SUMMARY OF FISCAL YEAR (FY) 2010/11
CALIFORNIA SCHOOL BUS COLLISION DATA

The following is a summary of California school bus collision data for FY 2010/11. 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: The total number of school buses operated in California during FY 2010/11 decreased to 21,483 from 24,895; a 14 percent decrease from the previous year. The number of miles traveled decreased to 199,314,160 from 288,227,524; a 31 percent decrease from the previous year.

Collisions: School bus collisions in FY 2010/11 decreased to 1,763 from 1,878; a seven percent decrease from the previous year. Of the collisions, three resulted in fatalities. However, none of the fatalities involved a school pupil passenger. The last school pupil passenger death occurred in 1995.

NOTE: Although four fatal school bus collisions were reported, only three qualified as a school bus collision per California Vehicle Code Section 12517.1, School Bus Accident.

Summary of Fatal Collisions: Below is a summary of the fatal collisions that occurred during FY 2010/11.

On October 15, 2010, in the city of Redding, a fatal collision occurred involving a school bus. The driver of a school bus was travelling eastbound on Gas Point Road at approximately 25-30 miles per hour. Another vehicle traveling westbound allowed his vehicle to cross over the solid double yellow lines into the westbound lanes, directly into the path the school bus. The driver of the school bus quickly applied the brakes, but was unable to avoid the collision. The other vehicle struck the school bus head-on causing fatal injuries to the driver of the other vehicle. The school bus driver was found not-at-fault for the collision.

On October 25, 2011, in the city of Los Angeles, a fatal collision involving two school buses occurred. Two school buses were traveling southbound on Soto Street at approximately 30 miles per hour. School bus #2 was approximately four car lengths behind School Bus #1. Both school buses were approaching the intersection of Soto and East 1st Streets. As School Bus #1 was traveling through the intersection, another vehicle accelerated through a red light, and with great impact, struck a pedestrian. The vehicle continued through the intersection and struck School Bus #1. The impact of the other vehicle caused School Bus #1 to swerve, overturn, and rest on its left side. At this time, School Bus #2 was already halfway through the intersection and struck the body

of the pedestrian that lay in the crosswalk. As a result of the collision, the pedestrian suffered fatal injuries. Neither school bus driver was found-at-fault, nor were they charged with any violations.

On February 21, 2011, in the city of San Bernardino, a fatal collision occurred involving a school bus. The driver of a school bus was traveling eastbound on State Route 189, at approximately 25 miles per hour, approaching Pinecrest Road. Another vehicle traveling westbound on State Route 189, at approximately 40 miles per hour, veered into the eastbound lane directly into the path of the approaching school bus. The driver of the school bus veered to the right in an attempt to avoid a collision. The driver of the other vehicle veered left to avoid the collision, but struck the left front end of the school bus. Consequently, the other vehicle veered off the roadway, struck a power pole and a tree. As a result, the driver of the other vehicle sustained fatal injuries. The school bus driver was found not-at-fault for the collision.

Injury Collisions: The total number of injury collisions in FY 2010/11 decreased to 270 from 296 the previous year; a nine percent decrease.

School Bus Driver-at-Fault Collisions: School bus drivers were determined to be at fault in 692 school bus collisions for FY 2010/11; a decrease of 34 from the previous year. This indicates a five percent decrease. Of the driver-at-fault collisions, 542 (99 percent) occurred in Type 1 school buses and 150 (one 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 876 (49 percent) of the total school bus collisions.

TABLE 1

FISCAL YEAR 2010/11
CALIFORNIA SCHOOL BUS COLLISIONS – TOTAL COLLISIONS

CATEGORY	FY 2010/11
Fatal Collisions	**3**
School bus vs. other motor vehicle	2
School bus vs. pedestrian	1
Injury Collisions	**270**
School bus vs. pedestrian	14
School bus vs. other motor vehicle	123
School bus vs. motor vehicle on other road	1
School bus vs. parked motor vehicle	7
School bus vs. bicycle	12
School bus vs. fixed object	20
School bus vs. other object	3
Non-Clsn	90
Not stated	0
Property Damage Collisions	**1,489**
School bus vs. pedestrian	0
School bus vs. other motor vehicle	985
School bus vs. motor vehicle on other road	8
School bus vs. parked motor vehicle	213
School bus vs. bicycle	6
School bus vs. animal	17
School bus vs. fixed object	211
School bus vs. other object	34
Non-Clsn	14
Non-Stated	1
Total Collisions	**1,762**

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

FY 08/09 through FY 2010/11
CALIFORNIA SCHOOL BUS COLLISIONS - PUPILS KILLED/INJURY

CATEGORY	FY 10/11	FY 09/10	FY 08/09
Total Pupil Passengers Killed	**0**	**0**	**0**
Total Pupil Passengers Injured	**304**	**242**	**313**
Severe Injuries	9	0	0
Other Visible Injuries	58	35	61
Complaint of Pain	237	207	252
Total Pupil Pedestrians Killed	**0**	**0**	**0**
Total Pupil Pedestrians Injured	**11**	**20**	**0**
Severe Injuries	0	2	0
Other Visible Injuries	8	12	0
Complaint of Pain	3	6	0

TABLE 3

FISCAL YEAR 2010/11
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**	**118**	**0**	**26**	**92**
Public SB I	0	82	0	15	67
Public SB II	0	14	0	3	11
Private SB II	0	2	0	0	2
Contr. SB I	0	19	0	8	11
Contr. SB II	0	1	0	0	1
Pedestrian:	**0**	**28**	**0**	**8**	**20**
Public SB 1	0	1	0	0	1
Contr. SB I	0	27	0	8	19
Other Motor Vehicle:	**0**	**118**	**9**	**18**	**91**
Public SB I	0	55	0	2	53
Public SB II	0	6	0	0	6
Private SB I	0	32	9	15	8
Private SB II	0	1	0	1	0
Contr. SB I	0	21	0	0	21
Contr. SB II	0	3	0	0	3
Parked Motor Vehicle:	**0**	**2**	**0**	**0**	**2**
Public SB I	0	2	0	0	2
Fixed Object:	**0**	**37**	**0**	**6**	**31**
Public SB I	0	31	0	3	28
Contr. SB I	0	3	0	2	1
Contr. SB II	0	3	0	1	2
Other Object:	**0**	**1**	**0**	**0**	**1**
Public SB I	0	1	0	0	1
Total	**0**	**304**	**9**	**58**	**237**

TABLE 4

FISCAL YEAR 2010/11
TYPE I AND TYPE II SCHOOL BUS COLLISIONS
BY PRIMARY COLLISION FACTOR

PCF	SB Public I	SB Public II	SB Private I	SB Private II	SB Contractual I	SB Contractual II	Total
Drvr Alc/Drg	9	1	1	1	4	0	16
Unsafe Speed	170	42	12	5	64	37	330
Too Close	4	2	0	0	0	0	6
Wrong Side	11	5	3	1	6	0	26
Improper Pass	40	10	4	0	22	9	85
Lane Change	60	16	6	2	27	13	124
Improper Turn	285	54	10	7	96	22	474
Right-of-Way Auto	70	14	3	1	17	6	111
Right-of-Way Pedestrian	3	0	0	0	0	0	3
Ped Violation	3	0	0	1	1	0	5
Stop Sign/Signal	13	12	3	3	10	2	43
Starting/ Backing	125	32	5	2	56	8	228
Hazardous Parking	8	2	0	0	3	1	14
Other Equipment	0	0	0	0	1	1	2
Other Haz	7	6	0	0	7	1	21
Other Improper Drv	62	20	2	3	12	13	112
Not Driver	65	23	1	0	26	6	121
Unknown	14	1	1	0	3	0	19
Not Stated	17	3	2	1	6	0	29
Total	**966**	**243**	**53**	**27**	**361**	**119**	**1,769**

NOTE: The total number of school bus collisions identified in this table (Table 4) differs by 7 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 2010/11
TYPE 1 AND TYPE 2 SCHOOL BUS DRIVER AT-FAULT COLLISIONS
BY PRIMARY COLLISION FACTOR

PCF	SB Public I	SB Public II	SB Private I	SB Private II	SB Contractual I	SB Contractual II	Total
Unsafe Speed	47	13	1	1	20	11	**93**
Too Close	2	1	0	0	0	0	**3**
Wrong Side	3	1	1	0	1	0	**6**
Improper Pass	9	2	0	0	2	0	**13**
Lane Change	10	5	1	0	4	2	**22**
Improper Turn	184	40	7	4	48	14	**297**
Right-of-Way Auto	20	2	0	1	4	4	**31**
Right-of-Way Pedestrian	3	0	0	0	0	0	**3**
Stop Sign/Signal	1	3	1	1	1	0	**7**
Starting/ Backing	81	14	3	2	26	4	**130**
Hazardous Parking	6	2	0	0	1	1	**10**
Other Haz	1	3	0	0	1	0	**5**
Other Improper Drv	43	11	1	2	6	6	**69**
Not Stated	2	0	1	0	0	0	**3**
Total	**412**	**97**	**16**	**11**	**114**	**42**	**692**

TABLE 6

FISCAL YEAR 2010/11
SCHOOL BUS COLLISIONS BY MONTH

	Fatal	Injury	PDO	TOTAL
Month				
2010				
July	0	3	33	36
August	0	18	62	80
September	0	32	171	203
October	2	25	162	189
November	0	21	153	174
December	0	21	105	126
2011				
January	0	23	121	144
February	1	23	153	177
March	0	23	168	191
April	0	34	130	164
May	0	31	141	172
June	0	16	90	106
TOTAL	**3**	**270**	**1,489**	**1,762**