

# BUSES INVOLVED IN FATAL ACCIDENTS FACTBOOK 2004



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University of Michigan Transportation Research Institute  
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# **BUSES INVOLVED IN FATAL ACCIDENTS FACTBOOK 2004**

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March 2008

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16. Abstract  This document presents aggregate statistics on buses involved in traffic accidents in 2004. 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					APPROXIMATE CONVERSIONS FROM SI UNITS				
Symbol	When You Know	Multiply By	To Find	Symbol	Symbol	When You Know	Multiply By	To Find	Symbol
<b>LENGTH</b>					<b>LENGTH</b>				
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
<b>AREA</b>					<b>AREA</b>				
in <sup>2</sup>	square inches	645.2	square millimeters	mm <sup>2</sup>	mm <sup>2</sup>	square millimeters	0.0016	square inches	in <sup>2</sup>
ft <sup>2</sup>	square feet	0.093	square meters	m <sup>2</sup>	m <sup>2</sup>	square meters	10.764	square feet	ft <sup>2</sup>
yd <sup>2</sup>	square yards	0.836	square meters	m <sup>2</sup>	m <sup>2</sup>	square meters	1.195	square yards	yd <sup>2</sup>
ac	acres	0.405	hectares	ha	Ha	Hectares	2.47	Acres	ac
mi <sup>2</sup>	square miles	2.59	square kilometers	km <sup>2</sup>	Km <sup>2</sup>	square kilometers	0.386	square miles	mi <sup>2</sup>
<b>VOLUME</b>					<b>VOLUME</b>				
fl oz	fluid ounces	29.57	milliliters	mL	rnL	Milliliters	0.034	fluid ounces	fl oz
gal	gallons	3.785	liters	L	L	Liters	0.264	Gallons	gal
ft <sup>3</sup>	cubic feet	0.028	cubic meters	m <sup>3</sup>	m <sup>3</sup>	cubic meters	35.71	cubic feet	ft <sup>3</sup>
yd <sup>3</sup>	cubic yards	0.765	cubic meters	m <sup>3</sup>	m <sup>3</sup>	cubic meters	1.307	cubic yards	yd <sup>3</sup>
NOTE: Volumes greater than 1000 L shall be shown in m <sup>3</sup> .									
<b>MASS</b>					<b>MASS</b>				
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
<b>TEMPERATURE (exact)</b>					<b>TEMPERATURE (exact)</b>				
°F	Fahrenheit temperature	5(F-32)/9 or (F-32)/1.8	Celcius temperature	°C	°C	Celcius temperature	1.8C + 32	Fahrenheit temperature	°F
<b>ILLUMINATION</b>					<b>ILLUMINATION</b>				
fc	foot-candles	10.76	lux	lx	Lx	Lux	0.0929	foot-candles	fc
fl	foot-Lamberts	3.426	candela/m <sup>2</sup>	cd/m <sup>2</sup>	Cd/m <sup>2</sup>	candela/m <sup>2</sup>	0.2919	foot-lamberts	fl
<b>FORCE and PRESSURE or STRESS</b>					<b>FORCE and PRESSURE or STRESS</b>				
lbf	poundforce	4.45	newtons	N	N	Newtons	0.225	Poundforce	lbf
lbf/in <sup>2</sup>	poundforce per square inch	6.89	kilopascals	kpa	kPa	Kilopascals	0.145	poundforce per square inch	lbf/in <sup>2</sup>

\* 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. Laury Elwell, Robert Overmyer and Julie Hansen 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 2004*, 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 2004 BIFA file is a census file, meaning there is one record for each of the 307 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 the bus's seating capacity; its weight and length; 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 2004*.

## ***Report overview***

This report consists of four sections. The “Trends” section provides data on fatalities and fatal accident involvements from 2000 through 2004. 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, 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 51.



## ***Trends, 2000-2004***

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 2000-2004, an average of 322 buses were involved in a fatal traffic accident each year. In 2004 there was a decrease of 27 bus involvements (307 total) from 334 involvements in 2003.
- Buses owned or operated for a school district were the most common operator type, accounting for 38.9% 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 33.2%.
- 2004 experienced a slight decrease in school bus involvements (125 in 2004 compared to 130 in 2003).
- California, New York, and Florida had the greatest number of bus involvements over the period 2000-2004.
- Total fatalities for 2004 showed a decrease of 10.0% from the 2003 figure of 391. In 2004 there were 352 persons killed in crashes involving a bus; 12 of them were bus drivers, and 43 were passengers on the bus. Other vehicle drivers and passengers represented the largest source of fatalities with 201 (57.1%), and non-motorists represented 96 (27.3%) of the fatalities.
- Of the non-motorist fatalities, 90 pedestrians and 6 bicyclists were killed during 2004 in accidents involving buses.



## Annual fatal involvements

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

Accident year	School	Transit	Intercity	Charter	Other	Unknown	Total
	No.	No.	No.	No.	No.	No.	No.
2000	138	133	15	31	36	5	358
2001	131	96	15	37	23	10	312
2002	102	98	10	29	24	35	298
2003	130	111	8	38	39	8	334
2004	125	96	8	42	34	2	307
Total	626	534	56	177	156	60	1609

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

Bus Operator Type	2000		2001		2002		2003		2004		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
School district	138	38.5	131	42.0	102	34.2	130	38.9	125	40.7	626	38.9
Urban transit authority	133	37.2	96	30.8	98	32.9	111	33.2	96	31.3	534	33.2
Scheduled intercity	15	4.2	15	4.8	10	3.4	8	2.4	8	2.6	56	3.5
Charter bus	31	8.7	37	11.9	29	9.7	38	11.4	42	13.7	177	11.0
Private company	3	0.8	2	0.6	2	0.7	4	1.2	2	0.7	13	0.8
Non-government organization	12	3.4	9	2.9	10	3.4	11	3.3	9	2.9	51	3.2
Non-educational unit of government	6	1.7	1	0.3	4	1.3	7	2.1	6	2.0	24	1.5
Private, for personal transportation	0	0.0	1	0.3	1	0.3	0	0.0	0	0.0	2	0.1
Other	15	4.2	10	3.2	7	2.3	17	5.1	17	5.5	66	4.1
Unknown	5	1.4	10	3.2	35	11.7	8	2.4	2	0.7	60	3.7
Total	358	100.0	312	100.0	298	100.0	334	100.0	307	100.0	1609	100.0

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

Bus operator type Bus seating capacity	2000		2001		2002		2003		2004		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
<b>School district</b>												
8-14	3	0.8	3	1.0	3	1.0	5	1.5	0	0.0	14	0.9
15-50	27	7.5	18	5.8	23	7.7	29	8.7	14	4.6	111	6.9
51-99	100	27.9	107	34.3	74	24.8	92	27.5	99	32.2	472	29.3
Est. 15 or more	2	0.6	1	0.3	2	0.7	2	0.6	10	3.3	17	1.1
Unknown	6	1.7	2	0.6	0	0.0	2	0.6	2	0.7	12	0.7
<b>Total school district</b>	<b>138</b>	<b>38.5</b>	<b>131</b>	<b>42.0</b>	<b>102</b>	<b>34.2</b>	<b>130</b>	<b>38.9</b>	<b>125</b>	<b>40.7</b>	<b>626</b>	<b>38.9</b>
<b>Transit bus authority</b>												
8-14	4	1.1	1	0.3	2	0.7	5	1.5	5	1.6	17	1.1
15-50	115	32.1	81	26.0	89	29.9	91	27.2	69	22.5	445	27.7
51-99	10	2.8	13	4.2	5	1.7	7	2.1	3	1.0	38	2.4
Est. 15 or more	2	0.6	0	0.0	1	0.3	7	2.1	18	5.9	28	1.7
Unknown	2	0.6	1	0.3	1	0.3	1	0.3	1	0.3	6	0.4
<b>Total transit bus</b>	<b>133</b>	<b>37.2</b>	<b>96</b>	<b>30.8</b>	<b>98</b>	<b>32.9</b>	<b>111</b>	<b>33.2</b>	<b>96</b>	<b>31.3</b>	<b>534</b>	<b>33.2</b>
<b>Intercity bus operator</b>												
8-14	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
15-50	9	2.5	10	3.2	7	2.3	3	0.9	4	1.3	33	2.1
51-99	6	1.7	5	1.6	3	1.0	5	1.5	4	1.3	23	1.4
<b>Total intercity bus</b>	<b>15</b>	<b>4.2</b>	<b>15</b>	<b>4.8</b>	<b>10</b>	<b>3.4</b>	<b>8</b>	<b>2.4</b>	<b>8</b>	<b>2.6</b>	<b>56</b>	<b>3.5</b>
<b>Charter bus operator</b>												
8-14	1	0.3	0	0.0	0	0.0	0	0.0	1	0.3	2	0.1
15-50	11	3.1	18	5.8	14	4.7	14	4.2	18	5.9	75	4.7
51-99	13	3.6	8	2.6	7	2.3	17	5.1	16	5.2	61	3.8
Est. 15 or more	4	1.1	9	2.9	8	2.7	4	1.2	7	2.3	32	2.0
Unknown	2	0.6	2	0.6	0	0.0	3	0.9	0	0.0	7	0.4
<b>Total charter bus</b>	<b>31</b>	<b>8.7</b>	<b>37</b>	<b>11.9</b>	<b>29</b>	<b>9.7</b>	<b>38</b>	<b>11.4</b>	<b>42</b>	<b>13.7</b>	<b>177</b>	<b>11.0</b>
<b>Other operator</b>												
8-14	11	3.1	3	1.0	6	2.0	17	5.1	18	5.9	55	3.4
15-50	21	5.9	14	4.5	12	4.0	17	5.1	8	2.6	72	4.5
51-99	2	0.6	4	1.3	3	1.0	4	1.2	3	1.0	16	1.0
Est. 15 or more	2	0.6	1	0.3	3	1.0	0	0.0	4	1.3	10	0.6
Unknown	0	0.0	1	0.3	0	0.0	1	0.3	1	0.3	3	0.2
<b>Total other</b>	<b>36</b>	<b>10.1</b>	<b>23</b>	<b>7.4</b>	<b>24</b>	<b>8.1</b>	<b>39</b>	<b>11.7</b>	<b>34</b>	<b>11.1</b>	<b>156</b>	<b>9.7</b>
<b>Unknown operator type</b>												
8-14	1	0.3	0	0.0	3	1.0	0	0.0	0	0.0	4	0.2
15-50	3	0.8	0	0.0	0	0.0	1	0.3	0	0.0	4	0.2
51-99	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Est. 15 or more	0	0.0	0	0.0	3	1.0	0	0.0	1	0.3	4	0.2
Unknown	1	0.3	10	3.2	29	9.7	7	2.1	1	0.3	48	3.0
<b>Total unknown</b>	<b>5</b>	<b>1.4</b>	<b>10</b>	<b>3.2</b>	<b>35</b>	<b>11.7</b>	<b>8</b>	<b>2.4</b>	<b>2</b>	<b>0.7</b>	<b>60</b>	<b>3.7</b>
<b>Total</b>	<b>358</b>	<b>100.0</b>	<b>312</b>	<b>100.0</b>	<b>298</b>	<b>100.0</b>	<b>334</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>	<b>1609</b>	<b>100.0</b>



Table 1-4 Fatal Bus Involvements by Year and State

State	2000		2001		2002		2003		2004		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Alabama	3	0.8	4	1.3	1	0.3	2	0.6	5	1.6	15	0.9
Alaska	3	0.8	3	1.0	0	0.0	0	0.0	1	0.3	7	0.4
Arizona	7	2.0	6	1.9	8	2.7	8	2.4	12	3.9	41	2.5
Arkansas	1	0.3	7	2.2	3	1.0	1	0.3	4	1.3	16	1.0
California	38	10.6	38	12.2	38	12.8	41	12.3	37	12.1	192	11.9
Colorado	8	2.2	6	1.9	6	2.0	9	2.7	4	1.3	33	2.1
Connecticut	2	0.6	0	0.0	3	1.0	1	0.3	2	0.7	8	0.5
Delaware	1	0.3	0	0.0	1	0.3	4	1.2	2	0.7	8	0.5
Dist of Columbia	3	0.8	2	0.6	1	0.3	2	0.6	1	0.3	9	0.6
Florida	38	10.6	21	6.7	22	7.4	21	6.3	26	8.5	128	8.0
Georgia	12	3.4	9	2.9	8	2.7	13	3.9	10	3.3	52	3.2
Hawaii	4	1.1	5	1.6	5	1.7	3	0.9	5	1.6	22	1.4
Idaho	0	0.0	4	1.3	2	0.7	1	0.3	1	0.3	8	0.5
Illinois	13	3.6	13	4.2	7	2.3	7	2.1	6	2.0	46	2.9
Indiana	4	1.1	4	1.3	1	0.3	4	1.2	3	1.0	16	1.0
Iowa	5	1.4	3	1.0	3	1.0	3	0.9	4	1.3	18	1.1
Kansas	4	1.1	2	0.6	3	1.0	4	1.2	3	1.0	16	1.0
Kentucky	4	1.1	2	0.6	5	1.7	5	1.5	5	1.6	21	1.3
Louisiana	2	0.6	8	2.6	3	1.0	5	1.5	4	1.3	22	1.4
Maine	0	0.0	2	0.6	0	0.0	0	0.0	1	0.3	3	0.2
Maryland	4	1.1	5	1.6	5	1.7	12	3.6	10	3.3	36	2.2
Massachusetts	3	0.8	3	1.0	6	2.0	5	1.5	4	1.3	21	1.3
Michigan	17	4.7	9	2.9	11	3.7	6	1.8	10	3.3	53	3.3
Minnesota	10	2.8	5	1.6	4	1.3	6	1.8	4	1.3	29	1.8
Mississippi	3	0.8	2	0.6	1	0.3	1	0.3	2	0.7	9	0.6
Missouri	8	2.2	6	1.9	8	2.7	10	3.0	7	2.3	39	2.4
Montana	0	0.0	0	0.0	1	0.3	1	0.3	0	0.0	2	0.1
Nebraska	0	0.0	2	0.6	1	0.3	3	0.9	1	0.3	7	0.4
Nevada	6	1.7	5	1.6	6	2.0	6	1.8	2	0.7	25	1.6
New Hampshire	1	0.3	0	0.0	0	0.0	1	0.3	1	0.3	3	0.2
New Jersey	13	3.6	10	3.2	12	4.0	10	3.0	13	4.2	58	3.6
New Mexico	5	1.4	3	1.0	5	1.7	3	0.9	4	1.3	20	1.2
New York	33	9.2	39	12.5	26	8.7	32	9.6	25	8.1	155	9.6
North Carolina	7	2.0	2	0.6	6	2.0	9	2.7	8	2.6	32	2.0
North Dakota	1	0.3	0	0.0	1	0.3	3	0.9	0	0.0	5	0.3
Ohio	9	2.5	6	1.9	9	3.0	14	4.2	6	2.0	44	2.7
Oklahoma	8	2.2	4	1.3	4	1.3	5	1.5	3	1.0	24	1.5
Oregon	0	0.0	2	0.6	3	1.0	3	0.9	2	0.7	10	0.6
Pennsylvania	17	4.7	12	3.8	15	5.0	27	8.1	14	4.6	85	5.3
Rhode Island	2	0.6	1	0.3	2	0.7	0	0.0	1	0.3	6	0.4
South Carolina	2	0.6	7	2.2	5	1.7	0	0.0	6	2.0	20	1.2
South Dakota	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Tennessee	7	2.0	6	1.9	3	1.0	5	1.5	7	2.3	28	1.7
Texas	28	7.8	16	5.1	24	8.1	17	5.1	18	5.9	103	6.4
Utah	4	1.1	2	0.6	2	0.7	2	0.6	4	1.3	14	0.9
Vermont	0	0.0	1	0.3	1	0.3	2	0.6	0	0.0	4	0.2
Virginia	4	1.1	5	1.6	6	2.0	4	1.2	9	2.9	28	1.7
Washington	4	1.1	10	3.2	3	1.0	6	1.8	2	0.7	25	1.6
West Virginia	0	0.0	2	0.6	3	1.0	1	0.3	2	0.7	8	0.5
Wisconsin	7	2.0	8	2.6	5	1.7	6	1.8	6	2.0	32	2.0
Wyoming	3	0.8	0	0.0	0	0.0	0	0.0	0	0.0	3	0.2
Total	358	100.0	312	100.0	298	100.0	334	100.0	307	100.0	1609	100.0

## Annual fatalities

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

Vehicle/Person type	2000		2001		2002		2003		2004		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
<i>Bus</i>												
Driver	15	3.8	12	3.4	11	3.1	9	2.3	12	3.4	47	2.5
Passenger	26	6.6	25	7.0	44	12.3	49	12.5	43	12.2	187	10.1
Unknown occupant type	0	0.0	0	0.0	0	0.0	1	0.3	0	0.0	1	0.1
<i>Bus total</i>	41	10.4	37	10.4	55	15.3	59	15.1	55	15.6	247	13.3
<i>Other vehicle</i>												
Drivers	190	48.1	153	43.0	151	42.1	157	40.2	161	45.7	812	43.8
Passengers	61	15.4	60	16.9	56	15.6	73	18.7	40	11.4	290	15.7
Unknown occupant type	3	0.8	0	0.0	0	0.0	1	0.3	0	0.0	4	0.2
<i>Other vehicle total</i>	254	64.3	213	59.8	207	57.7	231	59.1	201	57.1	1106	59.7
<i>Non-motorists</i>												
Pedestrian	91	23.0	92	25.8	83	23.1	93	23.8	90	25.6	449	24.2
Bicyclist	9	2.3	14	3.9	13	3.6	8	2.0	6	1.7	50	2.7
Unknown non-motorist	0	0.0	0	0.0	1	0.3	0	0.0	0	0.0	1	0.1
<i>Non-motorist total</i>	100	25.3	106	29.8	97	27.0	101	25.8	96	27.3	500	27.0
<b>Total</b>	<b>395</b>	<b>100.0</b>	<b>356</b>	<b>100.0</b>	<b>359</b>	<b>100.0</b>	<b>391</b>	<b>100.0</b>	<b>352</b>	<b>100.0</b>	<b>1853</b>	<b>100.0</b>

## ***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 occurred from 6:00 to 8:59 a.m. or from 2:00 to 4:59 p.m., primarily due to school buses.
- Overall, 80.8% of fatal involvements of buses occurred during the work week, but this varies by bus type. Transit buses experienced 27.1% of their involvements on the weekend (Saturday and Sunday), compared with only 4.0% for school buses.
- The majority (83.7%) of fatal involvements occurred under “normal” weather conditions (i.e. no rain, snow, fog, or other adverse condition). Thirty or 9.8% of fatal involvements occurred under rain conditions.
- Overall, 68.4% of the fatal bus involvements occurred in daylight and 27.1% of the involvements occurred under dark or dark but lighted conditions. Intercity and charter buses had a high incidence of fatal involvements occurring during dark or dark but lighted conditions, accounting for 50.0% and 42.8% of the involvements, respectively.
- Local streets (township or municipality) accounted for 34.6% of fatal bus involvements, 24.8% of bus involvements were on state highways, and 14% were on county roads.
- Over sixty-five percent of the fatal involvements of buses occurred on undivided roads with two-way traffic.
- In 30.0% of fatal involvements, the bus hit an object in the road (often a pedestrian or other non-motorist); in 9.8% of involvements another vehicle crossed the center line of the road and struck the bus head on; and in 10.7% of involvements the bus struck the side of another vehicle. These proportions can differ dramatically by bus type.
- In 63.2% of fatal bus involvements the first harmful event was collision with a motor vehicle; 27.4% involved collision with a pedestrian. Transit and intercity buses had the highest incidence of collisions involving pedestrians, with 45.8% and 37.5% respectively.

- Over 29% of fatal bus involvements included a non-motorist fatality. Among school buses 20% of the non-motorist fatalities were passengers discharged from the bus. For all bus types, the majority of non-motorists killed were not bus passengers.

### Geographic distributions

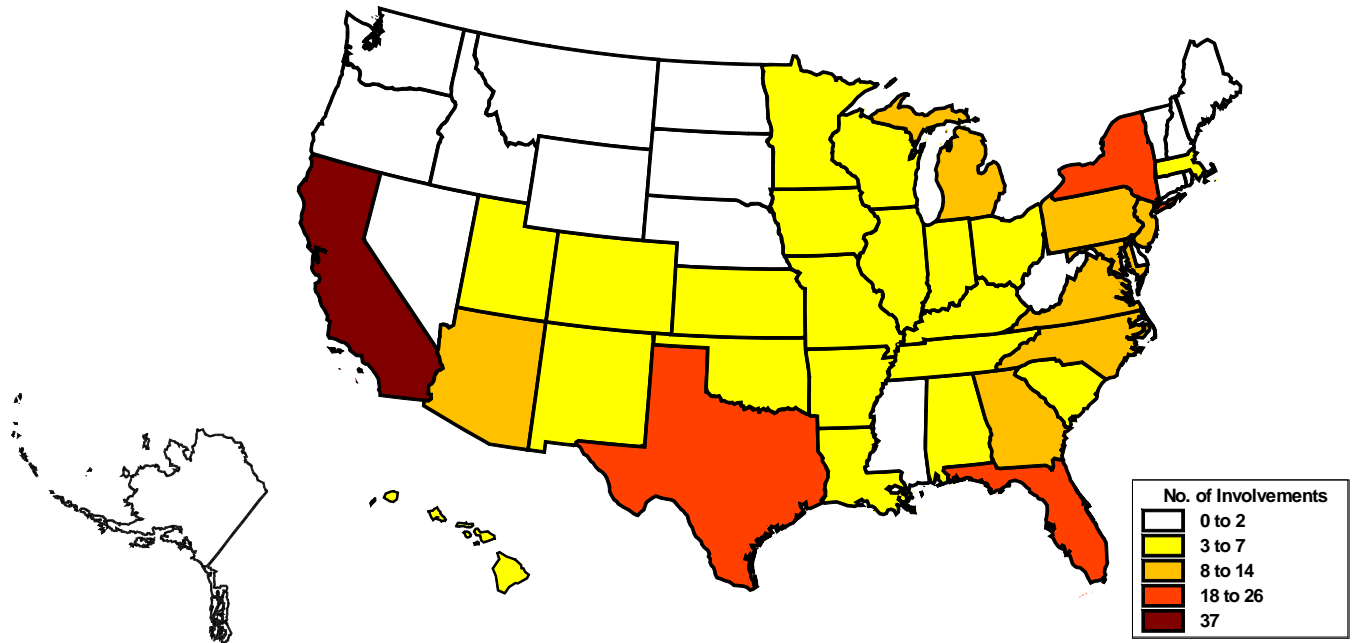


Figure 2-1: Fatal Bus Involvements by State

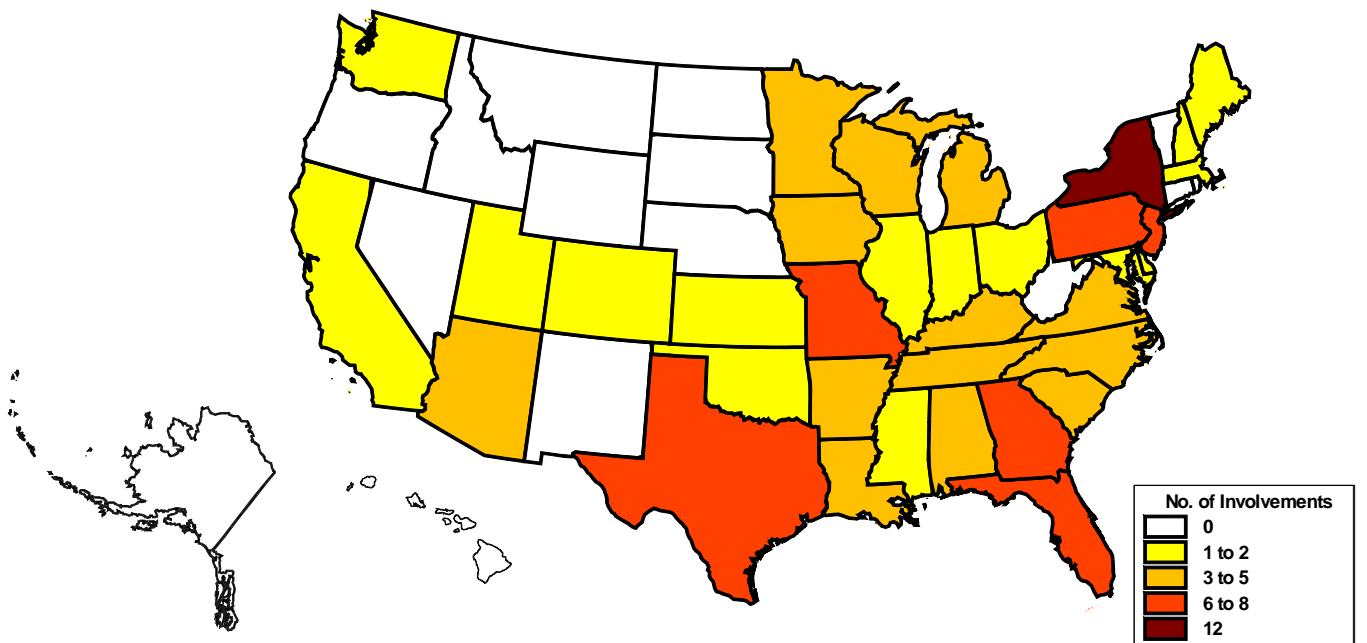


Figure 2-2: Fatal Bus Involvements by State – School Buses Only

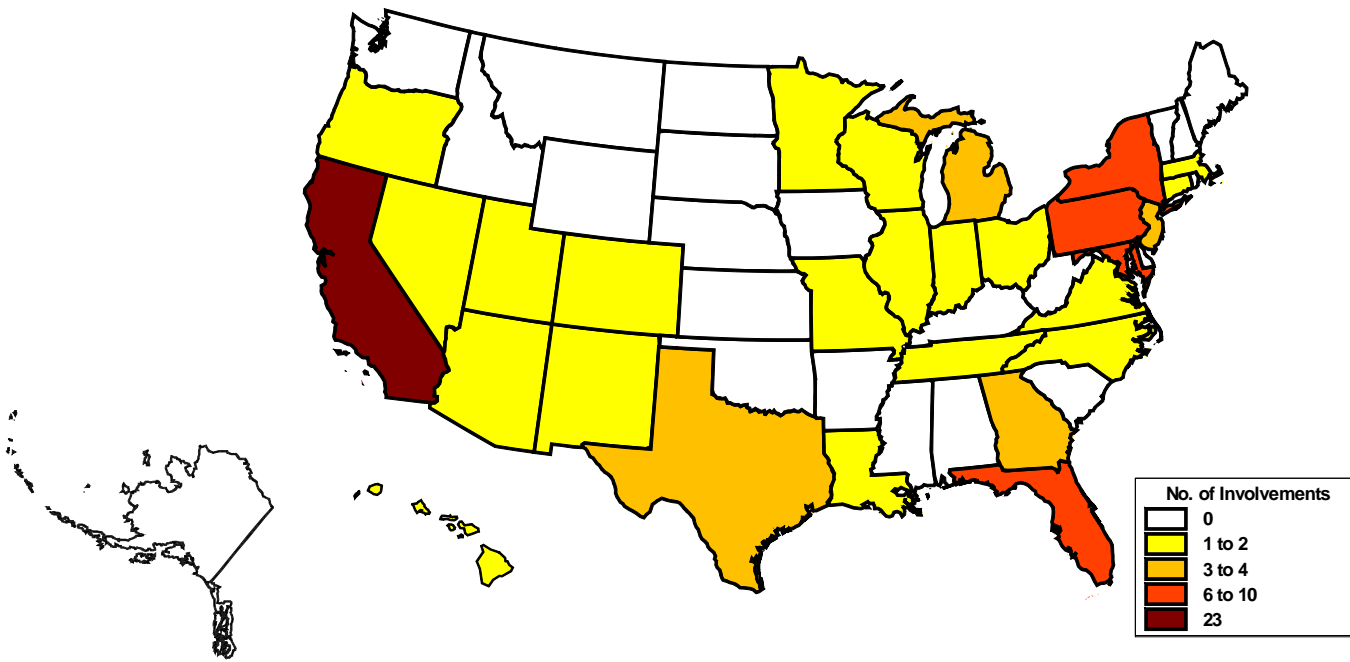


Figure 2-3: Fatal Bus Involvements by State – Transit Buses Only

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

State	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Alabama	3	2.4	0	0.0	0	0.0	1	2.4	1	2.9	0	0.0	5	1.6
Alaska	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	0	0.0	1	0.3
Arizona	3	2.4	2	2.1	2	25.0	2	4.8	3	8.8	0	0.0	12	3.9
Arkansas	3	2.4	0	0.0	0	0.0	1	2.4	0	0.0	0	0.0	4	1.3
California	2	1.6	23	24.0	0	0.0	8	19.0	4	11.8	0	0.0	37	12.1
Colorado	1	0.8	1	1.0	0	0.0	2	4.8	0	0.0	0	0.0	4	1.3
Connecticut	0	0.0	2	2.1	0	0.0	0	0.0	0	0.0	0	0.0	2	0.7
Delaware	2	1.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2	0.7
Dist of Columbia	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Florida	7	5.6	10	10.4	0	0.0	6	14.3	2	5.9	1	50.0	26	8.5
Georgia	6	4.8	3	3.1	1	12.5	0	0.0	0	0.0	0	0.0	10	3.3
Hawaii	0	0.0	1	1.0	0	0.0	2	4.8	2	5.9	0	0.0	5	1.6
Idaho	0	0.0	0	0.0	0	0.0	0	0.0	1	2.9	0	0.0	1	0.3
Illinois	2	1.6	2	2.1	0	0.0	1	2.4	1	2.9	0	0.0	6	2.0
Indiana	1	0.8	1	1.0	0	0.0	1	2.4	0	0.0	0	0.0	3	1.0
Iowa	4	3.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	4	1.3
Kansas	2	1.6	0	0.0	1	12.5	0	0.0	0	0.0	0	0.0	3	1.0
Kentucky	4	3.2	0	0.0	0	0.0	0	0.0	1	2.9	0	0.0	5	1.6
Louisiana	3	2.4	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	4	1.3
Maine	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Maryland	1	0.8	6	6.3	1	12.5	1	2.4	1	2.9	0	0.0	10	3.3
Massachusetts	1	0.8	1	1.0	1	12.5	0	0.0	1	2.9	0	0.0	4	1.3
Michigan	5	4.0	4	4.2	0	0.0	1	2.4	0	0.0	0	0.0	10	3.3
Minnesota	3	2.4	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	4	1.3
Mississippi	2	1.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2	0.7
Missouri	6	4.8	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	7	2.3
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	1	12.5	0	0.0	0	0.0	0	0.0	1	0.3
Nevada	0	0.0	1	1.0	0	0.0	1	2.4	0	0.0	0	0.0	2	0.7
New Hampshire	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
New Jersey	6	4.8	3	3.1	0	0.0	2	4.8	2	5.9	0	0.0	13	4.2
New Mexico	0	0.0	2	2.1	0	0.0	0	0.0	2	5.9	0	0.0	4	1.3
New York	12	9.6	9	9.4	0	0.0	2	4.8	1	2.9	1	50.0	25	8.1
North Carolina	5	4.0	1	1.0	0	0.0	1	2.4	1	2.9	0	0.0	8	2.6
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	1.6	2	2.1	0	0.0	0	0.0	2	5.9	0	0.0	6	2.0
Oklahoma	2	1.6	0	0.0	0	0.0	0	0.0	1	2.9	0	0.0	3	1.0
Oregon	0	0.0	2	2.1	0	0.0	0	0.0	0	0.0	0	0.0	2	0.7
Pennsylvania	6	4.8	7	7.3	0	0.0	0	0.0	1	2.9	0	0.0	14	4.6
Rhode Island	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	0	0.0	1	0.3
South Carolina	3	2.4	0	0.0	0	0.0	1	2.4	2	5.9	0	0.0	6	2.0
South Dakota	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Tennessee	5	4.0	1	1.0	1	12.5	0	0.0	0	0.0	0	0.0	7	2.3
Texas	8	6.4	3	3.1	0	0.0	5	11.9	2	5.9	0	0.0	18	5.9
Utah	2	1.6	2	2.1	0	0.0	0	0.0	0	0.0	0	0.0	4	1.3
Vermont	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Virginia	5	4.0	2	2.1	0	0.0	1	2.4	1	2.9	0	0.0	9	2.9
Washington	2	1.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2	0.7
West Virginia	0	0.0	0	0.0	0	0.0	1	2.4	1	2.9	0	0.0	2	0.7
Wisconsin	4	3.2	1	1.0	0	0.0	0	0.0	1	2.9	0	0.0	6	2.0
Wyoming	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Total	125	100.0	96	100.0	8	100.0	42	100.0	34	100.0	2	100.0	307	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	15	12.0	7	7.3	0	0.0	2	4.8	3	8.8	1	50.0	28	9.1
February	14	11.2	8	8.3	3	37.5	3	7.1	4	11.8	0	0.0	32	10.4
March	11	8.8	7	7.3	0	0.0	6	14.3	2	5.9	1	50.0	27	8.8
April	12	9.6	6	6.3	0	0.0	4	9.5	1	2.9	0	0.0	23	7.5
May	17	13.6	8	8.3	1	12.5	3	7.1	3	8.8	0	0.0	32	10.4
June	2	1.6	8	8.3	0	0.0	4	9.5	3	8.8	0	0.0	17	5.5
July	0	0.0	6	6.3	1	12.5	2	4.8	4	11.8	0	0.0	13	4.2
August	10	8.0	5	5.2	2	25.0	4	9.5	3	8.8	0	0.0	24	7.8
September	10	8.0	7	7.3	0	0.0	3	7.1	1	2.9	0	0.0	21	6.8
October	5	4.0	10	10.4	0	0.0	3	7.1	2	5.9	0	0.0	20	6.5
November	16	12.8	11	11.5	1	12.5	5	11.9	3	8.8	0	0.0	36	11.7
December	13	10.4	13	13.5	0	0.0	3	7.1	5	14.7	0	0.0	34	11.1
Total	125	100.0	96	100.0	8	100.0	42	100.0	34	100.0	2	100.0	307	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	2	1.6	7	7.3	1	12.5	4	9.5	4	11.8	0	0.0	18	5.9
Monday	23	18.4	18	18.8	2	25.0	5	11.9	5	14.7	0	0.0	53	17.3
Tuesday	30	24.0	18	18.8	2	25.0	4	9.5	2	5.9	1	50.0	57	18.6
Wednesday	21	16.8	11	11.5	1	12.5	6	14.3	5	14.7	0	0.0	44	14.3
Thursday	24	19.2	15	15.6	0	0.0	9	21.4	3	8.8	1	50.0	52	16.9
Friday	22	17.6	8	8.3	2	25.0	0	0.0	10	29.4	0	0.0	42	13.7
Saturday	3	2.4	19	19.8	0	0.0	14	33.3	5	14.7	0	0.0	41	13.4
Total	125	100.0	96	100.0	8	100.0	42	100.0	34	100.0	2	100.0	307	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	120	96.0	70	72.9	7	87.5	24	57.1	25	73.5	2	100.0	248	80.8
Weekend	5	4.0	26	27.1	1	12.5	18	42.9	9	26.5	0	0.0	59	19.2
Total	125	100.0	96	100.0	8	100.0	42	100.0	34	100.0	2	100.0	307	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	1	0.8	3	3.1	0	0.0	1	2.4	0	0.0	0	0.0	5	1.6
1:00 AM	0	0.0	0	0.0	1	12.5	2	4.8	1	2.9	0	0.0	4	1.3
2:00 AM	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	0	0.0	1	0.3
3:00 AM	0	0.0	1	1.0	0	0.0	2	4.8	0	0.0	0	0.0	3	1.0
4:00 AM	0	0.0	4	4.2	2	25.0	1	2.4	1	2.9	0	0.0	8	2.6
5:00 AM	1	0.8	2	2.1	1	12.5	5	11.9	1	2.9	1	50.0	11	3.6
6:00 AM	8	6.4	2	2.1	0	0.0	1	2.4	1	2.9	0	0.0	12	3.9
7:00 AM	33	26.4	2	2.1	1	12.5	1	2.4	4	11.8	0	0.0	41	13.4
8:00 AM	11	8.8	3	3.1	0	0.0	1	2.4	2	5.9	0	0.0	17	5.5
9:00 AM	2	1.6	5	5.2	0	0.0	3	7.1	3	8.8	0	0.0	13	4.2
10:00 AM	2	1.6	4	4.2	1	12.5	2	4.8	1	2.9	0	0.0	10	3.3
11:00 AM	2	1.6	4	4.2	0	0.0	4	9.5	1	2.9	0	0.0	11	3.6
Noon	2	1.6	4	4.2	0	0.0	0	0.0	3	8.8	0	0.0	9	2.9
1:00 PM	8	6.4	6	6.3	0	0.0	2	4.8	1	2.9	0	0.0	17	5.5
2:00 PM	17	13.6	4	4.2	0	0.0	3	7.1	1	2.9	1	50.0	26	8.5
3:00 PM	25	20.0	6	6.3	1	12.5	3	7.1	4	11.8	0	0.0	39	12.7
4:00 PM	8	6.4	6	6.3	0	0.0	2	4.8	2	5.9	0	0.0	18	5.9
5:00 PM	1	0.8	7	7.3	0	0.0	0	0.0	1	2.9	0	0.0	9	2.9
6:00 PM	1	0.8	11	11.5	1	12.5	1	2.4	1	2.9	0	0.0	15	4.9
7:00 PM	0	0.0	5	5.2	0	0.0	1	2.4	1	2.9	0	0.0	7	2.3
8:00 PM	1	0.8	7	7.3	0	0.0	1	2.4	2	5.9	0	0.0	11	3.6
9:00 PM	2	1.6	2	2.1	0	0.0	2	4.8	2	5.9	0	0.0	8	2.6
10:00 PM	0	0.0	2	2.1	0	0.0	2	4.8	1	2.9	0	0.0	5	1.6
11:00 PM	0	0.0	6	6.3	0	0.0	1	2.4	0	0.0	0	0.0	7	2.3
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

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**

Time of accident	Work week		Weekend		Total	
	No.	Pct.	No.	Pct.	No.	Pct.
Midnight	1	0.4	4	6.8	5	1.6
1:00 AM	4	1.6	0	0.0	4	1.3
2:00 AM	1	0.4	0	0.0	1	0.3
3:00 AM	0	0.0	3	5.1	3	1.0
4:00 AM	5	2.0	3	5.1	8	2.6
5:00 AM	6	2.4	5	8.5	11	3.6
6:00 AM	10	4.0	2	3.4	12	3.9
7:00 AM	38	15.3	3	5.1	41	13.4
8:00 AM	17	6.9	0	0.0	17	5.5
9:00 AM	12	4.8	1	1.7	13	4.2
10:00 AM	7	2.8	3	5.1	10	3.3
11:00 AM	9	3.6	2	3.4	11	3.6
Noon	6	2.4	3	5.1	9	2.9
1:00 PM	14	5.6	3	5.1	17	5.5
2:00 PM	23	9.3	3	5.1	26	8.5
3:00 PM	37	14.9	2	3.4	39	12.7
4:00 PM	16	6.5	2	3.4	18	5.9
5:00 PM	7	2.8	2	3.4	9	2.9
6:00 PM	12	4.8	3	5.1	15	4.9
7:00 PM	4	1.6	3	5.1	7	2.3
8:00 PM	5	2.0	6	10.2	11	3.6
9:00 PM	7	2.8	1	1.7	8	2.6
10:00 PM	3	1.2	2	3.4	5	1.6
11:00 PM	4	1.6	3	5.1	7	2.3
Total	248	100.0	59	100.0	307	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**

Land use	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Urban	59	47.2	90	93.8	3	37.5	21	50.0	18	52.9	2	100.0	193	62.9
Rural	66	52.8	5	5.2	5	62.5	21	50.0	16	47.1	0	0.0	113	36.8
Unknown	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

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

Light condition	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Daylight	108	86.4	49	51.0	4	50.0	23	54.8	25	73.5	1	50.0	210	68.4
Dark	6	4.8	9	9.4	3	37.5	10	23.8	5	14.7	1	50.0	34	11.1
Dark but lighted	2	1.6	34	35.4	1	12.5	8	19.0	4	11.8	0	0.0	49	16.0
Dawn	8	6.4	0	0.0	0	0.0	1	2.4	0	0.0	0	0.0	9	2.9
Dusk	1	0.8	4	4.2	0	0.0	0	0.0	0	0.0	0	0.0	5	1.6
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

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

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	97	77.6	82	85.4	5	62.5	30	71.4	24	70.6	2	100.0	240	78.2
Wet	19	15.2	9	9.4	0	0.0	12	28.6	7	20.6	0	0.0	47	15.3
Snow or slush	7	5.6	3	3.1	2	25.0	0	0.0	1	2.9	0	0.0	13	4.2
Ice	1	0.8	1	1.0	1	12.5	0	0.0	1	2.9	0	0.0	4	1.3
Other	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	1	1.0	0	0.0	0	0.0	1	2.9	0	0.0	2	0.7
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

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

Weather condition	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Normal	102	81.6	87	90.6	6	75.0	32	76.2	28	82.4	2	100.0	257	83.7
Rain	11	8.8	7	7.3	0	0.0	8	19.0	4	11.8	0	0.0	30	9.8
Sleet	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Snow	5	4.0	1	1.0	1	12.5	1	2.4	2	5.9	0	0.0	10	3.3
Fog	4	3.2	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	5	1.6
Rain and fog	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	0	0.0	1	0.3
Other	2	1.6	0	0.0	1	12.5	0	0.0	0	0.0	0	0.0	3	1.0
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

## Roadway distributions

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

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	0	0.0	2	2.1	0	0.0	8	6.0	4	11.8	0	0.0	14	4.6
Freeway/expressway	2	1.6	6	6.3	1	12.5	1	2.4	1	2.9	0	0.0	11	3.6
Other principal artery	13	10.4	32	33.3	0	0.0	7	16.7	4	11.8	1	50.0	57	18.6
Minor artery	15	12.0	25	26.0	0	0.0	2	4.8	4	11.8	1	50.0	47	15.3
Collector	8	6.4	11	11.5	1	12.5	0	0.0	4	11.8	0	0.0	24	7.8
Local street	21	16.8	13	13.5	1	12.5	2	4.8	1	2.9	0	0.0	38	12.4
Unknown urban	0	0.0	1	1.0	0	0.0	1	2.4	0	0.0	0	0.0	2	0.7
<b>Total urban</b>	<b>59</b>	<b>47.2</b>	<b>90</b>	<b>93.8</b>	<b>3</b>	<b>37.5</b>	<b>21</b>	<b>50.0</b>	<b>18</b>	<b>52.9</b>	<b>2</b>	<b>100.0</b>	<b>193</b>	<b>62.9</b>
<i>Rural</i>														
Interstate	1	0.8	0	0.0	5	62.5	9	21.4	5	14.7	0	0.0	20	6.5
Other principal artery	5	4.0	3	3.1	0	0.0	4	9.5	3	8.8	0	0.0	15	4.9
Minor artery	18	14.4	2	2.1	0	0.0	7	16.7	5	14.7	0	0.0	32	10.4
Major collector	22	17.6	0	0.0	0	0.0	0	0.0	2	5.9	0	0.0	24	7.8
Minor collector	7	5.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	7	2.3
Local road	13	10.4	0	0.0	0	0.0	1	2.4	1	2.9	0	0.0	15	4.9
<b>Total rural</b>	<b>66</b>	<b>52.8</b>	<b>5</b>	<b>5.2</b>	<b>5</b>	<b>62.5</b>	<b>21</b>	<b>50.0</b>	<b>16</b>	<b>47.1</b>	<b>0</b>	<b>0.0</b>	<b>113</b>	<b>36.8</b>
<i>Unknown</i>	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
<b>Total urban and rural</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

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

Route signing	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Interstate	2	1.6	2	2.1	5	62.5	14	33.3	9	26.5	0	0.0	32	10.4
US highway	12	9.6	10	10.4	0	0.0	9	21.4	8	23.5	0	0.0	39	12.7
State highway	40	32.0	22	22.9	1	12.5	7	16.7	6	17.6	0	0.0	76	24.8
County road	32	25.6	8	8.3	0	0.0	0	0.0	3	8.8	0	0.0	43	14.0
Township	10	8.0	8	8.3	1	12.5	1	2.4	1	2.9	1	50.0	22	7.2
Municipality	25	20.0	45	46.9	0	0.0	8	19.0	5	14.7	1	50.0	84	27.4
Other	4	3.2	0	0.0	1	12.5	3	7.1	2	5.9	0	0.0	10	3.3
Unknown	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

**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.
<i>Noninterchange</i>														
Nonjunction	57	45.6	42	43.8	6	75.0	24	57.1	22	64.7	1	50.0	152	49.5
Intersection	52	41.6	37	38.5	1	12.5	10	23.8	6	17.6	1	50.0	107	34.9
Intersection related	12	9.6	13	13.5	1	12.5	5	11.9	3	8.8	0	0.0	34	11.1
Driveway, alley, etc.	0	0.0	3	3.1	0	0.0	0	0.0	0	0.0	0	0.0	3	1.0
Entrance/exit ramp	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	0	0.0	1	0.3
Driveway access related	3	2.4	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	3	1.0
<i>Interchange area</i>														
Intersection	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	0	0.0	1	0.3
Intersection related	1	0.8	0	0.0	0	0.0	1	2.4	1	2.9	0	0.0	3	1.0
Entrance/exit ramp	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Other location	0	0.0	0	0.0	0	0.0	0	0.0	2	5.9	0	0.0	2	0.7
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

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

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	1	1.0	0	0.0	2	4.8	0	0.0	0	0.0	4	1.3
2	106	84.8	56	58.3	4	50.0	26	61.9	24	70.6	1	50.0	217	70.7
3	4	3.2	9	9.4	1	12.5	5	11.9	5	14.7	0	0.0	24	7.8
4	6	4.8	22	22.9	1	12.5	5	11.9	4	11.8	1	50.0	39	12.7
5	1	0.8	3	3.1	0	0.0	3	7.1	0	0.0	0	0.0	7	2.3
6	4	3.2	5	5.2	0	0.0	0	0.0	0	0.0	0	0.0	9	2.9
Unknown	3	2.4	0	0.0	2	25.0	1	2.4	1	2.9	0	0.0	7	2.3
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

**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	104	83.2	63	65.6	1	12.5	15	35.7	17	50.0	1	50.0	201	65.5
Median – no barrier	9	7.2	20	20.8	6	75.0	14	33.3	9	26.5	0	0.0	58	18.9
Median w/barrier	5	4.0	4	4.2	0	0.0	9	21.4	7	20.6	0	0.0	25	8.1
One-way traffic	2	1.6	3	3.1	1	12.5	2	4.8	0	0.0	1	50.0	9	2.9
Two-way left turn lane	2	1.6	5	5.2	0	0.0	0	0.0	0	0.0	0	0.0	7	2.3
Entrance/exit ramp	0	0.0	1	1.0	0	0.0	1	2.4	0	0.0	0	0.0	2	0.7
Unknown	3	2.4	0	0.0	0	0.0	1	2.4	1	2.9	0	0.0	5	1.6
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

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

Speed limit	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
10	1	0.8	0	0.0	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	0	0.0	0	0.0	0	0.0
20	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
25	14	11.2	21	21.9	0	0.0	2	4.8	2	5.9	0	0.0	39	12.7
30	16	12.8	14	14.6	1	12.5	2	4.8	3	8.8	1	50.0	37	12.1
35	10	8.0	28	29.2	1	12.5	4	9.5	4	11.8	0	0.0	47	15.3
40	14	11.2	9	9.4	0	0.0	4	9.5	0	0.0	0	0.0	27	8.8
45	19	15.2	10	10.4	0	0.0	4	9.5	4	11.8	0	0.0	37	12.1
50	5	4.0	2	2.1	0	0.0	2	4.8	3	8.8	0	0.0	12	3.9
55	35	28.0	4	4.2	1	12.5	8	19.0	6	17.6	0	0.0	54	17.6
60	3	2.4	1	1.0	0	0.0	0	0.0	1	2.9	0	0.0	5	1.6
65	2	1.6	2	2.1	0	0.0	9	21.4	6	17.6	0	0.0	19	6.2
70	2	1.6	0	0.0	2	25.0	6	14.3	1	2.9	0	0.0	11	3.6
75	0	0.0	0	0.0	3	37.5	0	0.0	3	8.8	0	0.0	6	2.0
Unknown	4	3.2	5	5.2	0	0.0	1	2.4	1	2.9	1	50.0	12	3.9
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

## 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.
<i>Single vehicle</i>														
Ran off road	0	0.0	1	1.0	0	0.0	1	2.4	2	5.9	0	0.0	4	1.3
Hit object in road	32	25.6	44	45.8	3	37.5	6	14.3	6	17.6	1	50.0	92	30.0
<i>Same direction, same trafficway</i>														
Rearend, bus striking	2	1.6	0	0.0	1	12.5	5	11.9	2	5.9	0	0.0	10	3.3
Rearend, bus struck	17	13.6	11	11.5	0	0.0	4	9.5	2	5.9	0	0.0	34	11.1
Sideswipe, in other lane	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	0	0.0	1	0.3
Sideswipe, in bus's lane	0	0.0	0	0.0	0	0.0	0	0.0	2	5.9	0	0.0	2	0.7
<i>Opposite direction, same trafficway</i>														
Head-on, in other's lane	1	0.8	0	0.0	0	0.0	0	0.0	1	2.9	0	0.0	2	0.7
Head-on, in bus's lane	16	12.8	8	8.3	0	0.0	4	9.5	1	2.9	1	50.0	30	9.8
Sideswipe, in other lane	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Sideswipe, in bus's lane	7	5.6	0	0.0	1	12.5	2	4.8	5	14.7	0	0.0	15	4.9
<i>Change trafficway, one vehicle turning</i>														
Bus turn across path	10	8.0	3	3.1	0	0.0	2	4.8	0	0.0	0	0.0	15	4.9
Other turn across path	6	4.8	2	2.1	0	0.0	2	4.8	0	0.0	0	0.0	10	3.3
<i>Intersecting paths, both going straight</i>														
Bus into side of other	18	14.4	10	10.4	0	0.0	4	9.5	1	2.9	0	0.0	33	10.7
Other into side of bus	3	2.4	5	5.2	0	0.0	1	2.4	2	5.9	0	0.0	11	3.6
<i>Other accident types</i>														
Untripped rollover	0	0.0	0	0.0	0	0.0	0	0.0	2	5.9	0	0.0	2	0.7
Other	12	9.6	11	11.5	2	25.0	9	21.4	6	17.6	0	0.0	40	13.0
Unknown	0	0.0	1	1.0	1	12.5	1	2.4	2	5.9	0	0.0	5	1.6
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

**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	32	25.6	46	47.9	4	50.0	6	14.3	13	38.2	1	50.0	102	33.2
2	78	62.4	41	42.7	2	25.0	21	50.0	13	38.2	1	50.0	156	50.8
3	11	8.8	7	7.3	1	12.5	9	21.4	4	11.8	0	0.0	32	10.4
4	2	1.6	2	2.1	0	0.0	4	9.5	3	8.8	0	0.0	11	3.6
5	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
6	1	0.8	0	0.0	0	0.0	1	2.4	0	0.0	0	0.0	2	0.7
9	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	0	0.0	1	0.3
13	0	0.0	0	0.0	0	0.0	0	0.0	1	2.9	0	0.0	1	0.3
14	0	0.0	0	0.0	1	12.5	0	0.0	0	0.0	0	0.0	1	0.3
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

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

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>														
Overtum\rollover	0	0.0	1	1.0	1	12.5	0	0.0	3	8.8	0	0.0	5	1.6
Injured in vehicle (other than cargo loss/shift)	0	0.0	0	0.0	0	0.0	0	0.0	2	5.9	0	0.0	2	0.7
Other noncollision	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Vehicle occupant struck or run over by own vehicle	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
<i>Collision with motor vehicle</i>														
Motor vehicle in transport on same roadway	90	72.0	44	45.8	4	50.0	35	83.3	20	58.8	1	50.0	194	63.2
Motor vehicle in transport on other roadway	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Parked motor vehicle (not in transport)	1	0.8	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	2	0.7
Working construction, maintenance, utility vehicle	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
<i>Collision with nonfixed object</i>														
Pedestrian	27	21.6	44	45.8	3	37.5	3	7.1	6	17.6	1	50.0	84	27.4
Pedalcycle	3	2.4	2	2.1	0	0.0	1	2.4	0	0.0	0	0.0	6	2.0
Non-motorist on personal conveyance	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
<i>Collision with fixed object</i>														
Guardrail	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Concrete traffic barrier	0	0.0	1	1.0	0	0.0	0	0.0	1	2.9	0	0.0	2	0.7
Highway/traffic sign post	0	0.0	0	0.0	0	0.0	1	2.4	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
Embankment - earth	0	0.0	0	0.0	0	0.0	0	0.0	1	2.9	0	0.0	1	0.3
Fence	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	0	0.0	1	0.3
Tree	0	0.0	0	0.0	0	0.0	0	0.0	1	2.9	0	0.0	1	0.3
Bridge overhead support	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	0	0.0	1	0.3
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

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

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	1	1.0	1	12.5	0	0.0	4	11.8	0	0.0	6	2.0
Striking	68	54.4	65	67.7	5	62.5	25	59.5	16	47.1	1	50.0	180	58.6
Struck	54	43.2	30	31.3	2	25.0	17	40.5	11	32.4	1	50.0	115	37.5
Both	3	2.4	0	0.0	0	0.0	0	0.0	3	8.8	0	0.0	6	2.0
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

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

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	35	28.0	51	53.1	4	50.0	7	16.7	14	41.2	1	50.0	112	36.5
Rear-end	21	16.8	14	14.6	3	37.5	12	28.6	6	17.6	0	0.0	56	18.2
Head-on	18	14.4	9	9.4	1	12.5	8	19.0	3	8.8	1	50.0	40	13.0
Front-to-side: Same direction	2	1.6	1	1.0	0	0.0	1	2.4	1	2.9	0	0.0	5	1.6
Front-to-side: Opp. direction	16	12.8	4	4.2	0	0.0	5	11.9	3	8.8	0	0.0	28	9.1
Front-to-side: Right angle	30	24.0	16	16.7	0	0.0	7	16.7	4	11.8	0	0.0	57	18.6
Front-to-side: Unknown direction	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Sideswipe: Same direction	1	0.8	1	1.0	0	0.0	2	4.8	1	2.9	0	0.0	5	1.6
Sideswipe: Opp. direction	0	0.0	0	0.0	0	0.0	0	0.0	2	5.9	0	0.0	2	0.7
Other	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>



## Fatalities

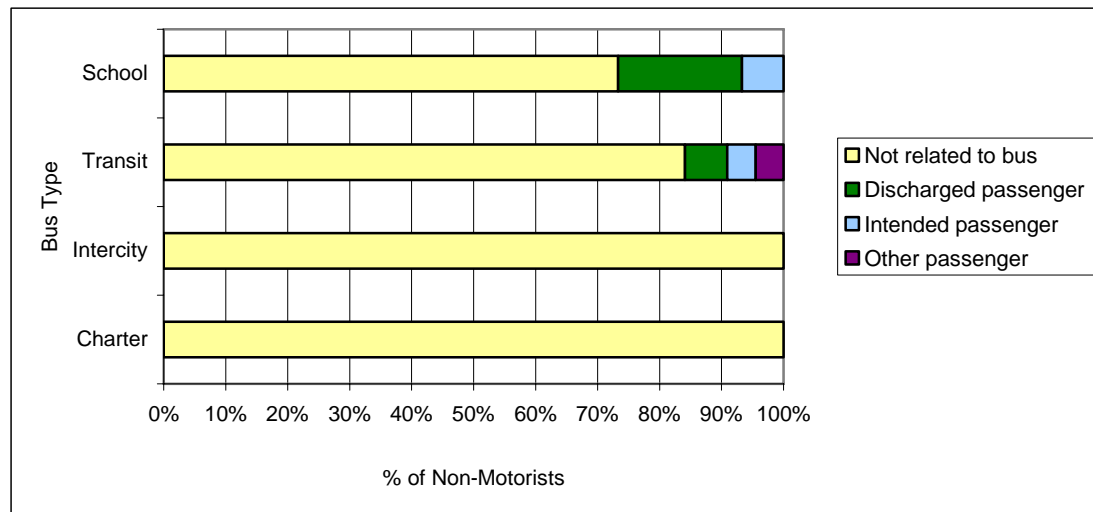
**Table 2-22**  
Fatalities in Bus Involvements by Person Type and Bus Type

Vehicle/Person type	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
<b>Bus</b>														
Driver	2	1.5	1	1.0	1	8.3	5	7.7	3	7.0	0	0.0	12	3.4
Passenger	4	3.1	1	1.0	3	25.0	17	26.2	18	41.9	0	0.0	43	12.2
<b>Bus total</b>	<b>6</b>	<b>4.6</b>	<b>2</b>	<b>2.0</b>	<b>4</b>	<b>33.3</b>	<b>22</b>	<b>33.8</b>	<b>21</b>	<b>48.8</b>	<b>0</b>	<b>0.0</b>	<b>55</b>	<b>15.6</b>
<b>Other vehicle</b>														
Drivers	70	53.4	44	44.4	4	33.3	31	47.7	11	25.6	1	50.0	161	45.7
Passengers	23	17.6	4	4.0	1	8.3	7	10.8	5	11.6	0	0.0	40	11.4
<b>Other vehicle total</b>	<b>93</b>	<b>71.0</b>	<b>48</b>	<b>48.5</b>	<b>5</b>	<b>41.7</b>	<b>38</b>	<b>58.5</b>	<b>16</b>	<b>37.2</b>	<b>1</b>	<b>50.0</b>	<b>201</b>	<b>57.1</b>
<b>Non-motorists</b>														
Pedestrian	29	22.1	47	47.5	3	25.0	4	6.2	6	14.0	1	50.0	90	25.6
Bicyclist	3	2.3	2	2.0	0	0.0	1	1.5	0	0.0	0	0.0	6	1.7
Unknown non-motorist	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
<b>Non-motorist total</b>	<b>32</b>	<b>24.4</b>	<b>49</b>	<b>49.5</b>	<b>3</b>	<b>25.0</b>	<b>5</b>	<b>7.7</b>	<b>6</b>	<b>14.0</b>	<b>1</b>	<b>50.0</b>	<b>96</b>	<b>27.3</b>
<b>Total</b>	<b>131</b>	<b>100.0</b>	<b>99</b>	<b>100.0</b>	<b>12</b>	<b>100.0</b>	<b>65</b>	<b>100.0</b>	<b>43</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>352</b>	<b>100.0</b>

**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	6	4.8	3	3.1	0	0.0	0	0.0	0	0.0	0	0.0	9	2.9
Intended passenger	2	1.6	2	2.1	0	0.0	0	0.0	0	0.0	0	0.0	4	1.3
Not related to bus	22	17.6	37	38.5	3	37.5	5	11.9	5	14.7	1	50.0	73	23.8
No non-motorist involvement	95	76.0	52	54.2	5	62.5	37	88.1	27	79.4	1	50.0	217	70.7
Other	0	0.0	2	2.1	0	0.0	0	0.0	2	5.9	0	0.0	4	1.3
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

**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 2004. 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 40.7% of all buses involved in a fatal accident; transit buses accounted for 31.3% of the buses.
- Of the 125 school buses involved in fatal crashes, 89 were operated by public school districts and 32 were operated by a contracted carrier for the school district.
- The majority of the school buses (80 of the 125) were 36 to 40 feet in length. School buses were predominantly Type C school buses (75.2%), followed by Type D (19.2%), and Type A (4.0%). 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, large passenger vans, and small shuttle buses comprised the majority of buses in this category.
- Nearly 90% of the buses involved in a fatal crash were less than fifteen years old, and 76.2% were less than ten years old.
- Overall, 68.4% of the buses were 31-40 feet in length, and 67.4% had a Gross Vehicle Weight Rating (GVWR) of Class 6 to Class 8.
- School buses had a higher average seating capacity than other bus types, with 67.2% having a seating capacity of 61 or more.
- Roughly one-quarter or 24.4% of buses involved in fatal accidents were not carrying any passengers at the time of the accident.
- Buses operated by interstate for-hire carriers accounted for 19.9% of the fatal involvements, interstate government carriers represented 17.9%, and 40.1% of the involvements were buses operated by intrastate government carriers (primarily transit buses and school buses).
- Almost 70% 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**

<b>Operator type</b>	<b>No.</b>	<b>Pct.</b>
Bus vehicle description		
<b>School district</b>		
Small (15-25 feet length)	2	0.7
Small (unknown length)	3	1.0
Mid-size (27-34 feet length)	15	4.9
Full-size (35-40 feet length)	91	29.6
School bus	2	0.7
Short school bus on truck-based chassis	2	0.7
Small school bus on stripped chassis	1	0.3
Full-size conventional-hood bus	1	0.3
Special needs short school bus on truck chassis	1	0.3
Special needs mid-size school bus	1	0.3
Special needs full-size school bus	6	2.0
<i>Total school bus</i>	125	40.7
<b>Transit bus authority</b>		
Alternative fuel heavy-duty	10	3.3
Alternative fuel shorter	1	0.3
Alternative fuel mid-size shuttle bus	1	0.3
Articulated heavy-duty	3	1.0
Electric trolley	2	0.7
Heavy-duty	51	16.6
Long-distance coach	1	0.3
Long-distance coach with wheelchair lift	3	1.0
Long-distance commuter coach with wheelchair lift	1	0.3
Mid-size shuttle	1	0.3
Mid-size shuttle with wheelchair lift	2	0.7
Shorter transit bus	7	2.3
Shuttle bus	1	0.3
Shuttle bus on van-based chassis	2	0.7
Small shuttle bus with wheelchair lift	3	1.0
Special needs small shuttle bus	2	0.7
Special needs mid-size shuttle bus	1	0.3
Transit bus	4	1.3
<i>Total transit bus</i>	96	31.3
<b>Intercity bus operator</b>		
Long-distance coach	7	2.3
Long-distance coach with wheelchair lift	1	0.3
<i>Total intercity bus</i>	8	2.6
<b>Charter bus operator</b>		
Full-size conventional-hood bus	1	0.3
Large passenger van	1	0.3
Long-distance coach	36	11.7
Long-distance coach with wheelchair lift	1	0.3
Mid-size shuttle bus on van-based chassis	1	0.3
School bus	1	0.3
Trolley replica bus	1	0.3
<i>Total charter bus</i>	42	13.7

(Continued on next page)

Table 3-1 (continued)

<b>Other operator</b>		
Bus on van-based chassis	1	0.3
Full-size conventional-hood bus	1	0.3
Full-size school bus	2	0.7
Full-size shuttle bus	3	1.0
Large passenger van	9	2.9
Large passenger van with cargo trailer	2	0.7
Mid-size school bus	1	0.3
Personnel transporter on truck cab & chassis	1	0.3
Short school bus on truck-based chassis	1	0.3
Shorter transit bus	1	0.3
Shuttle bus on van-based chassis	1	0.3
Small school bus	1	0.3
Small shuttle bus	2	0.7
Small shuttle bus on van-based chassis	1	0.3
Small shuttle bus with wheelchair lift	3	1.0
Special needs full-size conventional-hood bus	1	0.3
Special needs small shuttle bus	2	0.7
Trolley replica bus	1	0.3
<i>Total other operator</i>	34	11.1
<b>Unknown operator type</b>		
Bus on van-based chassis	1	0.3
Conventional-hood bus	1	0.3
<i>Total unknown operator type</i>	2	0.7
<b>Total</b>	307	100.0

Note: Bus vehicle description records descriptions from respondents.

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

<b>Operator type</b>		
Operating authority description	No.	Pct.
<b>School district</b>		
Contracted carrier for school district	32	10.4
Private school & college operated by church	1	0.3
Public school district	89	29.0
Public school state department of education	3	1.0
<i>Total school bus</i>	125	40.7
<b>Transit bus authority</b>		
Contracted carrier for transit authority	7	2.3
Scheduled route & on-demand shuttle service	2	0.7
Scheduled route & paratransit regional urban area	7	2.3
Scheduled route & paratransit urban area	2	0.7
Scheduled route regional area	1	0.3
Scheduled route regional urban area	63	20.5
Scheduled route urban area	14	4.6
<i>Total transit bus</i>	96	31.3
<b>Intercity bus operator</b>		
Commuter service	2	0.7
Interstate passenger & express freight	5	1.6
Scheduled route intercity	1	0.3
<i>Total intercity bus</i>	8	2.6
<b>Charter bus operator</b>		
Charter service	41	13.4
Charter service cruise ship shuttle	1	0.3
<i>Total charter bus</i>	42	13.7

(Continued on next page)

Table 3-2 (continued)

<b>Other operator</b>		
Bicycle tour company transporting customers	1	0.3
Church use	2	0.7
Community college athletic program	1	0.3
Community service organization	1	0.3
Contracted carrier for community service org camp	1	0.3
Contracted carrier for municipal on-demand shuttle	1	0.3
County agency for vocational assistance	1	0.3
Drive away company delivering new bus	1	0.3
Drive away company delivering used bus	1	0.3
Early childhood development educational program	2	0.7
Employee transportation	1	0.3
Farm labor transportation	1	0.3
Federal land management agency	1	0.3
International & intercity shuttle service	1	0.3
Municipal airport shuttle service	1	0.3
National armed services division	3	1.0
Non-profit community organization	1	0.3
Non-profit organization of veterans	1	0.3
Non-profit organization vocational day program	1	0.3
Non-profit senior citizen service agency	2	0.7
Nursing facility resident transportation	2	0.7
Paratransit service	1	0.3
Scheduled shuttle service to correctional centers	1	0.3
Shuttle service	2	0.7
Sightseeing tour service	1	0.3
State university	1	0.3
Tourist shuttle service	1	0.3
<i>Total other operator</i>	34	11.1
<b>Unknown operator type</b>	2	0.7
<b>Total</b>	307	100.0

Note: The operator authority records descriptions from respondents.



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

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	125	100.0	96	100.0	8	100.0	40	95.2	21	61.8	2	100.0	292	95.1
Large van	0	0.0	0	0.0	0	0.0	1	2.4	11	32.4	0	0.0	12	3.9
Other	0	0.0	0	0.0	0	0.0	1	2.4	2	5.9	0	0.0	3	1.0
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

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

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	5	4.0	0	0.0	0	0.0	0	0.0	1	2.9	0	0.0	6	2.0
Type B school bus	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Type C school bus	94	75.2	0	0.0	0	0.0	1	2.4	2	5.9	0	0.0	97	31.6
Type D school bus	24	19.2	0	0.0	0	0.0	0	0.0	2	5.9	0	0.0	26	8.5
Flat front	0	0.0	83	86.5	0	0.0	0	0.0	4	11.8	0	0.0	87	28.3
Big cowl and chassis	1	0.8	0	0.0	0	0.0	1	2.4	2	5.9	1	50.0	5	1.6
High platform	0	0.0	5	5.2	8	100.0	37	88.1	0	0.0	0	0.0	50	16.3
Small cowl and chassis	0	0.0	8	8.3	0	0.0	1	2.4	10	29.4	1	50.0	20	6.5
Other	0	0.0	0	0.0	0	0.0	2	4.8	13	38.2	0	0.0	15	4.9
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

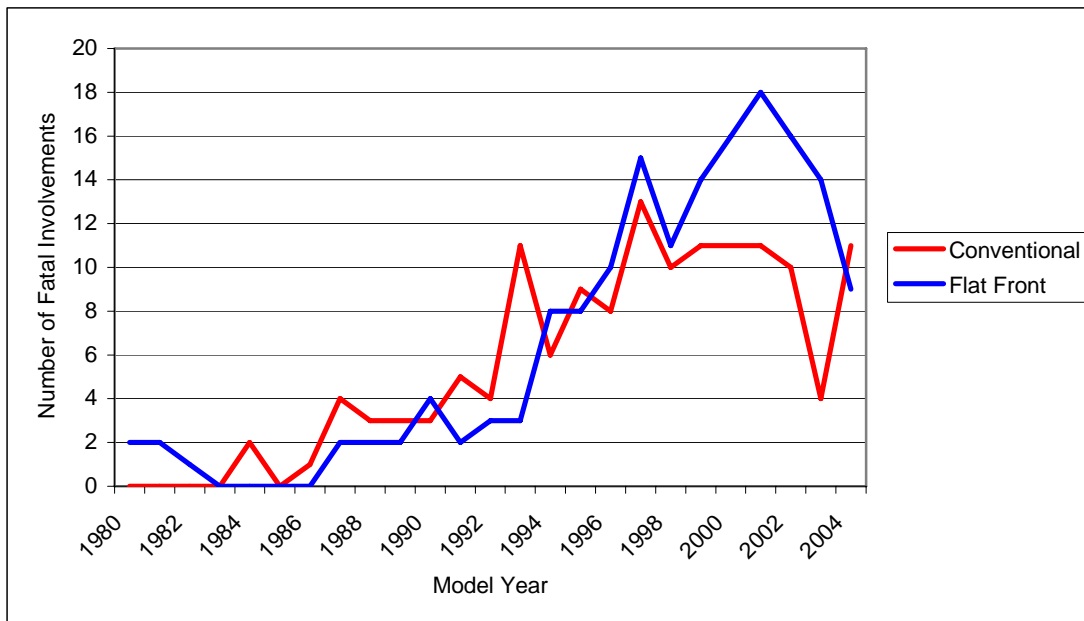
**Table 3-5  
Fatal Bus Involvements by Front of Bus Style and Bus Type**

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	101	80.8	8	8.3	0	0.0	4	9.5	27	79.4	2	100.0	142	46.3
Flat front	24	19.2	88	91.7	8	100.0	37	88.1	7	20.6	0	0.0	164	53.4
Other	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	0	0.0	1	0.3
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

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

Model year	Conventional		Flat front		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
1980	0	0.0	2	100.0	0	0.0	2	0.7
1981	0	0.0	2	100.0	0	0.0	2	0.7
1982	0	0.0	1	100.0	0	0.0	1	0.3
1983	0	0.0	0	0.0	0	0.0	0	0.0
1984	2	100.0	0	0.0	0	0.0	2	0.7
1985	0	0.0	0	0.0	0	0.0	0	0.0
1986	1	100.0	0	0.0	0	0.0	1	0.3
1987	4	66.7	2	33.3	0	0.0	6	2.0
1988	3	60.0	2	40.0	0	0.0	5	1.6
1989	3	60.0	2	40.0	0	0.0	5	1.6
1990	3	42.9	4	57.1	0	0.0	7	2.3
1991	5	71.4	2	28.6	0	0.0	7	2.3
1992	4	57.1	3	42.9	0	0.0	7	2.3
1993	11	78.6	3	21.4	0	0.0	14	4.6
1994	6	42.9	8	57.1	0	0.0	14	4.6
1995	9	52.9	8	47.1	0	0.0	17	5.5
1996	8	44.4	10	55.6	0	0.0	18	5.9
1997	13	46.4	15	53.6	0	0.0	28	9.1
1998	10	47.6	11	52.4	0	0.0	21	6.8
1999	11	44.0	14	56.0	0	0.0	25	8.1
2000	11	40.7	16	59.3	0	0.0	27	8.8
2001	11	36.7	18	60.0	1	3.3	30	9.8
2002	10	38.5	16	61.5	0	0.0	26	8.5
2003	4	22.2	14	77.8	0	0.0	18	5.9
2004	11	55.0	9	45.0	0	0.0	20	6.5
2005	2	50.0	2	50.0	0	0.0	4	1.3
Total	142	46.3	164	53.4	1	0.3	307	100.0

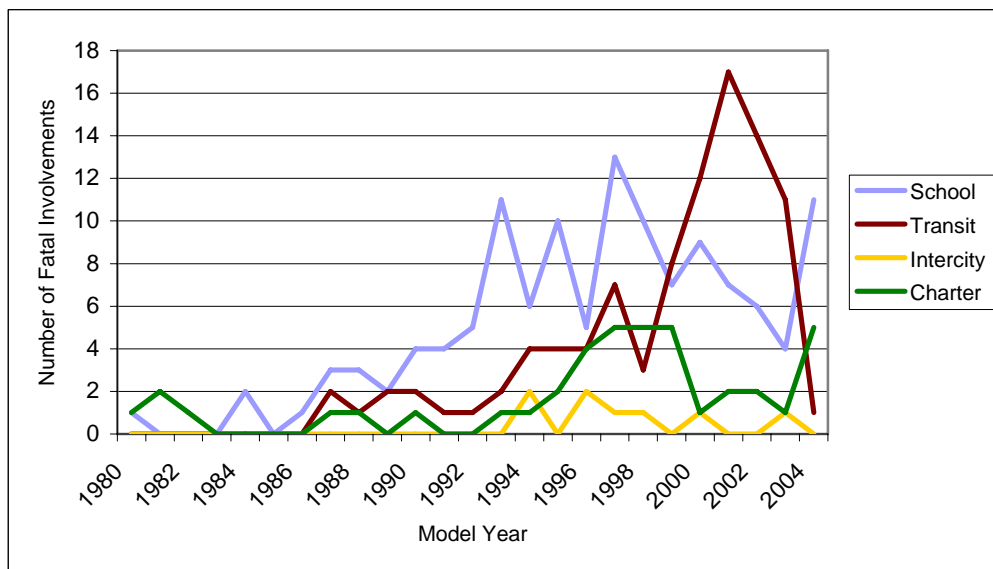
**Figure 3-1: Fatal Bus Involvements by Model Year and Front of Bus Style**



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

Model year	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
1980	1	0.8	0	0.0	0	0.0	1	2.4	0	0.0	0	0.0	2	0.7
1981	0	0.0	0	0.0	0	0.0	2	4.8	0	0.0	0	0.0	2	0.7
1982	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	0	0.0	1	0.3
1983	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1984	2	1.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2	0.7
1985	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1986	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
1987	3	2.4	2	2.1	0	0.0	1	2.4	0	0.0	0	0.0	6	2.0
1988	3	2.4	1	1.0	0	0.0	1	2.4	0	0.0	0	0.0	5	1.6
1989	2	1.6	2	2.1	0	0.0	0	0.0	0	0.0	1	50.0	5	1.6
1990	4	3.2	2	2.1	0	0.0	1	2.4	0	0.0	0	0.0	7	2.3
1991	4	3.2	1	1.0	0	0.0	0	0.0	2	5.9	0	0.0	7	2.3
1992	5	4.0	1	1.0	0	0.0	0	0.0	1	2.9	0	0.0	7	2.3
1993	11	8.8	2	2.1	0	0.0	1	2.4	0	0.0	0	0.0	14	4.6
1994	6	4.8	4	4.2	2	25.0	1	2.4	1	2.9	0	0.0	14	4.6
1995	10	8.0	4	4.2	0	0.0	2	4.8	1	2.9	0	0.0	17	5.5
1996	5	4.0	4	4.2	2	25.0	4	9.5	3	8.8	0	0.0	18	5.9
1997	13	10.4	7	7.3	1	12.5	5	11.9	2	5.9	0	0.0	28	9.1
1998	10	8.0	3	3.1	1	12.5	5	11.9	2	5.9	0	0.0	21	6.8
1999	7	5.6	8	8.3	0	0.0	5	11.9	5	14.7	0	0.0	25	8.1
2000	9	7.2	12	12.5	1	12.5	1	2.4	4	11.8	0	0.0	27	8.8
2001	7	5.6	17	17.7	0	0.0	2	4.8	3	8.8	1	50.0	30	9.8
2002	6	4.8	14	14.6	0	0.0	2	4.8	4	11.8	0	0.0	26	8.5
2003	4	3.2	11	11.5	1	12.5	1	2.4	1	2.9	0	0.0	18	5.9
2004	11	8.8	1	1.0	0	0.0	5	11.9	3	8.8	0	0.0	20	6.5
2005	1	0.8	0	0.0	0	0.0	1	2.4	2	5.9	0	0.0	4	1.3
Total	125	100.0	96	100.0	8	100.0	42	100.0	34	100.0	2	100.0	307	100.0

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



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

Bus length (feet)	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
16-20	4	3.2	1	1.0	0	0.0	1	2.4	13	38.2	0	0.0	19	6.2
21-25	2	1.6	4	4.2	0	0.0	0	0.0	9	26.5	0	0.0	15	4.9
26-30	3	2.4	4	4.2	0	0.0	2	4.8	1	2.9	0	0.0	10	3.3
31-35	30	24.0	9	9.4	0	0.0	0	0.0	3	8.8	0	0.0	42	13.7
36-40	80	64.0	59	61.5	4	50.0	13	31.0	6	17.6	0	0.0	162	52.8
41-45	1	0.8	3	3.1	4	50.0	25	59.5	0	0.0	0	0.0	33	10.7
56-60	0	0.0	3	3.1	0	0.0	0	0.0	0	0.0	0	0.0	3	1.0
Unknown	5	4.0	13	13.5	0	0.0	1	2.4	2	5.9	2	100.0	23	7.5
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

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

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	0	0.0	0	0.0	0	0.0	0	0.0	3	8.8	0	0.0	3	1.0
6,001-10,000	2	1.6	3	3.1	0	0.0	2	4.8	12	35.3	0	0.0	19	6.2
10,001-15,000	7	5.6	2	2.1	0	0.0	1	2.4	8	23.5	0	0.0	18	5.9
15,001-20,000	108	86.4	3	3.1	0	0.0	1	2.4	8	23.5	0	0.0	120	39.1
20,001-25,000	3	2.4	2	2.1	0	0.0	0	0.0	0	0.0	0	0.0	5	1.6
25,001-30,000	0	0.0	56	58.3	0	0.0	10	23.8	1	2.9	0	0.0	67	21.8
30,001-35,000	0	0.0	13	13.5	3	37.5	18	42.9	0	0.0	0	0.0	34	11.1
35,001-40,000	0	0.0	3	3.1	5	62.5	7	16.7	0	0.0	0	0.0	15	4.9
40,001-46,000	0	0.0	1	1.0	0	0.0	2	4.8	0	0.0	0	0.0	3	1.0
Unknown	5	4.0	13	13.5	0	0.0	1	2.4	2	5.9	2	100.0	23	7.5
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

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

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	5	4.0	1	1.0	0	0.0	1	2.4	11	32.4	0	0.0	18	5.9
Class 3: 10,001-14,000	0	0.0	0	0.0	0	0.0	0	0.0	7	20.6	0	0.0	7	2.3
Class 4: 14,001-16,000	1	0.8	7	7.3	0	0.0	1	2.4	4	11.8	1	50.0	14	4.6
Class 5: 16,001-19,500	2	1.6	0	0.0	0	0.0	1	2.4	0	0.0	0	0.0	3	1.0
Class 6: 19,501-26,000	11	8.8	0	0.0	0	0.0	1	2.4	2	5.9	0	0.0	14	4.6
Class 7: 26,001-33,000	84	67.2	1	1.0	0	0.0	1	2.4	4	11.8	1	50.0	91	29.6
Class 8: 33,001 or more	1	0.8	56	58.3	8	100.0	37	88.1	0	0.0	0	0.0	102	33.2
Unknown	21	16.8	31	32.3	0	0.0	0	0.0	6	17.6	0	0.0	58	18.9
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

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

Axles	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
2 axles	124	99.2	82	85.4	0	0.0	5	11.9	34	100.0	2	100.0	247	80.5
3 axles	1	0.8	8	8.3	8	100.0	37	88.1	0	0.0	0	0.0	54	17.6
Unknown	0	0.0	6	6.3	0	0.0	0	0.0	0	0.0	0	0.0	6	2.0
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

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

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	0	0.0	5	5.2	0	0.0	1	2.4	18	52.9	0	0.0	24	7.8
15-20	6	4.8	1	1.0	0	0.0	0	0.0	2	5.9	0	0.0	9	2.9
21-25	1	0.8	2	2.1	0	0.0	1	2.4	2	5.9	0	0.0	6	2.0
26-30	0	0.0	6	6.3	0	0.0	1	2.4	2	5.9	0	0.0	9	2.9
31-35	3	2.4	4	4.2	0	0.0	0	0.0	0	0.0	0	0.0	7	2.3
36-40	1	0.8	25	26.0	0	0.0	1	2.4	1	2.9	0	0.0	28	9.1
41-45	1	0.8	24	25.0	0	0.0	3	7.1	1	2.9	0	0.0	29	9.4
46-50	2	1.6	7	7.3	4	50.0	12	28.6	0	0.0	0	0.0	25	8.1
51-55	6	4.8	1	1.0	4	50.0	8	19.0	1	2.9	0	0.0	20	6.5
56-60	9	7.2	1	1.0	0	0.0	8	19.0	0	0.0	0	0.0	18	5.9
61-65	20	16.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	21	6.8
66-70	12	9.6	0	0.0	0	0.0	0	0.0	2	5.9	0	0.0	14	4.6
71-75	36	28.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	36	11.7
76-80	10	8.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	10	3.3
81+	6	4.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	6	2.0
Est. 15 or more	10	8.0	18	18.8	0	0.0	7	16.7	4	11.8	1	50.0	40	13.0
Unknown	2	1.6	1	1.0	0	0.0	0	0.0	1	2.9	1	50.0	5	1.6
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

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

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	40	32.0	18	18.8	2	25.0	9	21.4	6	17.6	0	0.0	75	24.4
1-3	14	11.2	14	14.6	0	0.0	1	2.4	6	17.6	0	0.0	35	11.4
4-6	6	4.8	12	12.5	0	0.0	1	2.4	2	5.9	1	50.0	22	7.2
7-10	14	11.2	11	11.5	0	0.0	2	4.8	7	20.6	0	0.0	34	11.1
11-15	5	4.0	10	10.4	0	0.0	6	14.3	5	14.7	0	0.0	26	8.5
16-20	11	8.8	4	4.2	0	0.0	2	4.8	1	2.9	0	0.0	18	5.9
21-25	7	5.6	2	2.1	1	12.5	2	4.8	4	11.8	1	50.0	17	5.5
26-30	7	5.6	1	1.0	1	12.5	4	9.5	1	2.9	0	0.0	14	4.6
31-35	2	1.6	0	0.0	2	25.0	1	2.4	0	0.0	0	0.0	5	1.6
36-40	4	3.2	1	1.0	0	0.0	3	7.1	0	0.0	0	0.0	8	2.6
41-45	4	3.2	2	2.1	1	12.5	3	7.1	0	0.0	0	0.0	10	3.3
46-50	3	2.4	0	0.0	0	0.0	1	2.4	0	0.0	0	0.0	4	1.3
51+	2	1.6	0	0.0	0	0.0	2	4.8	0	0.0	0	0.0	4	1.3
Unknown	6	4.8	21	21.9	1	12.5	5	11.9	2	5.9	0	0.0	35	11.4
Total	125	100.0	96	100.0	8	100.0	42	100.0	34	100.0	2	100.0	307	100.0

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

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.
None	102	81.6	78	81.3	7	87.5	26	61.9	10	29.4	0	0.0	223	72.6
Lap belts	15	12.0	2	2.1	0	0.0	4	9.5	9	26.5	0	0.0	30	9.8
Lap and shoulder belts	0	0.0	0	0.0	0	0.0	0	0.0	8	23.5	0	0.0	8	2.6
Lap belts, front only	0	0.0	0	0.0	0	0.0	2	4.8	0	0.0	0	0.0	2	0.7
Other	0	0.0	0	0.0	0	0.0	1	2.4	3	8.8	0	0.0	4	1.3
Unknown	8	6.4	16	16.7	1	12.5	9	21.4	4	11.8	2	100.0	40	13.0
Total	125	100.0	96	100.0	8	100.0	42	100.0	34	100.0	2	100.0	307	100.0

**Table 3-15**  
**Fatal Bus Involvements by Carrier Type and Bus Type**

Carrier type	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
<b>Interstate</b>														
Private	1	0.8	0	0.0	0	0.0	0	0.0	2	5.9	0	0.0	3	1.0
For-hire	12	9.6	2	2.1	8	100.0	37	88.1	2	5.9	0	0.0	61	19.9
Government owned	39	31.2	10	10.4	0	0.0	0	0.0	6	17.6	0	0.0	55	17.9
<b>Intrastate</b>														
Private	0	0.0	0	0.0	0	0.0	0	0.0	5	14.7	0	0.0	5	1.6
For-hire	11	8.8	3	3.1	0	0.0	4	9.5	5	14.7	0	0.0	23	7.5
Government owned	43	34.4	78	81.3	0	0.0	0	0.0	2	5.9	0	0.0	123	40.1
Unknown	19	15.2	3	3.1	0	0.0	1	2.4	12	35.3	2	100.0	37	12.1
Total	125	100.0	96	100.0	8	100.0	42	100.0	34	100.0	2	100.0	307	100.0

**Table 3-16**  
**Fatal Bus Involvements by Trip Type and Bus Type**

Trip type	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Local	110	88.0	74	77.1	1	12.5	10	23.8	16	47.1	0	0.0	211	68.7
51-100 miles	6	4.8	3	3.1	1	12.5	8	19.0	6	17.6	0	0.0	24	7.8
101-200	1	0.8	0	0.0	0	0.0	7	16.7	5	14.7	0	0.0	13	4.2
201-500	0	0.0	0	0.0	6	75.0	6	14.3	2	5.9	0	0.0	14	4.6
Over 500	0	0.0	0	0.0	0	0.0	5	11.9	2	5.9	0	0.0	7	2.3
Unknown	8	6.4	19	19.8	0	0.0	6	14.3	3	8.8	2	100.0	38	12.4
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

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

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/rollover	3	2.4	0	0.0	1	12.5	1	2.4	4	11.8	0	0.0	9	2.9
Immersion	0	0.0	0	0.0	0	0.0	0	0.0	1	2.9	0	0.0	1	0.3
Injured in vehicle (other than cargo loss/shift)	0	0.0	0	0.0	0	0.0	0	0.0	2	5.9	0	0.0	2	0.7
Other noncollision	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Vehicle occupant struck or run over by own vehicle	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
<i>Collision with motor vehicle</i>														
Motor vehicle in transport on same roadway	86	68.8	46	47.9	4	50.0	36	85.7	19	55.9	1	50.0	192	62.5
Motor vehicle in transport on other roadway	0	0.0	2	2.1	0	0.0	0	0.0	0	0.0	0	0.0	2	0.7
Parked motor vehicle (not in transport)	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Working construction, maintenance, utility vehicle	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
<i>Collision with nonfixed object</i>														
Pedestrian	28	22.4	43	44.8	3	37.5	3	7.1	6	17.6	1	50.0	84	27.4
Pedalcycle	3	2.4	2	2.1	0	0.0	1	2.4	0	0.0	0	0.0	6	2.0
Non-motorist on personal conveyance	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
<i>Collision with fixed object</i>														
Building	0	0.0	2	2.1	0	0.0	0	0.0	0	0.0	0	0.0	2	0.7
Fence	0	0.0	0	0.0	0	0.0	0	0.0	1	2.9	0	0.0	1	0.3
Tree	1	0.8	0	0.0	0	0.0	0	0.0	1	2.9	0	0.0	2	0.7
Other fixed object	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	0	0.0	1	0.3
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

**Table 3-18**  
**Fatal Bus Involvements by Rollover Status and Bus Type**

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	121	96.8	96	100.0	7	87.5	41	97.6	28	82.4	2	100.0	295	96.1
First event	0	0.0	0	0.0	1	12.5	0	0.0	3	8.8	0	0.0	4	1.3
Subsequent event	4	3.2	0	0.0	0	0.0	1	2.4	3	8.8	0	0.0	8	2.6
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

**Table 3-19**  
**Fatal Bus Involvements by Number of Quarter Turns and Direction of Roll**

Number of quarter turns	Roll left		Roll right		None		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
1	3	42.9	6	66.7	0	0.0	9	2.9
2	2	28.6	0	0.0	0	0.0	2	0.7
3	0	0.0	1	11.1	0	0.0	1	0.3
4	0	0.0	1	11.1	0	0.0	1	0.3
5	1	14.3	0	0.0	0	0.0	1	0.3
10	0	0.0	1	11.1	0	0.0	1	0.3
18	1	14.3	0	0.0	0	0.0	1	0.3
None	0	0.0	0	0.0	291	100.0	291	94.8
Total	7	100.0	9	100.0	291	100.0	307	100.0

Note: The BIFA Survey found four more rollovers than FARS reported.

**Table 3-20**  
**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	100.0	96	100.0	7	87.5	42	100.0	34	100.0	2	100.0	306	99.7
Fire in vehicle	0	0.0	0	0.0	1	12.5	0	0.0	0	0.0	0	0.0	1	0.3
Total	125	100.0	96	100.0	8	100.0	42	100.0	34	100.0	2	100.0	307	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 two as fatigued at the time of the crash.
- Drinking was reported for less than 1.0% of the bus drivers.
- Just under one-third (31.6%) of bus drivers involved in a fatal crash were female. Over 50% of school bus drivers were female.
- Twelve (3.9%) bus drivers were fatally injured in a traffic accident.
- One-third (33.3%) of involvements in which the bus driver suffered a fatal injury involved bus rollover, fire or driver ejection.
- Over half (57.6%) of school bus drivers were paid by the hour, as were 75.0% of transit drivers and 75.0% of intercity drivers.
- Overall, 8.5% of bus drivers involved in a fatal crash had a previous speeding conviction. Charter bus drivers had the highest percentage of previous speeding convictions. Transit bus drivers had the highest incidence of previous accidents (fatal and nonfatal).
- The vast majority (96.4%) of all bus drivers had a valid CDL license.
- Failure to yield was the most common driver factor (12.7%), followed by not in lane (4.6%), inattentive (4.2%) and driving too fast (4.2%).
- Over two-thirds (67.1%) 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	125	100.0	95	99.0	8	100.0	42	100.0	34	100.0	2	100.0	306	99.7
Drinking	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Total	125	100.0	96	100.0	8	100.0	42	100.0	34	100.0	2	100.0	307	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	39	31.2	21	21.9	5	62.5	9	21.4	9	26.5	0	0.0	83	27.0
Drugs involved	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Not reported	83	66.4	74	77.1	2	25.0	33	78.6	21	61.8	2	100.0	215	70.0
Reported unk.	3	2.4	1	1.0	1	12.5	0	0.0	4	11.8	0	0.0	9	2.9
Total	125	100.0	96	100.0	8	100.0	42	100.0	34	100.0	2	100.0	307	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	1	1.0	0	0.0	1	2.4	2	5.9	0	0.0	4	1.3
22-25	0	0.0	1	1.0	0	0.0	0	0.0	2	5.9	0	0.0	3	1.0
26-30	7	5.6	5	5.2	0	0.0	3	7.1	2	5.9	0	0.0	17	5.5
31-35	8	6.4	6	6.3	0	0.0	0	0.0	3	8.8	0	0.0	17	5.5
36-40	13	10.4	15	15.6	0	0.0	1	2.4	6	17.6	2	100.0	37	12.1
41-45	20	16.0	14	14.6	0	0.0	8	19.0	4	11.8	0	0.0	46	15.0
46-50	19	15.2	22	22.9	3	37.5	4	9.5	3	8.8	0	0.0	51	16.6
51-55	13	10.4	12	12.5	1	12.5	5	11.9	4	11.8	0	0.0	35	11.4
56-60	12	9.6	9	9.4	1	12.5	10	23.8	4	11.8	0	0.0	36	11.7
61-65	16	12.8	5	5.2	1	12.5	3	7.1	0	0.0	0	0.0	25	8.1
66-70	12	9.6	4	4.2	1	12.5	3	7.1	2	5.9	0	0.0	22	7.2
71-75	4	3.2	1	1.0	0	0.0	2	4.8	1	2.9	0	0.0	8	2.6
> 75	0	0.0	0	0.0	0	0.0	0	0.0	1	2.9	0	0.0	1	0.3
Unknown	1	0.8	1	1.0	1	12.5	2	4.8	0	0.0	0	0.0	5	1.6
Total	125	100.0	96	100.0	8	100.0	42	100.0	34	100.0	2	100.0	307	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	61	48.8	72	75.0	6	75.0	40	95.2	27	79.4	2	100.0	208	67.8
Female	63	50.4	24	25.0	1	12.5	2	4.8	7	20.6	0	0.0	97	31.6
Unknown	1	0.8	0	0.0	1	12.5	0	0.0	0	0.0	0	0.0	2	0.7
Total	125	100.0	96	100.0	8	100.0	42	100.0	34	100.0	2	100.0	307	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	11	8.8	13	13.5	0	0.0	4	9.5	4	11.8	0	0.0	32	10.4
Shoulder belt	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Lap belt	16	12.8	15	15.6	1	12.5	5	11.9	0	0.0	0	0.0	37	12.1
Lap and shoulder	84	67.2	51	53.1	5	62.5	30	71.4	25	73.5	1	50.0	196	63.8
Used, type unk	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Unknown	13	10.4	16	16.7	2	25.0	3	7.1	5	14.7	1	50.0	40	13.0
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

**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	1.0	1	12.5	5	11.9	3	8.8	0	0.0	12	3.9
Incapacitating (A)	6	4.8	3	3.1	0	0.0	2	4.8	5	14.7	0	0.0	16	5.2
Non-incapacitating (B)	13	10.4	6	6.3	1	12.5	2	4.8	5	14.7	1	50.0	28	9.1
Complaint of pain (C)	20	16.0	11	11.5	1	12.5	5	11.9	5	14.7	0	0.0	42	13.7
No injury (O)	82	65.6	74	77.1	4	50.0	28	66.7	16	47.1	1	50.0	205	66.8
Unknown	2	1.6	1	1.0	1	12.5	0	0.0	0	0.0	0	0.0	4	1.3
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

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

Rollover, fire ejection	Fatal injury (K)		Incapacitating (A)		Non-incapacitating (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	12.5	2	7.1	2	4.8	1	0.5	1	25.0	9	2.9
Fire only	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Ejection only	1	8.3	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Rollover and ejection	2	16.7	1	6.3	0	0.0	0	0.0	0	0.0	0	0.0	3	1.0
None	8	66.7	13	81.3	26	92.9	40	95.2	203	99.0	1	25.0	291	94.8
Unknown	0	0.0	0	0.0	0	0.0	0	0.0	1	0.5	2	50.0	3	1.0
<b>Total</b>	<b>12</b>	<b>100.0</b>	<b>16</b>	<b>100.0</b>	<b>28</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>205</b>	<b>100.0</b>	<b>4</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

**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	122	97.6	96	100.0	6	75.0	40	95.2	32	94.1	2	100.0	298	97.1
Extricated	1	0.8	0	0.0	1	12.5	2	4.8	2	5.9	0	0.0	6	2.0
Unknown	2	1.6	0	0.0	1	12.5	0	0.0	0	0.0	0	0.0	3	1.0
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

**Table 4-9  
Fatal Bus Involvements by Driver Compensation**

Compensation	No.	Pct.
Hourly only	176	57.3
Mileage only	5	1.6
Salary only	18	5.9
Driver owned only	2	0.7
Driver owned and tips	1	0.3
Hourly and mileage	3	1.0
Hourly and tips	2	0.7
Hourly, mileage and tips	1	0.3
Salary, primary employment not a bus driver	2	0.7
Driver is volunteer	3	1.0
Driver is volunteer, primary employment not a bus driver	1	0.3
Hourly, primary employment not a bus driver	1	0.3
Other and tips	1	0.3
Primary employment not a bus driver	4	1.3
Other		
Paid by trip/route	11	3.6
Paid by day	2	0.7
Paid flat rate	2	0.7
Paid by bid	1	0.3
Driver related to owner	1	0.3
Driver also a member of National Armed Services	2	0.7
No driver, bus was parked	1	0.3
Unknown	67	21.8
<b>Total</b>	<b>307</b>	<b>100.0</b>

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

<b>Operator type</b>	<b>No.</b>	<b>Pct.</b>
Compensation		
<b>School district</b>		
Hourly only	72	57.6
Salary only	16	12.8
Mileage only	1	0.8
Hourly and mileage	1	0.8
Hourly, primary employment not a bus driver	1	0.8
Salary, primary employment not a bus driver	1	0.8
Volunteer, primary employment not a bus driver	1	0.8
Other		
Paid by day	2	1.6
Paid by trip/route	8	6.4
Paid flat rate	1	0.8
Driver related to owner	1	0.8
No driver, bus was parked	1	0.8
Unknown	19	15.2
<b>Total school bus</b>	<b>125</b>	<b>100.0</b>
<b>Transit bus authority</b>		
Hourly only	72	75.0
Salary only	1	1.0
Unknown	23	24.0
<b>Total transit bus</b>	<b>96</b>	<b>100.0</b>
<b>Intercity bus operator</b>		
Hourly only	6	75.0
Other		
Paid by route	1	12.5
Unknown	1	12.5
<b>Total intercity bus</b>	<b>8</b>	<b>100.0</b>
<b>Charter bus operator</b>		
Hourly only	14	33.3
Mileage only	3	7.1
Salary only	1	2.4
Hourly and tips	1	2.4
Hourly and mileage	2	0.7
Hourly, mileage and tips	1	2.4
Driver owned	2	4.8
Tips and other	1	2.4
Other		
Paid by trip	2	4.8
Paid flat rate	1	2.4
Paid by bid	1	0.3
Unknown	13	31.0
<b>Total charter bus</b>	<b>42</b>	<b>100.0</b>
<b>Other operator</b>		
Hourly only	12	35.3
Mileage only	1	0.3
Hourly and tips	1	
Salary, primary employment not a bus driver	1	0.3
Driver is volunteer	3	8.8
Driver owned and tips	1	
Primary employment not a bus driver	4	11.8
Other		
Driver is member of National Armed Services	2	0.7
Unknown	9	26.5
<b>Total other operator</b>	<b>34</b>	<b>100.0</b>
<b>Unknown operator type</b>	<b>2</b>	<b>100.0</b>
<b>Total</b>	<b>307</b>	<b>100.0</b>

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

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	61	48.8	6	6.3	1	12.5	11	26.2	9	26.5	0	0.0	88	28.7
2 hrs	18	14.4	7	7.3	1	12.5	6	14.3	4	11.8	0	0.0	36	11.7
3 hrs	13	10.4	3	3.1	1	12.5	2	4.8	5	14.7	0	0.0	24	7.8
4-5 hrs	6	4.8	12	12.5	3	37.5	4	9.5	2	5.9	0	0.0	27	8.8
6-7 hrs	3	2.4	9	9.4	1	12.5	3	7.1	0	0.0	0	0.0	16	5.2
8-9 hrs	0	0.0	4	4.2	0	0.0	2	4.8	0	0.0	0	0.0	6	2.0
10-11 hrs	0	0.0	3	3.1	0	0.0	0	0.0	0	0.0	0	0.0	3	1.0
Unknown but legal	3	2.4	1	1.0	0	0.0	1	2.4	0	0.0	0	0.0	5	1.6
Unknown but over legal limit	0	0.0	0	0.0	0	0.0	0	0.0	1	2.9	0	0.0	1	0.3
Unoccupied	1	0.8	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	2	0.7
Unknown	20	16.0	50	52.1	1	12.5	13	31.0	13	38.2	2	100.0	99	32.2
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

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**

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	111	88.8	91	94.8	6	75.0	42	100.0	31	91.2	2	100.0	283	92.2
Manslaughter/homicide	1	0.8	0	0.0	1	12.5	0	0.0	0	0.0	0	0.0	2	0.7
Unsafe reckless	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Inattentive	1	0.8	0	0.0	0	0.0	0	0.0	2	5.9	0	0.0	3	1.0
Speeding	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Unreasonable speed	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Failure to stop, red signal	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Failure to obey stop sign	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Failure to signal	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Failure to yield	2	1.6	2	2.1	1	12.5	0	0.0	0	0.0	0	0.0	5	1.6
Any non-moving violation	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Any equipment violation	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Unknown violation	5	4.0	1	1.0	1	12.5	0	0.0	1	0.0	0	0.0	8	2.6
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

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	79.2	61	63.5	5	62.5	32	76.2	30	88.2	2	100.0	229	74.6
1	15	12.0	14	14.6	0	0.0	7	16.7	2	5.9	0	0.0	38	12.4
2	4	3.2	12	12.5	0	0.0	0	0.0	0	0.0	0	0.0	16	5.2
3	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
4	1	0.8	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	2	0.7
Not reported	5	4.0	7	7.3	2	25.0	2	4.8	1	2.9	0	0.0	17	5.5
Unknown	1	0.8	0	0.0	1	12.5	1	2.4	1	2.9	0	0.0	4	1.3
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

**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	121	96.8	91	94.8	7	87.5	40	95.2	30	88.2	1	50.0	290	94.5
1	3	2.4	2	2.1	0	0.0	1	2.4	1	2.9	1	50.0	8	2.6
3	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
2	0	0.0	3	3.1	0	0.0	0	0.0	1	2.9	0	0.0	4	1.3
4	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
5	0	0.0	0	0.0	0	0.0	0	0.0	1	2.9	0	0.0	1	0.3
Unknown	1	0.8	0	0.0	1	12.5	1	2.4	1	2.9	0	0.0	4	1.3
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

**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	116	92.8	88	91.7	6	75.0	35	83.3	30	88.2	2	100.0	277	90.2
1	7	5.6	7	7.3	1	12.5	4	9.5	1	2.9	0	0.0	20	6.5
2	0	0.0	1	1.0	0	0.0	1	2.4	1	2.9	0	0.0	3	1.0
3	1	0.8	0	0.0	0	0.0	1	2.4	0	0.0	0	0.0	2	0.7
4	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
5	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
6	0	0.0	0	0.0	0	0.0	0	0.0	1	2.9	0	0.0	1	0.3
Unknown	1	0.8	0	0.0	1	12.5	1	2.4	1	2.9	0	0.0	4	1.3
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

\* 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	110	88.0	85	88.5	6	75.0	32	76.2	29	85.3	1	50.0	263	85.7
1	12	9.6	8	8.3	0	0.0	9	21.4	2	5.9	0	0.0	31	10.1
2	0	0.0	2	2.1	1	12.5	0	0.0	2	5.9	0	0.0	5	1.6
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	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	2	0.7
5	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	50.0	1	0.3
Unknown	1	0.8	0	0.0	1	12.5	1	2.4	1	2.9	0	0.0	4	1.3
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

\* 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	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Not valid	0	0.0	2	2.1	0	0.0	2	4.8	1	2.9	0	0.0	5	1.6
Valid	123	98.4	94	97.9	7	87.5	38	90.5	32	94.1	2	100.0	296	96.4
Unknown if CDL	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	0	0.0	1	0.3
Unknown	1	0.8	0	0.0	1	12.5	1	2.4	1	2.9	0	0.0	4	1.3
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

**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	1	0.8	0	0.0	0	0.0	1	2.4	19	55.9	0	0.0	21	6.8
Suspended	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Expired	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Cancelled/denied	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Valid	122	97.6	93	96.9	7	87.5	38	90.5	14	41.2	2	100.0	276	89.9
Other - not valid	0	0.0	1	1.0	0	0.0	1	2.4	0	0.0	0	0.0	2	0.7
Unknown	1	0.8	0	0.0	1	12.5	2	4.8	1	2.9	0	0.0	5	1.6
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

**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	5	4.0	13	13.5	0	0.0	4	9.5	22	64.7	0	0.0	44	14.3
Complied	89	71.2	65	67.7	7	87.5	26	61.9	8	23.5	1	50.0	196	63.8
Not complied	1	0.8	0	0.0	0	0.0	0	0.0	1	2.9	0	0.0	2	0.7
Compliance unk	27	21.6	16	16.7	0	0.0	7	16.7	1	2.9	1	50.0	52	16.9
Unknown	3	2.4	2	2.1	1	12.5	5	11.9	2	5.9	0	0.0	13	4.2
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

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

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	81	64.8	70	72.9	3	37.5	34	81.0	16	47.1	2	100.0	206	67.1
<i>Physical/mental condition</i>														
Drowsy, asleep	0	0.0	0	0.0	0	0.0	1	2.4	1	2.9	0	0.0	2	0.7
Inattentive	9	7.2	3	3.1	0	0.0	0	0.0	1	2.9	0	0.0	13	4.2
<i>Miscellaneous causes</i>														
Improper tailing	0	0.0	0	0.0	1	12.5	0	0.0	0	0.0	0	0.0	1	0.3
Improper lane change	0	0.0	0	0.0	0	0.0	1	2.4	0	0.0	0	0.0	1	0.3
Not in lane	5	4.0	2	2.1	0	0.0	3	7.1	4	11.8	0	0.0	14	4.6
Improper starting or backing	2	1.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2	0.7
Erratic/reckless	1	0.8	1	1.0	0	0.0	0	0.0	3	8.8	0	0.0	5	1.6
Failure to yield	20	16.0	13	13.5	1	12.5	0	0.0	5	14.7	0	0.0	39	12.7
Failure to obey signs	3	2.4	1	1.0	0	0.0	1	2.4	0	0.0	0	0.0	5	1.6
Driving too fast	4	3.2	2	2.1	1	12.5	2	4.8	4	11.8	0	0.0	13	4.2
Other improper turn	0	0.0	2	2.1	0	0.0	0	0.0	2	5.9	0	0.0	4	1.3
Wrong side of road	0	0.0	0	0.0	0	0.0	0	0.0	1	2.9	0	0.0	1	0.3
Stopping in road	0	0.0	0	0.0	1	12.5	0	0.0	0	0.0	0	0.0	1	0.3
Over correcting	0	0.0	0	0.0	0	0.0	0	0.0	3	8.8	0	0.0	3	1.0
<i>Vision obscured by</i>														
Weather	2	1.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2	0.7
Glare	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Parked vehicle	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Inadequate defroster	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	0	0.0	0	0.0	1	12.5	0	0.0	0	0.0	0	0.0	1	0.3
Other obstruction	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>														
Slippery surface	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Flat tire	0	0.0	0	0.0	0	0.0	0	0.0	1	2.9	0	0.0	1	0.3
Vehicle in road	0	0.0	0	0.0	0	0.0	0	0.0	1	2.9	0	0.0	1	0.3
Pedestrian	1	0.8	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	2	0.7
Water, snow, oil	3	2.4	0	0.0	1	12.5	0	0.0	1	2.9	0	0.0	5	1.6
<i>Other misc. factors</i>														
Homicide	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Other nonmoving violation	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
<i>Possible distractions</i>														
Cellular phone in vehicle	1	0.8	4	4.2	0	0.0	0	0.0	0	0.0	0	0.0	5	1.6
Cellular phone in use	0	0.0	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Unknown	2	1.6	4	4.2	0	0.0	1	2.4	0	0.0	0	0.0	7	2.3
<b>Total</b>	<b>125</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>8</b>	<b>100.0</b>	<b>42</b>	<b>100.0</b>	<b>34</b>	<b>100.0</b>	<b>2</b>	<b>100.0</b>	<b>307</b>	<b>100.0</b>

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

<b>Abbreviation</b>	<b>Definition</b>
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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