

SUMMARY OF FISCAL YEAR (FY) 2008/09 CALIFORNIA SCHOOL BUS COLLISION DATA

The following is a summary of California school bus collision data for FY 2008/09. 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 FY 2008/09, 23,678 school buses were operated in California; a decrease of 1,641 from the previous year. These vehicles traveled 277,317,718 miles; a 12 percent decrease in miles traveled compared to the previous year.

Collisions: The total number of school bus collisions in FY 2008/09 decreased to 2,091 from 2,215; a six percent decrease from the previous year. Of the collisions, two resulted in fatalities. However, none of the fatalities involved school pupil passengers. The last school pupil passenger death occurred in 1995.

Fatal Collisions - Summary: Although, two school bus-involved fatal collisions were reported for FY 2008/09, one was erroneously reported as it did not meet the criteria for a school bus collision. Below is a summary of the one that occurred.

A fatal collision involving a school bus occurred on 1/16/09, in Riverside County. A school bus driver was traveling northbound on Bayshore Boulevard in the city of Riverside, in the number 1 lane, at approximately 30 to 35 miles per hour, when the driver of a motorcycle made an unsafe lane change into the number 1 lane causing the handle bars of his motorcycle to hit the left side of the school bus. The driver of the motorcycle lost control of his vehicle, began to fishtail, then fell to the ground and slid under the school bus. The driver was run over by the back tires of the school bus. The driver of the motorcycle succumbed to his injuries. The school bus driver was found not-at-fault.

Injury Collisions: The total number of injury collisions in FY 2008/09 decreased to 313 from 332 the previous year; a six percent decrease.

School Bus Driver-at-Fault Collisions: School bus drivers were determined to be at fault for 833 school bus collisions for FY 2008/09; an eight percent decrease from the prior year. Of the driver-at-fault collisions, 697 (83 percent) occurred in Type 1 school buses and 136 (17 percent) occurred in Type 2 school buses.

- ❖ Type 1 school bus is a vehicle designed to carry more than 16 passengers and the driver.

- ❖ 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 1,008 (51 percent) of the total school bus collisions.

TABLE 1
FISCAL YEAR 2008/09
CALIFORNIA SCHOOL BUS STATISTICS – TOTAL COLLISIONS

CATEGORY	FY 2008/09
Fatal Collisions	2
School bus vs. other motor vehicle	2
Injury Collisions	313
School bus vs. pedestrian	12
School bus vs. other motor vehicle	164
School bus vs. motor vehicle on other road	1
School bus vs. parked motor vehicle	2
School bus vs. bicycle	9
School bus vs. fixed object	12
School bus vs. other object	9
School bus vs. train	1
Non-Clsn	103
Not Stated/Unknown	0
Property Damage Collisions	1,776
School bus vs. pedestrian	2
School bus vs. other motor vehicle	1,151
School bus vs. motor vehicle on other road	16
School bus vs. parked motor vehicle	291
School bus vs. bicycle	2
School bus vs. animal	18
School bus vs. fixed object	240
School bus vs. other object	47
Non-Clsn	6
Not stated/Unknown	3
Total Collisions	2,091

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 abruptly, the pupil hits their head on the seat in front of them and is injured (as a result of the rapid deceleration of the brakes).

TABLE 2

2006 through FISCAL YEAR 2008/09
 CALIFORNIA SCHOOL BUS COLLISIONS - PUPIL INJURY STATISTICS

CATEGORY	2006	FY 07/08	FY 08/09
Total Pupil Passengers Killed	0	0	0
Total Pupil Passengers Injured	387	284	313
<u>Pupil Passengers Injured:</u>			
Severe Injuries	2	0	0
Other Visible Injuries	63	61	61
Complaint of Pain	322	223	252
Total Pupil Pedestrians Killed	2	0	0
Total Pupil Pedestrians Injured	10	12	8
<u>Pupil Pedestrians Injured:</u>			
Severe Injuries	1	0	1
Other Visible Injuries	7	4	4
Complaint of Pain	2	8	3

TABLE 3

FISCAL YEAR 2008/09
 SCHOOL PUPIL PASSENGERS (Age 5 -18) KILLED AND INJURED
 BY EXTENT OF INJURY
 AND TYPE OF SCHOOL BUS INVOLVED

SB Type	Total Killed	Total Injured	Severe Injury	Other Visible Injury	Complaint of Pain
Non-Clsn.:	0	113	0	42	71
Public SB I	0	80	0	30	50
Public SB II	0	14	0	6	8
Contr. SB I	0	17	0	5	12
Contr. SB II	0	2	0	1	1
Other Motor Vehicle:	0	162	0	9	153
Public SB I	0	83	4	6	77
Public SB II	0	5	0	0	5
Private SB I	0	5	0	0	5
Private SB II	0	7	0	0	7
Contr. SB I	0	60	0	2	58
Contr. SB II	0	2	0	1	1
Parked Motor Vehicle:	0	1	0	1	0
Public SB I	0	1	0	1	0
Fixed Object:	0	31	0	6	25
Public SB I	0	15	0	1	14
Public SB II	0	1	0	1	0
Private SB I	0	2	0	2	0
Contr. SB I	0	13	0	2	11
Other Object:	0	6	0	3	3
Public SB I	0	4	0	1	3
Public SB II	0	1	0	1	0
Contr. SB I	0	1	0	1	0
Total	0	313	0	61	252

TABLE 4

FISCAL YEAR 2008/09
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	5	3	1	0	3	0	12
Unsafe Speed	186	43	17	4	92	34	376
Too Close	2	2	0	0	1		5
Wrong Side	26	2	1	0	10	2	41
Improper Pass	60	9	0	3	50	6	128
Lane Change	66	7	6	0	53	16	148
Improper Turn	303	51	18	5	115	35	527
Right-of-Way Auto	82	15	6	4	26	10	143
Right-of-Way Pedestrian	5	0	0	0	1	2	8
Ped Violation	3	0	0	0	0	0	3
Stop Sign/Signal	35	8	4	1	13	2	63
Starting/ Backing	154	37	5	3	77	24	300
Hazardous Parking	2	2	0	0	3	0	7
Other Equipment	3	1	0	0	0	0	4
Other Haz	14	3	0	0	10	1	28
Other Improper Drv	80	11	3	1	20	4	119
Not Driver	83	23	4	2	26	5	143
Unknown	16	6	0	0	7	2	31
Not Stated	8	1	1	0	8	1	19
Total	1,133	224	66	23	515	144	2,105

NOTE: The total number of school bus collisions identified in this table (Table 4) differs by 14 collisions from the total number of school bus collisions in Table 1. The reason for the difference is Table 4 includes school bus collisions where two school buses were involved and accounts for each school bus separately.

TABLE 5

FISCAL YEAR 2008/09
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					2		2
Unsafe Speed	64	11	3	2	35	10	125
Wrong Side	8	1	0	0	1	0	10
Improper Pass	6	0	0	0	6	2	14
Lane Change	13	0	1	0	13	4	31
Improper Turn	205	30	14	3	58	19	329
Right-of-Way Auto	21	3	0	2	12	4	42
Right-of-Way Pedestrian	5	0	0	0	1	2	8
Stop Sign/Signal	6	1	1	1	0	0	9
Starting/ Backing	101	20	2	1	44	10	178
Other Improper Drv	45	5	3	0	10	4	67
Too Close	0	0	0	0	1		1
Hazardous Parking	2	1	0	0	3	0	6
Other Haz	1	0	0	0	2	0	3
Other Equipment	1	0	0	0	0	0	1
Not Stated	4	0	0	0	3	0	7
Total	482	72	24	9	191	55	833

TABLE 6

FISCAL YEAR 2008/09
SCHOOL BUS COLLISIONS BY MONTH

Month	Fatal	Injury	PDO	TOTAL
2008				
July	0	11	60	71
August	0	5	75	80
September	0	35	203	238
October	0	45	208	253
November	0	30	152	182
December	0	27	132	159
2009				
January	1	21	145	167
February	1	20	168	189
March	0	32	211	243
April	0	29	145	174
May	0	37	163	200
June	0	21	114	135
TOTAL	2	313	1,776	2,091