

SUMMARY OF 2005 CALIFORNIA SCHOOL BUS COLLISION DATA

The following is a summary of California school bus collision data for the 2005 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 2005, 25,414 school buses were operated in California, a decrease of 774 from 2004. These vehicles traveled 323,147,188 miles; a 7 percent decrease in miles traveled when compared to the 2004 calendar year.

Collisions: The total number of school bus collisions in 2005 decreased by 10 to 2,282; a 3 percent decrease from 2004. Of the 2005 collisions, 4 resulted in fatalities; 2 more 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 2005 decreased to 396 from 443 the previous year; a 10.7 percent decrease.

School Bus Driver-at-Fault Collisions: School bus driver error was the primary collision factor for 884 school bus collisions for 2005; a 7.3 percent decrease from the previous year. Of the driver-at-fault collisions, 726 (82 percent) occurred in Type 1 school buses and 158 (18 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.

School Bus Collisions and Other Than School Bus at Fault: Drivers of other vehicles were responsible for 1,159 (51 percent) of the total school bus collisions.

TABLE 1

2005 CALIFORNIA SCHOOL BUS COLLISION STATISTICS

CATEGORY	2005
Fatal Collisions	4
School bus vs. pedestrian	1
School bus vs. other motor vehicle	3
Injury Collisions	396
School bus vs. pedestrian	15
School bus vs. other motor vehicle	211
School bus vs. motor vehicle on other road	3
School bus vs. parked motor vehicle	7
School bus vs. bicycle	11
School bus vs. fixed object	14
School bus vs. other object	3
Non-Clsn	131
Not stated	1
Property Damage Collisions	1,882
School bus vs. pedestrian	1
School bus vs. other motor vehicle	1,301
School bus vs. motor vehicle on other road	7
School bus vs. parked motor vehicle	303
School bus vs. animal	16
School bus vs. fixed object	200
School bus vs. other object	40
Non-Clsn	12
Not stated	2
Total Collisions	2,282

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

2003 – 2005 CALIFORNIA SCHOOL BUS COLLISION PUPIL INJURY STATISTICS

CATEGORY	2003	2004	2005
Pupil Passengers Killed	0	0	0
Total Pupil Passengers Killed	0	0	0
<u>Pupil Passengers Injured:</u>			
Severe Injuries	6	0	0
Other Visible Injuries	80	89	60
Complaint of Pain	302	423	340
Total Pupil Passengers Injured	388	512	400
Pupil Pedestrians Killed	0	0	0
Total Pupil Pedestrians Killed	0	0	0
<u>Pupil Pedestrians Injured:</u>			
Severe Injuries	0	0	1
Moderate Injuries	4	7	4
Complaint of Pain	4	3	4
Total Pupil Pedestrians Injured	8	10	9

TABLE 3

2005 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	190	0	46	144
Public SB I	0	134	0	27	107
Public SB II	0	13	0	2	11
Contr. SB I	0	39	0	14	25
Contr. SB II	0	4	0	3	1
<u>Ped</u>	0	1	0	1	0
<u>Other Motor Vehicle:</u>	0	184	0	11	173
Public SB I	0	133	0	10	123
Public SB II	0	7	0	0	7
Private SB I	0	5	0	1	4
Contr. SB I	0	26	0	0	26
Contr. SB II	0	13	0	0	13
<u>MV On Other Road:</u>	0	3	0	0	3
Contr. SB I	0	3	0	0	3
<u>Parked Motor Vehicle:</u>	0	3	0	1	2
Public SB I	0	1	0	0	1
Contr. SB I	0	2	0	1	1
<u>Fixed Object:</u>	0	18	0	1	17
Public SB I	0	5	0	1	4
Contr. SB I	0	13	0	0	13
<u>Other Object:</u>	0	1	0	0	1
Public SB II	0	1	0	0	1
Total	0	400	0	60	340

TABLE 4

2005 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
Drvr Alc/Drg	7	4	0	0	2	4	17
Impede Traffic	2	0	0	0	0	1	3
Unsafe Speed	229	51	10	5	106	46	447
Too Close	11	2	0	0	4	3	20
Wrong Side	31	9	3	0	22	6	71
Improper Pass	41	5	4	1	30	10	91
Lane Change	78	10	3	3	49	18	161
Improper Turn	354	41	5	4	113	45	562
Right-of-Way Auto	93	15	2	1	34	15	160
Right-of-Way Pedestrian	3	1	0	0	1	2	7
Pedestrian Violation	5	0	0	0	1	1	7
Stop Sign or Signal	43	2	1	0	15	3	64
Start or Backing	189	37	2	2	66	30	326
Hazardous Parking	1	2	0	0	1	0	4
Other Equipment	1	0	0	0	2	0	3
Other Haz.	16	2	2	0	13	2	35
Other Improper Driving	78	11	1	1	20	8	119
Not Driver	83	9	3	0	34	11	140
Unknown	15	6	1	1	9	1	33
Not Stated	9	2	2	1	5	4	23
Total	1,289	209	39	19	527	210	2,293

NOTE: The total number of school bus collisions identified in Table 4 differs by six 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 twenty-nine collisions with another Type 1; Type 1 school buses were involved in three collisions with Type 2 school buses.

TABLE 5

2005 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	0	1	1
Impede Traffic	1	0	0	0	0	1	2
Unsafe Speed	65	18	4	0	34	14	135
Too Close	5	2	0	0	3	3	13
Wrong Side	10	1	0	0	4	0	15
Improper Pass	8	0	1	0	7	1	17
Lane Change	20	2	1	1	6	3	33
Improper Turn	240	24	2	2	65	21	354
Right-of-Way Auto	30	5	1	0	11	5	52
Right-of-Way Pedestrian	3	1	0	0	1	2	7
Stop Sign or Signal	6	0	0	0	3	0	9
Start or Backing	99	19	0	2	31	16	167
Hazardous Parking	0	0	0	0	1	0	1
Other Hazard	3	0	0	0	3	0	6
Other Improper Driving	44	7	0	0	11	5	67
Not Stated	2	1	1	0	0	1	5
Total	536	80	10	5	180	73	884

TABLE 6
SCHOOL BUS COLLISIONS BY MONTH
2005

Month	Fatal	Injury	PDO	TOTAL
January		41	186	227
February		38	160	198
March		37	189	226
April	1	35	153	189
May	1	48	192	241
June		20	132	152
July		17	71	88
August		13	63	76
September	1	33	199	233
October		44	201	245
November		43	203	246
December	1	27	133	161
TOTAL	4	396	1,882	2,282

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