From: <Michael Bellavy@translink.bc.ca>
To:
Date:
Subject: Statistical comparison dangers

Hello,

A pleasure speaking with you this am.

Again, I cannot clarify enough the significance of carefully defining differences between modes of transport, be they standards, configurations, driving and traffic patterns or regulations. For Coast Mountain Bus Company, for example, there exists a VERY closely monitored system of logging incidents. A collision is ANY contact with another vehicle, person or object
.not necessarily the same reporting procedure as those operating other types of buses.

Further, many times each week people walk into buses, fall from a standing position, stand too near to the roadside as a bus is pulling away from a stop, or do any of a huge number of various things people do. An operator may need to brake suddenly in traffic and get rear-ended. These are all included under "general incidents", and these stats are broken down into a number of categories, but it□s extremely difficult to compare with another entity□s reporting procedures. Since there is no set criteria for measurement in the industry (even in reporting incident involving damage over or under $1000), to compare one with another is dangerous, unless we know that both use the same system.

This having been said, what follows is the information on fatalities from 1991 for Lower Mainland buses. These figures may not be 100% accurate because we have changed our way of tracking them and some may be untraceable from years prior to 1998:

Pedestrian (this includes suicides) .16
MVA□s with fatalities in other vehicle (bus not at fault) .4
Falls backwards while boarding striking head on pavement .2
Alighting .2
On Board .3

Total 27

INCIDENT STATS

Coast Mountain Bus Company won the 1998 American Public Transportation Association Safety Award. While not the winner the last two years, our statistics have only improved. Specifically, at the end of 1998, the bus company traveled 23,902 km per miscellaneous collision. At 1999□s end, this was 30,678. 1998 saw our buses traveling 200,694 km between "on-board" incidents, while by the time 2000 rolled around, this was 225,099.

At end 1998, only 95 out of a total of 1,992 collisions involved damage over $1000. At end 1999 this was 71 collisions out of 1,892.

The number crunchers have certainly done the calculations. I can provide numbers of passengers (tens of millions), kilometers traveled (tens of

millions) and hours (tens of millions) but after all is said and done, it□s fairly apparent that no comparison can be made with school buses. In short, according to Mr. Keith Godden, if you choose to travel by city bus (leaving aside other public transportation for the moment), your chances of getting killed while boarding, riding or alighting are once in every 79836,791 km Or 100 times to the moon and back or 6,600 times to Halifax and back. Oh what fun that would be. Another angle: if the average speed of your buses is 30 km/hr (very rough estimate) and you ride a bus 8 hrs per day, you could expect to survive 79,836,791/30/8/365 = 911 years, 138 days, 6 hours, 38 minutes and 30.4 seconds. I cannot guarantee the 0.4 second.

FOR YOUR TRANSIT GURUS
Further, in as far as tires go, Coast Mountain Bus uses the new Michelin transit bus tire (sizes 12R22.5 highfloor, 305-70R22.5 lowfloor) consistent to anyone in the urban public transit industry. The tire is designed for sustained 55 mph (90kph) operation, and certainly safe to run on any highway in the GVRD. This also implies an inherent safety margin for running even over this speed for about 10% of the lifetime of the tire. Transit buses don□t do that, nor do they often even hit the 90kmph.

Cheers,

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