

SUMMARY OF 2004 CALIFORNIA SCHOOL BUS COLLISION DATA

The following is a summary of California school bus collision data for the 2004 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 should assist school pupil transportation agencies in reducing incidents of school bus-involved collisions and ensure the safe transportation of California's school pupils.

SYNOPSIS

Mileage: In 2004, 26,188 school buses were operated in California, an increase of 989 from 2003. These vehicles traveled 347,556,234 miles; a 2.1 percent decrease in miles traveled when compared to the 2003 calendar year.

Collisions: The total number of school bus collisions in 2004 increased by 32 to 2,292; a 1.4 percent increase from 2003. Of the 2004 collisions, 2 resulted in fatalities; 4 less than the previous year. However, none of the fatalities involved school pupil passengers. The last school pupil passenger death occurred in 1995.

Injury collisions: The total number of injury collisions in 2004 increased to 443 from 417 the previous year; a 5.8 percent increase over last year.

School Bus Driver-at-Fault Collisions: School bus driver error was the primary collision factor for 954 school bus collisions for 2004; a 2.2 percent increase from the previous year. Of the driver-at-fault collisions, 740 (78 percent) occurred in Type 1 school buses and 214 (22 percent) occurred in Type 2 school buses.

- ❖ A Type 1 school bus is a vehicle designed to carry more than 16 passengers and the driver.
- ❖ A Type 2 school bus is a vehicle designed to carry not more than 16 passengers and the driver, or a vehicle manufactured on or after April 1, 1977, having a manufacturer's gross vehicle weight rating of 10,000 pounds or less, and designed to carry not more than 20 passengers and the driver.

Other Drivers-at-Fault Collisions and Causes Other than Driver-at-Fault: Drivers of other vehicles and/or collisions attributed to non-specific causes were responsible for 1,338 (58 percent) of the total school bus collisions.

TABLE 1

2004 CALIFORNIA SCHOOL BUS COLLISION STATISTICS

CATEGORY	2004
Fatal Collisions	2
School bus vs. motor vehicle	2
Injury Collisions	443
School bus vs. pedestrian	16
School bus vs. motor vehicle	233
School bus vs. motor vehicle on other road	3
School bus vs. parked motor vehicle	8
School bus vs. bicycle	13
School bus vs. fixed object	22
School bus vs. other object	5
Non-Clsn	141
Not stated	2
Property Damage Collisions	1,847
School bus vs. pedestrian	3
School bus vs. motor vehicle	1,240
School bus vs. motor vehicle on other road	3
School bus vs. parked motor vehicle	299
School bus vs. bicycle	7
School bus vs. animal	13
School bus vs. fixed object	221
School bus vs. other object	45
Non-Clsn	12
Not stated	4
Total Collisions	2,292

Note: Non-Collisions (Non-Clsn): These collisions do not reflect an impact with any party or object. These school bus collisions are a result of injury to a pupil inside the school bus due to acceleration, deceleration, or other movement of the vehicle. For example, a driver brakes firmly, the pupil hits their head on the seat in front of them and is injured (as a result of the rapid deceleration).

TABLE 2

2002 – 2004 CALIFORNIA SCHOOL BUS COLLISION PUPIL INJURY STATISTICS

CATEGORY	2002	2003	2004
Pupil Passengers Killed	0	0	0
Total Pupil Passengers Killed	0	0	0
<u>Pupil Passengers Injured:</u>			
Severe Injuries	0	6	0
Other Visible Injuries	88	80	89
Complaint of Pain	337	302	423
Total Pupil Passengers Injured	425	388	512
Pupil Pedestrians Killed	0	0	0
Total Pupil Pedestrians Killed	0	0	0
<u>Pupil Pedestrians Injured:</u>			
Severe Injuries	0	0	0
Moderate Injuries	2	4	7
Possible Injuries	0	4	3
Total Pupil Pedestrians Injured	2	8	10

TABLE 3

2004 SCHOOL BUS PASSENGERS KILLED AND INJURED BY EXTENT OF INJURY, PRIMARY COLLISION FACTOR (PCF), AND PUBLIC, PRIVATE, OR CONTRACTUAL (Contr.) SCHOOL BUS TYPE I OR II (SB I or II)

PCF and SB Type	Total Killed	Total Injured	Severe Injury	Other Visible Injury	Complaint of Pain
<u>Non-Clsn.:</u>	0	257	0	53	204
Public SB I	0	160	0	30	130
Public SB II	0	15	0	6	9
Private SB I	0	5	0	1	4
Private SB II	0	2	0	1	1
Contr. SB I	0	64	0	12	52
Contr. SB II	0	11	0	3	8
<u>Other Motor Vehicle:</u>	0	183	0	22	161
Public SB I	0	110	0	10	100
Public SB II	0	24	0	2	22
Public SB II	0	5	0	0	5
Private SB I	0	8	0	5	3
Private SB II	0	33	0	5	28
Contr. SB I	0	3	0	0	3
Contr. SB II	0	0	0	0	0
<u>MV On Other Road:</u>	0	1	0	0	1
Contr. SB I	0	1	0	0	1
<u>Parked Motor Vehicle:</u>	0	4	0	1	3
Public SB I	0	2	0	0	2
Public SB II	0	1	0	0	1
Contr. SB I	0	1	0	1	0
<u>Fixed Object:</u>	0	63	0	12	51
Public SB I	0	20	0	4	16
Contr. SB I	0	42	0	8	34
Contr. SB II	0	1	0	0	1
<u>Other Object:</u>	0	2	0	0	2
Public SB I I	0	1	0	0	1
Contr. SB I	0	1	0	0	1
<u>Not Stated:</u>	0	2	0	1	1
Public SB I	0	2	0	1	1
Total	0	512	0	89	423

NOTE: The total number of school bus collisions identified in Table 4 differs by ten collisions from the total number of school bus collisions in Table 1. The reason for the difference is that Table 4 includes school bus collisions where two school buses were involved and accounts for each school bus separately. In other words, Type 1 school buses were involved in six collisions with another Type 1; Type 1 school buses were involved in three collisions with Type 2 school buses; and a Type 2 school bus was involved in one collision with another Type 2.

TABLE 4

2004 SCHOOL BUS TYPE I AND II COLLISIONS BY PRIMARY COLLISION FACTOR (PCF)

PCF	Public SB I	Public SB II	Private SB I	Private SB II	Contractual SB I	Contractual SB II	Total
Driver Alcohol or Drugs	8	1	0	0	3	0	12
Impede Traffic	1	1	0	0	0	0	2
Unsafe Speed	229	59	12	5	71	44	420
Too Close	10	2	1	1	0	2	16
Wrong Side	29	5	0	1	5	3	43
Improper Pass	49	6	1	2	31	11	100
Lane Change	69	15	4	2	41	19	150
Improper Turn	327	57	6	8	116	60	574
Right-of-Way Auto	79	20	3	10	38	15	165
Right-of-Way Pedestrian	2	1	0	0	1	0	4
Pedestrian Violation	3	0	0	0	3	0	6
Stop Sign or Signal	33	7	1	3	11	9	64
Start or Backing	169	28	6	4	62	43	312
Hazardous Parking	8	0	0	1	3	0	12
Other Equipment	3	1	0	0	0	0	4
Other Haz.	11	2	1	1	6	4	25
Other Improper Driving	84	29	3	1	17	12	146
Not Driver	82	20	3	1	43	11	160
Unknown	23	7	1	1	12	3	47
Not Stated	20	3	1	1	9	6	40
Total	1,239	264	43	42	472	242	2,302

TABLE 5

2004 SCHOOL BUS TYPE I AND II AT-FAULT COLLISIONS BY PRIMARY COLLISION FACTORS (PCF)

PCF	Public SB I	Public SB II	Private SB I	Private SB II	Contractual SB I	Contractual SB II	Total
Drvr. Alc/Drg	0	0	0	0	1	0	1
Unsafe Speed	80	19	2	2	29	17	149
Too Close	4	1	0	0	0	0	5
Wrong Side	11	1	0	0	2	0	14
Improper Pass	9	2	0	0	7	4	22
Lane Change	18	4	0	1	11	2	36
Improper Turn	217	37	5	6	71	36	372
Right-of-Way Auto	22	5	1	5	16	8	57
Right-of-Way Pedestrian	2	1	0	0	1	0	4
Stop Sign or Signal	4	1	0	0	1	0	6
Start or Backing	97	16	4	3	37	14	171
Hazardous Parking	5	0	0	1	1	0	7
Other Hazard	7	0	0	0	0	1	8
Other Improper Driving	53	16	3	0	13	8	93
Not Stated	4	0	0	0	2	3	9
Total	533	103	15	18	192	93	954

TABLE 6
SCHOOL BUS COLLISIONS BY MONTH
2004

Month	Fatal	Injury	PDO	TOTAL
January	1	35	153	189
February	0	35	180	215
March	0	56	192	248
April	0	36	146	182
May	0	51	179	230
June	0	29	116	145
July	0	12	71	83
August	1	16	68	85
September	0	44	209	253
October	0	55	224	279
November	0	45	170	215
December	0	29	139	168
TOTAL	2	443	1,847	2,292

Questions regarding this information may be directed to Commercial Vehicle Section at (916) 445-1865.