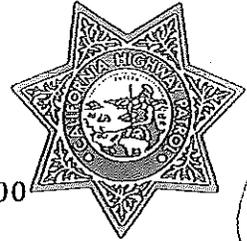


# INFORMATION BULLETIN

September 19, 2000



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## SUMMARY OF 1999 CALIFORNIA SCHOOL BUS COLLISION DATA

The following is a summary of California school bus collision data for the 1999 calendar year. This data reflects those collisions which occurred while school buses were transporting one or more students to or from school or school-related activities. School pupil transportation agencies may use this information to identify primary collision factors and direct their training resources accordingly. This data may assist school pupil transportation agencies in reducing the incidence of school bus-involved collisions and ensure the safe transportation of California's school pupils.

### SYNOPSIS:

In 1999, 25,273 school buses were operated in California, an increase of 901 from 1998. These vehicles traveled 6.9 percent more miles (22,916,632) in 1999 when compared to calendar year 1998.

In 1999, school bus accidents decreased by four accidents under the previous year. Fatal school bus accidents were also reduced, from three in 1998, to two in 1999. In both accidents, the fatalities occurred in the other involved vehicles, not in the school buses.

The total number of injury collisions decreased by 21 in 1999, 4.1 percent from 1998. Calendar year 1999 saw an increase of 6.9 percent from 1998 in the total number of miles traveled.

School Bus Driver at Fault Collisions: School bus driver error was the primary collision factor for 42.4 percent of the total number of school bus accidents for 1999, an increase of 4.2 percent from the previous year. Of the driver at fault collisions, 651 (73%) occurred in type 1 school buses and 241 (27%) occurred in type 2 school buses.

Other Causes: Drivers of other vehicles were responsible for 935 (44.4%) of the school bus accidents. Accidents attributed to nonspecific causes totaled 277 (13.1%) of the school bus accidents.

Table 1 reflects overall figures for school bus accidents, type of injuries, and total number of buses and miles driven for 1999 and the previous two years.

**TABLE 1**

**CALIFORNIA SCHOOL BUS INJURY COLLISION STATISTICS BY CATEGORY**

**1997 TO 1999**

<b>CATEGORY</b>	<b>1997</b>	<b>1998</b>	<b>1999</b>
Fatal School Bus Accidents	6	3	2
Pupil Passengers Killed	0	0	0
Pupil Pedestrians Killed	0	0	0
Injury Collisions	511	512	491
Percentage of Change	(+3.2%)	*	-4.1%
<u>Pupil Passengers Injured:</u>			
Severe Injuries	2	3	1
Moderate Injuries	90	89	110
Possible Injuries	540	571	647
Total Pupil Passengers Injured	632	663	758
<u>Pupil Pedestrians Injured:</u>			
Severe Injuries	0	0	1
Moderate Injuries	2	2	2
Possible Injuries	0	0	3
Total Pupil Pedestrians Injured	2	2	6
Property Damage Collisions**	1,048	1,127	1,101
Percentage of Change	(-5.4%)	(+7.5%)	(-2.3%)
Total Collisions	2,044	2,108	2,104
Percentage of Change	(-0.2%)	(+3.1%)	*
Total School Buses	22,878	24,372	25,273
Percentage of Change	(+2.4%)	(+6.5%)	(+3.7)
Total Mileage	312,957,435	331,343,687	354,260,319
Percentage of Change	(+8.8%)	(+5.9%)	(+6.9%)

\* Indicates less than one percent.

\*\* Indicates School Bus vs. Motor Vehicle

Table 2 reflects the most frequently reported primary collision factors in school bus collisions and identifies the type of school bus involved.

**TABLE 2**

**SCHOOL BUS ACCIDENTS BY PRIMARY COLLISION FACTOR**

1999

Primary Collision Factor	Type-1	Type-2	Total
Improper Turning	372	112	484
Other Hazards	289	95	384
Unsafe Speed	219	119	338
Unsafe Start and Backing	208	114	322
Car Right-of-Way	121	58	179
Changing Lanes	79	32	111
Improper Passing	55	24	79
Traffic Signs and Signals	48	21	69
Unknown Causes	42	11	53
Wrong Side of the Road	28	13	41
Following Too Closely	8	9	17
Hazardous Parking	11	0	11
Pedestrian Violation	10	1	11
Pedestrian Right-of-Way	2	2	4
Brakes	0	1	1
<b>TOTAL</b>	<b>1492</b>	<b>612</b>	<b>2104</b>

**TABLE 3**

**SCHOOL BUS ACCIDENTS BY PRIMARY COLLISION FACTOR**

**ATTRIBUTED TO THE SCHOOL BUS DRIVER**

**1999**

<b>Primary Collision Factor</b>	<b>Type-1</b>	<b>Type-2</b>	<b>Total</b>
Improper Turning	285	73	358
Unsafe Start and Backing	131	65	196
Speed	63	40	103
Other Hazards	74	27	101
Car Right-of-Way	34	14	48
Changing Lanes	24	7	31
Improper Passing	13	4	17
Traffic Signs and Signals	8	3	11
Hazardous Parking	8	0	8
Wrong Side of the Road	6	1	7
Following Too Closely	1	4	5
Pedestrian Right-of-Way	2	2	4
Unknown Causes	1	1	2
Pedestrian Violation	1	0	1
Brakes	0	0	0
<b>TOTAL</b>	<b>651</b>	<b>241</b>	<b>892</b>

Table 4 reflects the breakdown of school buses by type, category of operation, number of buses per operation, number of miles traveled, number of collisions, and mileage versus collisions.

**TABLE 4**

**COLLISIONS BY SCHOOL BUS TYPE AND OWNERSHIP**

1999

**Type-1 School Buses**

Category	Buses	Miles	Collisions	Collisions per Million Miles
Public School	13,654	170,715,707	997	5.8
Contractor	4,139	69,602,702	458	6.6
Private School	743	6,208,571	37	6.0
<b>TOTAL</b>	<b>18,536</b>	<b>246,526,980</b>	<b>1,492</b>	<b>6.0</b>

**Type-2 School Buses**

Category	Buses	Miles	Collisions	Collisions per Million Miles
Public School	2,413	34,436,797	218	6.3
Contractor	4,013	69,810,168	372	5.3
Private School	311	3,486,374	22	6.3
<b>TOTAL</b>	<b>6,737</b>	<b>107,733,339</b>	<b>612</b>	<b>5.7</b>

Table 5 reflects school bus accidents by type of involvement and their occurrence percentages.

**TABLE 5**

**SCHOOL BUS ACCIDENTS BY TYPE OF INVOLVEMENT**

1999

Category	Type-1 School Bus	Type-2 School Bus	Total Accidents
Other Motor Vehicles	878 (59%)	410 (67%)	1,288
Fixed Objects	210 (14%)	66 (11%)	276
Parked Motor Vehicles	161 (11%)	67 (11%)	228
Non-Collisions (see note)	160 (11%)	33 (5%)	193
Other Objects	42 (3%)	9 (1%)	51
Animals	14 (1%)	10 (2%)	24
Pedestrians	16 (1%)	8 (1%)	24
Bicyclists	10 (1%)	7 (1%)	17
Motor Vehicles Other Road	1*	2 *	3
Train	0	0	0
<b>TOTAL</b>	<b>1,492</b>	<b>612</b>	<b>2,104</b>

\* Indicates less than one percent.

NOTE: "Non-Collisions" means any of the following: overturning after swerving to avoid a collision, striking a surface irregularity (uneven road surface, holes, bumps, or ruts), an occupant falling or jumping from the vehicle, damage involving only the motor vehicle, or a passenger injured from striking the interior of a vehicle due to motion of the vehicle, such as a sudden stop.

Table 6 reflects the number of pupil passengers killed or injured by type of involvement and bus.

**TABLE 6**

**PUPIL PASSENGER VICTIMS BY TYPE OF INVOLVEMENT**

**1999**

Category	Killed	Injured	Severely Injured	Moderately Injured	Possibly Injured
Other Motor Vehicle					
School bus was: Type 1	0	254	0	69	185
Type 2	0	36	1	10	25
Fixed Object					
School bus was: Type 1	0	61	0	3	58
Type 2	0	5	0	3	2
Parked Motor Vehicle					
School bus was: Type 1	0	9	0	0	9
Type 2	0	9	0	0	9
Non-Collision					
School bus was: Type 1	0	254	0	69	185
Type 2	0	36	1	10	25
Other Object					
School bus was: Type 1	0	13	0	3	10
Type 2	0	1	0	1	0
Animal					
School bus was: Type 1	0	3	0	0	3
Type 2	0	0	0	0	0
Pedestrian					
School bus was: Type 1	0	5	0	0	5
Type 2	0		0	0	0
Bicyclist					
School bus was: Type 1	0	0	0	0	0
Type 2	0	0	0	0	0
Motor Vehicle Other Road (see note)					
School bus was: Type 1	0	1	0	0	1
Type 2	0	0	0	0	0
Train					
School bus was: Type 1	0	0	0	0	0
Type 2	0	0	0	0	0
TOTAL					
School bus was: Type 1	0	670	0	90	580
Type 2	0	88	1	20	67
Grand Total	0	758	1	110	647

NOTE: "Motor Vehicle Other Road" means collision involving a motor vehicle which leaves the roadway and collides with another motor vehicle on another roadway, such as crossing a median strip.

Table 7 reflects the months of peak school bus collision activity. Historically, the month of October has had the highest number of school bus collisions. During the 1999 calendar year, most school bus accidents occurred equally during September and October. This reaffirms the historical trend.

TABLE 7

SCHOOL BUS ACCIDENTS BY MONTH

1999

Month	Accidents
January	205
February	169
March	226
April	192
May	214
June	145
July	99
August	52
September	233
October	233
November	194
December	142

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