DAWN
☐ DUSK
☐ DARK—STREET LIGHTS "ON"
☐ DARK—STREET LIGHTS "OFF"
☐ DARK—NO STREET LIGHTS

CONTRIBUTORY FACTORS

☐ VEHICLE DOUBLE PARKED
☐ VEHICLE IN CROSSWALK
☐ PEDESTRIAN JAYWALKING
☐ VEHICLE PULLED OUT IN FRONT
☐ VEHICLE PARKED AT ANGLE
☐ VEHICLE PARKED IN ZONE

6 DRIVER/VEHICLE ACTIONS AT TIME OF ACCIDENT/INCIDENT

1	2	3	4		1	2	3	4		1	2	3	4		1	2	3	4		1	2	3	4	
☐	☐	☐	☐	GOING STRAIGHT AHEAD	☐	☐	☐	☐	STOPPED IN TRAFFIC	☐	☐	☐	☐	STARTING	☐	☐	☐	☐	MERGING	☐	☐	☐	☐	LEAVING ZONE
☐	☐	☐	☐	MAKING RIGHT TURN	☐	☐	☐	☐	STOPPED IN ZONE	☐	☐	☐	☐	PARKED	☐	☐	☐	☐	PASSING	☐	☐	☐	☐	OTHER ______
☐	☐	☐	☐	MAKING LEFT TURN	☐	☐	☐	☐	SLOWING	☐	☐	☐	☐	BACKING	☐	☐	☐	☐	ENTERING ZONE					

7 POLICE INVESTIGATION

☐ CITY POLICE ☐ COUNTY SHERIFF ☐ STATE PATROL
☐ NO INVESTIGATION
BADGE OR BPST NO. ______
POLICE REPORT NO. ______

8

SKIDMARKS TO IMPACT:

______ FT. ______ FT.
1 2

______ FT. ______ FT.
3 4

DISTANCE MOVED AFTER IMPACT:

______ FT. ______ FT.
1 2

______ FT. ______ FT.
3 4

DESIGNATED SPEED FOR AREA:

______ MPH ______ MPH
1 2

______ MPH ______ MPH
3 4

ESTIMATED VEHICLE SPEED:

______ MPH ______ MPH
1 2

______ MPH ______ MPH
3 4

9 DIAGRAM ☐ SEPARATE DIAGRAM ATTACHED

INDICATE NORTH (BY ARROW)

10 DESCRIPTION OF ACCIDENT (INCLUDE ANY ADMISSIONS FROM OTHER PARTIES) ☐ ADDITIONAL DESCRIPTION PAGE ATTACHED

TIME CALLED	ARRIVED	CLEARED	NO. OF PHOTOS	SUPERVISOR'S SIGNATURE
AM ☐ PM ☐	AM ☐ PM ☐	AM ☐ PM ☐		

COPY

TRI-MET

Supervisor Accident/Incident Report
Supplemental Form

PAGE:_____ OF _____ PAGES

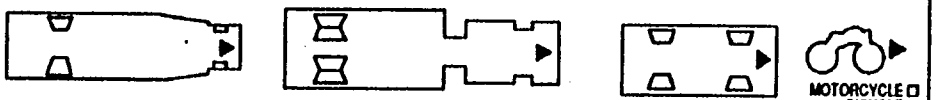
SUPERVISOR: _____ DISP. INC. NO: _____ CLAIM NO: _____

DATE OF ACCIDENT	OPERATOR	NO.	LINE/TRAIN	VEHICLE NO.	TYPE	LIC. NO.
						E-

1 OTHER VEHICLE #3

DRIVER (LAST, FIRST, M.I.)	D.O.B.	F ☐ M ☐
ADDRESS	CITY	STATE
DRIVER'S LICENSE NO.	STATE	PHONE
VEHICLE MAKE / YEAR / COLOR	LICENSE NO.	STATE
REGISTERED OWNER		
OWNER'S ADDRESS		
INSURANCE COMPANY	POLICY NUMBER	
TAKEN TO	REMOVED BY	
INJURIES	NO. OF PASSENGERS	
DAMAGE DESCRIPTION	CITATION	YES ☐ NO ☐

INDICATE LOCATION OF DAMAGE OR POINT OF IMPACT:



4 OTHER VEHICLE #4

DRIVER (LAST, FIRST, M.I.)	D.O.B.	F ☐ M ☐
ADDRESS	CITY	STATE
DRIVER'S LICENSE NO.	STATE	PHONE
VEHICLE MAKE / YEAR / COLOR	LICENSE NO.	STATE
REGISTERED OWNER		
OWNER'S ADDRESS		
INSURANCE COMPANY	POLICY NUMBER	
TAKEN TO	REMOVED BY	
INJURIES	NO. OF PASSENGERS	
DAMAGE DESCRIPTION	CITATION	YES ☐ NO ☐

INDICATE LOCATION OF DAMAGE OR POINT OF IMPACT:

2 INJURIES VEHICLE

NAME (LAST, FIRST, M.I.)	D.O.B.	PHONE
ADDRESS	CITY	STATE F ☐ M ☐
INJURIES	LOCATION OF PASSENGER ☐ FRT ☐ CTR ☐ REAR	
TAKEN TO	REMOVED BY	

3 INJURIES VEHICLE

NAME (LAST, FIRST, M.I.)	D.O.B.	PHONE
ADDRESS	CITY	STATE F ☐ M ☐
INJURIES	LOCATION OF PASSENGER ☐ FRT ☐ CTR ☐ REAR	
TAKEN TO	REMOVED BY	

5 INJURIES VEHICLE

NAME (LAST, FIRST, M.I.)	D.O.B.	PHONE
ADDRESS	CITY	STATE F ☐ M ☐
INJURIES	LOCATION OF PASSENGER ☐ FRT ☐ CTR ☐ REAR	
TAKEN TO	REMOVED BY	

6 INJURIES VEHICLE

NAME (LAST, FIRST, M.I.)	D.O.B.	PHONE
ADDRESS	CITY	STATE F ☐ M ☐
INJURIES	LOCATION OF PASSENGER ☐ FRT ☐ CTR ☐ REAR	
TAKEN TO	REMOVED BY	

Supervisor Accident/Incident Report
Supplemental Form

TRI-MET

PAGE:_____ OF _____ PAGES

SUPERVISOR: _____ DISP. INC. NO: _____ CLAIM NO: _____

DATE OF ACCIDENT	OPERATOR	NO.	LINE/TRAIN	VEHICLE NO.	TYPE	LIC. NO.
						E-

1 PASSENGER ACCIDENT

NAME (LAST, FIRST, M.I.) | D.O.B. | F ☐ M ☐

ADDRESS | CITY | STATE

INJURIES | PHONE

TAKEN TO | REMOVED BY

PASSENGER ACTION

BOARDING: ☐ CAUGHT BY DOOR ☐ FELL ☐ OTHER

ALIGHTING: ☐ ☐ ☐

DOOR: ☐ FRONT ☐ CENTER ☐ REAR

HOW FAR WERE STEPS FROM CURB OR LANDING _____ IN. _____ FT.

☐ RUNNING FOR BUS

FALL/BUMP ON BOARD: ☐ STANDING ☐ MOVING ☐ SITTING

LOCATION OF PASSENGER: ☐ FRONT ☐ CENTER ☐ REAR

☐ WHEELCHAIR

TYPE: _____

FLOOR: ☐ DRY ☐ WET ☐ SNOW/ICE ☐ DEBRIS ☐ OTHER

STEP: ☐ ☐ ☐ ☐ ☐

PASSENGER WAS:

YES		NO
☐	INTOXICATED	☐
☐	CARRYING OBJECT	☐
☐	WEARING GLASSES	☐
☐	CRUTCHES OR CANE	☐
☐	UNSTABLE	☐

SHOE TYPE: _____

2 PEDESTRIAN ACCIDENT

NAME (LAST, FIRST, M.I.) | D.O.B. | INJURED YES ☐ NO ☐

ADDRESS | CITY | STATE | F ☐ M ☐

INJURIES

TAKEN TO | REMOVED BY

PEDESTRIAN ACTION

- ☐ CROSSING INTERSECTION WITH SIGNAL
- ☐ CROSSING INTERSECTION AGAINST SIGNAL
- ☐ CROSSING INTERSECTION; NO SIGNAL
- ☐ CROSSING NOT AT INTERSECTION
- ☐ FROM BETWEEN PARKED VEHICLES
- ☐ IN STREET: STANDING, WALKING, RUNNING
- ☐ CROSSING IN FRONT OF BUS–HIT BY ANOTHER VEHICLE
- ☐ IN CROSSWALK
- ☐ NOT IN CROSSWALK
- ☐ STANDING NEAR CURB ON STREET
- ☐ STANDING NEAR CURB ON SIDEWALK
- ☐ GETTING ON/OFF VEHICLE
- ☐ WORKING ON VEHICLE
- ☐ WORKING IN STREET
- ☐ ACTION UNKNOWN

3 WITNESS F ☐ M ☐

NAME | PHONE

ADDRESS | CITY | STATE

4 PASSENGER ACCIDENT

NAME (LAST, FIRST, M.I.) | D.O.B. | F ☐ M ☐

ADDRESS | CITY | STATE

INJURIES | PHONE

TAKEN TO | REMOVED BY

PASSENGER ACTION

BOARDING: ☐ CAUGHT BY DOOR ☐ FELL ☐ OTHER

ALIGHTING: ☐ ☐ ☐

DOOR: ☐ FRONT ☐ CENTER ☐ REAR

HOW FAR WERE STEPS FROM CURB OR LANDING _____ IN. _____ FT.

☐ RUNNING FOR BUS

FALL/BUMP ON BOARD: ☐ STANDING ☐ MOVING ☐ SITTING

LOCATION OF PASSENGER: ☐ FRONT ☐ CENTER ☐ REAR

☐ WHEELCHAIR

TYPE: _____

FLOOR: ☐ DRY ☐ WET ☐ SNOW/ICE ☐ DEBRIS ☐ OTHER

STEP: ☐ ☐ ☐ ☐ ☐

PASSENGER WAS:

YES		NO
☐	INTOXICATED	☐
☐	CARRYING OBJECT	☐
☐	WEARING GLASSES	☐
☐	CRUTCHES OR CANE	☐
☐	UNSTABLE	☐

SHOE TYPE: _____

5 PEDESTRIAN ACCIDENT

NAME (LAST, FIRST, M.I.) | D.O.B. | INJURED YES ☐ NO ☐

ADDRESS | CITY | STATE | F ☐ M ☐

INJURIES

TAKEN TO | REMOVED BY

PEDESTRIAN ACTION

- ☐ CROSSING INTERSECTION WITH SIGNAL
- ☐ CROSSING INTERSECTION AGAINST SIGNAL
- ☐ CROSSING INTERSECTION; NO SIGNAL
- ☐ CROSSING NOT AT INTERSECTION
- ☐ FROM BETWEEN PARKED VEHICLES
- ☐ IN STREET: STANDING, WALKING, RUNNING
- ☐ CROSSING IN FRONT OF BUS–HIT BY ANOTHER VEHICLE
- ☐ IN CROSSWALK
- ☐ NOT IN CROSSWALK
- ☐ STANDING NEAR CURB ON STREET
- ☐ STANDING NEAR CURB ON SIDEWALK
- ☐ GETTING ON/OFF VEHICLE
- ☐ WORKING ON VEHICLE
- ☐ WORKING IN STREET
- ☐ ACTION UNKNOWN

6 WITNESS F ☐ M ☐

NAME | PHONE

ADDRESS | CITY | STATE

TRI-MET

Supervisor Accident/Incident Report Supplemental Form

COPY

PAGE:____ OF ____ PAGES

SUPERVISOR: _____ DISP. INC. NO: _____ CLAIM NO: _____

DATE OF ACCIDENT	OPERATOR	NO.	LINE/TRAIN	VEHICLE NO.	TYPE	LIC. NO.

DESCRIPTION OF ACCIDENT/INCIDENT (INCLUDE ANY ADMISSIONS FROM OTHER PARTIES)

TRI-MET

Supervisor Accident/Incident Report
Supplemental Form (Diagram)

PAGE:____ OF ____ PAGES

SUPERVISOR: _____ DISP. INC. NO: _____ CLAIM NO: _____

DATE OF ACCIDENT	OPERATOR	NO.	LINE/TRAIN	VEHICLE NO.	TYPE	LIC. NO.

INDICATE NORTH (BY ARROW)

COPY

BUS

TRI-MET

☐ Passenger Accident ☐ Vehicle Accident ☐ Incident ☐ Witness File # _____

Fill in all blank spaces and check all boxes that apply. *Revised 6/95*

Operator Information Vehicle #1

Incident Date	Day	Time ☐ am ☐ pm	Veh #	Line/Train	# Pass.	# Courtesy Cards

Name	Badge/ID#	Home phone

Sex ☐M ☐F	Hire Date	1st on duty at ☐ am ☐ pm	Driver's License Number	Class	Expiration Date	State

Home Address	City, State, Zip

Describe damage to bus	Over $400? ☐Y ☐N	Were you injured? ☐Y ☐N

Status
- ☐ Reg. Operator
- ☐ Reg. Relief
- ☐ Vacation Relief
- ☐ Mini-Run
- ☐ Extra Board
- ☐ Mechanic
- ☐ Supervisor
- ☐ Other _____

Location

I was proceeding ☐ N ☐ E ☐ W ☐ S ☐ Inbound ☐ Outbound

(Location of Incident - Indicate SE, NW, etc.)

On _____ At _____ City _____

Mark boxes of sign or signal facing each vehicle. You are vehicle # 1.

Veh. #1	☐	☐	☐	☐	☐	☐	☐ None	☐ Other _____	
									
Veh. #2	☐	☐	☐	☐	☐	☐	☐	☐	

If at a signal, your light was:
- ☐ Red
- ☐ Green
- ☐ Yellow
- ☐ Not Working
- ☐ Other _____

Investigated by:

Name _____
- ☐ Tri-Met
- ☐ City Police # _____
- ☐ County Sheriff # _____
- ☐ State Police # _____
- ☐ Other _____
- ☐ None

Photos Taken? ☐ Y ☐ N

Conditions

Weather	*Road Surface*	*Light Conditions*	*Equipment In Use*
☐ Clear	☐ Dry	☐ Daylight	☐ Headlights
☐ Cloudy	☐ Wet	☐ Glare	☐ Interior Lights
☐ Foggy	☐ Snow/slush	☐ Dawn	☐ Sunvisor up
☐ Raining	☐ Ice	☐ Dusk	☐ Sunvisor down
☐ Snowing	☐ Gravel	☐ Dark - lit	☐ Sunglasses
☐ Ice	☐ Other _____	☐ Dark - unlit	☐ Curtain down

Vehicle Defects? ☐ Y ☐ N

If yes, nature of defect _____

Whom did you notify? _____

When was notification made? _____

Other Vehicle Involved Vehicle #2

Driver's Name	Driver's License Number	Expiration Date	State

Sex ☐M ☐F	D.O.B.	Insurance Co.	Policy No.	Work phone

Address	City, State, Zip	Home phone

Plate No.	State	Make	Model / type	Year	Color

Describe damage	Over $400? ☐ Yes ☐ No	# Pass.

Registered Owner's Name	Work Phone

Address	City, State, Zip	Home phone

Passenger Accident *(If applicable)*

Passenger Action	*Passenger Location*	*Incident Type*
☐ Intending	☐ On coach	☐ Fall on board
☐ Boarding	☐ At door	☐ Bump on board
☐ Deboarding	☐ Front	☐ Hit by door
☐ Departing	☐ Center	☐ Fall / stepwell
☐ Standing	☐ Rear	☐ Fall away from bus
☐ Moving	☐ Securement Area	☐ Struck by vehicle
☐ Sitting	☐ On lift	☐ Struck by bicycle
☐ Mobility Aid	☐ Off coach	☐ Fall - lift related
☐ *Other* _____	☐ *Other* _____	☐ *Other* _____

Other Passenger Factors	**Floor / Step Condition**
☐ Wearing glasses	☐ Dry
☐ Carrying objects	☐ Debris / Litter
☐ Able bodied / stable	☐ Wet
☐ Unstable	☐ Snow / Ice
☐ Using cane	☐ Unknown
☐ Crutches / Walker	***Shoe Heel Type:***
☐ Impairment *(describe)*	☐ High ☐ Low

- ☐ Wheelchair
- ☐ Motorized Wheelchair
- ☐ Scooter

Secured by:
- ☐ Clamp
- ☐ Straps
- ☐ None

Distance of bus steps from curb:_____ft._____in.

*Operator location and action:*_____

Ped. / Cyclist
(If applicable)

Movement/Action
- ☐ Walking in street
- ☐ Running in street
- ☐ Standing in street
- ☐ Riding bicycle
- ☐ Working in street
- ☐ Playing in street
- ☐ Unknown
- ☐ Other ____________

Direction Headed
- ☐ North
- ☐ South
- ☐ East
- ☐ West
- ☐ Other ____________

  ____
- ☐ Unknown

Further Description
☐ At intersection
- ☐ In crosswalk
- ☐ Not in crosswalk
- ☐ No crosswalk
- ☐ With signal
- ☐ With stop sign/other
- ☐ Against sign/signal
- ☐ No sign/signal

☐ Not at intersection
- ☐ Crossing Diagonally
- ☐ Crossing in front of vehicle
- ☐ Getting in/out of other vehicle
- ☐ Crossing from behind vehicle
- ☐ From between parked vehicles
- ☐ Other ____________

Vehicle Actions
Fill out for all vehicle, passenger, and pedestrian accidents

Mark all boxes that apply *(You are vehicle #1)*	Action before incident #1	#2	#3	Action at time of incident #1	#2	#3
Sudden stop	☐	☐	☐	☐	☐	☐
Slowing / braking	☐	☐	☐	☐	☐	☐
Stopped	☐	☐	☐	☐	☐	☐
Stopped in zone	☐	☐	☐	☐	☐	☐
Parked	☐	☐	☐	☐	☐	☐
Backing	☐	☐	☐	☐	☐	☐
Starting	☐	☐	☐	☐	☐	☐
Passing	☐	☐	☐	☐	☐	☐
Changing lanes	☐	☐	☐	☐	☐	☐
Going straight	☐	☐	☐	☐	☐	☐
Turning left	☐	☐	☐	☐	☐	☐
Turning right	☐	☐	☐	☐	☐	☐
Entering zone	☐	☐	☐	☐	☐	☐
Leaving zone	☐	☐	☐	☐	☐	☐
Pull from curb (non-zone)	☐	☐	☐	☐	☐	☐
Pull from driveway	☐	☐	☐	☐	☐	☐
Other (explain)	☐	☐	☐	☐	☐	☐
Left turn signal	☐	☐	☐	☐	☐	☐
Right turn signal	☐	☐	☐	☐	☐	☐
4-way flashers	☐	☐	☐	☐	☐	☐
Your speed	____ mph			____ mph		
Other vehicle speed	____ mph			____ mph		

Distance between coach and other vehicle when hazard first recognized: ________ *ft.*

Did you sound horn? ☐ Yes ☐ No

If yes, how far away? ________ *ft.*

Did you apply brakes? ☐ Yes ☐ No

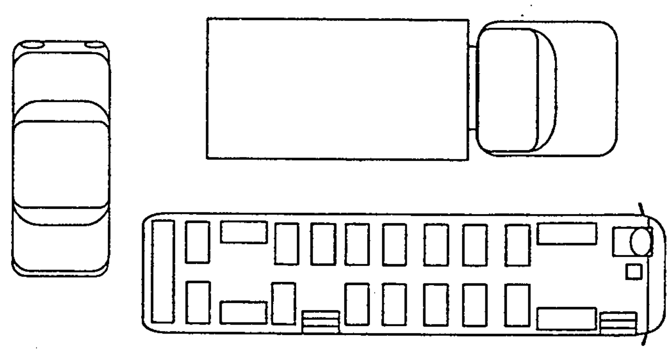
If yes, how far away? ________ *ft.*

After impact coach moved ________ *ft.*

After impact other vehicle moved ________ *ft.*

Posted speed ______ *mph*

Show with an "X" mark the point of contact and/or location of any injured persons.



Persons Injured/Involved

☐ Passenger in Vehicle # ___ ☐ Pedestrian ☐ Other ________	Name	Address	City, State, Zip		
	Describe Injury	Sex ☐M ☐F	Date of birth	Work Phone	Home Phone
☐ Passenger in Vehicle # ___ ☐ Pedestrian ☐ Other ________	Name	Address	City, State, Zip		
	Describe Injury	Sex ☐M ☐F	Date of birth	Work Phone	Home Phone
☐ Passenger in Vehicle # ___ ☐ Pedestrian ☐ Other ________	Name	Address	City, State, Zip		
	Describe Injury	Sex ☐M ☐F	Date of birth	Work Phone	Home Phone
☐ Passenger in Vehicle # ___ ☐ Pedestrian ☐ Other ________	Name	Address	City, State, Zip		
	Describe Injury	Sex ☐M ☐F	Date of birth	Work Phone	Home Phone
☐ Passenger in Vehicle # ___ ☐ Pedestrian ☐ Other ________	Name	Address	City, State, Zip		
	Describe Injury	Sex ☐M ☐F	Date of birth	Work Phone	Home Phone

Witnesses

☐ Passenger in Vehicle # ___ ☐ Pedestrian ☐ Other ___	Name	Address		
	City, State, Zip	Home phone	Work phone	
☐ Passenger in Vehicle # ___ ☐ Pedestrian ☐ Other ___	Name	Address		
	City, State, Zip	Home phone	Work phone	
☐ Passenger in Vehicle # ___ ☐ Pedestrian ☐ Other ___	Name	Address		
	City, State, Zip	Home phone	Work phone	
☐ Passenger in Vehicle # ___ ☐ Pedestrian ☐ Other ___	Name	Address		
	City, State, Zip	Home phone	Work phone	
☐ Passenger in Vehicle # ___ ☐ Pedestrian ☐ Other ___	Name	Address		
	City, State, Zip	Home phone	Work phone	

Other Vehicle Involved
Vehicle #3
(If applicable)

Driver's Name	Driver's License Number	Expiration Date	State		
Sex: ☐ M ☐ F	D.O.B.	Insurance Co.	Policy No.	Work phone	
Address	City, State, Zip	Home phone			
Plate No.	State	Make	Model / type	Year	Color
Describe damage	Over $400? ☐ Yes ☐ No	# Pass.			
Registered Owner's Name	Work Phone				
Address	City, State, Zip	Home phone			

Theft / Assault / Arrest

Name of suspect(s) (if known) ___

Age ___ *Height* ___ *Weight* ___ *Hair color* ___ *Hair length* ___ *Eye color* ___

Clothing or other characteristics: ___

Suspect Description
☐ Individual
☐ Group *(Count)* ___
☐ Male
☐ Female
☐ Adult
☐ Youth
☐ White
☐ Black
☐ Hispanic
☐ Asian
☐ Native American
☐ Unknown
☐ Other ___

Weapons
☐ None
☐ Handgun
☐ Shotgun / Rifle
☐ Assault weapon
☐ Knife
☐ Hands / Feet
☐ Club / Baton
☐ Unknown
☐ Other ___

Type of Incident
☐ Theft
- ☐ Transfers
- ☐ Operator's property
- ☐ Passenger property
- ☐ Other ___

☐ Assault
- ☐ Operator
- ☐ Passenger
- ☐ Other ___

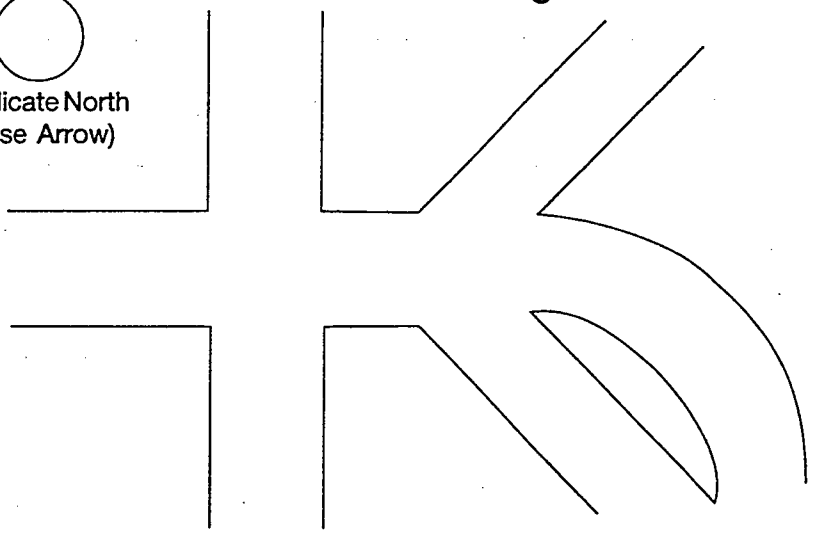
☐ Vandalism
- ☐ Seats
- ☐ Windows
- ☐ Doors
- ☐ Coach interior
- ☐ Coach exterior
- ☐ Other ___

Action Taken Against Suspect
☐ Arrested ☐ Cited ☐ Ejected
☐ None ☐ Unknown
☐ Other ___

*Incident Date*_____ *Operator*_____ *ID#*_____ *Veh. #* _____ *Line* _____ *Train* _____

Diagram of Incident

Indicate North (use Arrow)



Label streets and number each vehicle

Tri-Met Other

Use arrow to show path →

Use dotted line to mark lanes of travel - - -

Show pedestrian by ⊗

Show railroad tracks by ++++

Describe what Happened *(include events/actions prior to, during, and after incident)*

Operator's Signature _____ *Date of Report*_____

Accepted by _____ *Date Accepted* _____