

# INFORMATION BULLETIN

September 15, 1986



## SUMMARY OF SCHOOL BUS ACCIDENTS, FISCAL YEAR 1985/86

This bulletin provides a summary of the accidents that occurred in California involving school buses transporting children to or from school and school activities during fiscal year 1985/86. It also includes a brief summary of school pupil activity bus accidents.

### FATAL ACCIDENTS

School buses were involved in four fatal accidents:

1. Amador. The driver of a pickup truck and his passenger were killed when a public type 2 school bus preparing to make a left turn was hit from behind by a logging truck. The school bus was forced into the opposing lane and struck by the pickup truck. Logging truck driver at fault.
2. San Bernardino. The driver of a motorcycle was killed when he passed a car and ran into the left side of a public type 1 school bus making a left turn. Motorcycle driver at fault.
3. Los Angeles. An eight year old male pupil pedestrian sustained fatal injuries when struck by a passing vehicle after he was discharged from a public type 1 school bus at an unauthorized stop and crossed the street without the benefit of red lights or escort. School bus driver at fault.
4. San Bernardino. A three year old male non-pupil pedestrian sustained fatal injuries when he chased a contractor type 1 school bus and fell under the wheels. Non-pupil pedestrian at fault.

COMPARATIVE STATISTICS

Category	1983/84	1984/85	1985/86
Total Accidents	1,282	1,737	2,137
Fatal Accidents	1	3	4
Pupil Passenger Killed	0	1	0
Pupil Pedestrian Killed	0	0	1
Injury Accidents	305	387	419
Pupil Passengers Injured--	286	586	380
Severe Injury	1	11	0
Moderate Injury	86	148	103
Complaint of Pain	199	427	277
Pupil Pedestrian Injured	7	6	6
Severe Injury	0	0	0
Moderate Injury	5	6	2
Complaint of Pain	2	0	4
Property Damage Accidents	976	1,347	1,714
Total School Buses	18,680	19,179	19,773
Total Mileage	245,554,885	261,603,016	274,634,191

SCHOOL BUSES, MILES, AND ACCIDENTS

	TYPE 1	MILES	ACCIDENTS	ACCIDENTS PER 1,000,000 MI.
Public School	10,202	127,268,472	952	7.5
Contractor	3,138	47,917,083	469	9.8
Private School	930	7,648,978	58	7.6
TOTALS	14,270	182,834,533	1,479	8.1

SCHOOL BUSES, MILES, AND ACCIDENTS (CONTINUED)

	TYPE 2	MILES	ACCIDENTS	ACCIDENTS PER 1,000,000 MI.
Public School	2,257	35,399,009	298	8.4
Contractor	2,714	51,986,150	299	5.8
Private School	532	4,414,499	61	13.9
TOTALS	5,503	91,799,658	658	7.2

PRIMARY CAUSES OF ACCIDENTS

School Bus Drivers. School bus driver errors were the primary cause of 873 (41%) accidents, of which 634 (73%) involved Type 1 school buses and 239 (27%) involved Type 2 school buses. The following violations committed by school bus drivers were most prevalent in causing accidents:

Improper turning	306	35%
Unsafe start/backing	171	20%
Unsafe speed	93	11%
Right-of-way	74	8%
Unsafe lane change	18	2%
Following too closely	17	2%
Improper passing	16	2%
Wrong side of road	15	2%
Traffic signal/sign	12	1%

Other Drivers. The errors of other drivers were the primary cause of 997 (47%) of the accidents. The following violations committed by other drivers were most prevalent in causing school bus accidents:

Unsafe speed	241	24%
Unsafe start/backing	131	13%
Right-of-way	126	13%
Improper turning	89	9%
Unsafe lane change	80	8%
Traffic signal/sign	55	5%
Improper passing	55	5%
Wrong side of road	52	5%
Following too closely	19	2%

Other Than Driver. Two hundred sixty-seven (12%) of the school bus accidents resulted from causes other than the driver.

INVOLVEMENT

Of the total accidents, school buses were involved with:

Other motor vehicle	1,465
Parked motor vehicle	319
Fixed object	159
Non-collision	95
Pedestrian	34
Bicyclist	32
Animal	18
Other object	8
Motor vehicle, other road	7
Train	0
	<u>2,137</u>

ACCIDENTS BY MONTH OF FISCAL YEAR 1985/86

July	48	January	218
August	13	February	217
September	202	March	191
October	262	April	240
November	215	May	226
December	201	June	104

SCHOOL PUPIL ACTIVITY BUSES

During this reporting period, 2,290 SPABs travelled 4,366,758 miles to transport pupils on school activity trips. SPABs were involved in six accidents, four of which were injury accidents; one passenger in one of the other vehicles involved received visible injuries and one driver of a SPAB and five passengers complained of pain. SPAB drivers were found to have been the primary cause of two of the six accidents.

ENFORCEMENT SERVICES DIVISION

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