BUSES INVOLVED IN FATAL ACCIDENTS FACTBOOK 2006

Center for National Truck and Bus Statistics
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October 2008

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16. Abstract

This document presents aggregate statistics on buses involved in traffic accidents in 2006. The statistics are derived from the Buses Involved in Fatal Accidents (BIFA) file, compiled by the University of Michigan Transportation Research Institute. The BIFA database is a census of all buses involved in a fatal accident in the United States, and provides coverage of buses recorded in the Fatality Analysis Reporting System (FARS) file. BIFA combines vehicle, accident, and occupant records from FARS with information about the physical configuration and operating authority of the bus from the BIFA survey.

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SI* (MODERN METRIC) CONVERSION FACTORS

APPROXIMATE CONVERSIONS TO SI UNITS

Symbol	When You Know	Multiply By	To Find	Symbol
		LENGTH		
in	inches	25.4	millimeters	mm
ft	feet	0.305	meters	m
yd	yards	0.914	meters	m
mi	miles	1.61	kilometers	km
		AREA		
in^2	square inches	645.2	square millimeters	mm^2
ft^2	square feet	0.093	square meters	m^2
yd^2	square yards	0.836	square meters	m^2
ac	acres	0.405	hectares	ha
mi^2	square miles	2.59	square kilometers	km^2
		VOLUME		
fl oz	fluid ounces	29.57	milliliters	mL
gal	gallons	3.785	liters	L
ft^3	cubic feet	0.028	cubic meters	m^3
yd^3	cubic yards	0.765	cubic meters	m^3
NOTE: Volumes greater than 1000 L shall be shown in m^3.				
		MASS		
oz	ounces	28.35	grams	g
lb	pounds	0.454	kilograms	kg
T	short tons (2001 lb)	0.907	megagrams (or "metric ton")	Mg (or "t")
		TEMPERATURE (exact)		
°F	Fahrenheit temperature	5(F-32)/9 or (F-32)/1.8	Celcius temperature	°C
		ILLUMINATION		
fc	foot-candles	10.76	lux	lx
fl	foot-Lamberts	3.426	candela/m^2	cd/m^2
		FORCE and PRESSURE or STRESS		
lbf	poundforce	4.45	newtons	N
lbf/in^2	poundforce per square inch	6.89	kilopascals	kpa

APPROXIMATE CONVERSIONS FROM SI UNITS

Symbol	When You Know	Multiply By	To Find	Symbol
		LENGTH		
mm	Millimeters	0.039	Inches	in
M	Meters	3.28	Feet	ft
M	Meters	1.09	Yards	yd
Km	Kilometers	0.621	Miles	mi
		AREA		
mm^2	square millimeters	0.0016	square inches	in^2
m^2	square meters	10.764	square feet	ft^2
m^2	square meters	1.195	square yards	yd^2
Ha	Hectares	2.47	Acres	ac
Km^2	square kilometers	0.386	square miles	mi^2
		VOLUME		
rnL	Milliliters	0.034	fluid ounces	fl oz
L	Liters	0.264	Gallons	gal
m^3	cubic meters	35.71	cubic feet	ft^3
m^3	cubic meters	1.307	cubic yards	yd^3
		MASS		
G	Grams	0.035	Ounces	oz
Kg	Kilograms	2.202	Pounds	lb
Mg (or “t”)	megagrams (or "metric ton")	1.103	short tons (2001 lb)	T
		TEMPERATURE (exact)		
°C	Celcius temperature	**1.8C + 32**	Fahrenheit temperature	°F
		ILLUMINATION		
Lx	Lux	0.0929	foot-candles	fc
Cd/m^2	candela/m^2	0.2919	foot-lamberts	fl
		FORCE and PRESSURE or STRESS		
N	Newtons	0.225	Poundforce	lbf
kPa	Kilopascals	0.145	poundforce per square inch	lbf/in^2

* SI is the symbol for the International System of Units. Appropriate rounding should be made to comply with Section 4 of ASTM E380.

(Revised September 1993)

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The data documented in this report are the product of the dedicated efforts of many people. The project originated under the direction of Ken Campbell. Daniel Blower directs the current project. Daniel Hershberger managed the survey and edited the cases. Bob Pichler, Arthur Oake, and Nancy Werner served as interviewers. Their conscientious dedication to accuracy and completeness is greatly appreciated. In addition, the project would not have been possible without the willing cooperation of hundreds of bus owners, operators, and police officers across the country.

The BIFA survey is conducted by the Center for National Truck and Bus Statistics at the University of Michigan Transportation Research Institute. The preparation of the data file and codebook was supported by the Federal Motor Carrier Safety Administration.

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Introduction

This report, *Buses Involved in Fatal Accidents Factbook 2006*, provides descriptive statistics about buses involved in fatal accidents in the United States. The data come from the Buses Involved in Fatal Accidents (BIFA) survey program, initiated in 1999 by the Center for National Truck and Bus Statistics (CNTBS) at the University of Michigan Transportation Research Institute (UMTRI).

Modeled after UMTRI's Trucks Involved in Fatal Accidents (TIFA) program, the BIFA survey collects detailed information on all buses involved in all fatal traffic accidents. Buses are defined as motor vehicles with seating for nine or more, including the driver, that are not operated as personal transportation, and all motor vehicles with seating for 16 or more.

The BIFA file is produced annually, beginning with the 1999 data year, from a survey of bus crashes identified from the Fatality Analysis Reporting System (FARS) file, compiled by the National Center for Statistics and Analysis at the National Highway Traffic Safety Administration. Accident, vehicle, and driver records that appear to involve a bus are selected from the FARS file. Police reports for each accident represented are requested from the appropriate states. The 2006 BIFA file is a census file, meaning there is one record for each of the 335 buses involved in a fatal accident that year.

Trained and experienced interviewers contact individuals knowledgeable about the bus, including drivers, safety officers, police officers, emergency personnel, and witnesses. The interviewers verify that the vehicle is a bus and then collect information about the bus, bus driver, and the motor carrier that operated the bus. The interview produces a detailed description of the physical configuration of the bus, the operating authority of the bus, and the trip the bus was on at the time of the accident. An editor reviews each case to ensure accuracy and consistency.

The BIFA file combines the detailed physical description of the vehicle from the BIFA survey with matching accident, driver, and vehicle data from the FARS file. Almost all variables in FARS describing the accident, vehicle, and driver are included in the BIFA file. No FARS data are altered or corrected. The BIFA variables supplement the FARS data with extensive detail on the bus, including information about the physical configuration of the bus, the type of organization operating the bus, and the type of application the bus was used for. In addition, the BIFA survey determines the seating capacity of the bus; information regarding the driver; and several other details of the operations of the bus. The methodology, as well as a complete list of variables and data in the BIFA survey, is fully documented in *Buses Involved in Fatal Accidents Codebook 2006.*

Report overview

This report consists of four sections. The “Trends” section provides data on fatalities and fatal accident involvements from 2002 through 2006. The “Accident conditions” section provides information about the accidents the buses were involved in, including distributions of bus fatal involvements across states, and information about the weather, road type, and roadway condition at the time of the accident. The “Vehicle” section includes statistics about bus body style, seating capacity, and the axle counts of the buses. The “Driver” section includes information about bus driver injury, licensing, previous driving record, age, sex, and other driver characteristics.

Virtually all tables present counts of involvements: that is, the number of the buses involved in a fatal accident by various factors and conditions of interest.

Within this report buses are classified by how they are operated rather than by their physical configuration. The BIFA survey collects a detailed physical description of each vehicle. But the most meaningful and straightforward classification for this report is how the bus is used. Thus, if a bus is used to transport K-12 students for a school, it is classified as a school bus. Other buses that are of the type designed for use as school buses, but which are actually used for a different purpose, are classified according to the operator type. “School buses” that are converted to private use would be classified as “other bus type” here, a category used for the less common operator types. Likewise, a “school bus” used by a charter bus company would be categorized as “charter.” However, in most cases the physical configuration of the bus corresponds to the expected type for each.

Bus Operator Types Used in this Factbook

School – any public or private school or district, or contracted carrier operating on behalf of the entity, providing transportation for pupils.

Transit – an entity providing passenger transportation over fixed, scheduled routes, within primarily urban geographical areas.

Intercity – a company providing for-hire, long-distance passenger transportation between cities over fixed routes with regular schedules.

Charter – companies that operate buses on a for-hire basis, usually providing round-trip service for a tour group or an outing, either on an ad hoc or scheduled basis.

Other – this category includes buses operated by private companies (primary business other than passenger transportation), non-governmental organizations (such as churches and non-profit organizations), non-educational units of government (such as departments of corrections or highway departments), and private individuals (entertainers, sports teams, etc.).

Unknown – in cases where sufficient information could not be obtained about the operator type, “unknown” was assigned.

Definitions of terms and a table of abbreviations may be found on page 49.

Trends, 2002-2006

This section contains tables displaying trends in bus involvements in fatal traffic accidents and the number of persons killed in those accidents. The trends are presented by bus operator type, state, and person type.

- During the 5-year period 2002-2006, an average of 317 buses were involved in a fatal traffic accident each year. In 2006 there was an increase of 25 bus involvements (335 total) from 310 involvements in 2005.

- Buses owned or operated for a school district were the most common operator type, accounting for 38.5% of all buses involved in fatal crashes during the 5-year period on average. Urban transit authority buses represent the second most frequent bus type for fatal involvements, averaging 32.6%.

- The number of school bus involvements (128) in 2006 increased slightly from 125 in 2005.

- California, New York, and Florida had the greatest number of bus involvements over the period 2002-2006.

- Total fatalities for 2006 showed an decrease of 1.6% from the 2005 figure of 380. In 2006 there were 374 persons killed in crashes involving a bus; 9 of them were bus drivers, and 29 were passengers on the bus. Other vehicle drivers and passengers represented the largest source of fatalities with 234 (62.6%), and non-motorists represented 102 (27.3%) of the fatalities.

- Of the non-motorist fatalities, 89 pedestrians and 12 bicyclists were killed during 2006 in accidents involving buses.

Annual fatal involvements

Table 1-1
Fatal Bus Involvements by Year and Bus Type

Accident year	School No.	Transit No.	Intercity No.	Charter No.	Other No.	Unknown No.	Total No.
2002	102	98	10	29	24	35	298
2003	130	111	8	38	39	8	334
2004	125	96	8	42	34	2	307
2005	125	93	14	44	33	1	310
2006	128	119	6	37	42	3	335
Total	610	517	46	190	172	49	1584

Table 1-2
Fatal Bus Involvements by Year and Operator Type

	2002		2003		2004		2005		2006		Total	
Bus Operator Type	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
School district	102	34.2	130	38.9	125	40.7	85	27.4	91	27.2	533	33.6
Urban transit authority	98	32.9	111	33.2	96	31.3	93	30.0	119	35.5	517	32.6
Scheduled intercity	10	3.4	8	2.4	8	2.6	14	4.5	6	1.8	46	2.9
Charter bus	29	9.7	38	11.4	42	13.7	44	14.2	37	11.0	190	12.0
Private company	2	0.7	4	1.2	2	0.7	2	0.6	2	0.6	12	0.8
Non-government organization	10	3.4	11	3.3	9	2.9	4	1.3	7	2.1	41	2.6
Non-educational unit of government	4	1.3	7	2.1	6	2.0	7	2.3	10	3.0	34	2.1
Private, for personal transportation	1	0.3	0	0.0	0	0.0	0	0.0	1	0.3	2	0.1
Contractor for school district*	0	0.0	0	0.0	0	0.0	40	12.9	37	11.0	77	4.9
Other	7	2.3	17	5.1	17	5.5	20	6.5	22	6.6	83	5.2
Unknown	35	11.7	8	2.4	2	0.7	1	0.3	3	0.9	49	3.1
Total	298	100.0	334	100.0	307	100.0	310	100.0	335	100.0	1584	100.0

* "Contractor for school district" is a new bus operator type, beginning with the 2005 data year. Such cases in previous years were included in the "school district" grouping.

Table 1-3
Fatal Bus Involvements by Year, Bus Type and Passenger Seating Capacity

Bus operator type	2002		2003		2004		2005		2006		Total	
Bus seating capacity	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
School district												
8-14	3	1.0	5	1.5	0	0.0	3	1.0	2	0.6	13	0.8
15-50	23	1.0	29	8.7	14	4.6	27	8.7	22	6.6	115	7.3
51-99	74	24.8	92	27.5	99	32.2	83	26.8	92	27.5	440	27.8
Est. 15 or more	2	0.7	2	0.6	10	3.3	10	3.2	11	3.3	35	2.2
Unknown	0	0.0	2	0.6	2	0.7	2	0.6	1	0.3	7	0.4
Total school district	102	34.2	130	38.9	125	40.7	125	40.3	128	38.2	610	38.5
Transit bus authority												
8-14	2	0.7	5	1.5	5	1.6	5	1.6	1	0.3	18	1.1
15-50	89	29.9	91	27.2	69	22.5	74	23.9	93	27.8	416	26.3
51-99	5	1.7	7	2.1	3	1.0	7	2.3	10	3.0	32	2.0
Est. 15 or more	1	0.3	7	2.1	18	5.9	4	1.3	13	3.9	43	2.7
Unknown	1	0.3	1	0.3	1	0.3	3	1.0	2	0.6	8	0.5
Total transit bus	98	32.9	111	33.2	96	31.3	93	30.0	119	35.5	517	32.6
Intercity bus operator												
8-14	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
15-50	7	2.3	3	0.9	4	1.3	4	1.3	2	0.6	20	1.3
51-99	3	1.0	5	1.5	4	1.3	9	2.9	2	0.6	23	1.5
Est. 15 or more	0	0.0	0	0.0	0	0.0	1	0.3	2	0.6	3	0.2
Total intercity bus	10	3.4	8	2.4	8	2.6	14	4.5	6	1.8	46	2.9
Charter bus operator												
8-14	0	0.0	0	0.0	1	0.3	0	0.0	0	0.0	1	0.1
15-50	14	4.7	14	4.2	18	5.9	20	6.5	14	4.2	80	5.1
51-99	7	2.3	17	5.1	16	5.2	20	6.5	17	5.1	77	4.9
Est. 15 or more	8	2.7	4	1.2	7	2.3	4	1.3	6	1.8	29	1.8
Unknown	0	0.0	3	0.9	0	0.0	0	0.0	0	0.0	3	0.2
Total charter bus	29	9.7	38	11.4	42	13.7	44	14.2	37	11.0	190	12.0
Other operator												
8-14	6	2.0	17	5.1	18	5.9	14	4.5	9	2.7	64	4.0
15-50	12	4.0	17	5.1	8	2.6	14	4.5	26	7.8	77	4.9
51-99	3	1.0	4	1.2	3	1.0	3	1.0	2	0.6	15	0.9
Est. 15 or more	3	1.0	0	0.0	4	1.3	1	0.3	3	0.9	11	0.7
Unknown	0	0.0	1	0.3	1	0.3	1	0.3	2	0.6	5	0.3
Total other	24	8.1	39	11.7	34	11.1	33	10.6	42	12.5	172	10.9
Unknown operator type												
8-14	3	1.0	0	0.0	0	0.0	0	0.0	0	0.0	3	0.2
15-50	0	0.0	1	0.3	0	0.0	0	0.0	0	0.0	1	0.1
51-99	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Est. 15 or more	3	1.0	0	0.0	1	0.3	0	0.0	1	0.3	5	0.3
Unknown	29	9.7	7	2.1	1	0.3	1	0.3	2	0.6	40	2.5
Total unknown	35	11.7	8	2.4	2	0.7	1	0.3	3	0.9	49	3.1
Total	298	100.0	334	100.0	307	100.0	310	100.0	335	100.0	1584	100.0

Table 1-4 Fatal Bus Involvements by Year and State

	2002		2003		2004		2005		2006		Total	
State	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Alabama	1	0.3	2	0.6	5	1.6	0	0.0	7	2.1	15	0.9
Alaska	0	0.0	0	0.0	1	0.3	0	0.0	0	0.0	1	0.1
Arizona	8	2.7	8	2.4	12	3.9	9	2.9	7	2.1	44	2.8
Arkansas	3	1.0	1	0.3	4	1.3	3	1.0	0	0.0	11	0.7
California	38	12.8	41	12.3	37	12.1	31	10.0	46	13.7	193	12.2
Colorado	6	2.0	9	2.7	4	1.3	3	1.0	4	1.2	26	1.6
Connecticut	3	1.0	1	0.3	2	0.7	5	1.6	4	1.2	15	0.9
Delaware	1	0.3	4	1.2	2	0.7	3	1.0	3	0.9	13	0.8
Dist of Columbia	1	0.3	2	0.6	1	0.3	3	1.0	3	0.9	10	0.6
Florida	22	7.4	21	6.3	26	8.5	31	10.0	33	9.9	133	8.4
Georgia	8	2.7	13	3.9	10	3.3	6	1.9	10	3.0	47	3.0
Hawaii	5	1.7	3	0.9	5	1.6	3	1.0	5	1.5	21	1.3
Idaho	2	0.7	1	0.3	1	0.3	1	0.3	0	0.0	5	0.3
Illinois	7	2.3	7	2.1	6	2.0	13	4.2	9	2.7	42	2.7
Indiana	1	0.3	4	1.2	3	1.0	6	1.9	7	2.1	21	1.3
Iowa	3	1.0	3	0.9	4	1.3	5	1.6	0	0.0	15	0.9
Kansas	3	1.0	4	1.2	3	1.0	3	1.0	4	1.2	17	1.1
Kentucky	5	1.7	5	1.5	5	1.6	3	1.0	3	0.9	21	1.3
Louisiana	3	1.0	5	1.5	4	1.3	5	1.6	7	2.1	24	1.5
Maine	0	0.0	0	0.0	1	0.3	1	0.3	2	0.6	4	0.3
Maryland	5	1.7	12	3.6	10	3.3	10	3.2	8	2.4	45	2.8
Massachusetts	6	2.0	5	1.5	4	1.3	0	0.0	3	0.9	18	1.1
Michigan	11	3.7	6	1.8	10	3.3	9	2.9	11	3.3	47	3.0
Minnesota	4	1.3	6	1.8	4	1.3	8	2.6	4	1.2	26	1.6
Mississippi	1	0.3	1	0.3	2	0.7	0	0.0	3	0.9	7	0.4
Missouri	8	2.7	10	3.0	7	2.3	10	3.2	7	2.1	42	2.7
Montana	1	0.3	1	0.3	0	0.0	0	0.0	0	0.0	2	0.1
Nebraska	1	0.3	3	0.9	1	0.3	1	0.3	1	0.3	7	0.4
Nevada	6	2.0	6	1.8	2	0.7	4	1.3	3	0.9	21	1.3
New Hampshire	0	0.0	1	0.3	1	0.3	1	0.3	0	0.0	3	0.2
New Jersey	12	4.0	10	3.0	13	4.2	15	4.8	12	3.6	62	3.9
New Mexico	5	1.7	3	0.9	4	1.3	2	0.6	0	0.0	14	0.9
New York	26	8.7	32	9.6	25	8.1	24	7.7	40	11.9	147	9.3
North Carolina	6	2.0	9	2.7	8	2.6	8	2.6	2	0.6	33	2.1
North Dakota	1	0.3	3	0.9	0	0.0	0	0.0	0	0.0	4	0.3
Ohio	9	3.0	14	4.2	6	2.0	9	2.9	15	4.5	53	3.3
Oklahoma	4	1.3	5	1.5	3	1.0	2	0.6	1	0.3	15	0.9
Oregon	3	1.0	3	0.9	2	0.7	2	0.6	2	0.6	12	0.8
Pennsylvania	15	5.0	27	8.1	14	4.6	19	6.1	24	7.2	99	6.3
Rhode Island	2	0.7	0	0.0	1	0.3	0	0.0	3	0.9	6	0.4
South Carolina	5	1.7	0	0.0	6	2.0	6	1.9	8	2.4	25	1.6
South Dakota	0	0.0	0	0.0	0	0.0	1	0.3	0	0.0	1	0.1
Tennessee	3	1.0	5	1.5	7	2.3	4	1.3	6	1.8	25	1.6
Texas	24	8.1	17	5.1	18	5.9	15	4.8	12	3.6	86	5.4
Utah	2	0.7	2	0.6	4	1.3	1	0.3	0	0.0	9	0.6
Vermont	1	0.3	2	0.6	0	0.0	0	0.0	2	0.6	5	0.3
Virginia	6	2.0	4	1.2	9	2.9	12	3.9	3	0.9	34	2.1
Washington	3	1.0	6	1.8	2	0.7	6	1.9	4	1.2	21	1.3
West Virginia	3	1.0	1	0.3	2	0.7	1	0.3	2	0.6	9	0.6
Wisconsin	5	1.7	6	1.8	6	2.0	6	1.9	4	1.2	27	1.7
Wyoming	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3	1	0.1
Total	298	100.0	334	100.0	307	100.0	310	100.0	335	100.0	1584	100.0

Annual fatalities

Table 1-5
Fatalities in Bus Involvements by Year and Person Type

Vehicle/Person type	2002		2003		2004		2005		2006		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Bus												
Driver	11	3.1	9	2.3	12	3.4	12	3.2	9	2.4	53	2.9
Passenger	44	12.3	49	12.5	43	12.2	67	17.6	29	7.8	232	12.5
Unknown occupant type	0	0.0	1	0.3	0	0.0	0	0.0	0	0.0	1	0.1
Bus total	55	15.3	59	15.1	55	15.6	79	20.8	38	10.2	286	15.4
Other vehicle												
Drivers	151	42.1	157	40.2	161	45.7	149	39.2	176	47.1	794	42.8
Passengers	56	15.6	73	18.7	40	11.4	44	11.6	58	15.5	271	14.6
Unknown occupant type	0	0.0	1	0.3	0	0.0	0	0.0	0	0.0	1	0.1
Other vehicle total	207	57.7	231	59.1	201	57.1	193	50.8	234	62.6	1066	57.4
Non-motorists												
Pedestrian	83	23.1	93	23.8	89	25.3	89	23.4	89	23.8	443	23.9
Bicyclist	13	3.6	8	2.0	6	1.7	16	4.2	12	3.2	55	3.0
Other non-motorist	1	0.3	0	0.0	1	0.3	3	0.8	1	0.3	6	0.3
Non-motorist total	97	27.0	101	25.8	96	27.3	108	28.4	102	27.3	504	27.2
Total	359	100.0	391	100.0	352	100.0	380	100.0	374	100.0	1856	100.0

Accident conditions

This section provides statistics that describe conditions at the scene of fatal traffic accidents involving buses. Tables present various accident characteristics, including temporal and environmental conditions, as well as distributions of collision type and the bus's role in the accident. Though the tables focus on accident-level characteristics, all tables show counts of buses involved in fatal accidents, rather than counts of accidents. Some fatal traffic accidents include more than one bus.

- About 52% of fatal bus involvements occurred from 6:00 to 8:59 a.m. or from 2:00 to 4:59 p.m., primarily due to school buses.

- Overall, 87.8% of fatal involvements of buses occurred during the work week, but this varies by bus type. Transit buses experienced 14.3% of their involvements on the weekend (Saturday and Sunday), compared with 0.0% for school buses.

- The majority (86.9%) of fatal involvements occurred under "normal" weather conditions (i.e. no rain, snow, fog, or other adverse condition). Twenty-nine or 8.7% of fatal involvements occurred under rain conditions.

- Overall, 69.6% of the fatal bus involvements occurred in daylight and 25.3% of the involvements occurred under dark or dark but lighted conditions. Charter buses had a high incidence of fatal involvements occurring during dark or dark but lighted conditions, accounting for 43.2% of the involvements.

- Local streets (township or municipality) accounted for 38.2% of fatal bus involvements, 23.9% of bus involvements were on state highways, and 14.6% were on county roads.

- Over sixty-five percent of the fatal involvements of buses occurred on undivided roads with two-way traffic.

- In 29.3% of fatal involvements, the bus hit an object in the road (often a pedestrian or other non-motorist); in 12.8% of involvements another vehicle crossed the center line of the road and struck the bus head on; and in 5.7% of involvements the bus struck the side of another vehicle. These proportions can differ dramatically by bus type.

- In 63.9% of fatal bus involvements the first harmful event was collision with a motor vehicle; 26.0% involved collision with a pedestrian. Transit buses had the highest incidence of collisions involving pedestrians, 45.4%.

- Over 29% of fatal bus involvements included a non-motorist fatality. Among school buses 76.2% of the non-motorist fatals were not passengers of the bus. For all bus types, the majority of non-motorists killed were not bus passengers.

- 10.9% (14) of school bus involvements occurred in Florida, while 20.2% (24) of transit bus involvements were in California.

Geographic distributions

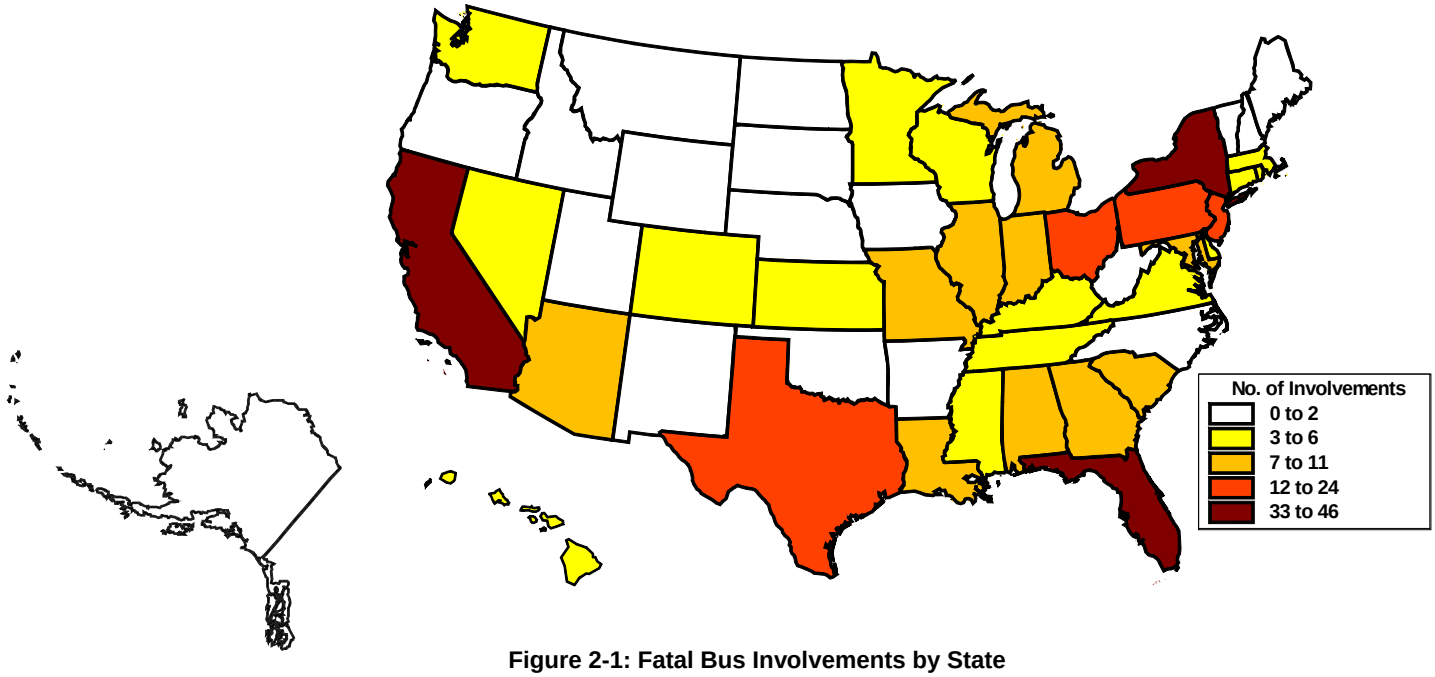


Figure 2-1: Fatal Bus Involvements by State

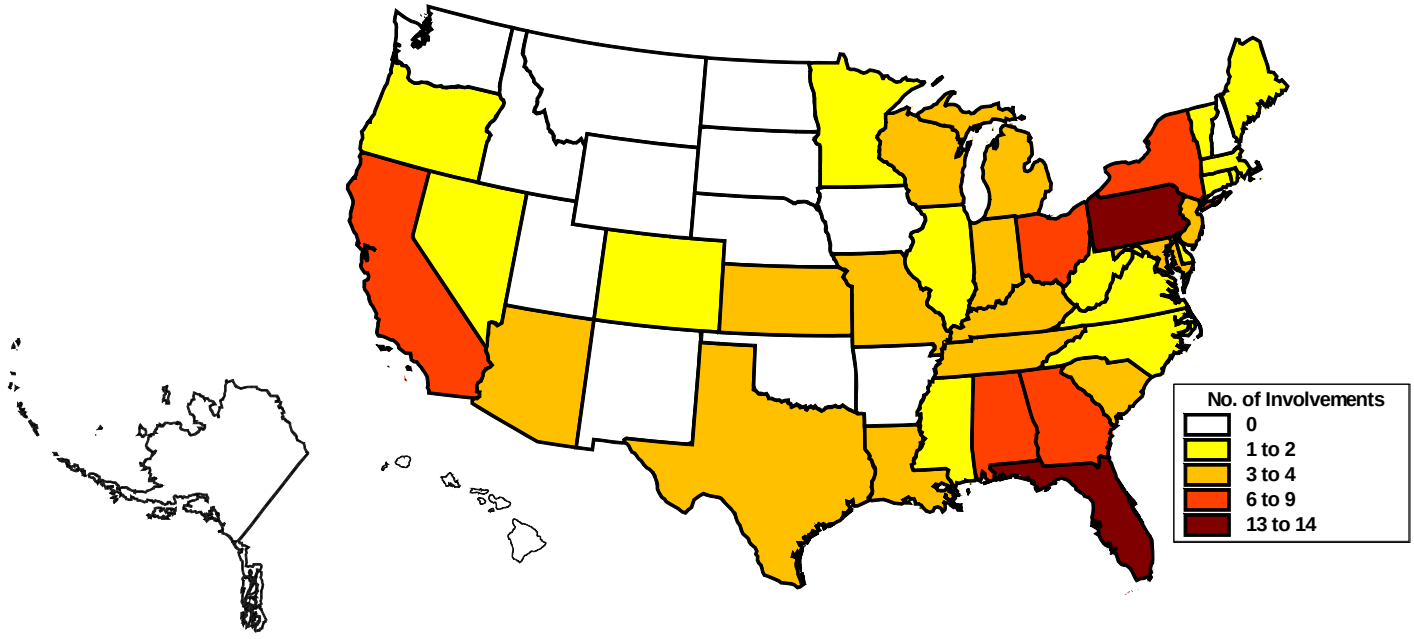


Figure 2-2: Fatal Bus Involvements by State – School Buses Only

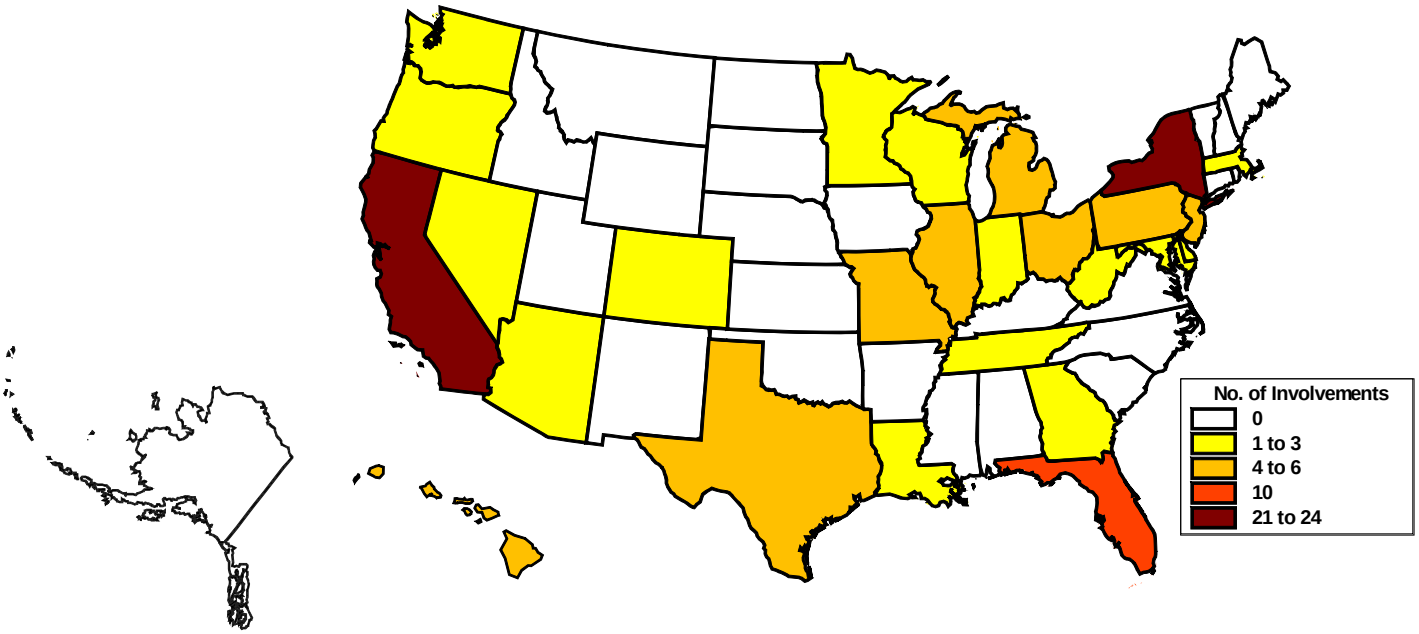


Figure 2-3: Fatal Bus Involvements by State – Transit Buses Only

Table 2-1
Fatal Bus Involvements by State and Bus Type

	School		Transit		Intercity		Charter		Other		Unknown		Total	
State	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Alabama	6	4.7	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	7	2.1
Alaska	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Arizona	3	2.3	2	1.7	0	0.0	0	0.0	2	4.8	0	0.0	7	2.1
Arkansas	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
California	8	6.3	24	20.2	1	16.7	7	18.9	6	14.3	0	0.0	46	13.7
Colorado	2	1.6	2	1.7	0	0.0	0	0.0	0	0.0	0	0.0	4	1.2
Connecticut	2	1.6	0	0.0	0	0.0	1	2.7	1	2.4	0	0.0	4	1.2
Delaware	1	0.8	1	0.8	0	0.0	0	0.0	1	2.4	0	0.0	3	0.9
Dist of Columbia	0	0.0	2	1.7	0	0.0	0	0.0	1	2.4	0	0.0	3	0.9
Florida	14	10.9	10	8.4	0	0.0	4	10.8	5	11.9	0	0.0	33	9.9
Georgia	6	4.7	1	0.8	0	0.0	3	8.1	0	0.0	0	0.0	10	3.0
Hawaii	0	0.0	4	3.4	0	0.0	1	2.7	0	0.0	0	0.0	5	1.5
Idaho	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Illinois	2	1.6	5	4.2	0	0.0	0	0.0	2	4.8	0	0.0	9	2.7
Indiana	3	2.3	2	1.7	0	0.0	1	2.7	1	2.4	0	0.0	7	2.1
Iowa	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Kansas	3	2.3	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	4	1.2
Kentucky	3	2.3	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	3	0.9
Louisiana	4	3.1	1	0.8	0	0.0	1	2.7	1	2.4	0	0.0	7	2.1
Maine	1	0.8	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	2	0.6
Maryland	4	3.1	3	2.5	0	0.0	0	0.0	1	2.4	0	0.0	8	2.4
Massachusetts	2	1.6	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	3	0.9
Michigan	3	2.3	5	4.2	0	0.0	0	0.0	3	7.1	0	0.0	11	3.3
Minnesota	1	0.8	3	2.5	0	0.0	0	0.0	0	0.0	0	0.0	4	1.2
Mississippi	2	1.6	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	3	0.9
Missouri	3	2.3	4	3.4	0	0.0	0	0.0	0	0.0	0	0.0	7	2.1
Montana	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Nebraska	0	0.0	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	1	0.3
Nevada	1	0.8	2	1.7	0	0.0	0	0.0	0	0.0	0	0.0	3	0.9
New Hampshire	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
New Jersey	3	2.3	4	3.4	1	16.7	2	5.4	1	2.4	1	33.3	12	3.6
New Mexico	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
New York	9	7.0	21	17.6	1	16.7	4	10.8	4	9.5	1	33.3	40	11.9
North Carolina	1	0.8	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	2	0.6
North Dakota	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Ohio	7	5.5	4	3.4	0	0.0	1	2.7	2	4.8	1	33.3	15	4.5
Oklahoma	0	0.0	0	0.0	1	16.7	0	0.0	0	0.0	0	0.0	1	0.3
Oregon	1	0.8	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
Pennsylvania	13	10.2	6	5.0	0	0.0	4	10.8	1	2.4	0	0.0	24	7.2
Rhode Island	1	0.8	0	0.0	0	0.0	0	0.0	2	4.8	0	0.0	3	0.9
South Carolina	4	3.1	0	0.0	0	0.0	0	0.0	4	9.5	0	0.0	8	2.4
South Dakota	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Tennessee	3	2.3	1	0.8	0	0.0	2	5.4	0	0.0	0	0.0	6	1.8
Texas	4	3.1	5	4.2	1	16.7	1	2.7	1	2.4	0	0.0	12	3.6
Utah	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Vermont	2	1.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
Virginia	2	1.6	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	3	0.9
Washington	0	0.0	3	2.5	1	16.7	0	0.0	0	0.0	0	0.0	4	1.2
West Virginia	1	0.8	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
Wisconsin	3	2.3	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	4	1.2
Wyoming	0	0.0	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	1	0.3
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Temporal distributions

Table 2-2
Fatal Bus Involvements by Month and Bus Type

Month of accident	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
January	16	12.5	11	9.2	0	0.0	1	2.7	7	16.7	1	33.3	36	10.7
February	13	10.2	8	6.7	1	16.7	1	2.7	2	4.8	0	0.0	25	7.5
March	20	15.6	14	11.8	0	0.0	3	8.1	1	2.4	0	0.0	38	11.3
April	7	5.5	8	6.7	1	16.7	5	13.5	6	14.3	1	33.3	28	8.4
May	10	7.8	10	8.4	0	0.0	3	8.1	4	9.5	0	0.0	27	8.1
June	5	3.9	12	10.1	0	0.0	4	10.8	0	0.0	0	0.0	21	6.3
July	2	1.6	8	6.7	1	16.7	5	13.5	5	11.9	1	33.3	22	6.6
August	5	3.9	6	5.0	1	16.7	1	2.7	1	2.4	0	0.0	14	4.2
September	9	7.0	14	11.8	0	0.0	5	13.5	5	11.9	0	0.0	33	9.9
October	16	12.5	13	10.9	0	0.0	6	16.2	2	4.8	0	0.0	37	11.0
November	16	12.5	10	8.4	1	16.7	2	5.4	4	9.5	0	0.0	33	9.9
December	9	7.0	5	4.2	1	16.7	1	2.7	5	11.9	0	0.0	21	6.3
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Table 2-3
Fatal Bus Involvements by Day of Week and Bus Type

Day of week	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Sunday	0	0.0	6	5.0	1	16.7	5	13.5	3	7.1	0	0.0	15	4.5
Monday	35	27.3	23	19.3	3	50.0	5	13.5	8	19.0	1	33.3	75	22.4
Tuesday	21	16.4	15	12.6	1	16.7	5	13.5	10	23.8	0	0.0	52	15.5
Wednesday	22	17.2	16	13.4	0	0.0	6	16.2	4	9.5	0	0.0	48	14.3
Thursday	28	21.9	25	21.0	0	0.0	5	13.5	5	11.9	1	33.3	64	19.1
Friday	22	17.2	23	19.3	0	0.0	2	5.4	7	16.7	1	33.3	55	16.4
Saturday	0	0.0	11	9.2	1	16.7	9	24.3	5	11.9	0	0.0	26	7.8
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Table 2-4
Fatal Bus Involvements by Day Type and Bus Type

Day type	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Work week	128	100.0	102	85.7	4	66.7	23	62.2	34	81.0	3	100.0	294	87.8
Weekend	0	0.0	17	14.3	2	33.3	14	37.8	8	19.0	0	0.0	41	12.2
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Note: Work week is defined as Monday through Friday, and weekend as Saturday and Sunday.

Table 2-5
Fatal Bus Involvements by Time of Accident and Bus Type

Time of accident	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Midnight	0	0.0	1	0.8	2	33.3	2	5.4	0	0.0	0	0.0	5	1.5
1:00 AM	0	0.0	2	1.7	0	0.0	3	8.1	1	2.4	0	0.0	6	1.8
2:00 AM	0	0.0	0	0.0	0	0.0	2	5.4	0	0.0	0	0.0	2	0.6
3:00 AM	0	0.0	0	0.0	0	0.0	2	5.4	0	0.0	0	0.0	2	0.6
4:00 AM	2	1.6	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	3	0.9
5:00 AM	0	0.0	3	2.5	1	16.7	2	5.4	1	2.4	0	0.0	7	2.1
6:00 AM	12	9.4	9	7.6	0	0.0	0	0.0	1	2.4	1	33.3	23	6.9
7:00 AM	20	15.6	7	5.9	0	0.0	1	2.7	3	7.1	0	0.0	31	9.3
8:00 AM	6	4.7	7	5.9	0	0.0	1	2.7	4	9.5	0	0.0	18	5.4
9:00 AM	1	0.8	4	3.4	0	0.0	2	5.4	3	7.1	0	0.0	10	3.0
10:00 AM	2	1.6	6	5.0	0	0.0	3	8.1	1	2.4	0	0.0	12	3.6
11:00 AM	2	1.6	6	5.0	1	16.7	2	5.4	1	2.4	0	0.0	12	3.6
Noon	3	2.3	2	1.7	0	0.0	1	2.7	2	4.8	0	0.0	8	2.4
1:00 PM	7	5.5	8	6.7	0	0.0	1	2.7	4	9.5	0	0.0	20	6.0
2:00 PM	18	14.1	3	2.5	0	0.0	3	8.1	2	4.8	0	0.0	26	7.8
3:00 PM	35	27.3	5	4.2	0	0.0	0	0.0	1	2.4	1	33.3	42	12.5
4:00 PM	11	8.6	12	10.1	0	0.0	3	8.1	8	19.0	0	0.0	34	10.1
5:00 PM	4	3.1	10	8.4	0	0.0	0	0.0	1	2.4	0	0.0	15	4.5
6:00 PM	2	1.6	7	5.9	1	16.7	4	10.8	4	9.5	0	0.0	18	5.4
7:00 PM	0	0.0	10	8.4	0	0.0	1	2.7	1	2.4	0	0.0	12	3.6
8:00 PM	1	0.8	4	3.4	0	0.0	2	5.4	2	4.8	0	0.0	9	2.7
9:00 PM	1	0.8	6	5.0	0	0.0	0	0.0	0	0.0	0	0.0	7	2.1
10:00 PM	1	0.8	3	2.5	1	16.7	2	5.4	0	0.0	0	0.0	7	2.1
11:00 PM	0	0.0	3	2.5	0	0.0	0	0.0	2	4.8	1	33.3	6	1.8
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Note: 1:00 AM signfies 1:00 to 1:59 AM, etc.

Table 2-6
Fatal Bus Involvements by Time of Accident and Day Type

Time of accident	Work week		Weekend		Total	
	No.	Pct.	No.	Pct.	No.	Pct.
Midnight	5	1.7	0	0.0	5	1.5
1:00 AM	2	0.7	4	9.8	6	1.8
2:00 AM	1	0.3	1	2.4	2	0.6
3:00 AM	1	0.3	1	2.4	2	0.6
4:00 AM	3	1.0	0	0.0	3	0.9
5:00 AM	6	2.0	1	2.4	7	2.1
6:00 AM	22	7.5	1	2.4	23	6.9
7:00 AM	28	9.5	3	7.3	31	9.3
8:00 AM	16	5.4	2	4.9	18	5.4
9:00 AM	10	3.4	0	0.0	10	3.0
10:00 AM	10	3.4	2	4.9	12	3.6
11:00 AM	10	3.4	2	4.9	12	3.6
Noon	6	2.0	2	4.9	8	2.4
1:00 PM	20	6.8	0	0.0	20	6.0
2:00 PM	25	8.5	1	2.4	26	7.8
3:00 PM	42	14.3	0	0.0	42	12.5
4:00 PM	29	9.9	5	12.2	34	10.1
5:00 PM	14	4.8	1	2.4	15	4.5
6:00 PM	14	4.8	4	9.8	18	5.4
7:00 PM	10	3.4	2	4.9	12	3.6
8:00 PM	4	1.4	5	12.2	9	2.7
9:00 PM	7	2.4	0	0.0	7	2.1
10:00 PM	6	2.0	1	2.4	7	2.1
11:00 PM	3	1.0	3	7.3	6	1.8
Total	294	100.0	41	100.0	335	100.0

Note: Work week is defined as Monday through Friday, and weekend as Saturday and Sunday. 1:00 AM signifies 1:00 to 1:59 AM, etc.

Environmental distributions

Table 2-7
Fatal Bus Involvements by Land Use and Bus Type

	School		Transit		Intercity		Charter		Other		Unknown		Total	
Land use	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Urban	57	44.5	108	90.8	2	33.3	17	45.9	26	61.9	3	100.0	213	63.6
Rural	71	55.5	10	8.4	4	66.7	20	54.1	16	38.1	0	0.0	121	36.1
Unknown	0	0.0	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Table 2-8
Fatal Bus Involvements by Light Condition and Bus Type

	School		Transit		Intercity		Charter		Other		Unknown		Total	
Light condition	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Daylight	107	83.6	73	61.3	2	33.3	19	51.4	31	73.8	1	33.3	233	69.6
Dark	9	7.0	6	5.0	4	66.7	13	35.1	5	11.9	0	0.0	37	11.0
Dark but lighted	7	5.5	33	27.7	0	0.0	3	8.1	4	9.5	1	33.3	48	14.3
Dawn	2	1.6	4	3.4	0	0.0	0	0.0	1	2.4	1	33.3	8	2.4
Dusk	2	1.6	2	1.7	0	0.0	2	5.4	1	2.4	0	0.0	7	2.1
Unknown	1	0.8	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Table 2-9
Fatal Bus Involvements by Roadway Surface Condition and Bus Type

Roadway surface	School		Transit		Intercity		Charter		Other		Unknown		Total	
condition	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Dry	111	86.7	102	85.7	5	83.3	31	83.8	35	83.3	3	100.0	287	85.7
Wet	14	10.9	15	12.6	0	0.0	6	16.2	6	14.3	0	0.0	41	12.2
Snow or slush	2	1.6	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	3	0.9
Ice	0	0.0	2	1.7	1	16.7	0	0.0	0	0.0	0	0.0	3	0.9
Unknown	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Table 2-10
Fatal Bus Involvements by Weather Condition and Bus Type

Weather	School		Transit		Intercity		Charter		Other		Unknown		Total	
condition	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Normal	110	85.9	103	86.6	5	83.3	33	89.2	37	88.1	3	100.0	291	86.9
Rain	9	7.0	12	10.1	0	0.0	4	10.8	4	9.5	0	0.0	29	8.7
Sleet	0	0.0	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Snow	1	0.8	0	0.0	1	16.7	0	0.0	0	0.0	0	0.0	2	0.6
Fog	7	5.5	2	1.7	0	0.0	0	0.0	1	2.4	0	0.0	10	3.0
Unknown	1	0.8	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Roadway distributions

Table 2-11
Fatal Bus Involvements by Roadway Function Class and Bus Type

	School		Transit		Intercity		Charter		Other		Unknown		Total	
Road function class	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Urban														
Interstate	5	3.9	4	3.4	2	33.3	6	6.0	1	2.4	1	33.3	19	5.7
Freeway/expressway	2	1.6	3	2.5	0	0.0	0	0.0	2	4.8	1	33.3	8	2.4
Other principal artery	12	9.4	44	37.0	0	0.0	5	13.5	11	26.2	0	0.0	72	21.5
Minor artery	16	12.5	25	21.0	0	0.0	1	2.7	4	9.5	0	0.0	46	13.7
Collector	8	6.3	8	6.7	0	0.0	1	2.7	2	4.8	1	33.3	20	6.0
Local street	14	10.9	23	19.3	0	0.0	4	10.8	6	14.3	0	0.0	47	14.0
Unknown urban	0	0.0	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Total urban	57	44.5	108	90.8	2	33.3	17	45.9	26	61.9	3	100.0	213	63.6
Rural														
Interstate	0	0.0	1	0.8	4	66.7	6	16.2	2	4.8	0	0.0	13	3.9
Other principal artery	12	9.4	0	0.0	0	0.0	7	18.9	6	14.3	0	0.0	25	7.5
Minor artery	16	12.5	3	2.5	0	0.0	5	13.5	3	7.1	0	0.0	27	8.1
Major collector	17	13.3	3	2.5	0	0.0	0	0.0	2	4.8	0	0.0	22	6.6
Minor collector	7	5.5	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	7	2.1
Local road	19	14.8	3	2.5	0	0.0	2	5.4	2	4.8	0	0.0	26	7.8
Unknown rural	0	0.0	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	1	0.3
Total rural	71	55.5	10	8.4	4	66.7	20	54.1	16	38.1	0	0.0	121	36.1
Unknown	0	0.0	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Total urban and rural	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Table 2-12
Fatal Bus Involvements by Route Signing and Bus Type

	School		Transit		Intercity		Charter		Other		Unknown		Total	
Route signing	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Interstate	5	3.9	4	3.4	5	83.3	11	29.7	3	7.1	1	33.3	29	8.7
US highway	13	10.2	10	8.4	0	0.0	7	18.9	7	16.7	1	33.3	38	11.3
State highway	44	34.4	18	15.1	0	0.0	9	24.3	9	21.4	0	0.0	80	23.9
County road	31	24.2	9	7.6	0	0.0	3	8.1	6	14.3	0	0.0	49	14.6
Township	7	5.5	9	7.6	0	0.0	0	0.0	2	4.8	0	0.0	18	5.4
Municipality	24	18.8	67	56.3	0	0.0	5	13.5	13	31.0	1	33.3	110	32.8
Frontage road	0	0.0	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Other	4	3.1	1	0.8	1	16.7	2	5.4	2	4.8	0	0.0	10	3.0
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Table 2-13
Fatal Bus Involvements by Relation to Junction and Bus Type

Relation to junction	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Noninterchange														
Nonjunction	62	48.4	50	42.0	6	100.0	26	70.3	26	61.9	3	100.0	173	51.6
Intersection	47	36.7	46	38.7	0	0.0	8	21.6	10	23.8	0	0.0	111	33.1
Intersection related	7	5.5	21	17.6	0	0.0	1	2.7	2	4.8	0	0.0	31	9.3
Driveway, alley access, etc.	2	1.6	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	3	0.9
Entrance/exit ramp	1	0.8	0	0.0	0	0.0	0	0.0	2	4.8	0	0.0	3	0.9
Rail grade crossing	2	1.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
Driveway access related	5	3.9	1	0.8	0	0.0	1	2.7	0	0.0	0	0.0	7	2.1
Interchange area														
Intersection related	0	0.0	1	0.8	0	0.0	0	0.0	1	2.4	0	0.0	2	0.6
Other location	1	0.8	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	2	0.6
Unknown	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Table 2-14
Fatal Bus Involvements by Number of Travel Lanes and Bus Type

Number of travel lanes	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
1	0	0.0	1	0.8	0	0.0	0	0.0	2	4.8	0	0.0	3	0.9
2	104	81.3	61	51.3	3	50.0	24	64.9	26	61.9	3	100.0	221	66.0
3	5	3.9	13	10.9	2	33.3	6	16.2	6	14.3	0	0.0	32	9.6
4	14	10.9	32	26.9	1	16.7	7	18.9	7	16.7	0	0.0	61	18.2
5	0	0.0	2	1.7	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
6	1	0.8	2	1.7	0	0.0	0	0.0	1	2.4	0	0.0	4	1.2
7 or more	0	0.0	2	1.7	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
Unknown	4	3.1	6	5.0	0	0.0	0	0.0	0	0.0	0	0.0	10	3.0
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Table 2-15
Fatal Bus Involvements by Trafficway Flow and Bus Type

Trafficway flow	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Not divided	100	78.1	77	64.7	0	0.0	18	48.6	22	52.4	1	33.3	218	65.1
Median – no barrier	13	10.2	21	17.6	3	50.0	11	29.7	5	11.9	0	0.0	53	15.8
Median w/barrier	8	6.3	7	5.9	3	50.0	8	21.6	8	19.0	1	33.3	35	10.4
One-way traffic	0	0.0	4	3.4	0	0.0	0	0.0	2	4.8	0	0.0	6	1.8
Two-way left turn lane	3	2.3	8	6.7	0	0.0	0	0.0	3	7.1	0	0.0	14	4.2
Entrance/exit ramp	1	0.8	0	0.0	0	0.0	0	0.0	2	4.8	0	0.0	3	0.9
Unknown	3	2.3	2	1.7	0	0.0	0	0.0	0	0.0	1	33.3	6	1.8
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Table 2-16
Fatal Bus Involvements by Speed Limit and Bus Type

	School		Transit		Intercity		Charter		Other		Unknown		Total	
Speed limit	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
No stated limit	0	0.0	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
15	0	0.0	0	0.0	0	0.0	0	0.0	3	7.1	0	0.0	3	0.9
20	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
25	9	7.0	16	13.4	0	0.0	1	2.7	2	4.8	1	33.3	29	8.7
30	6	4.7	22	18.5	0	0.0	1	2.7	1	2.4	0	0.0	30	9.0
35	15	11.7	33	27.7	0	0.0	1	2.7	7	16.7	0	0.0	56	16.7
40	16	12.5	9	7.6	0	0.0	1	2.7	2	4.8	0	0.0	28	8.4
45	24	18.8	12	10.1	0	0.0	6	16.2	6	14.3	0	0.0	48	14.3
50	3	2.3	1	0.8	0	0.0	3	8.1	5	11.9	1	33.3	13	3.9
55	33	25.8	6	5.0	0	0.0	12	32.4	8	19.0	0	0.0	59	17.6
60	6	4.7	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	6	1.8
65	7	5.5	1	0.8	4	66.7	5	13.5	3	7.1	0	0.0	20	6.0
70	3	2.3	0	0.0	2	33.3	5	13.5	2	4.8	0	0.0	12	3.6
75	0	0.0	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	1	0.3
Unknown	5	3.9	18	15.1	0	0.0	1	2.7	3	7.1	1	33.3	28	8.4
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Accident description

Table 2-17
Fatal Bus Involvements by Accident Type and Bus Type

Accident type	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Single vehicle														
Ran off road	0	0.0	1	0.8	2	33.3	4	10.8	2	4.8	0	0.0	9	2.7
Hit object in road	21	16.4	61	51.3	1	16.7	6	16.2	7	16.7	2	66.7	98	29.3
Same direction, same trafficway														
Rearend, bus striking	0	0.0	1	0.8	1	16.7	1	2.7	2	4.8	0	0.0	5	1.5
Rearend, bus struck	17	13.3	13	10.9	1	16.7	3	8.1	1	2.4	0	0.0	35	10.4
Sideswipe, in other lane	2	1.6	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	3	0.9
Opposite direction, same trafficway														
Head-on, in other's lane	1	0.8	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	2	0.6
Head-on, in bus's lane	26	20.3	6	5.0	0	0.0	4	10.8	7	16.7	0	0.0	43	12.8
Sideswipe, in bus's lane	7	5.5	4	3.4	0	0.0	3	8.1	2	4.8	0	0.0	16	4.8
Change trafficway, one vehicle turning														
Bus turn across path	12	9.4	5	4.2	0	0.0	0	0.0	4	9.5	0	0.0	21	6.3
Other turn across path	7	5.5	7	5.9	0	0.0	1	2.7	5	11.9	0	0.0	20	6.0
Intersecting paths, both going straight														
Bus into side of other	10	7.8	7	5.9	0	0.0	1	2.7	1	2.4	0	0.0	19	5.7
Other into side of bus	5	3.9	5	4.2	0	0.0	4	10.8	1	2.4	0	0.0	15	4.5
Other accident types														
Backing vehicle	0	0.0	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	1	0.3
Untripped rollover	0	0.0	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	1	0.3
Other	19	14.8	7	5.9	1	16.7	6	16.2	8	19.0	0	0.0	41	12.2
Unknown	1	0.8	1	0.8	0	0.0	1	2.7	2	4.8	1	33.3	6	1.8
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Table 2-18
Fatal Bus Involvements by Number of Vehicles in Crash and Bus Type

Number of motor vehicles in crash	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
1	21	16.4	61	51.3	3	50.0	10	27.0	9	21.4	1	33.3	105	31.3
2	87	68.0	46	38.7	2	33.3	20	54.1	27	64.3	2	66.7	184	54.9
3	13	10.2	8	6.7	1	16.7	6	16.2	5	11.9	0	0.0	33	9.9
4	4	3.1	2	1.7	0	0.0	1	2.7	1	2.4	0	0.0	8	2.4
5	2	1.6	2	1.7	0	0.0	0	0.0	0	0.0	0	0.0	4	1.2
7	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Table 2-19
Fatal Bus Involvements by First Harmful Event and Bus Type

	School		Transit		Intercity		Charter		Other		Unknown		Total	
First harmful event	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Noncollision event														
Overturn\rollover	0	0.0	0	0.0	1	16.7	1	2.7	0	0.0	0	0.0	2	0.6
Fell/jumped from vehicle	0	0.0	1	0.8	0	0.0	0	0.0	1	2.4	0	0.0	2	0.6
Injured in vehicle other than cargo/equipment loss/shift	0	0.0	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Other noncollision	0	0.0	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	1	0.3
Collision with motor vehicle														
Motor vehicle in-transport	102	79.7	51	42.9	3	50.0	23	62.2	28	66.7	0	0.0	207	61.8
Motor vehicle in-transport on different roadway	2	1.6	1	0.8	0	0.0	3	8.1	0	0.0	0	0.0	6	1.8
Parked motor vehicle (not in-transport)	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	33.3	1	0.3
Collision with nonfixed object														
Pedestrian	20	15.6	54	45.4	1	16.7	3	8.1	7	16.7	2	66.7	87	26.0
Pedalcycle	2	1.6	7	5.9	0	0.0	1	2.7	2	4.8	0	0.0	12	3.6
Collision with fixed object														
Bridge pier or abutment	0	0.0	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Guardrail face	0	0.0	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	1	0.3
Concrete traffic barrier	0	0.0	1	0.8	0	0.0	2	5.4	1	2.4	0	0.0	4	1.2
Luminaire/light support	0	0.0	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	1	0.3
Other post, pole or support	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Culvert	0	0.0	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	1	0.3
Curb	0	0.0	1	0.8	0	0.0	1	2.7	0	0.0	0	0.0	2	0.6
Ditch	0	0.0	0	0.0	1	16.7	0	0.0	0	0.0	0	0.0	1	0.3
Embankment - material type unknown	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Bridge overhead structure	0	0.0	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	1	0.3
Guardrail end	0	0.0	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	1	0.3
Unknown	0	0.0	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Table 2-20
Fatal Bus Involvements by Vehicle Role in Accident and Bus Type

	School		Transit		Intercity		Charter		Other		Unknown		Total	
Vehicle role	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Non-collision	1	0.8	1	0.8	0	0.0	1	2.7	2	4.8	0	0.0	5	1.5
Striking	49	38.3	80	67.2	4	66.7	21	56.8	19	45.2	3	100.0	176	52.5
Struck	73	57.0	35	29.4	2	33.3	15	40.5	19	45.2	0	0.0	144	43.0
Both	4	3.1	2	1.7	0	0.0	0	0.0	1	2.4	0	0.0	7	2.1
Unknown	1	0.8	1	0.8	0	0.0	0	0.0	1	2.4	0	0.0	3	0.9
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Table 2-21
Fatal Bus Involvements by Manner of Collision and Bus Type

	School		Transit		Intercity		Charter		Other		Unknown		Total	
Manner of collision	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Not applicable	24	18.8	66	55.5	3	50.0	11	29.7	14	33.3	2	66.7	120	35.8
Rear-end	22	17.2	15	12.6	2	33.3	8	21.6	3	7.1	1	33.3	51	15.2
Head-on	32	25.0	7	5.9	0	0.0	9	24.3	10	23.8	0	0.0	58	17.3
Front-to-side: Same direction	3	2.3	2	1.7	0	0.0	1	2.7	1	2.4	0	0.0	7	2.1
Front-to-side: Opp. direction	12	9.4	6	5.0	0	0.0	2	5.4	4	9.5	0	0.0	24	7.2
Front-to-side: Right angle	24	18.8	18	15.1	0	0.0	6	16.2	10	23.8	0	0.0	58	17.3
Front-to-side: Unknown direction	4	3.1	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	5	1.5
Sideswipe: Same direction	4	3.1	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	5	1.5
Sideswipe: Opp. direction	3	2.3	2	1.7	1	16.7	0	0.0	0	0.0	0	0.0	6	1.8
Unknown	0	0.0	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Fatalities

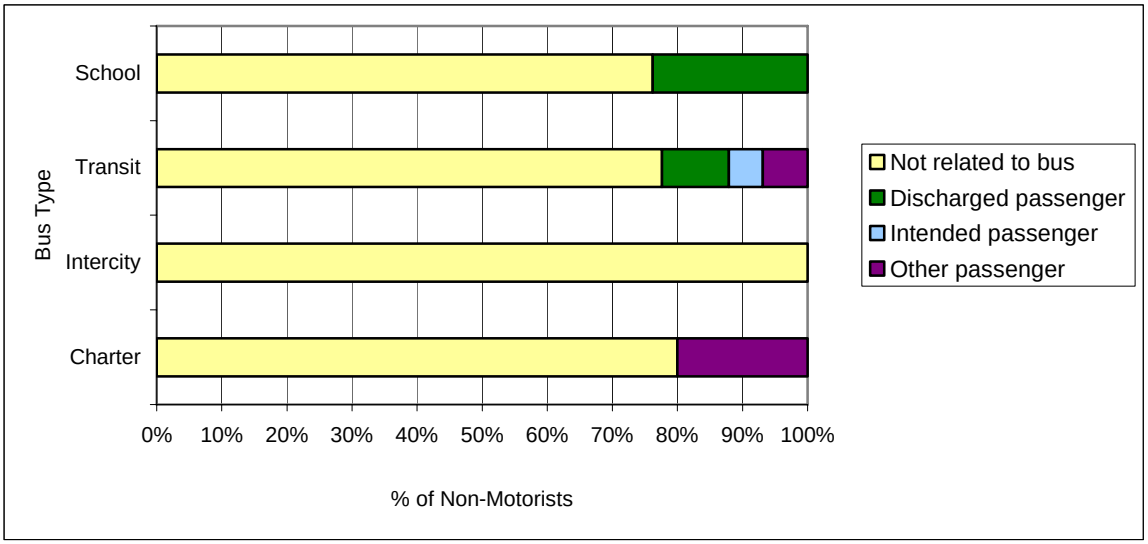
Table 2-22
Fatalities in Bus Involvements by Person Type and Bus Type

Vehicle/Person type	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Bus														
Driver	2	1.4	1	0.8	1	9.1	3	7.1	2	3.9	0	0.0	9	2.4
Passenger	5	3.4	1	0.8	6	54.5	5	11.9	12	23.5	0	0.0	29	7.8
Bus total	7	4.8	2	1.7	7	63.6	8	19.0	14	27.5	0	0.0	38	10.2
Other vehicle														
Drivers	88	59.9	45	37.5	3	27.3	23	54.8	17	33.3	0	0.0	176	47.1
Passengers	29	19.7	11	9.2	0	0.0	7	16.7	11	21.6	0	0.0	58	15.5
Other vehicle total	117	79.6	56	46.7	3	27.3	30	71.4	28	54.9	0	0.0	234	62.6
Non-motorists														
Pedestrian	21	14.3	55	45.8	1	9.1	3	7.1	7	13.7	2	66.7	89	23.8
Bicyclist	2	1.4	7	5.8	0	0.0	1	2.4	2	3.9	0	0.0	12	3.2
Other non-motorist	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	33.3	1	0.3
Non-motorist total	23	15.6	62	51.7	1	9.1	4	9.5	9	17.6	3	100.0	102	27.3
Total	147	100.0	120	100.0	11	100.0	42	100.0	51	100.0	3	100.0	374	100.0

Table 2-23
Non-Motorist Fatality Involvements by Bus Type

Relationship of Non-Motorist to Bus	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Discharged passenger	5	3.9	6	5.0	0	0.0	0	0.0	1	2.4	0	0.0	12	3.6
Intended passenger	0	0.0	3	2.5	0	0.0	0	0.0	0	0.0	0	0.0	3	0.9
Not related to bus	16	12.5	45	37.8	1	16.7	4	10.8	7	16.7	2	66.7	75	22.4
No non-motorist involvement	107	83.6	61	51.3	5	83.3	32	86.5	31	73.8	1	33.3	237	70.7
Other	0	0.0	4	3.4	0	0.0	1	2.7	3	7.1	0	0.0	8	2.4
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Figure 2-4: Fatally Injured Pedestrian/Bicyclist Type by Bus Type



Vehicle

This section provides statistics that describe the physical configuration of buses involved in a fatal accident during 2006. The tables cover bus body style, model year, seating capacity, and the type of carrier that operated the bus.

- Buses operated by school districts represented 38.2% of all buses involved in a fatal accident; transit buses accounted for 35.5% of the buses.

- Of the 128 school buses involved in fatal crashes, 86 were operated by public school districts and 36 were operated by a contracted carrier for the school district.

- School buses were predominantly Type C school buses (53.9%), followed by Type D (38.3%), and Type A (7.0%). Transit buses were primarily heavy-duty buses. Charter buses were predominantly long-distance coaches. The other operator category was comprised of a wide variety of bus types, however, small shuttle buses comprised the majority of buses in this category.

- 93.4% of the buses involved in a fatal crash were less than fifteen years old, and 77.0% were less than ten years old.

- School buses had a higher average seating capacity than other bus types, with 65.6% having a seating capacity of 61 or more.

- Buses operated by interstate for-hire carriers accounted for 16.1% of the fatal involvements, interstate government carriers represented 22.1%, and 40.9% of the involvements were buses operated by intrastate government carriers (primarily transit buses and school buses).

- 82.7% of the buses were on local trips (within 50 miles of base) when involved in the fatal accident.

Table 3-1
Fatal Bus Involvements by Operator Type and Bus Vehicle Description

Operator type Bus vehicle description	No.	Pct.
School district		
Small school bus	8	2.4
School bus	113	33.7
Special needs school bus	6	1.8
Special needs small school bus	1	0.3
Total school bus	128	38.2
Transit bus authority		
Articulated heavy-duty	7	2.1
Double-decked heavy duty	1	0.3
Express commuter coach	9	2.7
Heavy-duty	95	28.4
Low floor mid-size	1	0.3
Small paratransit shuttle bus	1	0.3
Small shuttle bus	2	0.6
Small shuttle bus with wheelchair lift	2	0.6
Trolley replica bus	1	0.3
Total transit bus	119	35.5
Intercity bus operator		
Long-distance coach	6	1.8
Total intercity bus	6	1.8
Charter bus operator		
Conventional-hood medium-duty shuttle bus	1	0.3
Conventional-hood shuttle bus	1	0.3
Heavy-duty transit bus	1	0.3
Historic cable car body on truck-based chassis	1	0.3
Long-distance coach	31	9.3
Recycled school bus converted into party bus	1	0.3
Recycled school bus converted into patio bus	1	0.3
Total charter bus	37	11.0
Other operator		
Conventional-hood bus	1	0.3
Conventional-hood medium-duty shuttle bus	2	0.6
Heavy-duty transit bus	1	0.3
Inmate security bus	1	0.3
Large passenger van	1	0.3
Large passenger van with cargo trailer	2	0.6
Long-distance coach	2	0.6
Recycled school bus	1	0.3
School bus	2	0.6
Shuttle bus	4	1.2
Small limousine bus	1	0.3
Small paratransit shuttle bus	1	0.3
Small shuttle bus	15	4.5
Small shuttle bus with cargo trailer	1	0.3
Small shuttle bus with wheelchair lift	6	1.8
Trolley replica bus	1	0.3
Total other operator	42	12.5
Unknown operator type		
Long-distance coach	1	0.3
Small shuttle bus	1	0.3
Unknown	1	0.3
Total unknown operator type	3	0.9
Total	335	100.0

Note: Bus vehicle description records descriptions from respondents.

Table 3-2
Fatal Bus Involvements by Operator Type and Bus Operator Description

Operator type Operating authority description	No.	Pct.
School district		
Charter school student transportation	1	0.3
Contracted carrier for school district	36	10.7
Contractor for child development program	1	0.3
Public school district	86	25.7
Public school state department of education	4	1.2
Total school bus	128	38.2
Transit bus authority		
Contracted carrier for transit authority	2	0.6
Paratransit contractor for district transit	1	0.3
Scheduled route & commuter service regional urban	5	1.5
Scheduled route & commuter service urban area	1	0.3
Scheduled route & demand-response urban area	1	0.3
Scheduled route & on-demand regional rural area	1	0.3
Scheduled route & paratransit regional urban area	2	0.6
Scheduled route regional area	1	0.3
Scheduled route regional urban area	96	28.7
Scheduled route urban area	9	2.7
Total transit bus	119	35.5
Intercity bus operator		
International passenger service	2	0.6
Interstate passenger & express freight	3	0.9
Interstate passenger service	1	0.3
Total intercity bus	6	1.8
Charter bus operator		
Athletic team fan charter service	1	0.3
Casino trip charter service	2	0.6
Charter service	24	7.2
Church group trip charter service	1	0.3
Contracted carrier for casino employee shuttle	1	0.3
School group field trip charter service	4	1.2
Senior citizen outing charter service	1	0.3
Shopping expedition charter service	1	0.3
Sightseeing charter service	1	0.3
University athletic team charter service	1	0.3
Total charter bus	37	11.0

(Continued on next page)

Table 3-2 (continued)

Other operator		
Assisted living facility resident transportation	1	0.3
Casino guest shuttle service	1	0.3
Church use	2	0.6
Community action agency preschool program	1	0.3
Commuter service	1	0.3
Contracted carrier for airport parking shuttle	2	0.6
Contracted carrier for employee shuttle service	1	0.3
Contracted carrier for gated community residents	1	0.3
Contracted carrier for state human services agency	1	0.3
Contractor for child daycare transportation	1	0.3
Contractor for transportation of disabled adults	1	0.3
County parks & recreation unit	1	0.3
County transit system	1	0.3
County transit system & employment commuter service	1	0.3
County transportation authority	1	0.3
Courtesty shuttle service for ferry passengers	1	0.3
District department of corrections	1	0.3
Employee shuttle transportation	1	0.3
Employee transportation	1	0.3
Faith-based community center	1	0.3
Farm labor transportation	1	0.3
Individually-owned bus providing school transportation	1	0.3
Medical paratransit transportation company	1	0.3
Municipal transit & express commuter service	1	0.3
Musical group touring transportation	1	0.3
Non-profit organization for developmentally disabled	1	0.3
Non-profit senior citizen service agency	2	0.6
Nursing home resident transportation	2	0.6
Paratransit service	1	0.3
Public healthcare system client transportation	1	0.3
Retirement community resident transportation	1	0.3
Retirement home resident transportation	1	0.3
Scheduled route municipal transit system	2	0.6
Scheduled route regional rural area	1	0.3
Snowmobile tour company participant transportation	1	0.3
Special needs paratransit & fixed route service	1	0.3
Temporary employment agency worker transportation	1	0.3
Total other operator	42	12.5
Unknown operator type	3	0.9
Total	335	100.0

Note: The operator authority records descriptions from respondents.

Table 3-3
Fatal Bus Involvements by Bus Body Configuration and Bus Type

	School		Transit		Intercity		Charter		Other		Unknown		Total	
Bus body configuration	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Type A school bus	9	7.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	9	2.7
Type C school bus	69	53.9	0	0.0	0	0.0	0	0.0	2	4.8	0	0.0	71	21.2
Type D school bus	49	38.3	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	49	14.6
Flat front	0	0.0	103	86.6	0	0.0	2	5.4	6	14.3	0	0.0	111	33.1
Big cowl and chassis	0	0.0	0	0.0	0	0.0	3	8.1	4	9.5	0	0.0	7	2.1
High platform	0	0.0	9	7.6	6	100.0	31	83.8	2	4.8	1	33.3	49	14.6
Small cowl and chassis	0	0.0	5	4.2	0	0.0	0	0.0	24	57.1	1	33.3	30	9.0
Van	0	0.0	0	0.0	0	0.0	0	0.0	3	7.1	0	0.0	3	0.9
Other	0	0.0	2	1.7	0	0.0	1	2.7	1	2.4	0	0.0	4	1.2
Unknown	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	1	33.3	2	0.6
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Table 3-4
Fatal Bus Involvements by Front of Bus Style and Bus Type

	School		Transit		Intercity		Charter		Other		Unknown		Total	
Front of bus	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Conventional hood	78	60.9	6	5.0	0	0.0	3	8.1	33	78.6	1	33.3	121	36.1
Flat front	49	38.3	112	94.1	6	100.0	33	89.2	8	19.0	1	33.3	209	62.4
Other	0	0.0	1	0.8	0	0.0	1	2.7	1	2.4	0	0.0	3	0.9
Unknown	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	1	33.3	2	0.6
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Table 3-5
Fatal Bus Involvements by Model Year and Front of Bus Style

	Conventional		Flat front		Other		Unknown		Total	
Model year	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
1972	0	0.0	1	100.0	0	0.0	0	0.0	1	0.3
1978	0	0.0	1	100.0	0	0.0	0	0.0	1	0.3
1982	0	0.0	1	100.0	0	0.0	0	0.0	1	0.3
1983	1	50.0	0	0.0	1	50.0	0	0.0	2	0.6
1987	1	33.3	2	66.7	0	0.0	0	0.0	3	0.9
1988	2	66.7	1	33.3	0	0.0	0	0.0	3	0.9
1989	0	0.0	3	100.0	0	0.0	0	0.0	3	0.9
1990	2	40.0	3	60.0	0	0.0	0	0.0	5	1.5
1991	0	0.0	2	100.0	0	0.0	0	0.0	2	0.6
1992	1	25.0	2	50.0	0	0.0	1	25.0	4	1.2
1993	4	44.4	5	55.6	0	0.0	0	0.0	9	2.7
1994	3	33.3	6	66.7	0	0.0	0	0.0	9	2.7
1995	5	41.7	7	58.3	0	0.0	0	0.0	12	3.6
1996	7	33.3	14	66.7	0	0.0	0	0.0	21	6.3
1997	6	33.3	12	66.7	0	0.0	0	0.0	18	5.4
1998	5	23.8	16	76.2	0	0.0	0	0.0	21	6.3
1999	12	41.4	17	58.6	0	0.0	0	0.0	29	8.7
2000	6	17.6	28	82.4	0	0.0	0	0.0	34	10.1
2001	5	19.2	21	80.8	0	0.0	0	0.0	26	7.8
2002	13	40.6	18	56.3	1	3.1	0	0.0	32	9.6
2003	8	33.3	16	66.7	0	0.0	0	0.0	24	7.2
2004	8	47.1	9	52.9	0	0.0	0	0.0	17	5.1
2005	18	56.3	13	40.6	1	3.1	0	0.0	32	9.6
2006	12	54.5	10	45.5	0	0.0	0	0.0	22	6.6
2007	2	66.7	1	33.3	0	0.0	0	0.0	3	0.9
Unknown	0	0.0	0	0.0	0	0.0	1	100.0	1	0.3
Total	121	36.1	209	62.4	3	0.9	2	0.6	335	100.0

Figure 3-1: Fatal Bus Involvements by Model Year and Front of Bus Style

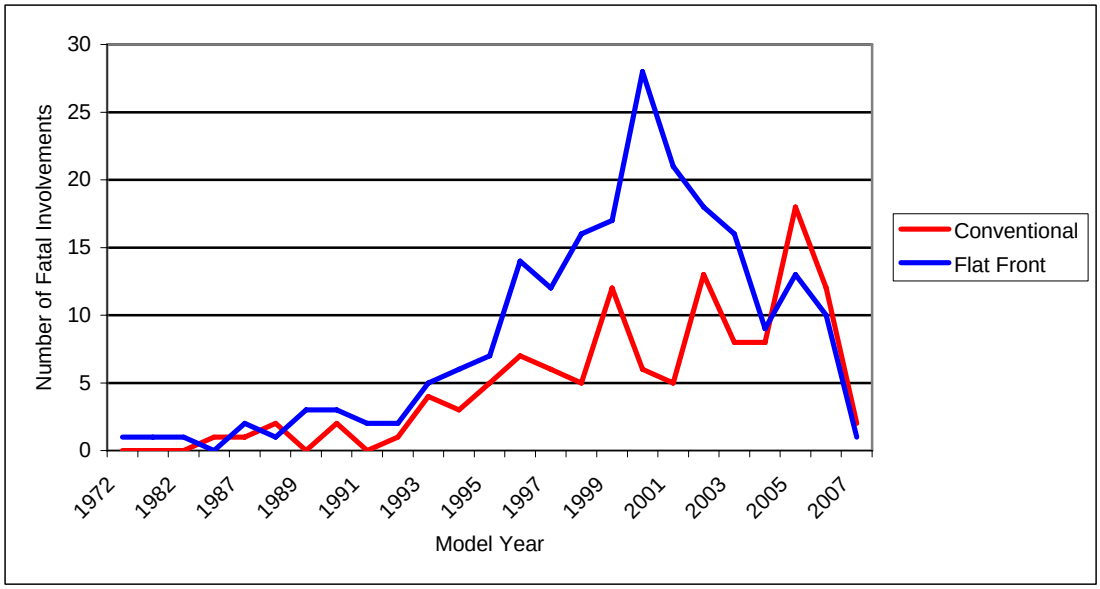


Table 3-6
Fatal Bus Involvements by Model Year and Bus Type

	School		Transit		Intercity		Charter		Other		Unknown		Total	
Model year	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
1972	0	0.0	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	1	0.3
1978	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
1982	0	0.0	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	1	0.3
1983	0	0.0	0	0.0	0	0.0	1	2.7	1	2.4	0	0.0	2	0.6
1987	0	0.0	1	0.8	0	0.0	1	2.7	1	2.4	0	0.0	3	0.9
1988	0	0.0	0	0.0	0	0.0	2	5.4	1	2.4	0	0.0	3	0.9
1989	1	0.8	0	0.0	0	0.0	2	5.4	0	0.0	0	0.0	3	0.9
1990	3	2.3	1	0.8	0	0.0	1	2.7	0	0.0	0	0.0	5	1.5
1991	0	0.0	1	0.8	0	0.0	0	0.0	1	2.4	0	0.0	2	0.6
1992	2	1.6	1	0.8	0	0.0	1	2.7	0	0.0	0	0.0	4	1.2
1993	3	2.3	3	2.5	0	0.0	2	5.4	1	2.4	0	0.0	9	2.7
1994	4	3.1	4	3.4	0	0.0	0	0.0	1	2.4	0	0.0	9	2.7
1995	5	3.9	4	3.4	1	16.7	1	2.7	1	2.4	0	0.0	12	3.6
1996	10	7.8	8	6.7	1	16.7	1	2.7	1	2.4	0	0.0	21	6.3
1997	9	7.0	5	4.2	1	16.7	1	2.7	2	4.8	0	0.0	18	5.4
1998	8	6.3	5	4.2	1	16.7	6	16.2	1	2.4	0	0.0	21	6.3
1999	11	8.6	13	10.9	0	0.0	2	5.4	3	7.1	0	0.0	29	8.7
2000	8	6.3	19	16.0	1	16.7	3	8.1	3	7.1	0	0.0	34	10.1
2001	6	4.7	13	10.9	0	0.0	3	8.1	4	9.5	0	0.0	26	7.8
2002	10	7.8	15	12.6	0	0.0	2	5.4	4	9.5	1	33.3	32	9.6
2003	6	4.7	11	9.2	1	16.7	2	5.4	4	9.5	0	0.0	24	7.2
2004	11	8.6	3	2.5	0	0.0	1	2.7	1	2.4	1	33.3	17	5.1
2005	16	12.5	8	6.7	0	0.0	2	5.4	6	14.3	0	0.0	32	9.6
2006	11	8.6	4	3.4	0	0.0	2	5.4	5	11.9	0	0.0	22	6.6
2007	3	2.3	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	3	0.9
Unknown	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	33.3	1	0.3
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Figure 3-2: Fatal Bus Involvements by Model Year and Bus Type

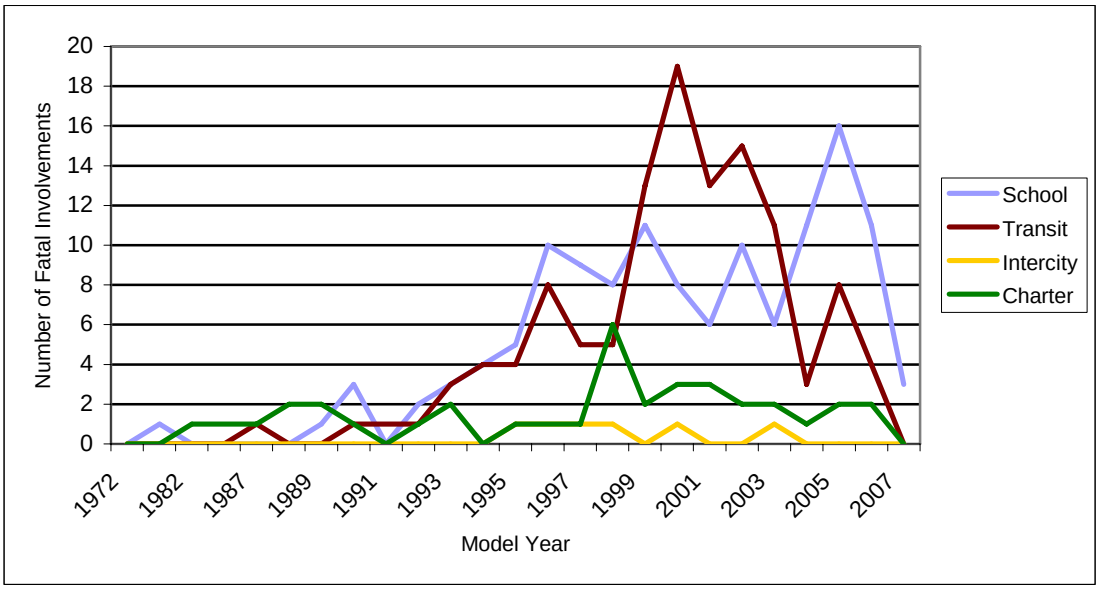


Table 3-7
Fatal Bus Involvements by Number of Axles and Bus Type

	School		Transit		Intercity		Charter		Other		Unknown		Total	
Axles	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
2 axles	128	100.0	102	85.7	0	0.0	6	16.2	39	92.9	1	33.3	276	82.4
3 axles	0	0.0	17	14.3	6	100.0	31	83.8	3	7.1	1	33.3	58	17.3
Unknown	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	33.3	1	0.3
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Table 3-8
Fatal Bus Involvements by Passenger Seating Capacity (Excluding Driver) and Bus Type

Passenger	School		Transit		Intercity		Charter		Other		Unknown		Total	
seating capacity	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
8-14	2	1.6	1	0.8	0	0.0	0	0.0	9	21.4	0	0.0	12	3.6
15-20	4	3.1	2	1.7	0	0.0	0	0.0	12	28.6	0	0.0	18	5.4
21-25	4	3.1	6	5.0	0	0.0	0	0.0	3	7.1	0	0.0	13	3.9
26-30	4	3.1	4	3.4	0	0.0	2	5.4	5	11.9	0	0.0	15	4.5
31-35	0	0.0	4	3.4	0	0.0	2	5.4	2	4.8	0	0.0	8	2.4
36-40	3	2.3	47	39.5	0	0.0	0	0.0	1	2.4	0	0.0	51	15.2
41-45	4	3.1	27	22.7	0	0.0	0	0.0	1	2.4	0	0.0	32	9.6
46-50	3	2.3	3	2.5	2	33.3	10	27.0	2	4.8	0	0.0	20	6.0
51-55	4	3.1	0	0.0	2	33.3	6	16.2	1	2.4	0	0.0	13	3.9
56-60	4	3.1	6	5.0	0	0.0	10	27.0	1	2.4	0	0.0	21	6.3
61-65	14	10.9	2	1.7	0	0.0	0	0.0	0	0.0	0	0.0	16	4.8
66-70	10	7.8	2	1.7	0	0.0	0	0.0	0	0.0	0	0.0	12	3.6
71-75	32	25.0	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	33	9.9
76-80	11	8.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	11	3.3
81+	17	13.3	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	18	5.4
Est. 15 or more	11	8.6	13	10.9	2	33.3	6	16.2	3	7.1	1	33.3	36	10.7
Unknown	1	0.8	1	0.8	0	0.0	0	0.0	2	4.8	2	66.7	6	1.8
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Table 3-9
Fatal Bus Involvements by Carrier Type and Bus Type

	School		Transit		Intercity		Charter		Other		Unknown		Total	
Carrier type	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Interstate														
Private	0	0.0	0	0.0	0	0.0	0	0.0	4	9.5	0	0.0	4	1.2
For-hire	15	11.7	0	0.0	6	100.0	29	78.4	4	9.5	0	0.0	54	16.1
Government owned	45	35.2	27	22.7	0	0.0	0	0.0	2	4.8	0	0.0	74	22.1
Intrastate														
Private	0	0.0	0	0.0	0	0.0	0	0.0	14	33.3	0	0.0	14	4.2
For-hire	13	10.2	2	1.7	0	0.0	4	10.8	7	16.7	0	0.0	26	7.8
Government owned	42	32.8	87	73.1	0	0.0	0	0.0	8	19.0	0	0.0	137	40.9
Unknown	13	10.2	3	2.5	0	0.0	4	10.8	3	7.1	3	100.0	26	7.8
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Table 3-10
Fatal Bus Involvements by Trip Type and Bus Type

	School		Transit		Intercity		Charter		Other		Unknown		Total	
Trip type	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Local	119	93.0	113	95.0	0	0.0	10	27.0	35	83.3	0	0.0	277	82.7
51-100 miles	2	1.6	2	1.7	0	0.0	6	16.2	2	4.8	0	0.0	12	3.6
101-150	0	0.0	0	0.0	0	0.0	4	10.8	0	0.0	0	0.0	4	1.2
151-200	0	0.0	0	0.0	0	0.0	2	5.4	1	2.4	0	0.0	3	0.9
201-500	0	0.0	0	0.0	5	83.3	8	21.6	0	0.0	0	0.0	13	3.9
Over 500	0	0.0	0	0.0	1	16.7	1	2.7	0	0.0	0	0.0	2	0.6
Unk. over-the-road distance	0	0.0	0	0.0	0	0.0	1	2.7	1	2.4	0	0.0	2	0.6
Unknown	7	5.5	4	3.4	0	0.0	5	13.5	3	7.1	3	100.0	22	6.6
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Table 3-11
Fatal Bus Involvements by Most Harmful Event and Bus Type

	School		Transit		Intercity		Charter		Other		Unknown		Total	
Most harmful event	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Noncollision event														
Overturn\rollover	2	1.6	0	0.0	2	33.3	1	2.7	2	4.8	0	0.0	7	2.1
Fire/explosion	1	0.8	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	2	0.6
Fell/jumped from vehicle	0	0.0	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	1	0.3
Injured in vehicle other than cargo/equipment loss/shift	0	0.0	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Other noncollision	1	0.8	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	2	0.6
Collision with motor vehicle														
Motor vehicle in transport on same roadway	101	78.9	55	46.2	3	50.0	26	70.3	28	66.7	1	33.3	214	63.9
Motor vehicle in transport on different roadway	0	0.0	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Collision with nonfixed object														
Pedestrian	20	15.6	53	44.5	1	16.7	3	8.1	6	14.3	2	66.7	85	25.4
Pedalcycle	2	1.6	7	5.9	0	0.0	1	2.7	2	4.8	0	0.0	12	3.6
Other object not fixed	0	0.0	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	1	0.3
Collision with fixed object														
Bridge pier or abutment	0	0.0	1	0.8	0	0.0	1	2.7	0	0.0	0	0.0	2	0.6
Concrete traffic barrier	0	0.0	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	1	0.3
Highway/traffic sign post	0	0.0	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	1	0.3
Luminaire/light support	0	0.0	0	0.0	0	0.0	1	2.7	1	2.4	0	0.0	2	0.6
Embankment -- rock, stone or concrete	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Bridge overhead structure	0	0.0	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	1	0.3
Unknown	0	0.0	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Table 3-12
Fatal Bus Involvements by Rollover Status and Bus Type

Bus rollover	School		Transit		Intercity		Charter		Other		Unknown		Total	
status	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
No rollover	123	96.1	119	100.0	4	66.7	36	97.3	40	95.2	3	100.0	325	97.0
First event	0	0.0	0	0.0	1	16.7	1	2.7	0	0.0	0	0.0	2	0.6
Subsequent event	5	3.9	0	0.0	1	16.7	0	0.0	2	4.8	0	0.0	8	2.4
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Table 3-13
Fatal Bus Involvements by Fire Occurrence and Bus Type

Bus fire occurrence	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
No fire	125	97.7	119	100.0	6	100.0	36	97.3	42	100.0	3	100.0	331	98.8
Fire in vehicle	3	2.3	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	4	1.2
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Driver

This section provides statistics on the drivers of buses involved in fatal traffic accidents. Tables cover driver age, sex, alcohol or drug use, safety belt use, driver injury, licensing, previous driving record, compensation, and other driver factors related to the accident.

- Thirteen bus drivers were coded as inattentive, and one as drowsy or asleep at the time of the crash.
- Drinking was reported for less than 0.3% of the bus drivers.
- Just under one-third (31.6%) of bus drivers involved in a fatal crash were female. 46.9% of school bus drivers were female.
- Nine (2.7%) bus drivers were fatally injured in a traffic accident.
- Almost one-half (44.4%) of involvements in which the bus driver suffered a fatal injury involved bus rollover, fire or driver ejection.
- Over one-half (57.8%) of school bus drivers were paid by the hour, as were 90.8% of transit drivers and 50.0% of intercity drivers.
- Overall, 10.1% of bus drivers involved in a fatal crash had a previous speeding conviction. Drivers of buses in the “other” bus category had the highest percentage of previous speeding convictions, while transit bus drivers had the highest incidence of previous accidents (fatal and nonfatal).
- The vast majority (91.9%) of all bus drivers had a valid CDL license.
- Failure to yield was the most common driver factor (8.7%), followed by not in proper lane (4.5%), and inattentive (3.9%).
- Over two-thirds (68.7%) of bus drivers had no driver factors recorded.

Table 4-1
Fatal Bus Involvements by Driver Drinking Status and Bus Type

Bus driver drinking	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
No drinking	127	99.2	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	334	99.7
Drinking	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Table 4-2
Fatal Bus Involvements by Driver Drug Use and Bus Type

Bus driver drug use	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
No drugs	54	42.2	40	33.6	0	0.0	10	27.0	14	33.3	0	0.0	118	35.2
Drugs involved	2	1.6	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	3	0.9
Not reported	68	53.1	76	63.9	6	100.0	23	62.2	27	64.3	3	100.0	203	60.6
Reported unk.	4	3.1	3	2.5	0	0.0	4	10.8	0	0.0	0	0.0	11	3.3
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Table 4-3
Fatal Bus Involvements by Driver Age and Bus Type

Age (years)	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
18-21	0	0.0	2	1.7	0	0.0	0	0.0	2	4.8	0	0.0	4	1.2
22-25	2	1.6	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	3	0.9
26-30	8	6.3	5	4.2	0	0.0	1	2.7	4	9.5	1	33.3	19	5.7
31-35	10	7.8	13	10.9	0	0.0	1	2.7	3	7.1	0	0.0	27	8.1
36-40	13	10.2	15	12.6	0	0.0	1	2.7	7	16.7	0	0.0	36	10.7
41-45	20	15.6	22	18.5	2	33.3	7	18.9	8	19.0	0	0.0	59	17.6
46-50	15	11.7	15	12.6	0	0.0	5	13.5	2	4.8	0	0.0	37	11.0
51-55	13	10.2	23	19.3	1	16.7	5	13.5	7	16.7	0	0.0	49	14.6
56-60	23	18.0	16	13.4	2	33.3	8	21.6	4	9.5	0	0.0	53	15.8
61-65	13	10.2	4	3.4	1	16.7	1	2.7	2	4.8	0	0.0	21	6.3
66-70	6	4.7	2	1.7	0	0.0	6	16.2	2	4.8	1	33.3	17	5.1
71-75	2	1.6	0	0.0	0	0.0	2	5.4	0	0.0	0	0.0	4	1.2
> 75	2	1.6	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	3	0.9
Unknown	1	0.8	1	0.8	0	0.0	0	0.0	0	0.0	1	33.3	3	0.9
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Table 4-4
Fatal Bus Involvements by Driver Sex and Bus Type

Driver sex	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Male	67	52.3	90	75.6	6	100.0	34	91.9	27	64.3	2	66.7	226	67.5
Female	60	46.9	28	23.5	0	0.0	3	8.1	15	35.7	0	0.0	106	31.6
Unknown	1	0.8	1	0.8	0	0.0	0	0.0	0	0.0	1	33.3	3	0.9
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Table 4-5
Fatal Bus Involvements by Driver Restraint Use and Bus Type

Driver restraint use	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
None used or N/A	10	7.8	9	7.6	1	16.7	4	10.8	3	7.1	0	0.0	27	8.1
Shoulder belt	0	0.0	1	0.8	0	0.0	0	0.0	1	2.4	0	0.0	2	0.6
Lap belt	11	8.6	31	26.1	1	16.7	11	29.7	4	9.5	0	0.0	58	17.3
Lap and shoulder	96	75.0	57	47.9	4	66.7	20	54.1	33	78.6	2	66.7	212	63.3
Unknown	11	8.6	21	17.6	0	0.0	2	5.4	1	2.4	1	33.3	36	10.7
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Table 4-6
Fatal Bus Involvements by Driver Injury Severity and Bus Type

Driver injury severity	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Fatal injury (K)	2	1.6	1	0.8	1	16.7	3	8.1	2	4.8	0	0.0	9	2.7
Incapacitating (A)	9	7.0	4	3.4	0	0.0	2	5.4	6	14.3	0	0.0	21	6.3
Non-incapacitating (B)	11	8.6	6	5.0	2	33.3	5	13.5	2	4.8	0	0.0	26	7.8
Complaint of pain (C)	25	19.5	11	9.2	0	0.0	5	13.5	5	11.9	1	33.3	47	14.0
No injury (O)	79	61.7	95	79.8	3	50.0	21	56.8	26	61.9	2	66.7	226	67.5
Unknown	2	1.6	2	1.7	0	0.0	1	2.7	1	2.4	0	0.0	6	1.8
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Table 4-7
Fatal Bus Involvements by Driver Injury Severity and Rollover, Fire, Ejection Status

Rollover, fire ejection	Fatal injury (K)		Incapaci-tating (A)		Non-incapa-citating (B)		Complaint of pain (C)		No injury (O)		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Rollover only	1	11.1	1	4.8	1	3.8	2	4.3	2	0.9	0	0.0	7	2.1
Fire only	0	0.0	0	0.0	0	0.0	0	0.0	4	1.8	0	0.0	4	1.2
Ejection only	2	22.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
Rollover and ejection	1	11.1	1	4.8	1	3.8	0	0.0	0	0.0	0	0.0	3	0.9
None	5	55.6	19	90.5	24	92.3	45	95.7	220	97.3	4	66.7	317	94.6
Unknown	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2	33.3	2	0.6
Total	9	100.0	21	100.0	26	100.0	47	100.0	226	100.0	6	100.0	335	100.0

Table 4-8
Fatal Bus Involvements by Bus Type and Driver Extrication

Driver extrication	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Not extricated	126	98.4	117	98.3	5	83.3	34	91.9	40	95.2	3	100.0	325	97.0
Extricated	1	0.8	1	0.8	1	16.7	3	8.1	2	4.8	0	0.0	8	2.4
Unknown	1	0.8	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Table 4-9
Fatal Bus Involvements by Driver Compensation

Compensation	No.	Pct.
Driver owned only	1	0.3
Hourly only	218	65.1
Mileage only	3	0.9
Salary only	12	3.6
Percent of revenue only	2	0.6
Driver owned and other	2	0.6
Driver volunteer	2	0.6
Hourly and mileage	1	0.3
Hourly and tips	2	0.6
Hourly and other	3	0.9
Primary employment not a bus driver	3	0.9
Primary employment not a bus driver and hourly	2	0.6
Primary employment not a bus driver, hourly and other	1	0.3
Primary employment not a bus driver and salary	1	0.3
Salary and mileage	1	0.3
Tips and other	3	0.9
Other		
Driver rented bus from company for charter trip	1	0.3
Paid by trip/route	13	3.9
Paid by day	10	3.0
Paid by run	2	0.6
No driver, unoccupied bus strikes mechanic	1	0.3
Unknown	51	15.2
Total	335	100.0

Table 4-10
Fatal Bus Involvements by Driver Compensation and Bus Type

Operator type Compensation	No.	Pct.
School district		
Driver owned	1	0.8
Hourly only	74	57.8
Mileage only	1	0.8
Salary only	11	8.6
Hourly and other	1	0.8
Mileage and salary	1	0.8
Primary employment not a bus driver	2	1.6
Primary employment not a bus driver and hourly	1	0.8
Other		
Paid by day	8	6.3
Paid by trip/route	9	7.0
Paid by runs	2	1.6
Unknown	17	13.3
Total school bus	128	100.0
Transit bus authority		
Hourly only	108	90.8
Unknown	10	8.4
Other		
No driver, unoccupied bus strikes mechanic	1	0.8
Total transit bus	119	100.0
Intercity bus operator		
Hourly only	3	50.0
Mileage only	1	16.7
Unknown	2	33.3
Total intercity bus	6	100.0
Charter bus operator		
Hourly only	11	29.7
Mileage only	1	2.7
Percent revenue	2	5.4
Hourly and mileage	1	0.3
Hourly and other	1	2.7
Hourly and tips	2	5.4
Tips and other	3	8.1
Other		
Driver rented bus from company for charter trip	1	0.3
Paid by day	2	0.6
Paid by trip	3	8.1
Unknown	10	27.0
Total charter bus	37	100.0
Other operator		
Driver is a volunteer	2	0.6
Driver owned and other	2	0.6
Hourly only	22	52.4
Hourly and other	1	0.3
Salary only	1	0.3
Primary employment not a bus driver	1	2.4
Primary employment not a bus driver and hourly	1	0.3
Primary employment not a bus driver, hourly and other	1	0.3
Primary employment not a bus driver and salary	1	0.3
Other		
Paid by trip	1	0.3
Unknown	9	21.4
Total other operator	42	100.0
Unknown operator type	3	100.0
Total	335	100.0

Table 4-11
Fatal Bus Involvements by Reported Hours Driven and Bus Type

	School		Transit		Intercity		Charter		Other		Unknown		Total	
Hours driven	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
1 hr	38	29.7	9	7.6	0	0.0	8	21.6	7	16.7	0	0.0	62	18.5
2 hrs	25	19.5	6	5.0	0	0.0	6	16.2	6	14.3	0	0.0	43	12.8
3 hrs	22	17.2	11	9.2	0	0.0	5	13.5	5	11.9	0	0.0	43	12.8
4-5 hrs	16	12.5	17	14.3	0	0.0	6	16.2	6	14.3	0	0.0	45	13.4
6-7 hrs	10	7.8	17	14.3	3	50.0	0	0.0	2	4.8	0	0.0	32	9.6
8-9 hrs	1	0.8	10	8.4	0	0.0	3	8.1	0	0.0	0	0.0	14	4.2
10-11 hrs	0	0.0	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Unoccupied	1	0.8	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
Unknown	15	11.7	47	39.5	3	50.0	9	24.3	16	38.1	3	100.0	93	27.8
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Note: Reflects *actual* driving time since driver's last 8 hour rest period.

Table 4-12
Fatal Bus Involvements by Driver Violations Charged and Bus Type

	School		Transit		Intercity		Charter		Other		Unknown		Total	
Driver violations charged	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
None	115	89.8	114	95.8	6	100.0	35	94.6	37	88.1	3	100.0	310	92.5
Manslaughter/homicide	2	1.6	2	1.7	0	0.0	1	2.7	1	2.4	0	0.0	6	1.8
Unsafe reckless	0	0.0	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	1	0.3
Serious violation resulting in death	0	0.0	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	1	0.3
Refusal to submit to chemical test	0	0.0	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	1	0.3
Failure to stop for red signal	0	0.0	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	1	0.3
Failure to obey signal, generally	0	0.0	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Stop sign	2	1.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
Failure to yield	6	4.7	0	0.0	0	0.0	0	0.0	2	4.8	0	0.0	8	2.4
Turn, yield, signaling violations, generally	0	0.0	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Following too closely	0	0.0	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Lane violations, generally	0	0.0	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Equipment violations, generally	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Unknown violation	8	6.3	3	2.5	0	0.0	0	0.0	3	7.1	0	0.0	14	4.2
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Note: Since "driver violations charged" is a multiple-response variable, more than one driver violation can be coded per driver. Percentages are calculated based on total drivers, not total violations.

Table 4-13
Fatal Bus Involvements by Number of Previous Accidents (fatal and nonfatal) and Bus Type

No. of previous accidents*	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
0	99	77.3	78	65.5	5	83.3	31	83.8	33	78.6	1	33.3	247	73.7
1	15	11.7	18	15.1	1	16.7	1	2.7	5	11.9	1	33.3	41	12.2
2	5	3.9	11	9.2	0	0.0	0	0.0	1	2.4	0	0.0	17	5.1
3	0	0.0	3	2.5	0	0.0	0	0.0	1	2.4	0	0.0	4	1.2
4	0	0.0	2	1.7	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
6	0	0.0	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
7	0	0.0	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Not reported	8	6.3	1	0.8	0	0.0	5	13.5	1	2.4	0	0.0	15	4.5
Unknown	1	0.8	4	3.4	0	0.0	0	0.0	1	2.4	1	33.3	7	2.1
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Table 4-14
Fatal Bus Involvements by Number of Previous Suspensions and Bus Type

No. of previous suspensions*	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
0	122	95.3	112	94.1	6	100.0	34	91.9	38	90.5	2	66.7	314	93.7
1	4	3.1	1	0.8	0	0.0	2	5.4	3	7.1	0	0.0	10	3.0
2	1	0.8	1	0.8	0	0.0	1	2.7	0	0.0	0	0.0	3	0.9
4	0	0.0	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Unknown	1	0.8	4	3.4	0	0.0	0	0.0	1	2.4	1	33.3	7	2.1
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Table 4-15
Fatal Bus Involvements by Number of Previous Speeding Convictions and Bus Type

No. of previous speeding convs.*	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
0	120	93.8	100	84.0	6	100.0	33	89.2	33	78.6	2	66.7	294	87.8
1	5	3.9	14	11.8	0	0.0	3	8.1	5	11.9	0	0.0	27	8.1
2	2	1.6	1	0.8	0	0.0	1	2.7	2	4.8	0	0.0	6	1.8
3	0	0.0	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	1	0.3
Unknown	1	0.8	4	3.4	0	0.0	0	0.0	1	2.4	1	33.3	7	2.1
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

* Reflects events occurring within three years of the current accident.

Table 4-16
Fatal Bus Involvements by Previous Other Moving Convictions and Bus Type

No. prev. other moving convs.*	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
0	117	91.4	102	85.7	5	83.3	33	89.2	34	81.0	1	33.3	292	87.2
1	7	5.5	11	9.2	1	16.7	3	8.1	5	11.9	1	33.3	28	8.4
2	3	2.3	2	1.7	0	0.0	1	2.7	1	2.4	0	0.0	7	2.1
4	0	0.0	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	1	0.3
Unknown	1	0.8	4	3.4	0	0.0	0	0.0	1	2.4	1	33.3	7	2.1
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

* Reflects moving convictions occurring within three years of the current accident.

Table 4-17
Fatal Bus Involvements by License Class Compliance and Bus Type

License class compliance	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Not licensed	0	0.0	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Not valid	2	1.6	0	0.0	0	0.0	2	5.4	2	4.8	0	0.0	6	1.8
Valid	125	97.7	115	96.6	6	100.0	33	89.2	39	92.9	2	66.7	320	95.5
Unknown if CDL	0	0.0	0	0.0	0	0.0	2	5.4	0	0.0	0	0.0	2	0.6
Unknown	1	0.8	3	2.5	0	0.0	0	0.0	1	2.4	1	33.3	6	1.8
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Table 4-18
Fatal Bus Involvements by CDL License Status and Bus Type

CDL license status	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
No CDL	2	1.6	2	1.7	0	0.0	1	2.7	11	26.2	0	0.0	16	4.8
Suspended	2	1.6	0	0.0	0	0.0	2	5.4	1	2.4	0	0.0	5	1.5
Valid	123	96.1	114	95.8	6	100.0	34	91.9	29	69.0	2	66.7	308	91.9
Unknown	1	0.8	3	2.5	0	0.0	0	0.0	1	2.4	1	33.3	6	1.8
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Table 4-19
Fatal Bus Involvements by License Endorsements and Bus Type

License endorsements	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
No endorsements	32	25.0	45	37.8	2	33.3	12	32.4	23	54.8	1	33.3	115	34.3
Complied	75	58.6	54	45.4	3	50.0	17	45.9	7	16.7	0	0.0	156	46.6
Not complied	2	1.6	0	0.0	0	0.0	0	0.0	3	7.1	1	33.3	6	1.8
Compliance unk	18	14.1	17	14.3	1	16.7	6	16.2	8	19.0	0	0.0	50	14.9
Unknown	1	0.8	3	2.5	0	0.0	2	5.4	1	2.4	1	33.3	8	2.4
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Table 4-20
Fatal Bus Involvements by Driver-Related Factors and Bus Type

	School		Transit		Intercity		Charter		Other		Unknown		Total	
Driver-related factors	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
None	90	70.3	85	71.4	4	66.7	22	59.5	28	66.7	1	33.3	230	68.7
Physical/mental condition														
Drowsy, asleep	0	0.0	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	1	0.3
Ill, blackout	0	0.0	0	0.0	0	0.0	1	2.7	1	2.4	0	0.0	2	0.6
Other drugs	1	0.8	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	2	0.6
Inattentive	3	2.3	7	5.9	0	0.0	1	2.7	2	4.8	0	0.0	13	3.9
Miscellaneous causes														
Operating without required equipment	0	0.0	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Following improperly	0	0.0	1	0.8	1	16.7	2	5.4	0	0.0	0	0.0	4	1.2
Not in lane	5	3.9	3	2.5	0	0.0	6	16.2	1	2.4	0	0.0	15	4.5
Improper entry to or exit from trafficway	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Improper starting or backing	0	0.0	1	0.8	0	0.0	0	0.0	1	2.4	0	0.0	2	0.6
Erratic/reckless	0	0.0	1	0.8	0	0.0	0	0.0	1	2.4	0	0.0	2	0.6
Failure to yield	14	10.9	12	10.1	0	0.0	1	2.7	2	4.8	0	0.0	29	8.7
Failure to obey signs	2	1.6	2	1.7	0	0.0	0	0.0	2	4.8	0	0.0	6	1.8
Failure to signal	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Driving too fast	0	0.0	4	3.4	1	16.7	4	10.8	2	4.8	0	0.0	11	3.3
Wrong lane turn	0	0.0	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Other improper turn	0	0.0	0	0.0	0	0.0	2	5.4	0	0.0	0	0.0	2	0.6
Wrong side of road	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Unfamiliar with road	0	0.0	1	0.8	0	0.0	0	0.0	1	2.4	0	0.0	2	0.6
Overcorrecting	0	0.0	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Stopping in road	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Vision obscured by														
Weather	3	2.3	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	3	0.9
Glare	0	0.0	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Curve, hill, or other design features	2	1.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
Building, billboard or other structures	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Motor vehicle (including load)	0	0.0	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Obstructing angles on vehicle	2	1.6	2	1.7	0	0.0	0	0.0	0	0.0	0	0.0	4	1.2
Broken or improperly cleaned windshield	0	0.0	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	1	0.3
Avoiding, swerving due to														
Flat tire	0	0.0	1	0.8	1	16.7	0	0.0	0	0.0	0	0.0	2	0.6
Debris in road	0	0.0	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	1	0.3
Vehicle in road	0	0.0	0	0.0	1	16.7	0	0.0	1	2.4	0	0.0	2	0.6
Pedestrian	2	1.6	3	2.5	0	0.0	0	0.0	1	2.4	2	66.7	8	2.4
Ice, snow, slush, water, sand, dirt, oil, wet leaves in road	0	0.0	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Other misc. factors														
Driver noncompliance with restrictions	0	0.0	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	1	0.3
Hit and run vehicle, driver	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Nontraffic violation - manslaughter, homicide, etc.	1	0.8	1	0.8	0	0.0	0	0.0	1	2.4	0	0.0	3	0.9
Other nonmoving violation	0	0.0	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Possible distractions														
Cellular phone in vehicle	3	2.3	0	0.0	0	0.0	3	8.1	0	0.0	0	0.0	6	1.8
2-way radio	0	0.0	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Unknown	3	2.3	1	0.8	0	0.0	0	0.0	2	4.8	0	0.0	6	1.8
Total	128	100.0	119	100.0	6	100.0	37	100.0	42	100.0	3	100.0	335	100.0

Note: Since "driver-related factors" is a multiple-response variable, more than one driver factor can be coded per driver. Percentages are calculated based on total drivers, not total factors.

Glossary and abbreviations

Glossary

Bus Operator Types

School
Any public or private school or district, or contracted carrier operating on behalf of the entity, providing transportation for pupils.

Transit
An entity providing passenger transportation over fixed, scheduled routes, primarily within urban geographical areas.

Intercity
A company providing for-hire, long-distance passenger transportation between cities over fixed routes with regular schedules.

Charter
Companies that operate buses on a for-hire basis, usually providing round-trip service for a tour group or an outing, either on an ad hoc or scheduled basis.

Other operator type
This category includes buses operated by private companies (primary business other than passenger transportation), non-governmental organizations (such as churches and non-profit organizations), non-educational units of government (such as departments of corrections or highway departments), and private individuals (entertainers, sports teams, etc.).

Unknown operator type
In cases where sufficient information could not be obtained about the operator type, “unknown” was assigned.

Bus Definitions

Big cowl and chassis
A truck-based bus, where a coach has been fitted onto a large, front-engine chassis, with a conventional hood/cowl in front of the windshield.

Bus
Motor vehicles with seating for nine or more, including the driver, that are not

operated as personal transportation, and all motor vehicles with seating for 16 or more.

Heavy-duty bus

A heavy-duty vehicle such as a transit bus, manufactured to withstand the demands of severe duty cycles; typically 40 feet in length, but shorter lengths of 35 or 30 may be found. Articulated models are typically 60 feet in length, with the two vehicle sections connected by a joint mechanism which allows the bus to negotiate sharp turns and still have a continuous interior compartment.

Heavy-duty with lift

A heavy-duty bus with a wheelchair lift.

High platform

Typically intercity or touring coaches, often with cargo holds below the seating deck as well as a lavatory. These buses are designed for long distance travel.

Jitney

A small bus operated on a fixed route as demand warrants without fixed schedules or fixed stops.

Large passenger van

A full-size vehicle manufactured as a complete unit (unlike a cutaway cab fitted with a coach), seating up to 15 people.

Long-distance coach

Refers to the typical cross-country, heavy duty bus.

Low platform

Flat front transit buses with no cargo storage capacity below the passenger compartment. Flat front transit-style school buses have also been included in this category.

Mini van

A smaller vehicle manufactured as a complete unit, seating 7 – 10 people.

Passengers

Individuals being transported, excluding the driver.

Shuttle bus

A smaller bus intended for short, local trips.

Small cowl and chassis

A van-based bus, where a coach has been fitted onto a smaller front-engine chassis, usually below Class 5 GVWR. Shuttle buses and some school buses fall into this category.

Special needs bus

A bus containing a wheelchair lift and tie downs (locks to immobilize the wheelchair, and/or a belt for the occupant and chair).

Transit-style bus

A school bus or other bus with a flat front similar to a transit bus.

Type A school bus

A van conversion or bus constructed utilizing a small cowl and chassis, van-based cutaway. Has a nose and grille like a typical van, a regular driver's door (on the left side of vehicle), and the passenger entrance door curbside, behind the front wheel. Front engine location.

Type B school bus

A school bus constructed on a stripped van or truck chassis, perhaps resembling a step-van type of front. Full coach body, with only one door, curbside, behind the front wheels. Front engine location.

Type C school bus

Conventional school bus consisting of a coach body mounted on a truck-based, flat back cowl (big cowl and chassis – hood and fender assembly). Varying lengths and some have wheelchair lifts. One entrance door located behind the front wheels. Front engine location.

Type D school bus

Transit-style school bus. Flat front, full coach body mounted on stripped bus chassis. Can be either front (forward control, FE) or rear engine (RE). Varying lengths, can have wheelchair lift and small storage compartments under passenger floor (accessed through small hatch doors on side of bus).

Tables of abbreviations

Abbreviation	**Definition**
CDL	Commercial driver's license
Convs	Convictions
Misc	Miscellaneous
Opp	Opposite
Prev	Previous
Stat	Statutory
Unk	Unknown
Veh	Vehicle
WO	Without

Injuries are classified according to severity under the following levels:	
K	Fatal injury
A	Incapacitating injury
B	Evident but not incapacitating
C	Complaint of pain
O	No injury

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