



Regional Transit Safety Performance

Martin Menninger – CMAP

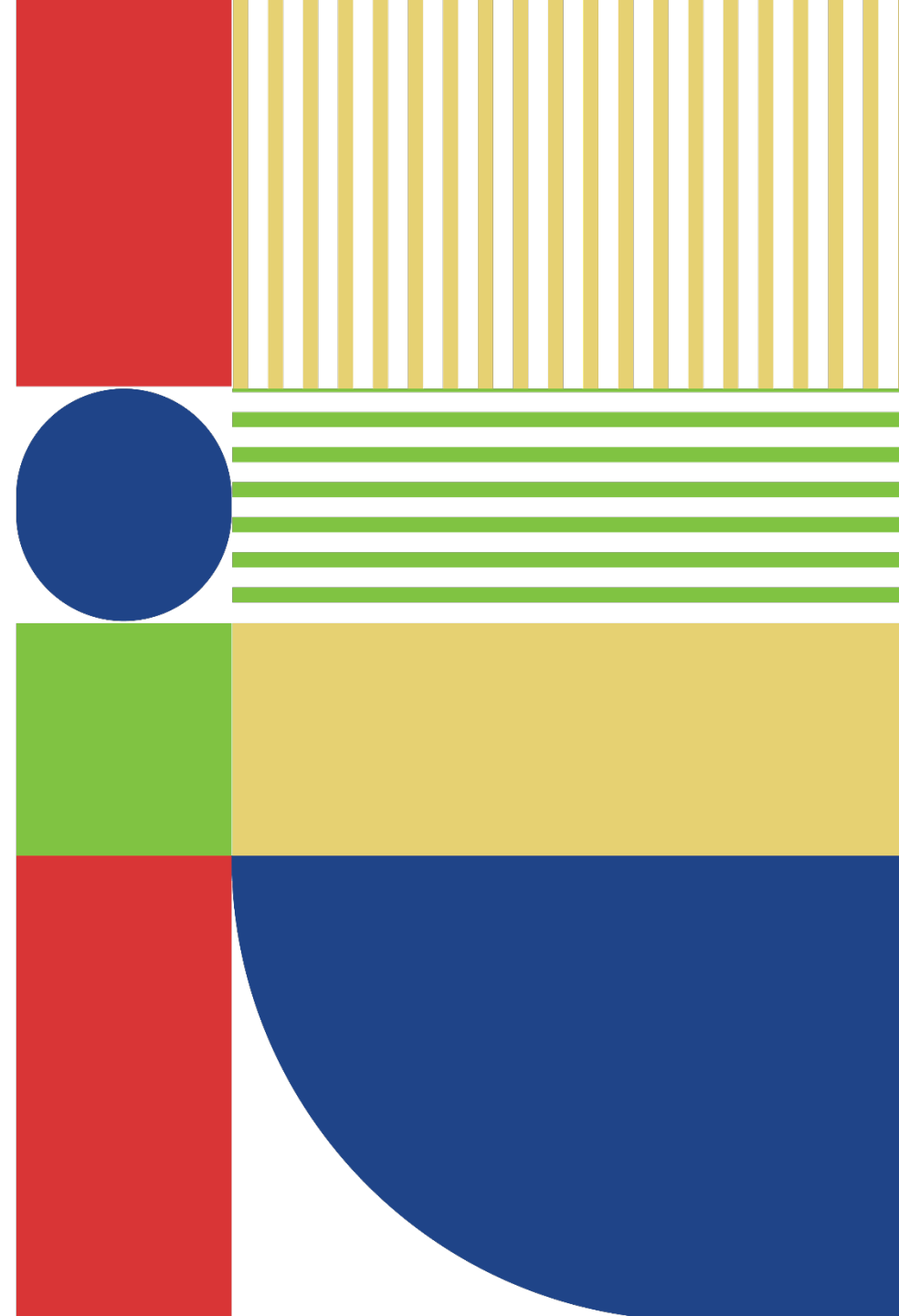
Melinda Metzger - Pace

Jessica Rio, Nancy Ellen Zusman- CTA

February 26, 2021



Background
Pace
CTA
Regional targets
Next Steps
Questions



Background

MAP-21/ FAST Act Performance-Based Programming Areas

1. Highway Safety
2. Highway Assets: Pavement and Bridge Condition
3. System Performance (Interstate and National Highway System, Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Improvement Program)
4. Transit Asset Management
5. Transit Safety

Background

National Transit Safety Plan Performance Measures

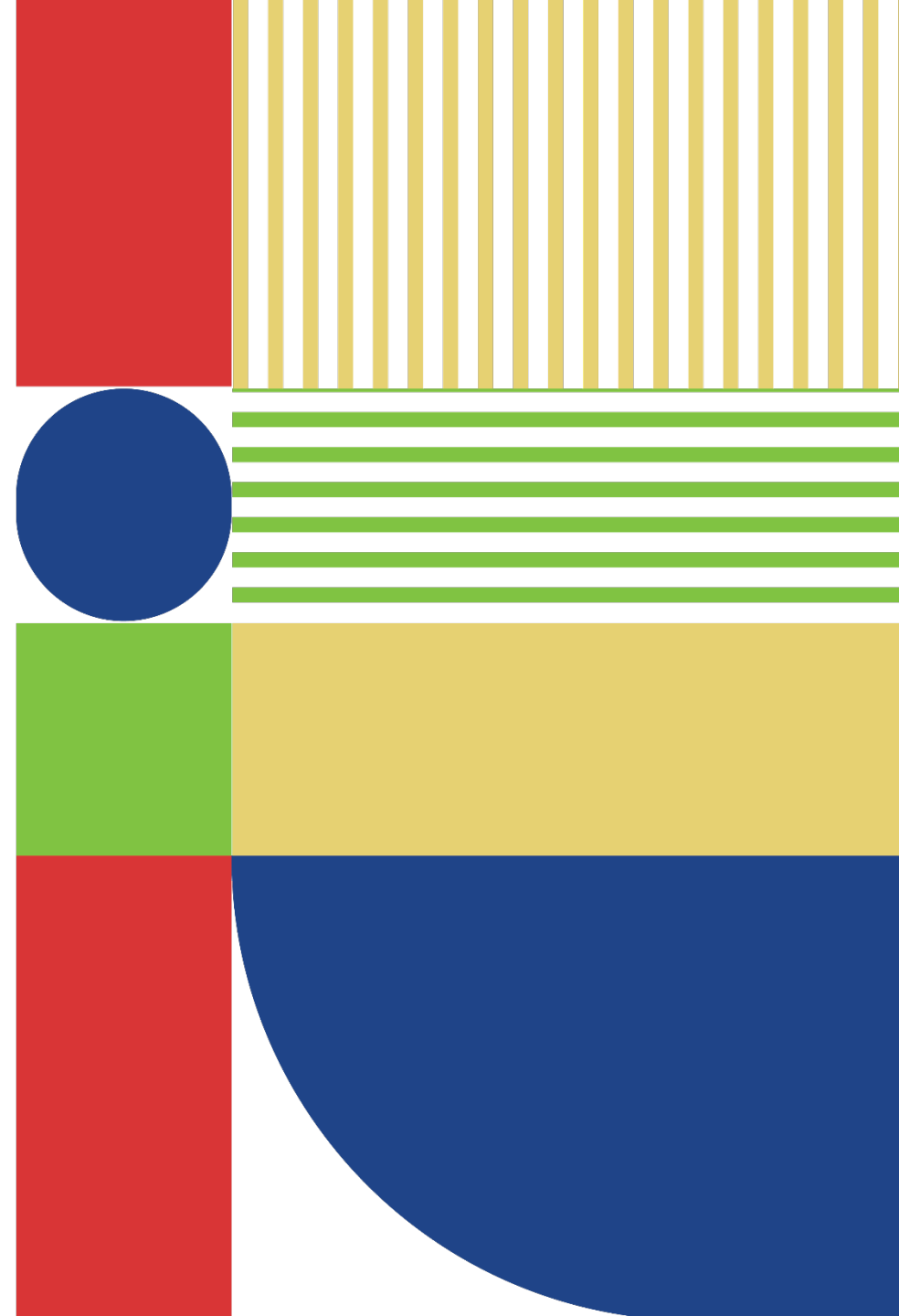
Fatalities	Total number of reportable fatalities and the rate per total vehicle revenue miles by mode
Serious Injuries	Total number of reportable injuries and the rate per total vehicle revenue miles by mode
Safety Events (Collisions, derailments, fires, or life safety evacuations)	Total number of reportable events and the rate per total vehicle revenue miles by mode
System Reliability	Mean distance between major mechanical failures by mode

Background

CMAP Transit Safety Roundtables
FTA, RTA, IDOT, CMAP
CTA, Metra, Pace

IDOT State Safety Oversight Quarterly Meeting
IDOT Special Study of Highway-Rail Grade Crossings at the Chicago
Transit Authority

Pace and CTA Transit Safety Plans and Targets





PACE'S SAFETY PLAN

MELINDA J. METZGER

GENERAL MANAGER AND
CHIEF OPERATING OFFICER



Safety has always been a top priority for Pace. Our goal is to continue to expand on what works, promote technology and advocate for a safe system.

Pace has always had in place a comprehensive and effective safety plan which has received industry recognition for best practices.

- ▶ APTA Gold Standard Award – Employee Coaching Program utilizing DriveCam
- ▶ APTA Certificate of Merit for Security Award – Bus Familiarization

PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)

Safety Management Policy, Safety Risk Management, Safety Assurance and Safety Promotion hold the agency accountable for determining:

- ▶ organizational responsibilities
- ▶ identifying safety objectives
- ▶ implementing standards, goals and communication mechanisms in order to manage our Agency's safety.





Organization-wide involvement



Industry best practices
evaluation



Current policies,
procedures, and
practices were:

Reviewed for
compliance into
PTASP requirements

Refined, as
necessary, to fit
PTASP standards



Review by outside agency


PLAN DEVELOPMENT



IMPACT OF COVID-19

- ▶ Just like our peers, the pandemic has played an impact on the day-to-day operations.
- ▶ Additional protocols continue to be implemented regularly based on guidance provided by health officials.
- ▶ Modified training program implemented as Pace hired over 100 employees during 2020.



- ▶ The PTASP required many of Pace's current practices be formalized as part of the Plan
 - ▶ Documented safety practices and processes already in place
 - ▶ Organizational accountabilities
 - ▶ Modification to the Risk Assessment Process to conform with PTASP requirements
 - ▶ Safety remains an organizational top priority; the PTASP is now tangible evidence of Pace's mission for safety promotion and compliance
- 
- Several thin, parallel blue lines of varying lengths and orientations are positioned in the bottom right corner of the slide, creating a modern, abstract graphic element.



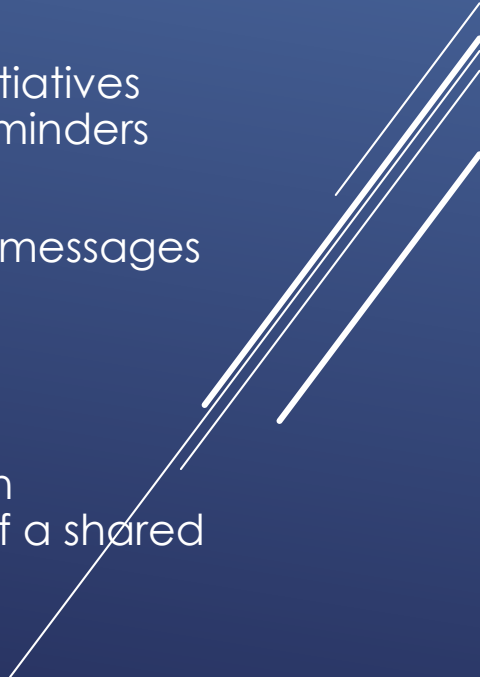
Pace utilized NTD from previous five years as a baseline that provided a recent overall snapshot of standards




Five-year rolling average formula developed to set initial and future targets

TARGET SELECTION

PTASP IMPACT ON PACE

- ▶ Additional standardization of reporting and communication
 - ▶ Increase in formalized oversight and response
 - ▶ Example: Expansion of the Employee Safety Reporting Program. While employees are always encouraged to report safety concerns, Pace has established an anonymous hotline to report safety concerns
 - ▶ Improved support for safety initiatives
 - ▶ Communication is key. Pace has implemented safety initiatives such as posting monthly banners that focus on safety reminders during a specific time/season
 - ▶ Communication Boards dedicated to PTASP and safety messages will be at every location.
 - ▶ Formalized current practices
 - ▶ While safety concerns are always reported up through management, an Executive Safety Committee has been established to address issues that require commitment of a shared and/or significant resource
- 
- A series of white diagonal lines of varying lengths and thicknesses are positioned on the right side of the slide, extending from the middle to the bottom right corner.



This Plan and its structure encourages communication and coordination throughout all departments at Pace and to continue to improve, implement and maintain processes to ensure the safety of its customers, employees and the public.



CONTINUED PARTNERSHIPS

Our partnerships with the Tollway and IDOT continue to be important as we move into the future.

Express Service

- ▶ I-90 – Service between Elgin and Rosemont utilizing a flex lane
- ▶ I-55 – Bus on Shoulder service from the Southwest Suburbs and Downtown Chicago (left shoulder)
- ▶ I-94 – Service from the Yellow Line Station in Skokie to business in the northern suburbs (right shoulder)

AT THE END OF THE DAY,
PACE'S GOAL IS TO GET
EVERYONE HOME SAFE!



Safety Performance Tracking at CTA

In Support of Regional
Target Setting



Chicago Transit Authority

Safety Performance Monitoring Routines

Performance Management

- Departmental Reviews
- Daily “Flash” Meeting

Executive Safety Meetings

- Supports SMS
- Escalation
- Resource allocation



New & Evolving Safety KPIs and Targets

Continuous Safety Improvement

- Internal and Regulatory Review
- Adoption of PTASP Final Rule KPIs

Calculation of Targets

- Recent NTD Trends
- Zero Fatalities



Agency 2021 Targets

Pace	Fatalities		Serious Injuries		Safety Events		Reliability
	Number	Rate	Number	Rate	Number	Rate	MDBF
Fixed Route	1	0.00	98	0.42	78	0.33	13,134
Vanpool	0	0.00	2	0.02	1	0.01	170,031
ADA Paratransit	1	0.00	102	0.28	99	0.27	53,365

Rate – per 100,000 vehicle revenue miles

MDBF = Mean Distance Between Failures in miles

CTA	Fatalities		Serious Injuries		Safety Events		Reliability
	Number	Rate	Number	Rate	Number	Rate	MDBF
Heavy Rail	0	0.0	213	3.0	222	3.0	150,000
Bus	0	0.0	527	10.0	344	6.5	5,300

Rate - per million vehicle revenue miles

MDBF = Mean Distance Between Failures in miles

Recommended 2022 Regional Transit Safety Targets

Mode	Fatalities		Serious Injuries		Safety Events		Reliability
	Number	Rate	Number	Rate	Number	Rate	MDBF
Heavy Rail (CTA)	0	0.0	213	3.0	222	3.0	150,000
Bus (CTA & Pace)	1	0.0	625	8.2	422	5.5	7,775
Vanpool (Pace)	0	0.0	2	0.2	1	0.1	170,031
ADA Paratransit (Pace)	1	0.0	102	2.8	99	2.7	53,365

Rate - per million vehicle revenue miles

MDBF = Mean Distance Between Failures in miles

Next Steps

Recommendation:

- Support combined transit agency targets

- Continue to collaboration and dialog on transit safety

- Find opportunities to integrate transit safety into CMAP's work

Timeline:

- Board and MPO Policy Committee approvals in March

- Plan update of all performance measures in 2022

Questions?



www.cmap.illinois.gov

Martin Menninger
mmenninger@cmap.illinois.gov