

SUMMARY OF FISCAL YEAR (FY) 2012/13 CALIFORNIA SCHOOL BUS COLLISION DATA

The following is a summary of California school bus collision data for FY 2012/13. 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 ensuring the safe transportation of California's school pupils.

SYNOPSIS

Number of School Buses/Mileage: The total number of school buses operated in California during FY 2012/13 decreased to 24,215 from 25,152; a four percent decrease from the previous year. The number of miles traveled increased to 271,316,107 from 240,988,640; an eleven percent increase from the previous year.

Collisions: School bus collisions in FY 2012/13 increased to 1,748 from 1,561; an 11 percent increase from the previous year. Seven of these collisions were coded as fatal school bus collisions; however, two of the seven were miscoded and were not school bus collisions. Additionally, none of the fatalities involved a school pupil passenger. The last school pupil passenger death occurred in 1995.

Summary of Fatal Collisions: Below are the summaries of the five fatal school bus collisions that occurred during FY 2012/13.

- On September 10, 2012, in the city of Los Angeles, the driver of a school bus was traveling northbound on Sierra Highway at approximately 50 miles per hour approaching the intersection of Sierra Highway and Avenue G. A bicyclist was traveling northbound on Avenue G at approximately 15 to 20 miles per hour, approaching a stop sign located at northbound Avenue G and Sierra Highway. For unknown reasons, the driver of the bicyclist failed to stop at the posted stop sign, entering the intersection directly in the path of the school bus. The driver of the school bus quickly applied the brakes and steered away from the bicyclist but was unable to avoid colliding with the cyclist. As a result, the cyclist sustained fatal injuries. The school bus driver was found not at fault for the collision.
- On September 18, 2012, in the city of Sacramento, the driver of a school bus was traveling southbound on Sunrise Boulevard approaching a green light at the intersection of Sunrise and SR 16 at approximately 40 miles per hour. As the driver of the school bus entered the intersection, the driver of another vehicle traveling westbound on SR 16 ran a red light directly into the path of the school bus. The driver of the school bus attempted to avoid the other vehicle but was unable to stop, and the two vehicles collided. As a result, the passenger of the

other vehicle sustained fatal injuries. The school bus driver was found not at fault for the collision.

- On September 26, 2012, in the city of Ventura, a pedestrian entered a crosswalk walking southbound on Woodland Street. The driver of a school bus was stopped northbound at a stop sign at the intersection of South Brookshire Avenue and Woodland Street. After traffic cleared, the driver of the school bus accelerated (to pick up speed) from a stopped position and began a left turn onto Woodland Street. The school bus driver failed to observe the pedestrian in the crosswalk and struck the pedestrian with the bus. The pedestrian succumbed to injuries a few days later. The school bus driver was found at fault for the collision.
- On March 25, 2013, in the city of Palmdale, the driver of a school bus was traveling westbound on Avenue R at approximately 45 to 50 miles per hour, approaching 55th Street East. A bicyclist was stopped at the northwest corner of 55th Street East, intending to continue south across Avenue R. As the driver of the school bus entered the westbound traffic lane, the bicyclist began pedaling into the westbound traffic lanes of Avenue R in the direction of the school bus. The bus driver took evasive action steering to the left. The bicyclist continued pedaling in a southerly direction into the redirected path of the school bus. The bicyclist collided with the school bus and as a result, the bicyclist sustained fatal injuries. The school bus driver was found not at fault for the collision.
- On May 15, 2013, in the City of Sacramento, the driver of a school bus stopped at a stop sign at the intersection of Tumbleweed Way and the north edge of San Juan Road. As the school bus driver proceeded to make a left turn, the driver of a motorcycle was approaching westbound San Juan Road at approximately 40 to 45 miles per hour behind another vehicle. The driver of the motorcycle changed lanes to pass a vehicle in front when it collided with the school bus. As a result, the driver of the motorcycle was ejected and 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 2012/13 increased to 283 from 273 the previous year; a four percent increase.

School Bus Driver-at-Fault Collisions: School bus drivers were determined to be at fault in 231 school bus collisions for FY 2012/13; a decrease of 96 school bus driver-at-fault collisions from the previous year. This indicates a four percent decrease. Of the school bus driver-at-fault collisions, 182 (22 percent) occurred in Type 1 school buses and 49 (78 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 1,517 (15 percent) of the total school bus collisions (1,748).

TABLE 1
FISCAL YEAR 2012/13
CALIFORNIA SCHOOL BUS COLLISIONS
TOTAL COLLISIONS

CATEGORY	FY 2012/13
Total Fatal Collisions	7
School bus vs. pedestrian	2
School bus vs. other motor vehicle	3
School bus vs. bicyclist	2
Total Injury Collisions	283
School bus vs. pedestrian	15
School bus vs. other motor vehicle	131
School bus vs. motor vehicle on other road	1
School bus vs. parked vehicle	6
School bus vs. bicyclist	7
School bus vs. animal	1
School bus vs. fixed object	12
School bus vs. other object	4
Non-Collision	104
Not Stated	2
Total Property Damage Collisions	1,458
School bus vs. other motor vehicle	976
School bus vs. motor vehicle on other road	9
School bus vs. parked vehicle	238
School bus vs. bicyclist	2
School bus vs. animal	18
School bus vs. fixed object	171
School bus vs. other object	31
Non-Collision	12
Not Stated	1
Total Collisions	1,748

Note: Non-Collisions: Non-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 10/11 through FY 2012/13
CALIFORNIA SCHOOL BUS COLLISIONS
PUPILS KILLED/INJURED**

CATEGORY	FY 2012/13	FY 2011/12	FY 2010/11
Total Pupil Passengers Killed	0	0	0
Total Pupil Passengers Injured	262	217	304
Severe Injuries	2	0	9
Other Visible Injuries	44	54	58
Complaint of Pain	216	163	237
Total Pupil Pedestrians Killed	0	0	0
Total Pupil Pedestrians Injured	6	9	11
Severe Injuries	2	1	0
Other Visible Injuries	3	5	8
Complaint of Pain	1	3	3

TABLE 3

**FISCAL YEAR 2012/13
SCHOOL PUPIL PASSENGERS (Age 5 -18) KILLED AND INJURED
BY EXTENT OF INJURY
AND TYPE OF SCHOOL BUS INVOLVED**

School Bus Type	Complaint of pain	Other Visible Injury	Severe Injury	Total Killed	Total Injured
Other Motor Vehicle	114	4	1	0	119
SB Public I	79	2	1	0	82
SB Public II	6	2	0	0	8
SB Private I	1	0	0	0	1
SB Contractual I	25	0	0	0	25
SB Contractual II	3	0	0	0	3
Motor Vehicle on Other Road	3	2	0	0	5
SB Private I	3	2	0	0	5
Parked Motor Vehicle	8	0	0	0	8
SB Public I	6	0	0	0	6
SB Contractual I	2	0	0	0	2
Animal	5	0	0	0	5
SB Public I	5	0	0	0	5
Fixed Object	7	1	0	0	8
SB Public I	5	1	0	0	6
SB Public II	1	0	0	0	1
SB Contractual I	1	0	0	0	1
Other Object	1	0	0	0	1
SB Public I	1	0	0	0	1
Non-Collision	78	35	1	0	114
SB Public I	57	24	1	0	82
SB Public II	6	4	0	0	10
SB Private II	0	1	0	0	1
SB Contractual I	13	4	0	0	17
SB Contractual II	2	2	0	0	4
Not Stated	0	2	0	0	2
SB Public I	0	1	0	0	1
SB Contractual I	0	1	0	0	1
Total	216	44	2	0	262

TABLE 4

**FISCAL YEAR 2012/13
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
Driver Alc/Drg	2	1	3	1	2	1	10
Unsafe Speed	155	49	13	8	79	18	322
Too Close	7	1	0	1	0	0	9
Wrong Side	20	5	2	1	4	0	32
Improper Pass	35	11	1	3	24	1	75
Lane Change	51	10	8	1	31	1	102
Improper Turn	285	57	15	8	119	19	503
Right-of-Way Auto	41	18	4	1	26	6	96
Right-of-Way Pedestrian	5	0	0	0	1	0	6
Ped Violation	4	1	0	0	0	0	5
Stop Sign/Signal	22	6	2	0	10	1	41
Starting/ Backing	123	47	9	3	48	12	242
Hazardous Parking	5	2	0	0	1	0	8
Other Equipment	2	0	0	0	3	1	6
Other Haz	13	2	2	1	2	2	22
Other Improper Driving	63	26	2	0	14	6	111
Not Driver	86	30	2	3	21	2	144
Unknown	15	1	2	0	4	3	25
Not Stated	15	2	3	0	3	2	25
Total	949	269	68	31	392	75	1,784

NOTE: The total number of school bus collisions identified in this table (Table 4) differs by 36 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 2012/13
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
Driver under Influence of Alcohol/Drug			1	1	8		2
Unsafe Speed	15	6	1	2		6	38
Following too Closely	2						2
Wrong Side of Road	3						3
Improper Passing	2	4			1		7
Lane Change	4				2		6
Improper Turning	58	8	2	2	21	2	93
Auto Right-of-Way	5	1	1		4		11
Pedestrian Right-of-Way	1				1		2
Pedestrian Violation	1						1
Traffic Signals and Signs	3				1		4
Starting/Backing	22	7	1			1	31
Hazardous Parking							0
Other Hazardous Violation					1		1
Other Equipment					1	1	2
Other Improper Driving	15	7			4	1	27
Not Stated	1						1
Unknown							
Total	132	33	6	5	44	11	231

TABLE 6**FISCAL YEAR 2012/13
TOTAL SCHOOL BUS COLLISIONS BY MONTH**

Month	Fatal	Injury	PDO	Total
2012	4	141	657	802
July		6	42	48
August		13	80	93
September	3	34	144	181
October		39	166	205
November		28	120	148
December	1	21	105	127
2013	3	142	801	946
January		21	152	173
February		23	130	153
March	1	21	133	155
April	1	38	148	187
May	1	30	166	197
June		9	72	81
Total	7	283	1,458	1,748