

BUSES INVOLVED IN FATAL ACCIDENTS FACTBOOK 2001



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February 2005

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16. Abstract <p>This document presents aggregate statistics on buses involved in traffic accidents in 2001. 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.</p>					
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SI* (MODERN METRIC) CONVERSION FACTORS

APPROXIMATE CONVERSIONS TO SI UNITS					APPROXIMATE CONVERSIONS FROM SI UNITS				
Symbol	When You Know	Multiply By	To Find	Symbol	Symbol	When You Know	Multiply By	To Find	Symbol
LENGTH					LENGTH				
in	inches	25.4	millimeters	mm	mm	millimeters	0.039	inches	in
ft	feet	0.305	meters	m	m	meters	3.28	feet	ft
yd	yards	0.914	meters	m	m	meters	1.09	yards	yd
mi	miles	1.61	kilometers	km	km	kilometers	0.621	miles	mi
AREA					AREA				
in ²	square inches	645.2	square millimeters	mm ²	mm ²	square millimeters	0.0016	square inches	in ²
ft ²	square feet	0.093	square meters	m ²	m ²	square meters	10.764	square feet	ft ²
yd ²	square yards	0.836	square meters	m ²	m ²	square meters	1.195	square yards	yd ²
ac	acres	0.405	hectares	ha	ha	hectares	2.47	acres	ac
mi ²	square miles	2.59	square kilometers	km ²	km ²	square kilometers	0.386	square miles	mi ²
VOLUME					VOLUME				
fl oz	fluid ounces	29.57	milliliters	mL	mL	milliliters	0.034	fluid ounces	fl oz
gal	gallons	3.785	liters	L	L	liters	0.264	gallons	gal
ft ³	cubic feet	0.028	cubic meters	m ³	m ³	cubic meters	35.71	cubic feet	ft ³
yd ³	cubic yards	0.765	cubic meters	m ³	m ³	cubic meters	1.307	cubic yards	yd ³
NOTE: Volumes greater than 1000 L shall be shown in m ³ .									
MASS					MASS				
oz	ounces	28.35	grams	g	g	grams	0.035	ounces	oz
lb	pounds	0.454	kilograms	kg	kg	kilograms	2.202	pounds	lb
T	short tons (2001 lb)	0.907	megagrams (or "metric ton")	Mg (or "t")	Mg (or "t")	megagrams (or "metric ton")	1.103	short tons (2001 lb)	T
TEMPERATURE (exact)					TEMPERATURE (exact)				
°F	Fahrenheit temperature	5(F-32)/9 or (F-32)/1.8	Celcius temperature	°C	°C	Celcius temperature	1.8C + 32	Fahrenheit temperature	°F
ILLUMINATION					ILLUMINATION				
fc	foot-candles	10.76	lux	lx	lx	lux	0.0929	foot-candles	fc
fl	foot-Lamberts	3.426	candela/m ²	cd/m ²	cd/m ²	candela/m ²	0.2919	foot-lamberts	fl
FORCE and PRESSURE or STRESS					FORCE and PRESSURE or STRESS				
lbf	poundforce	4.45	newtons	N	N	newtons	0.225	poundforce	lbf
lbf/in ²	poundforce per square inch	6.89	kilopascals	kPa	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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Introduction

This report, *Buses Involved in Fatal Accidents Factbook 2001*, 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, recently initiated 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 records extracted 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 2001 BIFA file is a census file, meaning there is one record for each of the 312 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 is altered or corrected. The BIFA variables supplement the FARS data with extensive detail on the bus, including the bus's seating capacity; its weight, length and width; the number of passengers at the time of the crash; operating authority; type of trip; hours driving; and the bus's role in the accident. 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 2001*.

Report overview

This report consists of four sections. The "Trends" section provides data on fatalities, and fatal accident involvements from 1999 through 2001. 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 weights, lengths, and 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, counts 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 typically used as school buses, but which are used for a different purpose, are classified according to the operator type. “School buses” are sometimes converted to private use, and 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 1999-2001

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.

- An average of 334 buses are involved in a fatal traffic accident each year.
- Buses owned or operated for a school district were the most common type, accounting for about 41% of all buses involved in a fatal crash.
- California, New York, and Florida had the greatest number of bus involvements over the period 1999-2001.
- In 2001 there were 356 persons killed in crashes involving a bus; 12 of them were bus drivers, and 25 were passengers on the bus.
- 92 pedestrians and 14 bicyclists were killed during 2001 in accidents involving buses.

Annual fatal involvements

Table 1-1
Fatal Bus Involvements by Year and Bus Type
BIFA 1999-2001

Accident year	School	Transit	Intercity	Charter	Other	Unknown	Total
	No.	No.	No.	No.	No.	No.	No.
1999	146	104	13	35	22	13	333
2000	138	133	15	31	36	5	358
2001	131	96	15	37	23	10	312
Total	415	333	43	103	81	28	1003

Table 1-2
Fatal Bus Involvements by Year and Operator Type
BIFA 1999-2001

Bus Operator Type	1999		2000		2001		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
School district	146	43.8	138	38.5	131	42.0	415	41.4
Urban transit authority	104	31.2	133	37.2	96	30.8	333	33.2
Scheduled intercity	13	3.9	15	4.2	15	4.8	43	4.3
Charter bus	35	10.5	31	8.7	37	11.9	103	10.3
Private company	5	1.5	3	0.8	2	0.6	10	1.0
Non-government organization	7	2.1	12	3.4	9	2.9	28	2.8
Non-educational unit of government	2	0.6	6	1.7	1	0.3	9	0.9
Private, for personal transportation	1	0.3	0	0.0	1	0.3	2	0.2
Other	7	2.1	15	4.2	10	3.2	32	3.2
Unknown	13	3.9	5	1.4	10	3.2	28	2.8
Total	333	100.0	358	100.0	312	100.0	1003	100.0

Table 1-3
Fatal Bus Involvements by Year, Bus Type and Passenger Seating Capacity
BIFA 1999-2001

Bus operator type Bus seating capacity	1999		2000		2001		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
School district								
8-14	4	1.2	3	0.8	3	1.0	10	1.0
15-50	27	8.1	27	7.5	18	5.8	72	7.2
51-99	92	27.6	100	27.9	107	34.3	299	29.8
Other/unknown	23	6.9	8	2.2	3	1.0	34	3.4
Total	146	43.8	138	38.5	131	42.0	415	41.4
Transit bus authority								
8-14	0	0.0	4	1.1	1	0.3	5	0.5
15-50	76	22.8	115	32.1	81	26.0	272	27.1
51-99	8	2.4	10	2.8	13	4.2	31	3.1
Other/unknown	20	6.0	4	1.1	1	0.3	25	2.5
Total	104	31.2	133	37.2	96	30.8	333	33.2
Intercity bus operator								
8-14	0	0.0	0	0.0	0	0.0	0	0.0
15-50	11	3.3	9	2.5	10	3.2	30	3.0
51-99	1	0.3	6	1.7	5	1.6	12	1.2
Other/unknown	1	0.3	0	0.0	0	0.0	1	0.1
Total	13	3.9	15	4.2	15	4.8	43	4.3
Charter bus operator								
8-14	1	0.3	1	0.3	0	0.0	2	0.2
15-50	19	5.7	11	3.1	18	5.8	48	4.8
51-99	13	3.9	13	3.6	8	2.6	34	3.4
Other/unknown	2	0.6	6	1.7	11	3.5	19	1.9
Total	35	10.5	31	8.7	37	11.9	103	10.3
Other operator								
8-14	1	0.3	11	3.1	3	1.0	15	1.5
15-50	7	2.1	21	5.9	14	4.5	42	4.2
51-99	8	2.4	2	0.6	4	1.3	14	1.4
Other/unknown	6	1.8	2	0.6	2	0.6	10	1.0
Total	22	6.6	36	10.1	23	7.4	81	8.1
Unknown operator type								
8-14	0	0.0	1	0.3	0	0.0	1	0.1
15-50	3	0.9	3	0.8	0	0.0	6	0.6
51-99	0	0.0	0	0.0	0	0.0	0	0.0
Other/unknown	10	3.0	1	0.3	10	3.2	21	2.1
Total	13	3.9	5	1.4	10	3.2	28	2.8
Total	333	100.0	358	100.0	312	100.0	1003	100.0

Table 1-4: Fatal Bus Involvements by Year and State, BIFA 1999-2001

State	1999		2000		2001		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Alabama	2	0.6	3	0.8	4	1.3	9	0.9
Alaska	0	0.0	3	0.8	3	1.0	6	0.6
Arizona	6	1.8	7	2.0	6	1.9	19	1.9
Arkansas	3	0.9	1	0.3	7	2.2	11	1.1
California	45	13.5	38	10.6	38	12.2	121	12.1
Colorado	5	1.5	8	2.2	6	1.9	19	1.9
Connecticut	4	1.2	2	0.6	0	0.0	6	0.6
Delaware	3	0.9	1	0.3	0	0.0	4	0.4
Dist of Columbia	2	0.6	3	0.8	2	0.6	7	0.7
Florida	26	7.8	38	10.6	21	6.7	85	8.5
Georgia	8	2.4	12	3.4	9	2.9	29	2.9
Hawaii	1	0.3	4	1.1	5	1.6	10	1.0
Idaho	2	0.6	0	0.0	4	1.3	6	0.6
Illinois	12	3.6	13	3.6	13	4.2	38	3.8
Indiana	6	1.8	4	1.1	4	1.3	14	1.4
Iowa	1	0.3	5	1.4	3	1.0	9	0.9
Kansas	4	1.2	4	1.1	2	0.6	10	1.0
Kentucky	1	0.3	4	1.1	2	0.6	7	0.7
Louisiana	4	1.2	2	0.6	8	2.6	14	1.4
Maine	1	0.3	0	0.0	2	0.6	3	0.3
Maryland	8	2.4	4	1.1	5	1.6	17	1.7
Massachusetts	2	0.6	3	0.8	3	1.0	8	0.8
Michigan	9	2.7	17	4.7	9	2.9	35	3.5
Minnesota	5	1.5	10	2.8	5	1.6	20	2.0
Mississippi	2	0.6	3	0.8	2	0.6	7	0.7
Missouri	7	2.1	8	2.2	6	1.9	21	2.1
Montana	1	0.3	0	0.0	0	0.0	1	0.1
Nebraska	0	0.0	0	0.0	2	0.6	2	0.2
Nevada	4	1.2	6	1.7	5	1.6	15	1.5
New Hampshire	0	0.0	1	0.3	0	0.0	1	0.1
New Jersey	17	5.1	13	3.6	10	3.2	40	4.0
New Mexico	5	1.5	5	1.4	3	1.0	13	1.3
New York	36	10.8	33	9.2	39	12.5	108	10.8
North Carolina	4	1.2	7	2.0	2	0.6	13	1.3
North Dakota	0	0.0	1	0.3	0	0.0	1	0.1
Ohio	12	3.6	9	2.5	6	1.9	27	2.7
Oklahoma	3	0.9	8	2.2	4	1.3	15	1.5
Oregon	6	1.8	0	0.0	2	0.6	8	0.8
Pennsylvania	23	6.9	17	4.7	12	3.8	52	5.2
Rhode Island	1	0.3	2	0.6	1	0.3	4	0.4
South Carolina	6	1.8	2	0.6	7	2.2	15	1.5
South Dakota	0	0.0	0	0.0	0	0.0	0	0.0
Tennessee	2	0.6	7	2.0	6	1.9	15	1.5
Texas	18	5.4	28	7.8	16	5.1	62	6.2
Utah	3	0.9	4	1.1	2	0.6	9	0.9
Vermont	0	0.0	0	0.0	1	0.3	1	0.1
Virginia	7	2.1	4	1.1	5	1.6	16	1.6
Washington	10	3.0	4	1.1	10	3.2	24	2.4
West Virginia	2	0.6	0	0.0	2	0.6	4	0.4
Wisconsin	4	1.2	7	2.0	8	2.6	19	1.9
Wyoming	0	0.0	3	0.8	0	0.0	3	0.3
Total	333	100.0	358	100.0	312	100.0	1003	100.0

Annual fatalities

Table 1-5
Fatalities in Bus Involvements by Year and Person Type
BIFA 1999-2001

Vehicle/Person type	1999		2000		2001		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
<i>Bus</i>								
Driver	18	4.5	15	3.8	12	3.4	45	3.9
Passenger	47	11.9	26	6.6	25	7.0	98	8.5
Bus total	65	16.4	41	10.4	37	10.4	143	12.5
<i>Other vehicle</i>								
Drivers	175	44.2	190	48.1	153	43.0	518	45.2
Passengers	63	15.9	61	15.4	60	16.9	184	16.0
Unknown occ. type	0	0.0	3	0.8	0	0.0	3	0.3
Other vehicle total	238	60.1	254	64.3	213	59.8	705	61.5
<i>Non-motorists</i>								
In parked vehicle	2	0.5	0	0.0	0	0.0	2	0.2
Pedestrian	82	20.7	91	23.0	92	25.8	265	23.1
Bicyclist	9	2.3	9	2.3	14	3.9	32	2.8
Non-motorist total	93	23.5	100	25.3	106	29.8	299	26.1
Total	396	100.0	395	100.0	356	100.0	1147	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 50% of fatal bus involvements occur from 6:00 to 8:59 a.m. or from 2:00 to 4:59 p.m., primarily due to school buses.
- Overall, 84% of fatal involvements of buses occur during the work week, but this varies by bus type. Almost 30% of charter bus involvements occur on the weekend (Saturday and Sunday), compared with only 5.3% for school buses.
- Over 85% of fatal involvements occur under “normal” weather conditions (i.e. no rain, snow, fog, or other adverse condition).
- About 72% of the fatal involvements of buses occur in daylight.
- 33.0% of fatal bus involvements occur on local streets (township or municipality), 21.8% on state highways, and 15.1% on county roads.
- Over half of the fatal involvements of buses occur on undivided roads with two-way traffic.
- In 27.6% of fatal involvements, the bus hit an object in the road; in 11.9% of involvements the bus struck the side of another vehicle; and in 10.6% of involvements another vehicle crossed the center line of the road and struck the bus head on. These proportions can differ dramatically by bus type.
- In 62.5% of fatal bus involvements the first harmful event was collision with a motor vehicle; 25.0% involved collision with a pedestrian.
- Of buses that rolled over, three rolled to the left and eight rolled to the right.
- In 2001, 50 pedestrians were killed in traffic accidents involving transit buses.

Geographic distributions

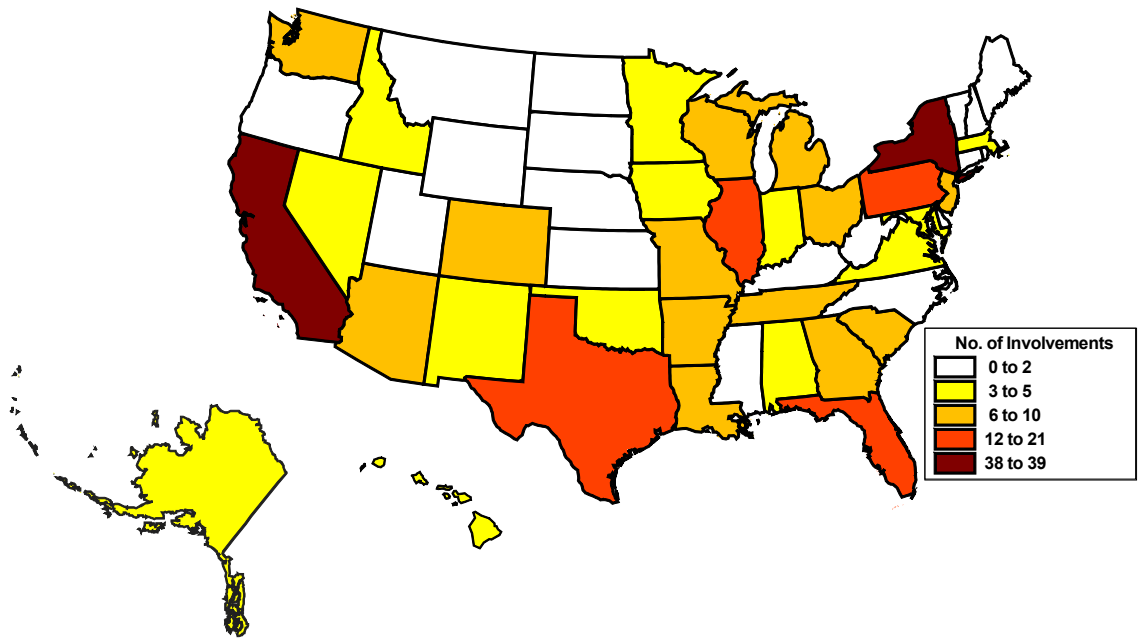


Figure 1-1: Fatal Bus Involvements by State, BIFA 2001

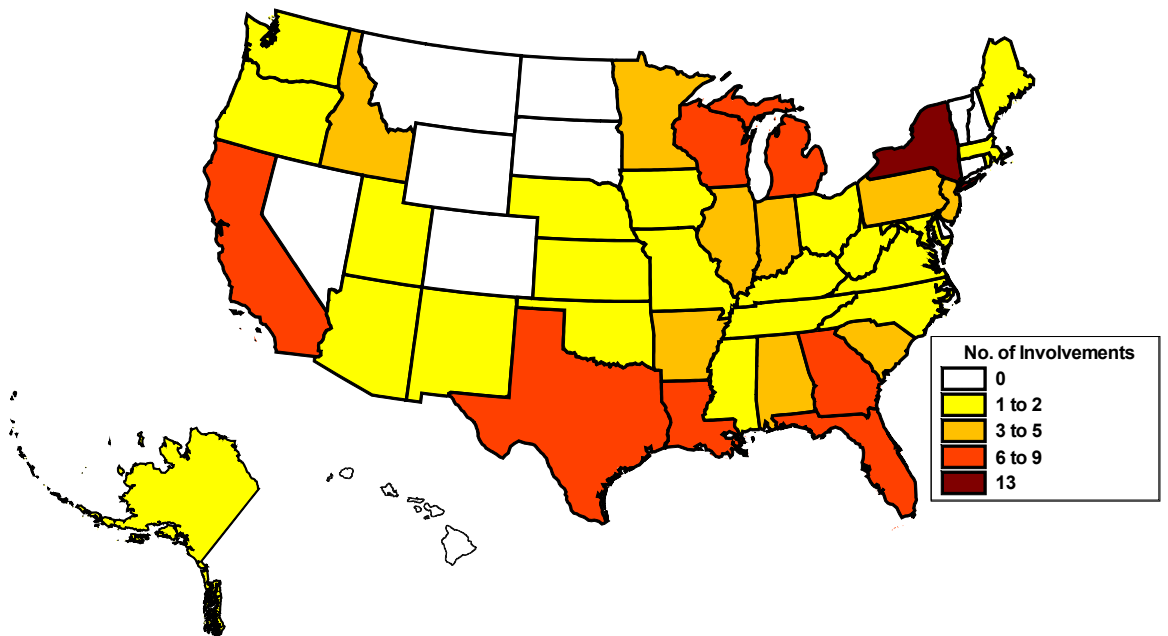


Figure 1-2: Fatal Bus Involvements by State – School Buses Only, BIFA 2001

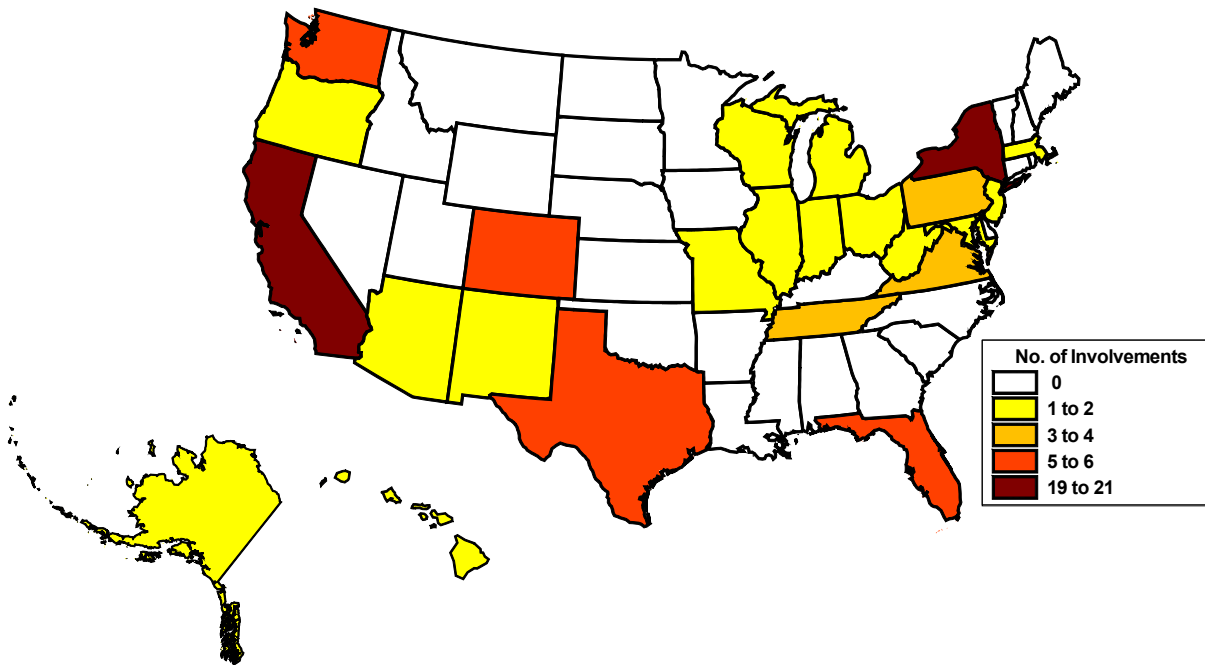


Figure 1-3: Fatal Bus Involvements by State – Transit Buses Only, BIFA 2001

Table 2-1
Fatal Bus Involvements by State and Bus Type
BIFA 2001

State	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Alabama	3	2.3	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	4	1.3
Alaska	2	1.5	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	3	1.0
Arizona	2	1.5	2	2.1	0	0.0	0	0.0	2	8.7	0	0.0	6	1.9
Arkansas	5	3.8	0	0.0	0	0.0	0	0.0	2	8.7	0	0.0	7	2.2
California	9	6.9	21	21.9	1	6.7	4	10.8	3	13.0	0	0.0	38	12.2
Colorado	0	0.0	5	5.2	0	0.0	1	2.7	0	0.0	0	0.0	6	1.9
Connecticut	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Delaware	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Dist of Columbia	0	0.0	1	1.0	1	6.7	0	0.0	0	0.0	0	0.0	2	0.6
Florida	8	6.1	6	6.3	1	6.7	3	8.1	3	13.0	0	0.0	21	6.7
Georgia	7	5.3	0	0.0	0	0.0	0	0.0	2	8.7	0	0.0	9	2.9
Hawaii	0	0.0	2	2.1	0	0.0	3	8.1	0	0.0	0	0.0	5	1.6
Idaho	3	2.3	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	4	1.3
Illinois	4	3.1	1	1.0	1	6.7	1	2.7	0	0.0	6	60.0	13	4.2
Indiana	3	2.3	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	4	1.3
Iowa	2	1.5	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	3	1.0
Kansas	2	1.5	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
Kentucky	2	1.5	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
Louisiana	6	4.6	0	0.0	1	6.7	1	2.7	0	0.0	0	0.0	8	2.6
Maine	2	1.5	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
Maryland	2	1.5	2	2.1	0	0.0	1	2.7	0	0.0	0	0.0	5	1.6
Massachusetts	1	0.8	2	2.1	0	0.0	0	0.0	0	0.0	0	0.0	3	1.0
Michigan	6	4.6	2	2.1	0	0.0	1	2.7	0	0.0	0	0.0	9	2.9
Minnesota	4	3.1	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	5	1.6
Mississippi	1	0.8	0	0.0	0	0.0	0	0.0	1	4.3	0	0.0	2	0.6
Missouri	2	1.5	1	1.0	0	0.0	3	8.1	0	0.0	0	0.0	6	1.9
Montana	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Nebraska	1	0.8	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	2	0.6
Nevada	0	0.0	0	0.0	1	6.7	3	8.1	0	0.0	1	10.0	5	1.6
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	4	3.1	2	2.1	2	13.3	2	5.4	0	0.0	0	0.0	10	3.2
New Mexico	1	0.8	1	1.0	0	0.0	0	0.0	1	4.3	0	0.0	3	1.0
New York	13	9.9	19	19.8	3	20.0	2	5.4	2	8.7	0	0.0	39	12.5
North Carolina	2	1.5	0	0.0	0	0.0	0	0.0	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	2	1.5	2	2.1	0	0.0	1	2.7	1	4.3	0	0.0	6	1.9
Oklahoma	2	1.5	0	0.0	1	6.7	0	0.0	1	4.3	0	0.0	4	1.3
Oregon	1	0.8	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
Pennsylvania	3	2.3	4	4.2	1	6.7	1	2.7	0	0.0	3	30.0	12	3.8
Rhode Island	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
South Carolina	4	3.1	0	0.0	1	6.7	1	2.7	1	4.3	0	0.0	7	2.2
South Dakota	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Tennessee	1	0.8	4	4.2	1	6.7	0	0.0	0	0.0	0	0.0	6	1.9
Texas	6	4.6	6	6.3	0	0.0	1	2.7	3	13.0	0	0.0	16	5.1
Utah	2	1.5	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
Vermont	0	0.0	0	0.0	0	0.0	0	0.0	1	4.3	0	0.0	1	0.3
Virginia	2	1.5	3	3.1	0	0.0	0	0.0	0	0.0	0	0.0	5	1.6
Washington	2	1.5	5	5.2	0	0.0	3	8.1	0	0.0	0	0.0	10	3.2
West Virginia	1	0.8	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
Wisconsin	7	5.3	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	8	2.6
Wyoming	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

Temporal distributions

Table 2-2
Fatal Bus Involvements by Month and Bus Type
BIFA 2001

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	13	9.9	8	8.3	3	20.0	3	8.1	2	8.7	2	20.0	31	9.9
February	12	9.2	7	7.3	1	6.7	4	10.8	2	8.7	0	0.0	26	8.3
March	14	10.7	9	9.4	1	6.7	1	2.7	3	13.0	1	10.0	29	9.3
April	18	13.7	7	7.3	0	0.0	7	18.9	2	8.7	0	0.0	34	10.9
May	10	7.6	13	13.5	2	13.3	6	16.2	2	8.7	0	0.0	33	10.6
June	3	2.3	5	5.2	0	0.0	1	2.7	0	0.0	0	0.0	9	2.9
July	2	1.5	10	10.4	3	20.0	1	2.7	1	4.3	1	10.0	18	5.8
August	7	5.3	7	7.3	2	13.3	2	5.4	3	13.0	4	40.0	25	8.0
September	9	6.9	5	5.2	0	0.0	1	2.7	0	0.0	1	10.0	16	5.1
October	21	16.0	9	9.4	0	0.0	3	8.1	3	13.0	0	0.0	36	11.5
November	14	10.7	9	9.4	1	6.7	4	10.8	0	0.0	0	0.0	28	9.0
December	8	6.1	7	7.3	2	13.3	4	10.8	5	21.7	1	10.0	27	8.7
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

Table 2-3
Fatal Bus Involvements by Day of Week and Bus Type
BIFA 2001

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	9	9.4	2	13.3	5	13.5	4	17.4	2	20.0	22	7.1
Monday	25	19.1	13	13.5	2	13.3	3	8.1	3	13.0	3	30.0	49	15.7
Tuesday	27	20.6	11	11.5	4	26.7	5	13.5	2	8.7	1	10.0	50	16.0
Wednesday	28	21.4	16	16.7	3	20.0	5	13.5	7	30.4	0	0.0	59	18.9
Thursday	25	19.1	17	17.7	1	6.7	5	13.5	2	8.7	1	10.0	51	16.3
Friday	19	14.5	19	19.8	3	20.0	8	21.6	2	8.7	2	20.0	53	17.0
Saturday	7	5.3	11	11.5	0	0.0	6	16.2	3	13.0	1	10.0	28	9.0
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

Table 2-4
Fatal Bus Involvements by Day Type and Bus Type
BIFA 2001

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	124	94.7	76	79.2	13	86.7	26	70.3	16	69.6	7	70.0	262	84.0
Weekend	7	5.3	20	20.8	2	13.3	11	29.7	7	30.4	3	30.0	50	16.0
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	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
BIFA 2001**

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	2	2.1	1	6.7	0	0.0	2	8.7	0	0.0	5	1.6
1:00 AM	0	0.0	1	1.0	0	0.0	0	0.0	1	4.3	0	0.0	2	0.6
2:00 AM	0	0.0	0	0.0	1	6.7	1	2.7	0	0.0	1	10.0	3	1.0
3:00 AM	1	0.8	0	0.0	1	6.7	0	0.0	0	0.0	1	10.0	3	1.0
4:00 AM	0	0.0	0	0.0	0	0.0	1	2.7	0	0.0	1	10.0	2	0.6
5:00 AM	1	0.8	3	3.1	0	0.0	0	0.0	0	0.0	0	0.0	4	1.3
6:00 AM	13	9.9	3	3.1	0	0.0	1	2.7	3	13.0	1	10.0	21	6.7
7:00 AM	21	16.0	4	4.2	1	6.7	0	0.0	2	8.7	1	10.0	29	9.3
8:00 AM	12	9.2	7	7.3	0	0.0	4	10.8	0	0.0	0	0.0	23	7.4
9:00 AM	6	4.6	4	4.2	0	0.0	5	13.5	3	13.0	0	0.0	18	5.8
10:00 AM	3	2.3	3	3.1	0	0.0	4	10.8	1	4.3	1	10.0	12	3.8
11:00 AM	0	0.0	6	6.3	1	6.7	3	8.1	0	0.0	1	10.0	11	3.5
Noon	7	5.3	6	6.3	2	13.3	2	5.4	0	0.0	0	0.0	17	5.4
1:00 PM	5	3.8	6	6.3	1	6.7	2	5.4	0	0.0	0	0.0	14	4.5
2:00 PM	14	10.7	1	1.0	0	0.0	0	0.0	3	13.0	0	0.0	18	5.8
3:00 PM	28	21.4	9	9.4	1	6.7	1	2.7	3	13.0	1	10.0	43	13.8
4:00 PM	12	9.2	7	7.3	1	6.7	1	2.7	1	4.3	0	0.0	22	7.1
5:00 PM	5	3.8	5	5.2	0	0.0	2	5.4	2	8.7	0	0.0	14	4.5
6:00 PM	0	0.0	8	8.3	1	6.7	2	5.4	1	4.3	0	0.0	12	3.8
7:00 PM	1	0.8	2	2.1	1	6.7	1	2.7	0	0.0	1	10.0	6	1.9
8:00 PM	1	0.8	7	7.3	1	6.7	1	2.7	0	0.0	0	0.0	10	3.2
9:00 PM	0	0.0	4	4.2	0	0.0	1	2.7	0	0.0	0	0.0	5	1.6
10:00 PM	0	0.0	7	7.3	1	6.7	3	8.1	0	0.0	1	10.0	12	3.8
11:00 PM	1	0.8	1	1.0	1	6.7	2	5.4	1	4.3	0	0.0	6	1.9
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

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

Table 2-6
Fatal Bus Involvements by Time of Accident and Day Type
BIFA 2001

Time of accident	Work week		Weekend		Total	
	No.	Pct.	No.	Pct.	No.	Pct.
Midnight	4	1.5	1	2.0	5	1.6
1:00 AM	1	0.4	1	2.0	2	0.6
2:00 AM	2	0.8	1	2.0	3	1.0
3:00 AM	1	0.4	2	4.0	3	1.0
4:00 AM	1	0.4	1	2.0	2	0.6
5:00 AM	3	1.1	1	2.0	4	1.3
6:00 AM	19	7.3	2	4.0	21	6.7
7:00 AM	26	9.9	3	6.0	29	9.3
8:00 AM	21	8.0	2	4.0	23	7.4
9:00 AM	12	4.6	6	12.0	18	5.8
10:00 AM	9	3.4	3	6.0	12	3.8
11:00 AM	10	3.8	1	2.0	11	3.5
Noon	13	5.0	4	8.0	17	5.4
1:00 PM	11	4.2	3	6.0	14	4.5
2:00 PM	16	6.1	2	4.0	18	5.8
3:00 PM	43	16.4	0	0.0	43	13.8
4:00 PM	18	6.9	4	8.0	22	7.1
5:00 PM	14	5.3	0	0.0	14	4.5
6:00 PM	8	3.1	4	8.0	12	3.8
7:00 PM	4	1.5	2	4.0	6	1.9
8:00 PM	7	2.7	3	6.0	10	3.2
9:00 PM	4	1.5	1	2.0	5	1.6
10:00 PM	10	3.8	2	4.0	12	3.8
11:00 PM	5	1.9	1	2.0	6	1.9
Total	262	100.0	50	100.0	312	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
BIFA 2001

Land use	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Urban	49	37.4	84	87.5	9	60.0	19	51.4	8	34.8	9	90.0	178	57.1
Rural	74	56.5	9	9.4	5	33.3	16	43.2	14	60.9	1	10.0	119	38.1
Unknown	8	6.1	3	3.1	1	6.7	2	5.4	1	4.3	0	0.0	15	4.8
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

**Table 2-8
Fatal Bus Involvements by Light Condition and Bus Type
BIFA 2001**

Light condition	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Daylight	113	86.3	62	64.6	7	46.7	25	67.6	14	60.9	5	50.0	226	72.4
Dark	7	5.3	5	5.2	3	20.0	4	10.8	3	13.0	0	0.0	22	7.1
Dark but lighted	3	2.3	24	25.0	5	33.3	7	18.9	2	8.7	4	40.0	45	14.4
Dawn	7	5.3	3	3.1	0	0.0	0	0.0	4	17.4	0	0.0	14	4.5
Dusk	1	0.8	2	2.1	0	0.0	0	0.0	0	0.0	1	10.0	4	1.3
Unknown	0	0.0	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	1	0.3
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

**Table 2-9
Fatal Bus Involvements by Roadway Surface Condition and Bus Type
BIFA 2001**

Roadway surface condition	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Dry	107	81.7	87	90.6	12	80.0	30	81.1	20	87.0	5	50.0	261	83.7
Wet	22	16.8	9	9.4	1	6.7	5	13.5	3	13.0	5	50.0	45	14.4
Snow or slush	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Ice	1	0.8	0	0.0	2	13.3	2	5.4	0	0.0	0	0.0	5	1.6
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

**Table 2-10
Fatal Bus Involvements by Weather Condition and Bus Type
BIFA 2001**

Weather condition	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Normal	111	84.7	86	89.6	13	86.7	32	86.5	18	78.3	8	80.0	268	85.9
Rain	12	9.2	7	7.3	1	6.7	4	10.8	2	8.7	2	20.0	28	9.0
Snow	2	1.5	0	0.0	1	6.7	0	0.0	0	0.0	0	0.0	3	1.0
Fog	5	3.8	2	2.1	0	0.0	0	0.0	3	13.0	0	0.0	10	3.2
Other	1	0.8	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
Unknown	0	0.0	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	1	0.3
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

Roadway distributions

Table 2-11
Fatal Bus Involvements by Roadway Function Class and Bus Type
BIFA 2001

Road function class	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
<i>Urban</i>														
Interstate	1	0.8	4	4.2	5	33.3	4	10.8	3	13.0	1	10.0	18	5.8
Freeway/expressway	1	0.8	4	4.2	0	0.0	1	2.7	0	0.0	0	0.0	6	1.9
Other principal artery	14	10.7	28	29.2	1	6.7	6	16.2	3	13.0	2	20.0	54	17.3
Minor artery	13	9.9	19	19.8	1	6.7	2	5.4	1	4.3	1	10.0	37	11.9
Collector	4	3.1	9	9.4	0	0.0	2	5.4	0	0.0	0	0.0	15	4.8
Local street	16	12.2	18	18.8	2	13.3	4	10.8	0	0.0	5	50.0	45	14.4
Unknown urban	0	0.0	2	2.1	0	0.0	0	0.0	1	4.3	0	0.0	3	1.0
Total urban	49	37.4	84	87.5	9	60.0	19	51.4	8	34.8	9	90.0	178	57.1
<i>Rural</i>														
Interstate	4	3.1	1	1.0	4	26.7	4	10.8	6	26.1	0	0.0	19	6.1
Other principal artery	14	10.7	2	2.1	1	6.7	7	18.9	2	8.7	0	0.0	26	8.3
Minor artery	18	13.7	2	2.1	0	0.0	1	2.7	2	8.7	0	0.0	23	7.4
Major collector	21	16.0	3	3.1	0	0.0	2	5.4	2	8.7	0	0.0	28	9.0
Minor collector	7	5.3	0	0.0	0	0.0	0	0.0	1	4.3	1	10.0	9	2.9
Local road	9	6.9	1	1.0	0	0.0	1	2.7	1	4.3	0	0.0	12	3.8
Unknown rural	1	0.8	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	2	0.6
Total rural	74	56.5	9	9.4	5	33.3	16	43.2	14	60.9	1	10.0	119	38.1
<i>Unknown</i>	8	6.1	3	3.1	1	6.7	2	5.4	1	4.3	0	0.0	15	4.8
Total urban and rural	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

Table 2-12
Fatal Bus Involvements by Route Signing and Bus Type
BIFA 2001

Route signing	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Interstate	5	3.8	5	5.2	9	60.0	8	21.6	9	39.1	1	10.0	37	11.9
US highway	22	16.8	8	8.3	1	6.7	7	18.9	0	0.0	0	0.0	38	12.2
State highway	39	29.8	13	13.5	0	0.0	6	16.2	7	30.4	3	30.0	68	21.8
County road	32	24.4	10	10.4	0	0.0	4	10.8	1	4.3	0	0.0	47	15.1
Township	6	4.6	7	7.3	0	0.0	1	2.7	2	8.7	0	0.0	16	5.1
Municipality	17	13.0	48	50.0	4	26.7	9	24.3	3	13.0	6	60.0	87	27.9
Frontage road	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Other	6	4.6	2	2.1	0	0.0	0	0.0	0	0.0	0	0.0	8	2.6
Unknown	4	3.1	2	2.1	1	6.7	2	5.4	1	4.3	0	0.0	10	3.2
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

Table 2-13
Fatal Bus Involvements by Relation to Junction and Bus Type
BIFA 2001

Relation to junction	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
<i>Noninterchange</i>														
Nonjunction	65	49.6	41	42.7	9	60.0	18	48.6	17	73.9	7	70.0	157	50.3
Intersection	49	37.4	40	41.7	3	20.0	14	37.8	5	21.7	3	30.0	114	36.5
Intersection related	9	6.9	13	13.5	0	0.0	4	10.8	0	0.0	0	0.0	26	8.3
Driveway, alley, etc.	4	3.1	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	5	1.6
Entrance/exit ramp	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
<i>Interchange area</i>														
Intersection	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Entrance/exit ramp	1	0.8	0	0.0	2	13.3	1	2.7	0	0.0	0	0.0	4	1.3
Other location	1	0.8	1	1.0	1	6.7	0	0.0	1	4.3	0	0.0	4	1.3
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

Table 2-14
Fatal Bus Involvements by Number of Travel Lanes and Bus Type
BIFA 2001

No. 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	1	0.8	2	2.1	0	0.0	0	0.0	0	0.0	0	0.0	3	1.0
2	104	79.4	53	55.2	5	33.3	24	64.9	18	78.3	6	60.0	210	67.3
3	8	6.1	13	13.5	4	26.7	7	18.9	3	13.0	1	10.0	36	11.5
4	12	9.2	19	19.8	3	20.0	5	13.5	2	8.7	1	10.0	42	13.5
5	0	0.0	1	1.0	2	13.3	0	0.0	0	0.0	1	10.0	4	1.3
6	1	0.8	4	4.2	0	0.0	1	2.7	0	0.0	0	0.0	6	1.9
7	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	10.0	1	0.3
9	5	3.8	4	4.2	1	6.7	0	0.0	0	0.0	0	0.0	10	3.2
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

Table 2-15
Fatal Bus Involvements by Trafficway Flow and Bus Type
BIFA 2001

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	96	73.3	52	54.2	3	20.0	16	43.2	11	47.8	6	60.0	184	59.0
Median – no barrier	22	16.8	24	25.0	5	33.3	17	45.9	12	52.2	2	20.0	82	26.3
Median w/barrier	6	4.6	7	7.3	6	40.0	2	5.4	0	0.0	2	20.0	23	7.4
One-way traffic	1	0.8	5	5.2	1	6.7	2	5.4	0	0.0	0	0.0	9	2.9
Two-way left turn lane	2	1.5	5	5.2	0	0.0	0	0.0	0	0.0	0	0.0	7	2.2
Unknown	4	3.1	3	3.1	0	0.0	0	0.0	0	0.0	0	0.0	7	2.2
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

Table 2-16
Fatal Bus Involvements by Speed Limit and Bus Type
BIFA 2001

Speed limit	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
20	0	0.0	3	3.1	0	0.0	0	0.0	0	0.0	0	0.0	3	1.0
25	14	10.7	16	16.7	1	6.7	8	21.6	2	8.7	0	0.0	41	13.1
30	11	8.4	26	27.1	2	13.3	2	5.4	1	4.3	0	0.0	42	13.5
35	16	12.2	23	24.0	1	6.7	4	10.8	1	4.3	6	60.0	51	16.3
40	9	6.9	5	5.2	0	0.0	3	8.1	0	0.0	1	10.0	18	5.8
45	17	13.0	6	6.3	0	0.0	3	8.1	6	26.1	2	20.0	34	10.9
50	7	5.3	3	3.1	0	0.0	0	0.0	1	4.3	0	0.0	11	3.5
55	40	30.5	3	3.1	2	13.3	6	16.2	1	4.3	1	10.0	53	17.0
60	1	0.8	1	1.0	2	13.3	2	5.4	2	8.7	0	0.0	8	2.6
65	11	8.4	4	4.2	3	20.0	5	13.5	1	4.3	0	0.0	24	7.7
70	0	0.0	1	1.0	1	6.7	4	10.8	7	30.4	0	0.0	13	4.2
75	0	0.0	0	0.0	1	6.7	0	0.0	1	4.3	0	0.0	2	0.6
Unknown	5	3.8	5	5.2	2	13.3	0	0.0	0	0.0	0	0.0	12	3.8
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

Accident description

Table 2-17
Fatal Bus Involvements by Accident Type and Bus Type
BIFA 2001

Accident type	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
<i>Single vehicle</i>														
Ran off road	5	3.8	1	1.0	2	13.3	1	2.7	1	4.3	0	0.0	10	3.2
Hit object in road	22	16.8	46	47.9	4	26.7	12	32.4	2	8.7	0	0.0	86	27.6
<i>Same direction, same trafficway</i>														
Rearend, bus striking	1	0.8	1	1.0	0	0.0	1	2.7	2	8.7	0	0.0	5	1.6
Rearend, bus struck	9	6.9	9	9.4	1	6.7	1	2.7	1	4.3	0	0.0	21	6.7
Sideswipe, in other's lane	0	0.0	0	0.0	0	0.0	0	0.0	1	4.3	0	0.0	1	0.3
Sideswipe, in bus's lane	1	0.8	2	2.1	0	0.0	0	0.0	0	0.0	0	0.0	3	1.0
<i>Opposite direction, same trafficway</i>														
Head-on, in other's lane	0	0.0	0	0.0	0	0.0	0	0.0	1	4.3	0	0.0	1	0.3
Head-on, in bus's lane	22	16.8	2	2.1	0	0.0	2	5.4	7	30.4	0	0.0	33	10.6
Sideswipe, in other's lane	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Sideswipe, in bus's lane	7	5.3	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	8	2.6
<i>Change trafficway, one vehicle turning</i>														
Bus turn across path	10	7.6	2	2.1	0	0.0	1	2.7	0	0.0	0	0.0	13	4.2
Other turn across path	8	6.1	3	3.1	0	0.0	1	2.7	0	0.0	0	0.0	12	3.8
<i>Intersecting paths, both going straight</i>														
Bus into side of other	14	10.7	12	12.5	1	6.7	6	16.2	4	17.4	0	0.0	37	11.9
Other into side of bus	8	6.1	3	3.1	0	0.0	0	0.0	1	4.3	0	0.0	12	3.8
<i>Other accident types</i>														
Other	17	13.0	8	8.3	4	26.7	7	18.9	3	13.0	0	0.0	39	12.5
Unknown	7	5.3	6	6.3	3	20.0	5	13.5	0	0.0	10	100.0	31	9.9
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

Table 2-18
Fatal Bus Involvements by Number of Vehicles in Crash and Bus Type
BIFA 2001

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	27	20.6	51	53.1	7	46.7	11	29.7	4	17.4	2	20.0	102	32.7
2	83	63.4	32	33.3	4	26.7	20	54.1	14	60.9	5	50.0	158	50.6
3	17	13.0	10	10.4	2	13.3	2	5.4	4	17.4	1	10.0	36	11.5
4	4	3.1	0	0.0	1	6.7	4	10.8	1	4.3	1	10.0	11	3.5
5	0	0.0	2	2.1	0	0.0	0	0.0	0	0.0	1	10.0	3	1.0
6	0	0.0	1	1.0	1	6.7	0	0.0	0	0.0	0	0.0	2	0.6
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

Table 2-19
Fatal Bus Involvements by First Harmful Event and Bus Type
BIFA 2001

First harmful event	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
<i>Noncollision event</i>														
Overturn	0	0.0	0	0.0	1	6.7	1	2.7	1	4.3	0	0.0	3	1.0
Other noncollision	1	0.8	0	0.0	1	6.7	0	0.0	0	0.0	0	0.0	2	0.6
<i>Collision with nonfixed object</i>														
Pedestrian	20	15.3	42	43.8	4	26.7	9	24.3	2	8.7	1	10.0	78	25.0
Pedalcycle	4	3.1	7	7.3	0	0.0	3	8.1	0	0.0	0	0.0	14	4.5
Motor vehicle in transport	98	74.8	42	43.8	6	40.0	16	43.2	17	73.9	8	80.0	187	59.9
Veh. in transport – other roadway	1	0.8	1	1.0	0	0.0	5	13.5	1	4.3	0	0.0	8	2.6
Parked motor vehicle	2	1.5	1	1.0	0	0.0	0	0.0	1	4.3	0	0.0	4	1.3
Ridden animal/conveyance	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Other type nonmotorist	1	0.8	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	2	0.6
<i>Collision with fixed object</i>														
Bridge pier/abutment	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	10.0	1	0.3
Bridge rail	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Guardrail	1	0.8	0	0.0	3	20.0	1	2.7	0	0.0	0	0.0	5	1.6
Highway/traffic sign post	0	0.0	0	0.0	0	0.0	0	0.0	1	4.3	0	0.0	1	0.3
Utility pole	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Curb	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Ditch	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Fence	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Shrubbery	0	0.0	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	1	0.3
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

Table 2-20
Fatal Bus Involvements by Vehicle Role in Accident and Bus Type
BIFA 2001

Vehicle role	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Non-collision	0	0.0	0	0.0	1	6.7	0	0.0	1	4.3	0	0.0	2	0.6
Striking	91	69.5	68	70.8	10	66.7	28	75.7	19	82.6	5	50.0	221	70.8
Struck	38	29.0	24	25.0	3	20.0	6	16.2	3	13.0	5	50.0	79	25.3
Both	2	1.5	4	4.2	1	6.7	3	8.1	0	0.0	0	0.0	10	3.2
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

**Table 2-21
Fatal Bus Involvements by Manner of Collision and Bus Type
BIFA 2001**

Manner of collision	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Not applicable	32	24.4	53	55.2	9	60.0	16	43.2	5	21.7	2	20.0	117	37.5
Rear-end	16	12.2	13	13.5	1	6.7	3	8.1	3	13.0	2	20.0	38	12.2
Head-on	31	23.7	4	4.2	1	6.7	7	18.9	10	43.5	3	30.0	56	17.9
Rear to rear	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Angle	46	35.1	24	25.0	3	20.0	11	29.7	5	21.7	2	20.0	91	29.2
Sideswipe: same direction	2	1.5	2	2.1	1	6.7	0	0.0	0	0.0	1	10.0	6	1.9
Sideswipe: opp. direction	3	2.3	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	3	1.0
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

**Table 2-22
Fatal Bus Involvements by Rollover Status and Bus Type
BIFA 2001**

Bus rollover status	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
No rollover	127	96.9	96	100.0	13	86.7	35	94.6	21	91.3	10	100.0	302	96.8
First event	0	0.0	0	0.0	1	6.7	1	2.7	1	4.3	0	0.0	3	1.0
Subsequent event	4	3.1	0	0.0	1	6.7	1	2.7	1	4.3	0	0.0	7	2.2
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

**Table 2-23
Fatal Bus Involvements by Number of Quarter Turns and Direction of Roll
BIFA 2001**

Number of quarter turns	Roll left		Roll right		No rollover		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
1	2	66.7	5	62.5	0	0.0	7	2.2
3	0	0.0	1	12.5	0	0.0	1	0.3
5	1	33.3	0	0.0	0	0.0	1	0.3
6	0	0.0	1	12.5	0	0.0	1	0.3
24	0	0.0	1	12.5	0	0.0	1	0.3
NA	0	0.0	0	0.0	301	100.0	301	96.5
Total	3	100.0	8	100.0	301	100.0	312	100.0

Note: The BIFA survey found one more rollover than FARS reported.

Table 2-24
Fatal Bus Involvements by Fire Occurrence and Bus Type
BIFA 2001

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	129	98.5	93	96.9	15	100.0	35	94.6	23	100.0	9	90.0	304	97.4
Fire in vehicle	2	1.5	3	3.1	0	0.0	2	5.4	0	0.0	1	10.0	8	2.6
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

Fatalities

Table 2-25
Fatalities in Bus Involvements by Person Type and Bus Type
BIFA 2001

Vehicle/Person type	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
<i>Bus</i>														
Driver	6	4.2	1	0.9	1	5.9	1	2.2	2	4.7	1	9.1	12	3.4
Passenger	10	7.0	2	1.8	2	11.8	3	6.5	8	18.6	0	0.0	25	7.0
Bus total	16	11.3	3	2.8	3	17.6	4	8.7	10	23.3	1	9.1	37	10.4
<i>Other vehicle</i>														
Drivers	80	56.3	31	28.4	6	35.3	19	41.3	11	25.6	6	54.5	153	43.0
Passengers	20	14.1	18	16.5	2	11.8	10	21.7	7	16.3	3	27.3	60	16.9
Other vehicle total	100	70.4	49	45.0	8	47.1	29	63.0	18	41.9	9	81.8	213	59.8
<i>Non-motorists</i>														
Pedestrian	22	15.5	50	45.9	6	35.3	10	21.7	3	7.0	1	9.1	92	25.8
Bicyclist	4	2.8	7	6.4	0	0.0	3	6.5	0	0.0	0	0.0	14	3.9
Non-motorist total	26	18.3	57	52.3	6	35.3	13	28.3	15	34.9	1	9.1	106	29.8
Total	142	100.0	109	100.0	17	100.0	46	100.0	43	100.0	11	100.0	356	100.0

Vehicle

This section provides statistics that describe the physical configuration of buses involved in a fatal accident during 2001. The tables cover bus body style, model year, weight and length of the bus, seating capacity, number of passengers, and the type of carrier that operated the bus.

- Buses operated by school districts represented 42.0% of all buses involved in a fatal accident; transit buses accounted for 30.8% of the buses.
- Almost 92% of the buses involved in a fatal crash were less than fifteen years old, and 70.5% were less than 10 years old.
- Two-thirds of the buses were 31-40 feet in length, and almost 72% had a Gross Vehicle Weight Rating (GVWR) of Class 6 to Class 8.
- School buses had a larger average seating capacity than other bus types, with 73% having a seating capacity of 61 or more.
- 21.8% of buses involved in fatal accidents were not carrying any passengers at the time of the accident.
- 19.9% of the buses were operated by interstate for-hire carriers, 19.6% by interstate government carriers, and 35.3% by intrastate government carriers (primarily transit buses and school buses).
- Almost 75% 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
BIFA 2001**

Operator type		
Bus vehicle description	No.	Pct.
School district		
Small (15-22 feet length)	8	2.6
Mid-size (27-34 feet length)	20	6.4
Full-size (35-40 feet length)	89	28.5
Special needs	12	3.8
Large passenger van	1	0.3
Unknown type	1	0.3
<i>Total school bus</i>	131	42.0
Transit bus authority		
Heavy-duty	55	17.6
Articulated heavy-duty	11	3.5
Long-distance coach	1	0.3
Small/mid size shuttle bus	2	0.6
Special needs	12	3.8
Shorter transit bus	13	4.2
Shorter heavy-duty transit bus	1	0.3
Other type	1	0.3
<i>Total transit bus</i>	96	30.8
Intercity bus operator		
Long-distance coach	15	4.8
<i>Total intercity bus</i>	15	4.8
Charter bus operator		
Long-distance coach	28	9.0
Mid-size school bus	1	0.3
Mid-size shuttle bus	2	0.6
Medium-duty shuttle bus	2	0.6
Other/unknown type	4	1.3
<i>Total charter bus</i>	37	11.9
Other operator		
Full-size school bus	3	1.0
Small school bus	1	0.3
Small/mid-size shuttle bus	5	1.6
Special needs	3	1.0
Heavy-duty transit bus	1	0.3
Mid/full-size bus	3	1.0
Inmate security bus/coach	2	0.6
Large passenger van	4	1.3
Long-distance coach	1	0.3
<i>Total other operator</i>	23	7.4
Unknown operator type		
Full-size school bus	1	0.3
Transit bus	4	1.3
Unknown type	5	1.6
<i>Total unknown operator type</i>	10	3.2
Total	312	100.0

Note: Bus vehicle description records descriptions from respondents.

**Table 3-2
Fatal Bus Involvements by Operator Type and Bus Operator Description
BIFA 2001**

Operator type	No.	Pct.
Operating authority description		
School district		
Contracted carrier for school district	49	15.7
Early childhood development program transportation	1	0.3
Public school district	76	24.4
Public school state department of education	4	1.3
Regional non-public school district	1	0.3
<i>Total school bus</i>	131	42.0
Transit bus authority		
Contracted carrier for transit authority	9	2.9
Scheduled route & paratransit regional urban area	3	1.0
Scheduled route regional urban area	42	13.5
Scheduled route urban area	41	13.1
Unknown	1	0.3
<i>Total transit bus</i>	96	30.8
Intercity bus operator		
Interprovincial passenger & express freight	1	0.3
Interstate passenger & express freight	12	3.8
Scheduled route intercity service	1	0.3
Scheduled route intercity and charter service	1	0.3
<i>Total intercity bus</i>	15	4.8
Charter bus operator		
Charter service	34	10.9
Chartered route service for private school	1	0.3
Contracted carrier for ski lodge shuttle service	1	0.3
Unknown	1	0.3
<i>Total charter bus</i>	37	11.9
Other operator		
Church use	4	1.3
Contracted carrier for state department of corrections	1	0.3
Customer shuttle for rental car company	1	0.3
Drive away company delivering bus	3	1.0
Farm labor transportation	4	1.3
Federal law enforcement training unit	1	0.3
Health center employee & patient transportation	1	0.3
Hijacked bus from scheduled route urban area	1	0.3
Non-profit community organization	1	0.3
Personal use vehicle	1	0.3
Scheduled route regional rural area	1	0.3
Scheduled route university transportaton	1	0.3
Shuttle service	1	0.3
Special needs agency	1	0.3
State department of corrections	1	0.3
<i>Total other operator</i>	23	7.4
Unknown operator type	10	3.2
Total	312	100.0

Note: The operator authority records descriptions from respondents.

**Table 3-3
Fatal Bus Involvements by Bus Body Style and Bus Type
BIFA 2001**

Bus body style	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Bus	130	99.2	95	99.0	15	100.0	36	97.3	19	82.6	7	70.0	302	96.8
Large van	1	0.8	0	0.0	0	0.0	0	0.0	4	17.4	0	0.0	5	1.6
Other	0	0.0	1	1.0	0	0.0	1	2.7	0	0.0	0	0.0	2	0.6
Unknown	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	3	30.0	3	1.0
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

**Table 3-4
Fatal Bus Involvements by Bus Body Configuration and Bus Type
BIFA 2001**

Bus body configuration	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Type A school bus	6	4.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	6	1.9
Type B school bus	2	1.5	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
Type C school bus	86	65.6	0	0.0	0	0.0	1	2.7	0	0.0	1	10.0	88	28.2
Type D school bus	36	27.5	0	0.0	0	0.0	0	0.0	3	13.0	1	10.0	40	12.8
Flat front	0	0.0	92	95.8	0	0.0	2	5.4	5	21.7	5	50.0	104	33.3
Big cowl and chassis	0	0.0	0	0.0	0	0.0	2	5.4	3	13.0	0	0.0	5	1.6
High platform	0	0.0	1	1.0	15	100.0	28	75.7	2	8.7	0	0.0	46	14.7
Small cowl and chassis	0	0.0	1	1.0	0	0.0	2	5.4	5	21.7	0	0.0	8	2.6
Other	1	0.8	2	2.1	0	0.0	1	2.7	5	21.7	0	0.0	9	2.9
Unknown	0	0.0	0	0.0	0	0.0	1	2.7	0	0.0	3	30.0	4	1.3
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

**Table 3-5
Fatal Bus Involvements by Front of Bus Style and Bus Type
BIFA 2001**

Front of bus	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Conventional hood	95	72.5	2	2.1	0	0.0	5	13.5	13	56.5	3	30.0	118	37.8
Flat front	36	27.5	93	96.9	15	100.0	30	81.1	10	43.5	6	60.0	190	60.9
Unknown	0	0.0	1	1.0	0	0.0	2	5.4	0	0.0	1	10.0	4	1.3
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

**Table 3-6
Fatal Bus Involvements by Model Year and Front of Bus Style
BIFA 2001**

Model year	Conventional		Flat front		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
1976	0	0.0	1	100.0	0	0.0	1	0.3
1978	0	0.0	2	100.0	0	0.0	2	0.6
1980	0	0.0	1	100.0	0	0.0	1	0.3
1981	2	100.0	0	0.0	0	0.0	2	0.6
1982	1	33.3	2	66.7	0	0.0	3	1.0
1983	0	0.0	1	100.0	0	0.0	1	0.3
1984	0	0.0	2	100.0	0	0.0	2	0.6
1985	2	66.7	1	33.3	0	0.0	3	1.0
1986	0	0.0	4	100.0	0	0.0	4	1.3
1987	4	66.7	2	33.3	0	0.0	6	1.9
1988	8	61.5	5	38.5	0	0.0	13	4.2
1989	5	35.7	7	50.0	2	14.3	14	4.5
1990	8	53.3	7	46.7	0	0.0	15	4.8
1991	6	46.2	7	53.8	0	0.0	13	4.2
1992	6	50.0	6	50.0	0	0.0	12	3.8
1993	5	33.3	10	66.7	0	0.0	15	4.8
1994	8	42.1	11	57.9	0	0.0	19	6.1
1995	13	52.0	12	48.0	0	0.0	25	8.0
1996	8	38.1	13	61.9	0	0.0	21	6.7
1997	7	30.4	16	69.6	0	0.0	23	7.4
1998	10	30.3	22	66.7	1	3.0	33	10.6
1999	10	27.8	26	72.2	0	0.0	36	11.5
2000	10	27.8	25	69.4	1	2.8	36	11.5
2001	4	36.4	7	63.6	0	0.0	11	3.5
2002	1	100.0	0	0.0	0	0.0	1	0.3
Total	118	37.8	190	60.9	4	1.3	312	100.0

**Table 3-7
Fatal Bus Involvements by Model Year and Bus Type
BIFA 2001**

Model year	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
1976	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
1978	0	0.0	0	0.0	0	0.0	1	2.7	1	4.3	0	0.0	2	0.6
1980	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
1981	1	0.8	0	0.0	0	0.0	0	0.0	1	4.3	0	0.0	2	0.6
1982	1	0.8	0	0.0	0	0.0	2	5.4	0	0.0	0	0.0	3	1.0
1983	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
1984	0	0.0	0	0.0	0	0.0	2	5.4	0	0.0	0	0.0	2	0.6
1985	2	1.5	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	3	1.0
1986	0	0.0	3	3.1	0	0.0	0	0.0	1	4.3	0	0.0	4	1.3
1987	4	3.1	2	2.1	0	0.0	0	0.0	0	0.0	0	0.0	6	1.9
1988	7	5.3	3	3.1	0	0.0	1	2.7	2	8.7	0	0.0	13	4.2
1989	5	3.8	4	4.2	1	6.7	4	10.8	0	0.0	0	0.0	14	4.5
1990	7	5.3	3	3.1	1	6.7	2	5.4	2	8.7	0	0.0	15	4.8
1991	6	4.6	5	5.2	0	0.0	1	2.7	0	0.0	1	10.0	13	4.2
1992	9	6.9	1	1.0	1	6.7	1	2.7	0	0.0	0	0.0	12	3.8
1993	5	3.8	5	5.2	4	26.7	1	2.7	0	0.0	0	0.0	15	4.8
1994	7	5.3	7	7.3	1	6.7	3	8.1	0	0.0	1	10.0	19	6.1
1995	11	8.4	7	7.3	0	0.0	1	2.7	1	4.3	5	50.0	25	8.0
1996	11	8.4	4	4.2	1	6.7	2	5.4	2	8.7	1	10.0	21	6.7
1997	10	7.6	7	7.3	1	6.7	3	8.1	2	8.7	0	0.0	23	7.4
1998	11	8.4	12	12.5	2	13.3	5	13.5	2	8.7	1	10.0	33	10.6
1999	15	11.5	14	14.6	1	6.7	3	8.1	3	13.0	0	0.0	36	11.5
2000	13	9.9	15	15.6	2	13.3	4	10.8	1	4.3	1	10.0	36	11.5
2001	4	3.1	2	2.1	0	0.0	0	0.0	5	21.7	0	0.0	11	3.5
2002	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

**Table 3-8
Fatal Bus Involvements by Bus Length and Bus Type
BIFA 2001**

Bus length (feet)	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
15-20	7	5.3	0	0.0	0	0.0	1	2.7	5	21.7	0	0.0	13	4.2
21-25	4	3.1	2	2.1	0	0.0	1	2.7	4	17.4	0	0.0	11	3.5
26-30	9	6.9	7	7.3	0	0.0	3	8.1	3	13.0	0	0.0	22	7.1
31-35	40	30.5	12	12.5	0	0.0	2	5.4	3	13.0	0	0.0	57	18.3
36-40	67	51.1	59	61.5	10	66.7	14	37.8	6	26.1	1	10.0	157	50.3
41-45	0	0.0	3	3.1	5	33.3	13	35.1	2	8.7	0	0.0	23	7.4
46-50	0	0.0	1	1.0	0	0.0	1	2.7	0	0.0	0	0.0	2.0	0.6
51-55	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0.0
56-60	0	0.0	11	11.5	0	0.0	0	0.0	0	0.0	0	0.0	11	3.5
Est. <= 35	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Unknown	3	2.3	1	1.0	0	0.0	2	5.4	0	0.0	9	90.0	15	4.8
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

**Table 3-9
Fatal Bus Involvements by Bus Empty Weight and Bus Type
BIFA 2001**

Empty wt (lbs)	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
4,000-6,000	2	1.5	0	0.0	0	0.0	0	0.0	3	13.0	0	0.0	5	1.6
6,001-10,000	7	5.3	0	0.0	0	0.0	0	0.0	4	17.4	0	0.0	11	3.5
10,001-15,000	6	4.6	1	1.0	0	0.0	3	8.1	3	13.0	0	0.0	13	4.2
15,001-20,000	106	80.9	2	2.1	0	0.0	4	10.8	5	21.7	1	10.0	118	37.8
20,001-25,000	7	5.3	5	5.2	0	0.0	0	0.0	4	17.4	0	0.0	16	5.1
25,001-30,000	0	0.0	67	69.8	9	60.0	14	37.8	2	8.7	0	0.0	92	29.5
30,001-35,000	0	0.0	9	9.4	2	13.3	8	21.6	2	8.7	0	0.0	21	6.7
35,001-40,000	0	0.0	5	5.2	4	26.7	6	16.2	0	0.0	0	0.0	15	4.8
40,001-46,000	0	0.0	6	6.3	0	0.0	0	0.0	0	0.0	0	0.0	6	1.9
Unknown	3	2.3	1	1.0	0	0.0	2	5.4	0	0.0	9	90.0	15	4.8
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

Table 3-10
Fatal Bus Involvements by Gross Vehicle Weight Rating and Bus Type
BIFA 2001

Gross vehicle weight rating	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Class 2: 6,001-10,000	6	4.6	0	0.0	0	0.0	0	0.0	4	17.4	1	10.0	11	3.5
Class 3: 10,001-14,000	1	0.8	1	1.0	0	0.0	0	0.0	2	8.7	1	10.0	5	1.6
Class 4: 14,001-16,000	1	0.8	0	0.0	0	0.0	0	0.0	4	17.4	0	0.0	5	1.6
Class 5: 16,001-19,500	1	0.8	0	0.0	0	0.0	2	5.4	0	0.0	0	0.0	3	1.0
Class 6: 19,501-26,000	15	11.5	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	15	4.8
Class 7: 26,001-33,000	72	55.0	2	2.1	0	0.0	1	2.7	4	17.4	1	10.0	80	25.6
Class 8: 33,001 or more	1	0.8	78	81.3	15	100.0	28	75.7	7	30.4	0	0.0	129	41.3
Unknown	34	26.0	15	15.6	0	0.0	6	16.2	2	8.7	7	70.0	64	20.5
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

Table 3-11
Fatal Bus Involvements by Number of Axles and Bus Type
BIFA 2001

Axles	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
2 axles	131	100.0	84	87.5	0	0.0	6	16.2	21	91.3	4	40.0	246	78.8
3 axles	0	0.0	12	12.5	15	100.0	30	81.1	2	8.7	0	0.0	59	18.9
Unknown	0	0.0	0	0.0	0	0.0	1	2.7	0	0.0	6	60.0	7	2.2
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

Table 3-12
Fatal Bus Involvements by Passenger Seating Capacity (Excluding Driver) and Bus Type
BIFA 2001

Passenger seating capacity	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
8-14	3	2.3	1	1.0	0	0.0	0	0.0	3	13.0	0	0.0	7	2.2
15-20	5	3.8	1	1.0	0	0.0	1	2.7	5	21.7	0	0.0	12	3.8
21-25	3	2.3	2	2.1	0	0.0	1	2.7	1	4.3	0	0.0	7	2.2
26-30	1	0.8	10	10.4	0	0.0	1	2.7	1	4.3	0	0.0	13	4.2
31-35	2	1.5	8	8.3	0	0.0	1	2.7	1	4.3	0	0.0	12	3.8
36-40	1	0.8	31	32.3	0	0.0	1	2.7	1	4.3	0	0.0	34	10.9
41-45	1	0.8	24	25.0	1	6.7	1	2.7	4	17.4	0	0.0	31	9.9
46-50	5	3.8	5	5.2	9	60.0	12	32.4	1	4.3	0	0.0	32	10.3
51-55	4	3.1	2	2.1	5	33.3	4	10.8	1	4.3	0	0.0	16	5.1
56-60	7	5.3	4	4.2	0	0.0	3	8.1	0	0.0	0	0.0	14	4.5
61-65	26	19.8	7	7.3	0	0.0	1	2.7	1	4.3	0	0.0	35	11.2
66-70	17	13.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	17	5.4
71-75	31	23.7	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	31	9.9
76-80	12	9.2	0	0.0	0	0.0	0	0.0	2	8.7	0	0.0	14	4.5
81+	10	7.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	10	3.2
Est. 15 or more	1	0.8	0	0.0	0	0.0	9	24.3	1	4.3	0	0.0	11	3.5
Unknown	2	1.5	1	1.0	0	0.0	2	5.4	1	4.3	10	100.0	16	5.1
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

Table 3-13
Fatal Bus Involvements by Number of Passengers and Bus Type
BIFA 2001

No. of passengers	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
None	36	27.5	15	15.6	2	13.3	11	29.7	4	17.4	0	0.0	68	21.8
1-3	15	11.5	12	12.5	1	6.7	1	2.7	4	17.4	0	0.0	33	10.6
4-6	10	7.6	10	10.4	0	0.0	1	2.7	4	17.4	0	0.0	25	8.0
7-10	8	6.1	9	9.4	1	6.7	0	0.0	3	13.0	0	0.0	21	6.7
11-15	11	8.4	11	11.5	1	6.7	1	2.7	3	13.0	0	0.0	27	8.7
16-20	6	4.6	6	6.3	0	0.0	3	8.1	2	8.7	0	0.0	17	5.4
21-25	7	5.3	3	3.1	2	13.3	0	0.0	1	4.3	0	0.0	13	4.2
26-30	7	5.3	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	8	2.6
31-35	6	4.6	1	1.0	2	13.3	2	5.4	0	0.0	0	0.0	11	3.5
36-40	6	4.6	1	1.0	3	20.0	1	2.7	0	0.0	0	0.0	11	3.5
41-45	3	2.3	0	0.0	1	6.7	0	0.0	1	4.3	0	0.0	5	1.6
46-50	1	0.8	1	1.0	2	13.3	5	13.5	0	0.0	0	0.0	9	2.9
51+	4	3.1	4	4.2	0	0.0	0	0.0	0	0.0	0	0.0	8	2.6
Est. <15	0	0.0	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	1	0.3
Est. 15 or more	0	0.0	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	1	0.3
Unknown	11	8.4	22	22.9	0	0.0	10	27.0	1	4.3	10	100.0	54	17.3
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

Table 3-14
Fatal Bus Involvements by Type of Passenger Restraints Available (Excluding Driver) and Bus Type
BIFA 2001

Type of passenger restraint	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Lap	24	18.3	2	2.1	0	0.0	1	2.7	6	26.1	0	0.0	33	10.6
Lap & shoulder	0	0.0	0	0.0	0	0.0	0	0.0	4	17.4	0	0.0	4	1.3
None	104	79.4	93	96.9	15	100.0	29	78.4	10	43.5	0	0.0	251	80.4
Unknown	3	2.3	1	1.0	0	0.0	7	18.9	3	13.0	10	100.0	24	7.7
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

Table 3-15
Fatal Bus Involvements by Carrier Type and Bus Type
BIFA 2001

Carrier type	School		Transit		Intercity		Charter		Other		Unknown		Total	
	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	6	26.1	0	0.0	6	1.9
For-hire	14	10.7	3	3.1	15	100.0	28	75.7	2	8.7	0	0.0	62	19.9
Government owned	49	37.4	12	12.5	0	0.0	0	0.0	0	0.0	0	0.0	61	19.6
Intrastate														
Private	0	0.0	0	0.0	0	0.0	0	0.0	7	30.4	0	0.0	7	2.2
For-hire	31	23.7	6	6.3	0	0.0	4	10.8	2	8.7	0	0.0	43	13.8
Government owned	33	25.2	74	77.1	0	0.0	0	0.0	3	13.0	0	0.0	110	35.3
Unknown	4	3.1	1	1.0	0	0.0	5	13.5	3	13.0	10	100.0	23	7.4
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

Table 3-16
Fatal Bus Involvements by Trip Type and Bus Type
BIFA 2001

Trip type	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Local	118	90.1	89	92.7	0	0.0	9	24.3	12	52.2	0	0.0	228	73.1
51-100 miles	6	4.6	1	1.0	2	13.3	0	0.0	2	8.7	0	0.0	11	3.5
101-200	0	0.0	0	0.0	1	6.7	12	32.4	1	4.3	0	0.0	14	4.5
201-500	1	0.8	0	0.0	10	66.7	3	8.1	1	4.3	0	0.0	15	4.8
Over 500	0	0.0	0	0.0	0	0.0	1	2.7	6	26.1	0	0.0	7	2.2
Unk. over-the-road distance	0	0.0	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	1	0.3
Unknown	6	4.6	6	6.3	2	13.3	11	29.7	1	4.3	10	100.0	36	11.5
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

Table 3-17
Fatal Bus Involvements by Most Harmful Event and Bus Type
BIFA 2001

Most harmful event	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
<i>Noncollision event</i>														
Overturn	3	2.3	0	0.0	2	13.3	1	2.7	2	8.7	0	0.0	8	2.6
Fire/explosion	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Other noncollision	0	0.0	0	0.0	1	6.7	0	0.0	0	0.0	0	0.0	1	0.3
<i>Collision with nonfixed object</i>														
Pedestrian	20	15.3	43	44.8	4	26.7	9	24.3	3	13.0	1	10.0	80	25.6
Pedalcycle	4	3.1	7	7.3	0	0.0	3	8.1	0	0.0	0	0.0	14	4.5
Vehicle in transport	100	76.3	42	43.8	8	53.3	20	54.1	18	78.3	8	80.0	196	62.8
Veh. in transport-other	0	0.0	1	1.0	0	0.0	3	8.1	0	0.0	0	0.0	4	1.3
Parked motor vehicle	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Other type nonmotorist	1	0.8	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	2	0.6
<i>Collision with fixed object</i>														
Building	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Bridge pier/abutment	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	10.0	1	0.3
Ditch	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Fence	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Tree	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	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.

- Only 1.0% of bus drivers involved in a fatal traffic accident had been using drugs; drinking was not reported for any of the drivers.
- 33.3% of bus drivers involved in a fatal crash were female.
- 12 (3.8%) bus drivers were fatally injured in a traffic accident.
- Two-thirds of involvements in which the bus driver suffered a fatal injury did not involve bus rollover or fire, or driver ejection.
- 59.5% of school bus drivers were paid by the hour, as were 90.6% of transit drivers and 86.7% of intercity drivers.
- 10.5% of bus drivers involved in a fatal crash had a previous speeding conviction.
- Failure to yield was the most common driver factor (10.6%), followed by inattentive (6.4%), and driving too fast (4.2%). 19% of drivers were coded as drowsy or asleep.
- 68.9% of bus drivers had no driver factors recorded.

**Table 4-1
Fatal Bus Involvements by Driver Drinking Status and Bus Type
BIFA 2001**

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	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0
Drinking	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

**Table 4-2
Fatal Bus Involvements by Driver Drug Use and Bus Type
BIFA 2001**

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	45	34.4	44	45.8	4	26.7	13	35.1	7	30.4	2	20.0	115	36.9
Drugs involved	2	1.5	0	0.0	0	0.0	0	0.0	1	4.3	0	0.0	3	1.0
Not reported	78	59.5	50	52.1	10	66.7	23	62.2	13	56.5	8	80.0	182	58.3
Reported unk.	6	4.6	2	2.1	1	6.7	1	2.7	2	8.7	0	0.0	12	3.8
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

**Table 4-3
Fatal Bus Involvements by Driver Age and Bus Type
BIFA 2001**

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	2	1.5	1	1.0	0	0.0	0	0.0	1	4.3	0	0.0	4	1.3
22-25	5	3.8	5	5.2	0	0.0	0	0.0	1	4.3	1	10.0	12	3.8
26-30	9	6.9	6	6.3	1	6.7	0	0.0	2	8.7	2	20.0	20	6.4
31-35	15	11.5	14	14.6	1	6.7	1	2.7	5	21.7	1	10.0	37	11.9
36-40	18	13.7	9	9.4	3	20.0	4	10.8	4	17.4	1	10.0	39	12.5
41-45	14	10.7	15	15.6	2	13.3	4	10.8	2	8.7	2	20.0	39	12.5
46-50	17	13.0	7	7.3	1	6.7	3	8.1	3	13.0	1	10.0	32	10.3
51-55	13	9.9	17	17.7	2	13.3	8	21.6	3	13.0	2	20.0	45	14.4
56-60	10	7.6	14	14.6	4	26.7	6	16.2	1	4.3	0	0.0	35	11.2
61-65	11	8.4	4	4.2	0	0.0	3	8.1	1	4.3	0	0.0	19	6.1
66-70	9	6.9	1	1.0	1	6.7	5	13.5	0	0.0	0	0.0	16	5.1
71-75	5	3.8	1	1.0	0	0.0	2	5.4	0	0.0	0	0.0	8	2.6
over 75	3	2.3	1	1.0	0	0.0	1	2.7	0	0.0	0	0.0	5	1.6
Unknown	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

**Table 4-4
Fatal Bus Involvements by Driver Sex and Bus Type
BIFA 2001**

Driver sex	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Male	60	45.8	75	78.1	14	93.3	33	89.2	19	82.6	6	60.0	207	66.3
Female	71	54.2	20	20.8	1	6.7	4	10.8	4	17.4	4	40.0	104	33.3
Unknown	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

**Table 4-5
Fatal Bus Involvements by Driver Restraint Use and Bus Type
BIFA 2001**

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	4	3.1	15	15.6	3	20.0	5	13.5	4	17.4	0	0.0	31	9.9
Shoulder belt	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Lap belt	26	19.8	23	24.0	3	20.0	8	21.6	2	8.7	1	10.0	63	20.2
Lap and shoulder	78	59.5	34	35.4	7	46.7	18	48.6	14	60.9	0	0.0	151	48.4
Used, type unk	8	6.1	6	6.3	1	6.7	1	2.7	0	0.0	4	40.0	20	6.4
Unknown	14	10.7	18	18.8	1	6.7	5	13.5	3	13.0	5	50.0	46	14.7
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

**Table 4-6
Fatal Bus Involvements by Driver Injury Severity and Bus Type
BIFA 2001**

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)	6	4.6	1	1.0	1	6.7	1	2.7	2	8.7	1	10.0	12	3.8
Incapacitating (A)	13	9.9	3	3.1	0	0.0	0	0.0	4	17.4	0	0.0	20	6.4
Non-incapacitating (B)	24	18.3	6	6.3	2	13.3	2	5.4	6	26.1	1	10.0	41	13.1
Complaint of pain (C)	16	12.2	17	17.7	0	0.0	5	13.5	4	17.4	1	10.0	43	13.8
No injury (O)	71	54.2	66	68.8	12	80.0	27	73.0	7	30.4	7	70.0	190	60.9
Unknown	1	0.8	3	3.1	0	0.0	2	5.4	0	0.0	0	0.0	6	1.9
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

Table 4-7
Fatal Bus Involvements by Driver Injury Severity and Rollover, Fire, Ejection Status
BIFA 2001

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	8.3	2	10.0	3	7.3	1	2.3	1	0.5	0	0.0	8	2.6
Fire only	1	8.3	0	0.0	3	7.3	1	2.3	2	1.1	0	0.0	7	2.2
Ejection only	2	16.7	0	0.0	0	0.0	1	2.3	0	0.0	0	0.0	3	1.0
Rollover and fire	0	0.0	0	0.0	0	0.0	0	0.0	1	0.5	0	0.0	1	0.3
None	8	66.7	17	85.0	35	85.4	40	93.0	186	97.9	5	83.3	291	93.3
Unknown	0	0.0	1	5.0	0	0.0	0	0.0	0	0.0	1	16.7	2	0.6
Total	12	100.0	20	100.0	41	100.0	43	100.0	190	100.0	6	100.0	312	100.0

Table 4-8
Fatal Bus Involvements by Bus Type and Driver Extrication
BIFA 2001

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	128	97.7	94	97.9	15	100.0	36	97.3	21	91.3	10	100.0	304	97.4
Extricated	3	2.3	0	0.0	0	0.0	1	2.7	2	8.7	0	0.0	6	1.9
Unknown	0	0.0	2	2.1	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

Table 4-9
Fatal Bus Involvements by Driver Compensation
BIFA 2001

Compensation	No.	Pct.
Hourly only	197	63.1
Mileage only	4	1.3
Salary only	26	8.3
Percentage of revenue only	1	0.3
Driver owned only	3	1.0
Tips only	1	0.3
Hourly and mileage	2	0.6
Hourly and tips	2	0.6
Hourly and salary	1	0.3
Mileage and salary	3	1.0
Tips and percentage of revenue	1	0.3
Driver is volunteer	4	1.3
Other		
Paid by trip/route	7	2.2
Paid by day	2	0.6
Paid by day plus mileage	1	0.3
Driver not compensated - bus loaned	1	0.3
Miscellaneous	4	1.3
Unknown	52	16.7
Total	312	100.0

Table 4-10
Fatal Bus Involvements by Driver Compensation and Bus Type
BIFA 2001

Operator type	No.	Pct.
Compensation		
School district		
Hourly only	78	59.5
Salary only	22	16.8
Hourly and other	4	3.1
Mileage and other	5	3.8
Driver owned	2	1.5
Other		
Paid by trip/route	5	3.8
Unknown	15	11.5
<i>Total school bus</i>	131	100.0
Transit bus authority		
Hourly only	87	90.6
Salary only	2	2.1
Unknown	7	7.3
<i>Total transit bus</i>	96	100.0
Intercity bus operator		
Hourly only	13	86.7
Mileage only	1	6.7
Unknown	1	6.7
<i>Total intercity bus</i>	15	100.0
Charter bus operator		
Hourly only	12	32.4
Mileage only	2	5.4
Salary only	1	2.7
Tips only	1	2.7
Hourly and tips	2	5.4
Driver owned	1	2.7
Percentage of revenue only	1	2.7
Other		
Paid by trip	2	5.4
Paid by day	1	2.7
Unknown	14	37.8
<i>Total charter bus</i>	37	100.0
Other operator		
Hourly only	7	30.4
Mileage only	1	4.3
Salary only	1	4.3
Driver is volunteer	4	17.4
Tips and percentage of revenue	1	4.3
Miscellaneous/unknown	9	39.1
<i>Total other operator</i>	23	100.0
Unknown operator type	10	100.0
Total	312	100.0

Table 4-11
Fatal Bus Involvements by Reported Hours Driven and Bus Type
BIFA 2001

Hours driven	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
1 hr	44	33.6	4	4.2	1	6.7	4	10.8	7	30.4	0	0.0	60	19.2
2 hrs	25	19.1	7	7.3	1	6.7	3	8.1	1	4.3	0	0.0	37	11.9
3 hrs	22	16.8	8	8.3	4	26.7	3	8.1	1	4.3	0	0.0	38	12.2
4-5 hrs	21	16.0	11	11.5	2	13.3	8	21.6	3	13.0	0	0.0	45	14.4
6-7 hrs	3	2.3	12	12.5	2	13.3	0	0.0	1	4.3	0	0.0	18	5.8
8-10 hrs	2	1.5	9	9.4	2	13.3	1	2.7	0	0.0	0	0.0	14	4.5
11 or more	0	0.0	2	2.1	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
Unknown, legal	0	0.0	1	1.0	0	0.0	2	5.4	0	0.0	0	0.0	3	1.0
Unknown/NA	14	10.7	42	43.8	3	20.0	16	43.2	10	43.5	10	100.0	95	30.4
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	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
BIFA 2001

Driver violations charged	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
None	113	86.3	84	87.5	13	86.7	32	86.5	20	87.0	9	90.0	271	86.9
Manslaughter/homicide	3	2.3	2	2.1	0	0.0	1	2.7	1	4.3	0	0.0	7	2.2
Willfull reckless driving	0	0.0	2	2.1	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
Unsafe reckless driving	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Inattentive	1	0.8	3	3.1	0	0.0	1	2.7	0	0.0	0	0.0	5	1.6
Hit-and-run	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Serious violation	0	0.0	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	1	0.3
Speeding	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Unreasonable speed	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Failure to obey yield sign	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Failure to obey traffic device	1	0.8	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
Improper method of turning	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Failure to yield	5	3.8	2	2.1	0	0.0	0	0.0	0	0.0	1	10.0	8	2.6
Turn, yield, signaling violation	1	0.8	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	2	0.6
Unsafe passing	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Lane violation	0	0.0	0	0.0	0	0.0	0	0.0	1	4.3	0	0.0	1	0.3
Withdrawn license	1	0.8	0	0.0	0	0.0	0	0.0	1	4.3	0	0.0	2	0.6
Other license violation	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Uninsured vehicle	0	0.0	0	0.0	0	0.0	0	0.0	1	4.3	0	0.0	1	0.3
Lamp violation	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Unknown violation	2	1.5	4	4.2	2	13.3	1	2.7	0	0.0	0	0.0	9	2.9
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	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
BIFA 2001

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	103	78.6	58	60.4	14	93.3	27	73.0	13	56.5	7	70.0	222	71.2
1	19	14.5	16	16.7	0	0.0	5	13.5	6	26.1	3	30.0	49	15.7
2	2	1.5	13	13.5	0	0.0	1	2.7	1	4.3	0	0.0	17	5.4
3	0	0.0	4	4.2	0	0.0	2	5.4	0	0.0	0	0.0	6	1.9
4	0	0.0	2	2.1	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
Not reported	7	5.3	1	1.0	0	0.0	0	0.0	3	13.0	0	0.0	11	3.5
Unknown	0	0.0	2	2.1	1	6.7	2	5.4	0	0.0	0	0.0	5	1.6
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

Table 4-14
Fatal Bus Involvements by Number of Previous Suspensions and Bus Type
BIFA 2001

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	127	96.9	92	95.8	14	93.3	34	91.9	21	91.3	10	100.0	298	95.5
1	1	0.8	2	2.1	0	0.0	1	2.7	2	8.7	0	0.0	6	1.9
2	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
3	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
4	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Unknown	0	0.0	2	2.1	1	6.7	2	5.4	0	0.0	0	0.0	5	1.6
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

Table 4-15
Fatal Bus Involvements by Number of Previous Speeding Convictions and Bus Type
BIFA 2001

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	91.6	85	88.5	11	73.3	27	73.0	21	91.3	10	100.0	274	87.8
1	10	7.6	9	9.4	3	20.0	2	5.4	1	4.3	0	0.0	25	8.0
2	1	0.8	0	0.0	0	0.0	5	13.5	0	0.0	0	0.0	6	1.9
3	0	0.0	0	0.0	0	0.0	1	2.7	1	4.3	0	0.0	2	0.6
Unknown	0	0.0	2	2.1	1	6.7	2	5.4	0	0.0	0	0.0	5	1.6
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	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
BIFA 2001

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	118	90.1	78	81.3	13	86.7	30	81.1	18	78.3	9	90.0	266	85.3
1	10	7.6	11	11.5	1	6.7	4	10.8	5	21.7	0	0.0	31	9.9
2	3	2.3	4	4.2	0	0.0	1	2.7	0	0.0	1	10.0	9	2.9
4	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Unknown	0	0.0	2	2.1	1	6.7	2	5.4	0	0.0	0	0.0	5	1.6
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	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
BIFA 2001

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 valid	1	0.8	1	1.0	0	0.0	1	2.7	3	13.0	0	0.0	6	1.9
Valid	129	98.5	94	97.9	13	86.7	34	91.9	20	87.0	10	100.0	300	96.2
Unknown if CDL	0	0.0	0	0.0	1	6.7	0	0.0	0	0.0	0	0.0	1	0.3
Unknown	1	0.8	1	1.0	1	6.7	2	5.4	0	0.0	0	0.0	5	1.6
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

Table 4-18
Fatal Bus Involvements by CDL License Status and Bus Type
BIFA 2001

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	0	0.0	0	0.0	0	0.0	0	0.0	8	34.8	1	10.0	9	2.9
Suspended	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Valid	129	98.5	92	95.8	14	93.3	34	91.9	15	65.2	9	90.0	293	93.9
Learner's permit	1	0.8	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
Other-not valid	0	0.0	2	2.1	0	0.0	1	2.7	0	0.0	0	0.0	3	1.0
Unknown	0	0.0	1	1.0	1	6.7	2	5.4	0	0.0	0	0.0	4	1.3
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

Table 4-19
Fatal Bus Involvements by License Endorsements and Bus Type
BIFA 2001

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	17	13.0	10	10.4	2	13.3	1	2.7	12	52.2	2	20.0	44	14.1
Complied	94	71.8	69	71.9	8	53.3	23	62.2	6	26.1	7	70.0	207	66.3
Not complied	1	0.8	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
Compliance unk	17	13.0	12	12.5	4	26.7	10	27.0	5	21.7	0	0.0	48	15.4
Unknown	2	1.5	4	4.2	1	6.7	3	8.1	0	0.0	1	10.0	11	3.5
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	100.0

**Table 4-20
Fatal Bus Involvements by Driver-Related Factors and Bus Type
BIFA 2001**

Driver-related factors	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
None	91	69.5	65	67.7	11	73.3	27	73.0	14	60.9	7	70.0	215	68.9
<i>Physical/mental condition</i>														
Drowsy, asleep	0	0.0	1	1.0	2	13.3	1	2.7	2	8.7	0	0.0	6	1.9
Ill, blackout	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Inattentive	8	6.1	7	7.3	1	6.7	3	8.1	1	4.3	0	0.0	20	6.4
<i>Miscellaneous causes</i>														
Ran off road/lane	4	3.1	2	2.1	2	13.3	0	0.0	2	8.7	1	10.0	11	3.5
Vehicle unattended	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
W/O required equipment	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Not in lane	4	3.1	1	1.0	0	0.0	2	5.4	1	4.3	0	0.0	8	2.6
Passing insufficient distance	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Erratic/reckless	1	0.8	2	2.1	0	0.0	1	2.7	1	4.3	0	0.0	5	1.6
High speed chase	0	0.0	0	0.0	0	0.0	0	0.0	1	4.3	0	0.0	1	0.3
Failure to yield	14	10.7	13	13.5	0	0.0	4	10.8	1	4.3	1	10.0	33	10.6
Failure to obey signs	4	3.1	4	4.2	0	0.0	2	5.4	2	8.7	0	0.0	12	3.8
Driving too fast	4	3.1	3	3.1	3	20.0	2	5.4	0	0.0	1	10.0	13	4.2
Other improper turn	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Wrong side of road	1	0.8	0	0.0	0	0.0	0	0.0	1	4.3	0	0.0	2	0.6
Operator inexperience	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Locked wheel	1	0.8	3	3.1	0	0.0	0	0.0	0	0.0	0	0.0	4	1.3
Over correcting	0	0.0	0	0.0	1	6.7	0	0.0	1	4.3	0	0.0	2	0.6
<i>Vision obscured by</i>														
Glare	2	1.5	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	3	1.0
Parked vehicle	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Obstructing angles on vehicle	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
<i>Avoiding, swerving due to</i>														
Vehicle in road	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	1	10.0	2	0.6
Ice, snow, slush, etc. on road	1	0.8	0	0.0	0	0.0	1	2.7	0	0.0	0	0.0	2	0.6
<i>Other misc. factors</i>														
Hit and run driver	1	0.8	0	0.0	0	0.0	0	0.0	1	4.3	0	0.0	2	0.6
Homicide	4	3.1	2	2.1	0	0.0	2	5.4	1	4.3	0	0.0	9	2.9
Other nonmoving violation	4	3.1	0	0.0	0	0.0	1	2.7	1	4.3	0	0.0	6	1.9
<i>Possible distractions</i>														
Head-up display	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Unknown	1	0.8	1	1.0	0	0.0	1	2.7	1	4.3	0	0.0	4	1.3
Total	131	100.0	96	100.0	15	100.0	37	100.0	23	100.0	10	100.0	312	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, 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 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).

Table of abbreviations

Abbreviation	Definition	Injuries are classified according to severity under the following levels:
CDL	Commercial driver's license	K Fatal injury A Incapacitating injury B Evident but not incapacitating C Complaint of pain O No injury
Convs	Convictions	
Misc	Miscellaneous	
Opp	Opposite	
Prev	Previous	
Stat	Statutory	
Unk	Unknown	
Veh	Vehicle	
WO	Without	

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