

BUSES INVOLVED IN FATAL ACCIDENTS FACTBOOK 2005



Center for National Truck and Bus Statistics
University of Michigan Transportation Research Institute
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16. Abstract This document presents aggregate statistics on buses involved in traffic accidents in 2005. 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
LENGTH					LENGTH				
in	inches	25.4	millimeters	mm	mm	Millimeters	0.039	Inches	in
ft	feet	0.305	meters	m	M	Meters	3.28	Feet	ft
yd	yards	0.914	meters	m	M	Meters	1.09	Yards	yd
mi	miles	1.61	kilometers	km	Km	Kilometers	0.621	Miles	mi
AREA					AREA				
in ²	square inches	645.2	square millimeters	mm ²	mm ²	square millimeters	0.0016	square inches	in ²
ft ²	square feet	0.093	square meters	m ²	m ²	square meters	10.764	square feet	ft ²
yd ²	square yards	0.836	square meters	m ²	m ²	square meters	1.195	square yards	yd ²
ac	acres	0.405	hectares	ha	Ha	Hectares	2.47	Acres	ac
mi ²	square miles	2.59	square kilometers	km ²	Km ²	square kilometers	0.386	square miles	mi ²
VOLUME					VOLUME				
fl oz	fluid ounces	29.57	milliliters	mL	mL	Milliliters	0.034	fluid ounces	fl oz
gal	gallons	3.785	liters	L	L	Liters	0.264	Gallons	gal
ft ³	cubic feet	0.028	cubic meters	m ³	m ³	cubic meters	35.71	cubic feet	ft ³
yd ³	cubic yards	0.765	cubic meters	m ³	m ³	cubic meters	1.307	cubic yards	yd ³
NOTE: Volumes greater than 1000 L shall be shown in m ³ .									
MASS					MASS				
oz	ounces	28.35	grams	g	G	Grams	0.035	Ounces	oz
lb	pounds	0.454	kilograms	kg	Kg	Kilograms	2.202	Pounds	lb
T	short tons (2001 lb)	0.907	megagrams (or "metric ton")	Mg (or "t")	Mg (or "t")	megagrams (or "metric ton")	1.103	short tons (2001 lb)	T
TEMPERATURE (exact)					TEMPERATURE (exact)				
°F	Fahrenheit temperature	5(F-32)/9 or (F-32)/1.8	Celcius temperature	°C	°C	Celcius temperature	1.8C + 32	Fahrenheit temperature	°F
ILLUMINATION					ILLUMINATION				
fc	foot-candles	10.76	lux	lx	Lx	Lux	0.0929	foot-candles	fc
fl	foot-Lamberts	3.426	candela/m ²	cd/m ²	Cd/m ²	candela/m ²	0.2919	foot-lamberts	fl
FORCE and PRESSURE or STRESS					FORCE and PRESSURE or STRESS				
lbf	poundforce	4.45	newtons	N	N	Newtons	0.225	Poundforce	lbf
lbf/in ²	poundforce per square inch	6.89	kilopascals	kPa	kPa	Kilopascals	0.145	poundforce per square inch	lbf/in ²

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

(Revised September 1993)

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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 2005*, 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 2005 BIFA file is a census file, meaning there is one record for each of the 310 buses involved in a fatal accident that year.

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

The BIFA file combines the detailed physical description of the vehicle from the BIFA survey with matching accident, driver, and vehicle data from the FARS file. Almost all variables in FARS describing the accident, vehicle, and driver are included in the BIFA file. No FARS data are altered or corrected. The BIFA variables supplement the FARS data with extensive detail on the bus, including information about the physical configuration of the bus, the type of organization operating the bus, and the type of application the bus was used for. In addition, the BIFA survey determines the seating capacity of the bus; information regarding the driver; and several other details of the operations of the bus. The methodology, as well as a complete list of variables and data in the BIFA survey, is fully documented in *Buses Involved in Fatal Accidents Codebook 2005*.

Report overview

This report consists of four sections. The “Trends” section provides data on fatalities and fatal accident involvements from 2001 through 2005. The “Accident conditions” section provides information about the accidents the buses were involved in, including distributions of bus fatal involvements across states, and information about the weather, road type, and roadway condition at the time of the accident. The “Vehicle” section includes statistics about bus body style, seating capacity, and the axle counts of the buses. The “Driver” section includes information about bus driver injury, licensing, previous driving record, age, sex, and other driver characteristics.

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

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

Bus Operator Types Used in this Factbook

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

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

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

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

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

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

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

Trends, 2001-2005

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 2001-2005, an average of 312 buses were involved in a fatal traffic accident each year. In 2005 there was an increase of 3 bus involvements (310 total) from 307 involvements in 2004.
- Buses owned or operated for a school district were the most common operator type, accounting for 39.3% 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 31.6%.
- The number of school bus involvements (125) remained the same in 2005 as in 2004.
- California, New York, and Florida had the greatest number of bus involvements over the period 2001-2005.
- Total fatalities for 2005 showed an increase of 8.0% from the 2004 figure of 352. In 2005 there were 380 persons killed in crashes involving a bus; 12 of them were bus drivers, and 67 were passengers on the bus. Other vehicle drivers and passengers represented the largest source of fatalities with 193 (50.8%), and non-motorists represented 108 (28.4%) of the fatalities.
- Of the non-motorist fatalities, 89 pedestrians and 16 bicyclists were killed during 2005 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.
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
2005	125	93	14	44	33	1	310
Total	613	494	55	190	153	56	1561

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

Bus Operator Type	2001		2002		2003		2004		2005		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
School district	131	42.0	102	34.2	130	38.9	125	40.7	85	27.4	573	36.7
Urban transit authority	96	30.8	98	32.9	111	33.2	96	31.3	93	30.0	494	31.6
Scheduled intercity	15	4.8	10	3.4	8	2.4	8	2.6	14	4.5	55	3.5
Charter bus	37	11.9	29	9.7	38	11.4	42	13.7	44	14.2	190	12.2
Private company	2	0.6	2	0.7	4	1.2	2	0.7	2	0.6	12	0.8
Non-government organization	9	2.9	10	3.4	11	3.3	9	2.9	4	1.3	43	2.8
Non-educational unit of government	1	0.3	4	1.3	7	2.1	6	2.0	7	2.3	25	1.6
Private, for personal transportation	1	0.3	1	0.3	0	0.0	0	0.0	0	0.0	2	0.1
Contractor for school district*	0	0.0	0	0.0	0	0.0	0	0.0	40	12.9	40	2.6
Other	10	3.2	7	2.3	17	5.1	17	5.5	20	6.5	71	4.5
Unknown	10	3.2	35	11.7	8	2.4	2	0.7	1	0.3	56	3.6
Total	312	100.0	298	100.0	334	100.0	307	100.0	310	100.0	1561	100.0

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

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

Bus operator type Bus seating capacity	2001		2002		2003		2004		2005		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
School district												
8-14	3	1.0	3	1.0	5	1.5	0	0.0	3	1.0	14	0.9
15-50	18	1.0	23	7.7	29	8.7	14	4.6	27	8.7	111	7.1
51-99	107	34.3	74	24.8	92	27.5	99	32.2	83	26.8	455	29.1
Est. 15 or more	1	0.3	2	0.7	2	0.6	10	3.3	10	3.2	25	1.6
Unknown	2	0.6	0	0.0	2	0.6	2	0.7	2	0.6	8	0.5
Total school district	131	42.0	102	34.2	130	38.9	125	40.7	125	40.3	613	39.3
Transit bus authority												
8-14	1	0.3	2	0.7	5	1.5	5	1.6	5	1.6	18	1.2
15-50	81	26.0	89	29.9	91	27.2	69	22.5	74	23.9	404	25.9
51-99	13	4.2	5	1.7	7	2.1	3	1.0	7	2.3	35	2.2
Est. 15 or more	0	0.0	1	0.3	7	2.1	18	5.9	4	1.3	30	1.9
Unknown	1	0.3	1	0.3	1	0.3	1	0.3	3	1.0	7	0.4
Total transit bus	96	30.8	98	32.9	111	33.2	96	31.3	93	30.0	494	31.6
Intercity bus operator												
8-14	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
15-50	10	3.2	7	2.3	3	0.9	4	1.3	4	1.3	28	1.8
51-99	5	1.6	3	1.0	5	1.5	4	1.3	9	2.9	26	1.7
Est. 15 or more	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3	1	0.1
Total intercity bus	15	4.8	10	3.4	8	2.4	8	2.6	14	4.5	55	3.5
Charter bus operator												
8-14	0	0.0	0	0.0	0	0.0	1	0.3	0	0.0	1	0.1
15-50	18	5.8	14	4.7	14	4.2	18	5.9	20	6.5	84	5.4
51-99	8	2.6	7	2.3	17	5.1	16	5.2	20	6.5	68	4.4
Est. 15 or more	9	2.9	8	2.7	4	1.2	7	2.3	4	1.3	32	2.0
Unknown	2	0.6	0	0.0	3	0.9	0	0.0	0	0.0	5	0.3
Total charter bus	37	11.9	29	9.7	38	11.4	42	13.7	44	14.2	190	12.2
Other operator												
8-14	3	1.0	6	2.0	17	5.1	18	5.9	14	4.5	58	3.7
15-50	14	4.5	12	4.0	17	5.1	8	2.6	14	4.5	65	4.2
51-99	4	1.3	3	1.0	4	1.2	3	1.0	3	1.0	17	1.1
Est. 15 or more	1	0.3	3	1.0	0	0.0	4	1.3	1	0.3	9	0.6
Unknown	1	0.3	0	0.0	1	0.3	1	0.3	1	0.3	4	0.3
Total other	23	7.4	24	8.1	39	11.7	34	11.1	33	10.6	153	9.8
Unknown operator type												
8-14	0	0.0	3	1.0	0	0.0	0	0.0	0	0.0	3	0.2
15-50	0	0.0	0	0.0	1	0.3	0	0.0	0	0.0	1	0.1
51-99	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Est. 15 or more	0	0.0	3	1.0	0	0.0	1	0.3	0	0.0	4	0.3
Unknown	10	3.2	29	9.7	7	2.1	1	0.3	1	0.3	48	3.1
Total unknown	10	3.2	35	11.7	8	2.4	2	0.7	1	0.3	56	3.6
Total	312	100.0	298	100.0	334	100.0	307	100.0	310	100.0	1561	100.0

Table 1-4 Fatal Bus Involvements by Year and State

State	2001		2002		2003		2004		2005		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Alabama	4	1.3	1	0.3	2	0.6	5	1.6	0	0.0	12	0.8
Alaska	3	1.0	0	0.0	0	0.0	1	0.3	0	0.0	4	0.3
Arizona	6	1.9	8	2.7	8	2.4	12	3.9	9	2.9	43	2.8
Arkansas	7	2.2	3	1.0	1	0.3	4	1.3	3	1.0	18	1.2
California	38	12.2	38	12.8	41	12.3	37	12.1	31	10.0	185	11.9
Colorado	6	1.9	6	2.0	9	2.7	4	1.3	3	1.0	28	1.8
Connecticut	0	0.0	3	1.0	1	0.3	2	0.7	5	1.6	11	0.7
Delaware	0	0.0	1	0.3	4	1.2	2	0.7	3	1.0	10	0.6
Dist of Columbia	2	0.6	1	0.3	2	0.6	1	0.3	3	1.0	9	0.6
Florida	21	6.7	22	7.4	21	6.3	26	8.5	31	10.0	121	7.8
Georgia	9	2.9	8	2.7	13	3.9	10	3.3	6	1.9	46	2.9
Hawaii	5	1.6	5	1.7	3	0.9	5	1.6	3	1.0	21	1.3
Idaho	4	1.3	2	0.7	1	0.3	1	0.3	1	0.3	9	0.6
Illinois	13	4.2	7	2.3	7	2.1	6	2.0	13	4.2	46	2.9
Indiana	4	1.3	1	0.3	4	1.2	3	1.0	6	1.9	18	1.2
Iowa	3	1.0	3	1.0	3	0.9	4	1.3	5	1.6	18	1.2
Kansas	2	0.6	3	1.0	4	1.2	3	1.0	3	1.0	15	1.0
Kentucky	2	0.6	5	1.7	5	1.5	5	1.6	3	1.0	20	1.3
Louisiana	8	2.6	3	1.0	5	1.5	4	1.3	5	1.6	25	1.6
Maine	2	0.6	0	0.0	0	0.0	1	0.3	1	0.3	4	0.3
Maryland	5	1.6	5	1.7	12	3.6	10	3.3	10	3.2	42	2.7
Massachusetts	3	1.0	6	2.0	5	1.5	4	1.3	0	0.0	18	1.2
Michigan	9	2.9	11	3.7	6	1.8	10	3.3	9	2.9	45	2.9
Minnesota	5	1.6	4	1.3	6	1.8	4	1.3	8	2.6	27	1.7
Mississippi	2	0.6	1	0.3	1	0.3	2	0.7	0	0.0	6	0.4
Missouri	6	1.9	8	2.7	10	3.0	7	2.3	10	3.2	41	2.6
Montana	0	0.0	1	0.3	1	0.3	0	0.0	0	0.0	2	0.1
Nebraska	2	0.6	1	0.3	3	0.9	1	0.3	1	0.3	8	0.5
Nevada	5	1.6	6	2.0	6	1.8	2	0.7	4	1.3	23	1.5
New Hampshire	0	0.0	0	0.0	1	0.3	1	0.3	1	0.3	3	0.2
New Jersey	10	3.2	12	4.0	10	3.0	13	4.2	15	4.8	60	3.8
New Mexico	3	1.0	5	1.7	3	0.9	4	1.3	2	0.6	17	1.1
New York	39	12.5	26	8.7	32	9.6	25	8.1	24	7.7	146	9.4
North Carolina	2	0.6	6	2.0	9	2.7	8	2.6	8	2.6	33	2.1
North Dakota	0	0.0	1	0.3	3	0.9	0	0.0	0	0.0	4	0.3
Ohio	6	1.9	9	3.0	14	4.2	6	2.0	9	2.9	44	2.8
Oklahoma	4	1.3	4	1.3	5	1.5	3	1.0	2	0.6	18	1.2
Oregon	2	0.6	3	1.0	3	0.9	2	0.7	2	0.6	12	0.8
Pennsylvania	12	3.8	15	5.0	27	8.1	14	4.6	19	6.1	87	5.6
Rhode Island	1	0.3	2	0.7	0	0.0	1	0.3	0	0.0	4	0.3
South Carolina	7	2.2	5	1.7	0	0.0	6	2.0	6	1.9	24	1.5
South Dakota	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3	1	0.1
Tennessee	6	1.9	3	1.0	5	1.5	7	2.3	4	1.3	25	1.6
Texas	16	5.1	24	8.1	17	5.1	18	5.9	15	4.8	90	5.8
Utah	2	0.6	2	0.7	2	0.6	4	1.3	1	0.3	11	0.7
Vermont	1	0.3	1	0.3	2	0.6	0	0.0	0	0.0	4	0.3
Virginia	5	1.6	6	2.0	4	1.2	9	2.9	12	3.9	36	2.3
Washington	10	3.2	3	1.0	6	1.8	2	0.7	6	1.9	27	1.7
West Virginia	2	0.6	3	1.0	1	0.3	2	0.7	1	0.3	9	0.6
Wisconsin	8	2.6	5	1.7	6	1.8	6	2.0	6	1.9	31	2.0
Wyoming	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Total	312	100.0	298	100.0	334	100.0	307	100.0	310	100.0	1561	100.0

Annual fatalities

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

Vehicle/Person type	2001		2002		2003		2004		2005		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
<i>Bus</i>												
Driver	12	3.4	11	3.1	9	2.3	12	3.4	12	3.2	56	3.0
Passenger	25	7.0	44	12.3	49	12.5	43	12.2	67	17.6	228	12.4
Unknown occupant type	0	0.0	0	0.0	1	0.3	0	0.0	0	0.0	1	0.1
<i>Bus total</i>	37	10.4	55	15.3	59	15.1	55	15.6	79	20.8	285	15.5
<i>Other vehicle</i>												
Drivers	153	43.0	151	42.1	157	40.2	161	45.7	149	39.2	771	41.9
Passengers	60	16.9	56	15.6	73	18.7	40	11.4	44	11.6	273	14.9
Unknown occupant type	0	0.0	0	0.0	1	0.3	0	0.0	0	0.0	1	0.1
<i>Other vehicle total</i>	213	59.8	207	57.7	231	59.1	201	57.1	193	50.8	1045	56.9
<i>Non-motorists</i>												
Pedestrian	92	25.8	83	23.1	93	23.8	89	25.3	89	23.4	446	24.3
Bicyclist	14	3.9	13	3.6	8	2.0	6	1.7	16	4.2	57	3.1
Other non-motorist	0	0.0	1	0.3	0	0.0	1	0.3	3	0.8	5	0.3
<i>Non-motorist total</i>	106	29.8	97	27.0	101	25.8	96	27.3	108	28.4	508	27.6
Total	356	100.0	359	100.0	391	100.0	352	100.0	380	100.0	1838	100.0

Accident conditions

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

- About 54% 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, 85.5% of fatal involvements of buses occurred during the work week, but this varies by bus type. Transit buses experienced 23.7% of their involvements on the weekend (Saturday and Sunday), compared with only 0.8% for school buses.
- The majority (89.0%) of fatal involvements occurred under “normal” weather conditions (i.e. no rain, snow, fog, or other adverse condition). Nineteen or 6.1% of fatal involvements occurred under rain conditions.
- Overall, 72.3% of the fatal bus involvements occurred in daylight and 23.8% of the involvements occurred under dark or dark but lighted conditions. Charter buses had a high incidence of fatal involvements occurring during dark or dark but lighted conditions, accounting for 45.5% of the involvements.
- Local streets (township or municipality) accounted for 34.5% of fatal bus involvements, 25.5% of bus involvements were on state highways, and 14.8% were on county roads.
- Over fifty-five percent of the fatal involvements of buses occurred on undivided roads with two-way traffic.
- In 31.9% of fatal involvements, the bus hit an object in the road (often a pedestrian or other non-motorist); in 8.1% of involvements another vehicle crossed the center line of the road and struck the bus head on; and in 8.1% of involvements the bus struck the side of another vehicle. These proportions can differ dramatically by bus type.
- In 62.6% of fatal bus involvements the first harmful event was collision with a motor vehicle; 23.5% involved collision with a pedestrian. Transit and school buses had the highest incidence of collisions involving pedestrians, with 37.6% and 21.6% respectively.

- Over 31% of fatal bus involvements included a non-motorist fatality. Among school buses 73.5% of the non-motorist fatalities were not passengers of the bus. For all bus types, the majority of non-motorists killed were not bus passengers.
- 12% (15) of school bus involvements occurred in Florida, while 16% (15) of transit bus involvements were in California.

Geographic distributions

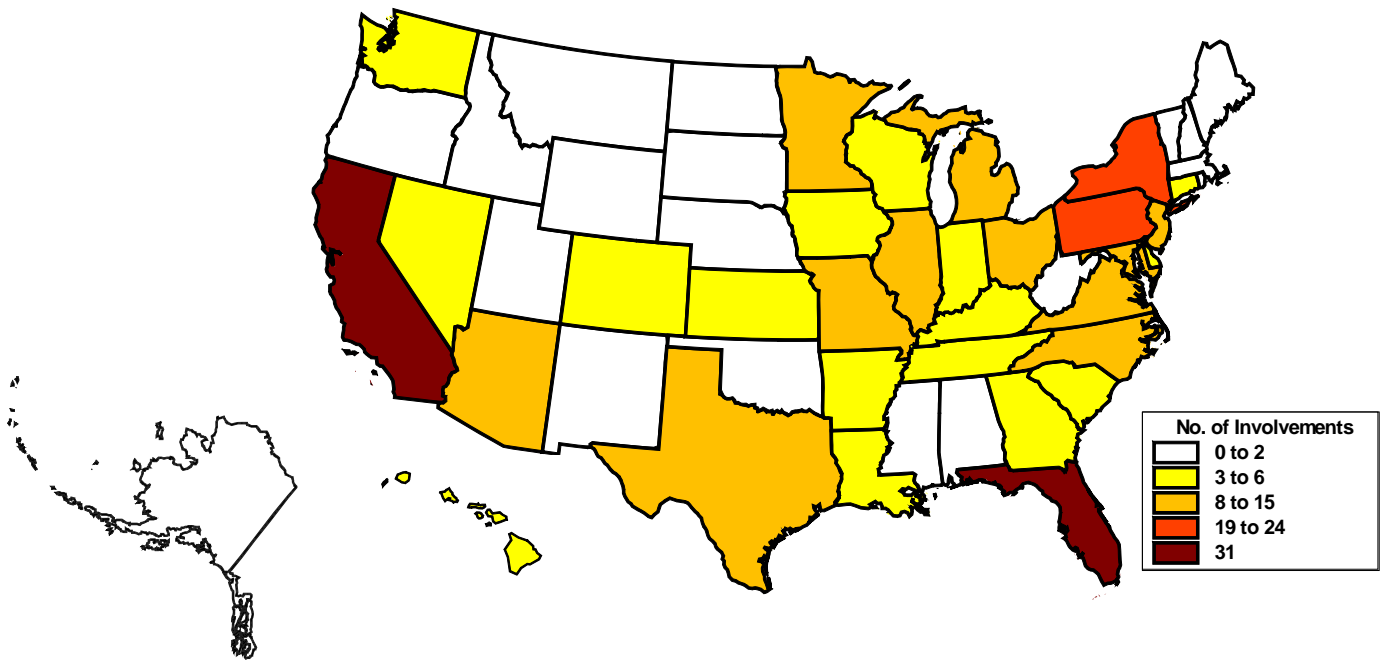


Figure 2-1: Fatal Bus Involvements by State

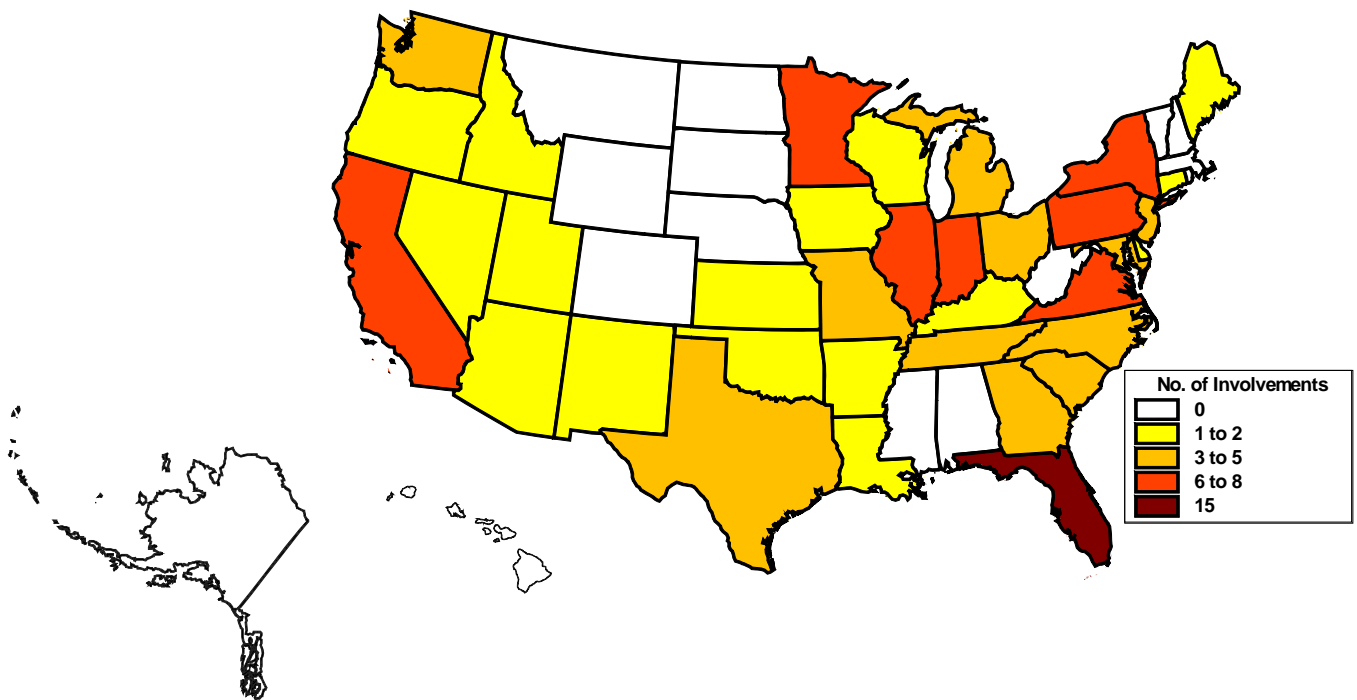


Figure 2-2: Fatal Bus Involvements by State – School Buses Only

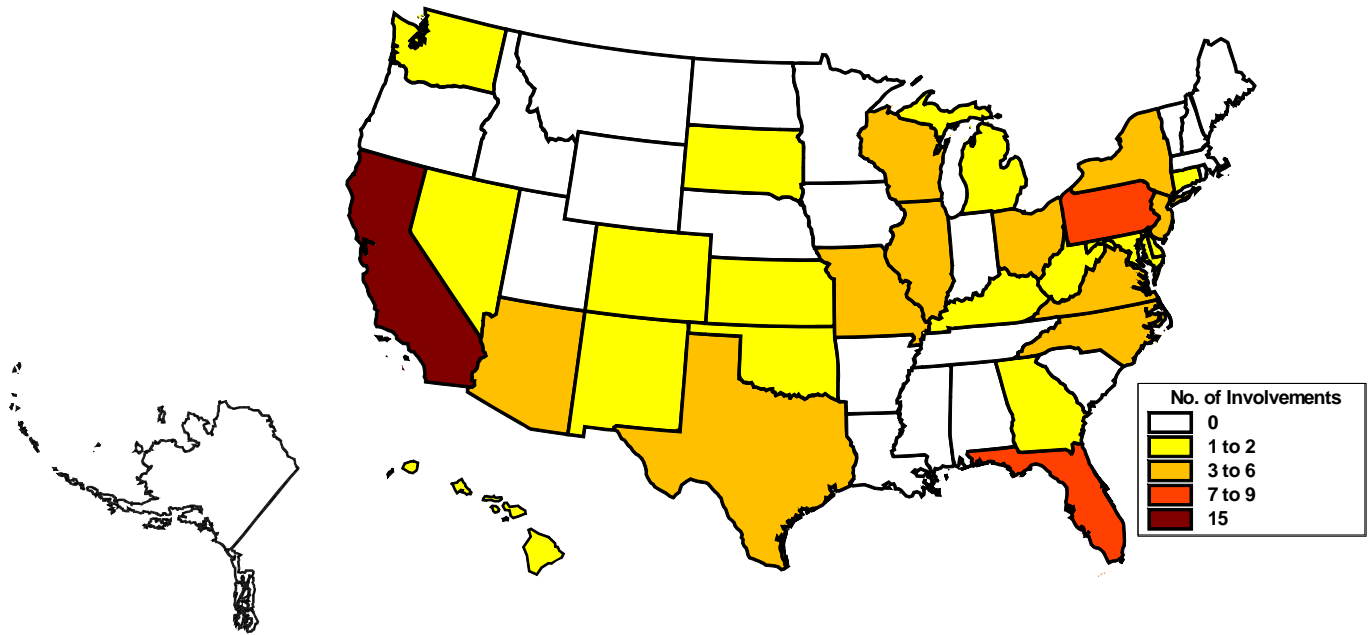


Figure 2-3: Fatal Bus Involvements by State – Transit Buses Only

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

State	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Alabama	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Alaska	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Arizona	2	1.6	4	4.3	1	7.1	1	2.3	1	3.0	0	0.0	9	2.9
Arkansas	2	1.6	0	0.0	1	7.1	0	0.0	0	0.0	0	0.0	3	1.0
California	6	4.8	15	16.1	2	14.3	3	6.8	5	15.2	0	0.0	31	10.0
Colorado	0	0.0	2	2.2	0	0.0	1	2.3	0	0.0	0	0.0	3	1.0
Connecticut	1	0.8	2	2.2	0	0.0	0	0.0	2	6.1	0	0.0	5	1.6
Delaware	1	0.8	1	1.1	0	0.0	1	2.3	0	0.0	0	0.0	3	1.0
Dist of Columbia	0	0.0	2	2.2	0	0.0	0	0.0	1	3.0	0	0.0	3	1.0
Florida	15	12.0	7	7.5	0	0.0	6	13.6	3	9.1	0	0.0	31	10.0
Georgia	4	3.2	1	1.1	0	0.0	0	0.0	1	3.0	0	0.0	6	1.9
Hawaii	0	0.0	2	2.2	0	0.0	1	2.3	0	0.0	0	0.0	3	1.0
Idaho	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Illinois	8	6.4	3	3.2	0	0.0	2	4.5	0	0.0	0	0.0	13	4.2
Indiana	6	4.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	6	1.9
Iowa	1	0.8	0	0.0	1	7.1	2	4.5	1	3.0	0	0.0	5	1.6
Kansas	1	0.8	1	1.1	1	7.1	0	0.0	0	0.0	0	0.0	3	1.0
Kentucky	1	0.8	1	1.1	0	0.0	1	2.3	0	0.0	0	0.0	3	1.0
Louisiana	2	1.6	0	0.0	1	7.1	2	4.5	0	0.0	0	0.0	5	1.6
Maine	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Maryland	4	3.2	2	2.2	0	0.0	1	2.3	3	9.1	0	0.0	10	3.2
Massachusetts	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Michigan	5	4.0	1	1.1	0	0.0	2	4.5	1	3.0	0	0.0	9	2.9
Minnesota	7	5.6	0	0.0	0	0.0	1	2.3	0	0.0	0	0.0	8	2.6
Mississippi	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Missouri	5	4.0	3	3.2	0	0.0	0	0.0	2	6.1	0	0.0	10	3.2
Montana	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Nebraska	0	0.0	0	0.0	0	0.0	0	0.0	1	3.0	0	0.0	1	0.3
Nevada	1	0.8	1	1.1	0	0.0	2	4.5	0	0.0	0	0.0	4	1.3
New Hampshire	0	0.0	0	0.0	0	0.0	0	0.0	1	3.0	0	0.0	1	0.3
New Jersey	3	2.4	5	5.4	0	0.0	7	15.9	0	0.0	0	0.0	15	4.8
New Mexico	1	0.8	1	1.1	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
New York	8	6.4	6	6.5	3	21.4	4	9.1	2	6.1	1	100.0	24	7.7
North Carolina	4	3.2	3	3.2	0	0.0	0	0.0	1	3.0	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	4	3.2	4	4.3	0	0.0	0	0.0	1	3.0	0	0.0	9	2.9
Oklahoma	1	0.8	1	1.1	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
Oregon	1	0.8	0	0.0	0	0.0	0	0.0	1	3.0	0	0.0	2	0.6
Pennsylvania	6	4.8	9	9.7	1	7.1	2	4.5	1	3.0	0	0.0	19	6.1
Rhode Island	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
South Carolina	4	3.2	0	0.0	0	0.0	0	0.0	2	6.1	0	0.0	6	1.9
South Dakota	0	0.0	1	1.1	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Tennessee	3	2.4	0	0.0	0	0.0	1	2.3	0	0.0	0	0.0	4	1.3
Texas	3	2.4	5	5.4	3	21.4	2	4.5	2	6.1	0	0.0	15	4.8
Utah	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Vermont	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Virginia	8	6.4	4	4.3	0	0.0	0	0.0	0	0.0	0	0.0	12	3.9
Washington	3	2.4	2	2.2	0	0.0	0	0.0	1	3.0	0	0.0	6	1.9
West Virginia	0	0.0	1	1.1	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Wisconsin	1	0.8	3	3.2	0	0.0	2	4.5	0	0.0	0	0.0	6	1.9
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	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	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	21	16.8	8	8.6	1	7.1	3	6.8	2	6.1	0	0.0	35	11.3
February	8	6.4	5	5.4	2	14.3	3	6.8	6	18.2	0	0.0	24	7.7
March	12	9.6	5	5.4	0	0.0	6	13.6	0	0.0	0	0.0	23	7.4
April	13	10.4	13	14.0	0	0.0	3	6.8	6	18.2	0	0.0	35	11.3
May	15	12.0	8	8.6	3	21.4	3	6.8	5	15.2	0	0.0	34	11.0
June	3	2.4	4	4.3	0	0.0	5	11.4	3	9.1	0	0.0	15	4.8
July	2	1.6	7	7.5	2	14.3	2	4.5	3	9.1	0	0.0	16	5.2
August	8	6.4	4	4.3	0	0.0	1	2.3	2	6.1	0	0.0	15	4.8
September	6	4.8	9	9.7	0	0.0	5	11.4	2	6.1	1	100.0	23	7.4
October	15	12.0	15	16.1	1	7.1	3	6.8	1	3.0	0	0.0	35	11.3
November	14	11.2	8	8.6	3	21.4	3	6.8	0	0.0	0	0.0	28	9.0
December	8	6.4	7	7.5	2	14.3	7	15.9	3	9.1	0	0.0	27	8.7
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	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	1	0.8	7	7.5	4	28.6	5	11.4	4	12.1	0	0.0	21	6.8
Monday	37	29.6	13	14.0	0	0.0	5	11.4	5	15.2	0	0.0	60	19.4
Tuesday	25	20.0	13	14.0	3	21.4	8	18.2	5	15.2	0	0.0	54	17.4
Wednesday	25	20.0	9	9.7	2	14.3	3	6.8	3	9.1	0	0.0	42	13.5
Thursday	24	19.2	17	18.3	0	0.0	7	15.9	3	9.1	0	0.0	51	16.5
Friday	13	10.4	19	20.4	4	28.6	10	22.7	11	33.3	1	100.0	58	18.7
Saturday	0	0.0	15	16.1	1	7.1	6	13.6	2	6.1	0	0.0	24	7.7
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	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	124	99.2	71	76.3	9	64.3	33	75.0	27	81.8	1	100.0	265	85.5
Weekend	1	0.8	22	23.7	5	35.7	11	25.0	6	18.2	0	0.0	45	14.5
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

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

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

Time of accident	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Midnight	0	0.0	0	0.0	1	7.1	0	0.0	0	0.0	0	0.0	1	0.3
1:00 AM	0	0.0	0	0.0	0	0.0	1	2.3	1	3.0	0	0.0	2	0.6
2:00 AM	0	0.0	1	1.1	0	0.0	1	2.3	1	3.0	0	0.0	3	1.0
3:00 AM	0	0.0	0	0.0	1	7.1	2	4.5	1	3.0	0	0.0	4	1.3
4:00 AM	1	0.8	0	0.0	1	7.1	1	2.3	0	0.0	0	0.0	3	1.0
5:00 AM	0	0.0	2	2.2	0	0.0	2	4.5	0	0.0	0	0.0	4	1.3
6:00 AM	16	12.8	9	9.7	0	0.0	3	6.8	3	9.1	0	0.0	31	10.0
7:00 AM	21	16.8	9	9.7	2	14.3	2	4.5	2	6.1	0	0.0	36	11.6
8:00 AM	13	10.4	4	4.3	1	7.1	1	2.3	0	0.0	0	0.0	19	6.1
9:00 AM	5	4.0	6	6.5	1	7.1	3	6.8	1	3.0	1	100.0	17	5.5
10:00 AM	3	2.4	3	3.2	0	0.0	3	6.8	5	15.2	0	0.0	14	4.5
11:00 AM	3	2.4	1	1.1	1	7.1	1	2.3	2	6.1	0	0.0	8	2.6
Noon	2	1.6	7	7.5	0	0.0	1	2.3	1	3.0	0	0.0	11	3.5
1:00 PM	5	4.0	2	2.2	0	0.0	1	2.3	1	3.0	0	0.0	9	2.9
2:00 PM	15	12.0	3	3.2	1	7.1	0	0.0	2	6.1	0	0.0	21	6.8
3:00 PM	20	16.0	5	5.4	3	21.4	3	6.8	2	6.1	0	0.0	33	10.6
4:00 PM	11	8.8	11	11.8	0	0.0	2	4.5	4	12.1	0	0.0	28	9.0
5:00 PM	3	2.4	6	6.5	0	0.0	6	13.6	2	6.1	0	0.0	17	5.5
6:00 PM	3	2.4	9	9.7	0	0.0	2	4.5	2	6.1	0	0.0	16	5.2
7:00 PM	1	0.8	5	5.4	1	7.1	1	2.3	1	3.0	0	0.0	9	2.9
8:00 PM	1	0.8	6	6.5	0	0.0	2	4.5	0	0.0	0	0.0	9	2.9
9:00 PM	2	1.6	1	1.1	1	7.1	2	4.5	2	6.1	0	0.0	8	2.6
10:00 PM	0	0.0	1	1.1	0	0.0	2	4.5	0	0.0	0	0.0	3	1.0
11:00 PM	0	0.0	1	1.1	0	0.0	2	4.5	0	0.0	0	0.0	3	1.0
Unknown	0	0.0	1	1.1	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

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

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

Time of accident	Work week		Weekend		Total	
	No.	Pct.	No.	Pct.	No.	Pct.
Midnight	1	0.4	0	0.0	1	0.3
1:00 AM	0	0.0	2	4.4	2	0.6
2:00 AM	1	0.4	2	4.4	3	1.0
3:00 AM	3	1.1	1	2.2	4	1.3
4:00 AM	2	0.8	1	2.2	3	1.0
5:00 AM	4	1.5	0	0.0	4	1.3
6:00 AM	29	10.9	2	4.4	31	10.0
7:00 AM	32	12.1	4	8.9	36	11.6
8:00 AM	18	6.8	1	2.2	19	6.1
9:00 AM	14	5.3	3	6.7	17	5.5
10:00 AM	11	4.2	3	6.7	14	4.5
11:00 AM	6	2.3	2	4.4	8	2.6
Noon	8	3.0	3	6.7	11	3.5
1:00 PM	8	3.0	1	2.2	9	2.9
2:00 PM	18	6.8	3	6.7	21	6.8
3:00 PM	32	12.1	1	2.2	33	10.6
4:00 PM	25	9.4	3	6.7	28	9.0
5:00 PM	15	5.7	2	4.4	17	5.5
6:00 PM	12	4.5	4	8.9	16	5.2
7:00 PM	8	3.0	1	2.2	9	2.9
8:00 PM	5	1.9	4	8.9	9	2.9
9:00 PM	8	3.0	0	0.0	8	2.6
10:00 PM	2	0.8	1	2.2	3	1.0
11:00 PM	2	0.8	1	2.2	3	1.0
Unknown	1	0.4	0	0.0	1	0.3
Total	265	100.0	45	100.0	310	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	73	58.4	84	90.3	7	50.0	31	70.5	24	72.7	1	100.0	220	71.0
Rural	48	38.4	8	8.6	7	50.0	13	29.5	9	27.3	0	0.0	85	27.4
Unknown	4	3.2	1	1.1	0	0.0	0	0.0	0	0.0	0	0.0	5	1.6
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

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	105	84.0	61	65.6	10	71.4	22	50.0	25	75.8	1	100.0	224	72.3
Dark	5	4.0	6	6.5	2	14.3	11	25.0	4	12.1	0	0.0	28	9.0
Dark but lighted	8	6.4	23	24.7	2	14.3	9	20.5	4	12.1	0	0.0	46	14.8
Dawn	4	3.2	1	1.1	0	0.0	1	2.3	0	0.0	0	0.0	6	1.9
Dusk	3	2.4	2	2.2	0	0.0	1	2.3	0	0.0	0	0.0	6	1.9
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

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	103	82.4	80	86.0	10	71.4	39	88.6	28	84.8	1	100.0	261	84.2
Wet	14	11.2	9	9.7	3	21.4	4	9.1	4	12.1	0	0.0	34	11.0
Snow or slush	6	4.8	2	2.2	0	0.0	0	0.0	1	3.0	0	0.0	9	2.9
Ice	2	1.6	2	2.2	1	7.1	1	2.3	0	0.0	0	0.0	6	1.9
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

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	109	87.2	84	90.3	10	71.4	41	93.2	31	93.9	1	100.0	276	89.0
Rain	7	5.6	6	6.5	3	21.4	2	4.5	1	3.0	0	0.0	19	6.1
Sleet	2	1.6	0	0.0	0	0.0	1	2.3	0	0.0	0	0.0	3	1.0
Snow	4	3.2	1	1.1	1	7.1	0	0.0	1	3.0	0	0.0	7	2.3
Fog	2	1.6	1	1.1	0	0.0	0	0.0	0	0.0	0	0.0	3	1.0
Other	1	0.8	1	1.1	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

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	5	4.0	3	3.2	3	21.4	15	6.0	2	6.1	0	0.0	28	9.0
Freeway/expressway	2	1.6	4	4.3	2	14.3	0	0.0	6	18.2	0	0.0	14	4.5
Other principal artery	21	16.8	30	32.3	0	0.0	7	15.9	5	15.2	0	0.0	63	20.3
Minor artery	17	13.6	22	23.7	2	14.3	6	13.6	6	18.2	1	100.0	54	17.4
Collector	5	4.0	10	10.8	0	0.0	1	2.3	1	3.0	0	0.0	17	5.5
Local street	23	18.4	14	15.1	0	0.0	2	4.5	4	12.1	0	0.0	43	13.9
Unknown urban	0	0.0	1	1.1	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
<i>Total urban</i>	73	58.4	84	90.3	7	50.0	31	70.5	24	72.7	1	100.0	220	71.0
<i>Rural</i>														
Interstate	0	0.0	1	1.1	2	14.3	7	15.9	5	15.2	0	0.0	15	4.8
Other principal artery	6	4.8	2	2.2	4	28.6	3	6.8	1	3.0	0	0.0	16	5.2
Minor artery	12	9.6	1	1.1	1	7.1	2	4.5	1	3.0	0	0.0	17	5.5
Major collector	10	8.0	1	1.1	0	0.0	0	0.0	1	3.0	0	0.0	12	3.9
Minor collector	5	4.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	5	1.6
Local road	14	11.2	3	3.2	0	0.0	1	2.3	1	3.0	0	0.0	19	6.1
Unknown rural	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
<i>Total rural</i>	48	38.4	8	8.6	7	50.0	13	29.5	9	27.3	0	0.0	85	27.4
<i>Unknown</i>	4	3.2	1	1.1	0	0.0	0	0.0	0	0.0	0	0.0	5	1.6
<i>Total urban and rural</i>	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

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	4	3.2	3	3.2	5	35.7	21	47.7	8	24.2	0	0.0	41	13.2
US highway	11	8.8	8	8.6	6	42.9	3	6.8	3	9.1	0	0.0	31	10.0
State highway	37	29.6	22	23.7	2	14.3	9	20.5	9	27.3	0	0.0	79	25.5
County road	30	24.0	10	10.8	0	0.0	3	6.8	3	9.1	0	0.0	46	14.8
Township	8	6.4	3	3.2	0	0.0	0	0.0	2	6.1	0	0.0	13	4.2
Municipality	32	25.6	45	48.4	1	7.1	8	18.2	7	21.2	1	100.0	94	30.3
Other	1	0.8	2	2.2	0	0.0	0	0.0	1	3.0	0	0.0	4	1.3
Unknown	2	1.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
<i>Total</i>	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

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

Relation to junction	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
<i>Noninterchange</i>														
Nonjunction	53	42.4	43	46.2	9	64.3	27	61.4	20	60.6	1	100.0	153	49.4
Intersection	54	43.2	35	37.6	5	35.7	11	25.0	11	33.3	0	0.0	116	37.4
Intersection related	13	10.4	9	9.7	0	0.0	1	2.3	0	0.0	0	0.0	23	7.4
Driveway, alley, etc.	3	2.4	2	2.2	0	0.0	0	0.0	0	0.0	0	0.0	5	1.6
Entrance/exit ramp	0	0.0	0	0.0	0	0.0	1	2.3	0	0.0	0	0.0	1	0.3
Driveway access related	1	0.8	1	1.1	0	0.0	0	0.0	1	3.0	0	0.0	3	1.0
<i>Interchange area</i>														
Intersection	0	0.0	0	0.0	0	0.0	2	4.5	0	0.0	0	0.0	2	0.6
Intersection related	0	0.0	1	1.1	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Entrance/exit ramp	0	0.0	1	1.1	0	0.0	2	4.5	0	0.0	0	0.0	3	1.0
Other location	1	0.8	1	1.1	0	0.0	0	0.0	1	3.0	0	0.0	3	1.0
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

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	0	0.0	0	0.0	0	0.0	3	6.8	1	3.0	0	0.0	4	1.3
2	97	77.6	44	47.3	11	78.6	24	54.5	14	42.4	1	100.0	191	61.6
3	6	4.8	16	17.2	0	0.0	9	20.5	8	24.2	0	0.0	39	12.6
4	18	14.4	23	24.7	2	14.3	5	11.4	9	27.3	0	0.0	57	18.4
5	1	0.8	3	3.2	0	0.0	1	2.3	0	0.0	0	0.0	5	1.6
6	2	1.6	3	3.2	0	0.0	0	0.0	1	3.0	0	0.0	6	1.9
7 or more	0	0.0	1	1.1	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Unknown	1	0.8	3	3.2	1	7.1	2	4.5	0	0.0	0	0.0	7	2.3
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

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

Trafficway flow	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Not divided	96	76.8	46	49.5	3	21.4	14	31.8	13	39.4	1	100.0	173	55.8
Median – no barrier	17	13.6	21	22.6	9	64.3	17	38.6	8	24.2	0	0.0	72	23.2
Median w/barrier	9	7.2	10	10.8	2	14.3	9	20.5	6	18.2	0	0.0	36	11.6
One-way traffic	1	0.8	6	6.5	0	0.0	0	0.0	3	9.1	0	0.0	10	3.2
Two-way left turn lane	1	0.8	6	6.5	0	0.0	0	0.0	3	9.1	0	0.0	10	3.2
Entrance/exit ramp	0	0.0	1	1.1	0	0.0	3	6.8	0	0.0	0	0.0	4	1.3
Unknown	1	0.8	3	3.2	0	0.0	1	2.3	0	0.0	0	0.0	5	1.6
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

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.
15	1	0.8	1	1.1	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
20	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
25	10	8.0	16	17.2	0	0.0	3	6.8	4	12.1	0	0.0	33	10.6
30	17	13.6	14	15.1	0	0.0	3	6.8	3	9.1	0	0.0	37	11.9
35	18	14.4	21	22.6	0	0.0	2	4.5	5	15.2	0	0.0	46	14.8
40	14	11.2	15	16.1	2	14.3	2	4.5	1	3.0	0	0.0	34	11.0
45	18	14.4	7	7.5	0	0.0	5	11.4	2	6.1	0	0.0	32	10.3
50	4	3.2	0	0.0	1	7.1	3	6.8	2	6.1	0	0.0	10	3.2
55	33	26.4	8	8.6	1	7.1	8	18.2	4	12.1	0	0.0	54	17.4
60	3	2.4	2	2.2	0	0.0	3	6.8	2	6.1	0	0.0	10	3.2
65	3	2.4	2	2.2	5	35.7	10	22.7	4	12.1	0	0.0	24	7.7
70	0	0.0	0	0.0	3	21.4	4	9.1	2	6.1	0	0.0	9	2.9
75	0	0.0	0	0.0	1	7.1	0	0.0	1	3.0	0	0.0	2	0.6
Unknown	3	2.4	7	7.5	1	7.1	1	2.3	3	9.1	1	100.0	16	5.2
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

Accident description

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

Accident type	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
<i>Single vehicle</i>														
Hit object in road	35	28.0	42	45.2	2	14.3	12	27.3	7	21.2	1	100.0	99	31.9
<i>Same direction, same trafficway</i>														
Rearend, bus striking	4	3.2	3	3.2	0	0.0	5	11.4	1	3.0	0	0.0	13	4.2
Rearend, bus struck	7	5.6	10	10.8	1	7.1	4	9.1	0	0.0	0	0.0	22	7.1
Sideswipe, in other lane	0	0.0	1	1.1	1	7.1	0	0.0	1	3.0	0	0.0	3	1.0
<i>Opposite direction, same trafficway</i>														
Head-on, in other's lane	0	0.0	0	0.0	0	0.0	1	2.3	0	0.0	0	0.0	1	0.3
Head-on, in bus's lane	14	11.2	2	2.2	2	14.3	5	11.4	2	6.1	0	0.0	25	8.1
Sideswipe, in other lane	1	0.8	1	1.1	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
Sideswipe, in bus's lane	6	4.8	5	5.4	1	7.1	2	4.5	0	0.0	0	0.0	14	4.5
<i>Change trafficway, one vehicle turning</i>														
Bus turn across path	8	6.4	3	3.2	0	0.0	0	0.0	1	3.0	0	0.0	12	3.9
Other turn across path	6	4.8	2	2.2	1	7.1	4	9.1	2	6.1	0	0.0	15	4.8
<i>Intersecting paths, both going straight</i>														
Bus into side of other	15	12.0	7	7.5	0	0.0	0	0.0	3	9.1	0	0.0	25	8.1
Other into side of bus	3	2.4	6	6.5	0	0.0	2	4.5	1	3.0	0	0.0	12	3.9
<i>Other accident types</i>														
Untripped rollover	0	0.0	0	0.0	0	0.0	0	0.0	4	12.1	0	0.0	4	1.3
Other	24	19.2	11	11.8	5	35.7	8	18.2	11	33.3	0	0.0	59	19.0
Unknown	2	1.6	0	0.0	1	7.1	1	2.3	0	0.0	0	0.0	4	1.3
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

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

Number of motor vehicles in crash	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
1	36	28.8	42	45.2	2	14.3	13	29.5	12	36.4	1	100.0	106	34.2
2	63	50.4	38	40.9	8	57.1	20	45.5	13	39.4	0	0.0	142	45.8
3	23	18.4	9	9.7	4	28.6	5	11.4	6	18.2	0	0.0	47	15.2
4	2	1.6	2	2.2	0	0.0	4	9.1	0	0.0	0	0.0	8	2.6
5	0	0.0	1	1.1	0	0.0	0	0.0	1	3.0	0	0.0	2	0.6
6	1	0.8	1	1.1	0	0.0	1	2.3	0	0.0	0	0.0	3	1.0
7	0	0.0	0	0.0	0	0.0	1	2.3	0	0.0	0	0.0	1	0.3
9	0	0.0	0	0.0	0	0.0	0	0.0	1	3.0	0	0.0	1	0.3
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

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	0	0.0	1	7.1	1	2.3	4	12.1	0	0.0	6	1.9
Fire/explosion	0	0.0	0	0.0	0	0.0	1	2.3	0	0.0	0	0.0	1	0.3
Fell/jumped from vehicle	0	0.0	0	0.0	0	0.0	1	2.3	1	3.0	0	0.0	2	0.6
<i>Collision with motor vehicle</i>														
Motor vehicle in-transport	84	67.2	48	51.6	9	64.3	25	56.8	19	57.6	0	0.0	185	59.7
Motor vehicle in-transport on different roadway	2	1.6	1	1.1	0	0.0	2	4.5	0	0.0	0	0.0	5	1.6
Parked motor vehicle/vehicle stopped off roadway	0	0.0	0	0.0	0	0.0	2	4.5	1	3.0	0	0.0	3	1.0
Construction, maintenance, utility	0	0.0	0	0.0	0	0.0	0	0.0	1	3.0	0	0.0	1	0.3
<i>Collision with nonfixed object</i>														
Pedestrian	27	21.6	35	37.6	1	7.1	7	15.9	3	9.1	0	0.0	73	23.5
Pedalcycle	5	4.0	7	7.5	0	0.0	3	6.8	0	0.0	1	100.0	16	5.2
Non-motorist on personal conveyance	1	0.8	0	0.0	0	0.0	0	0.0	2	6.1	0	0.0	3	1.0
Other object (not fixed)	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>														
Bridge rail	0	0.0	0	0.0	0	0.0	0	0.0	1	3.0	0	0.0	1	0.3
Guardrail face	1	0.8	0	0.0	1	7.1	0	0.0	0	0.0	0	0.0	2	0.6
Concrete traffic barrier	0	0.0	1	1.1	1	7.1	0	0.0	1	3.0	0	0.0	3	1.0
Highway/traffic sign post/sign	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Luminaire/light support	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Culvert	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Ditch	0	0.0	0	0.0	0	0.0	1	2.3	0	0.0	0	0.0	1	0.3
Embankment - material type unknown	1	0.8	0	0.0	1	7.1	1	2.3	0	0.0	0	0.0	3	1.0
Traffic signal support/signal	0	0.0	1	1.1	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

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	0	0.0	0	0.0	1	2.3	4	12.1	0	0.0	5	1.6
Striking	70	56.0	60	64.5	8	57.1	26	59.1	19	57.6	1	100.0	184	59.4
Struck	52	41.6	29	31.2	5	35.7	12	27.3	8	24.2	0	0.0	106	34.2
Both	3	2.4	4	4.3	1	7.1	5	11.4	2	6.1	0	0.0	15	4.8
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

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	39	31.2	44	47.3	5	35.7	15	34.1	12	36.4	1	100.0	116	37.4
Rear-end	14	11.2	12	12.9	2	14.3	10	22.7	3	9.1	0	0.0	41	13.2
Head-on	22	17.6	8	8.6	2	14.3	7	15.9	5	15.2	0	0.0	44	14.2
Front-to-side: Same direction	2	1.6	1	1.1	0	0.0	3	6.8	1	3.0	0	0.0	7	2.3
Front-to-side: Opp. direction	13	10.4	4	4.3	1	7.1	1	2.3	1	3.0	0	0.0	20	6.5
Front-to-side: Right angle	29	23.2	18	19.4	3	21.4	6	13.6	8	24.2	0	0.0	64	20.6
Front-to-side: Unknown direction	1	0.8	2	2.2	0	0.0	0	0.0	2	6.1	0	0.0	5	1.6
Sideswipe: Same direction	1	0.8	1	1.1	1	7.1	1	2.3	1	3.0	0	0.0	5	1.6
Sideswipe: Opp. direction	4	3.2	2	2.2	0	0.0	1	2.3	0	0.0	0	0.0	7	2.3
Rear-to-side	0	0.0	1	1.1	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

Fatalities

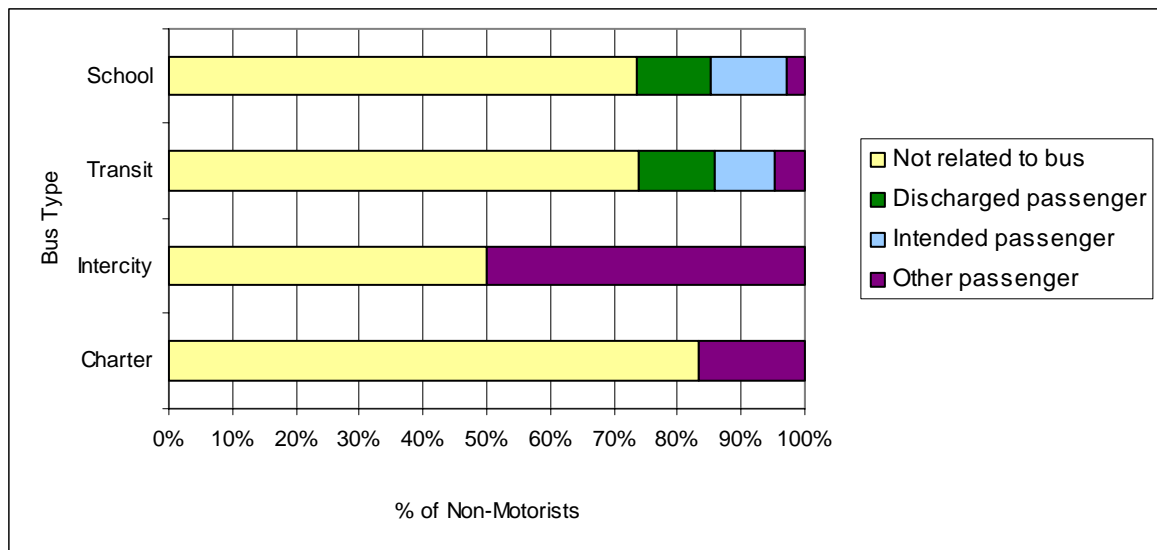
Table 2-22
Fatalities in Bus Involvements by Person Type and Bus Type

Vehicle/Person type	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Bus														
Driver	4	3.0	2	2.0	1	5.9	2	2.4	3	6.5	0	0.0	12	3.2
Passenger	6	4.5	2	2.0	2	11.8	37	44.6	20	43.5	0	0.0	67	17.6
Bus total	10	7.6	4	4.0	3	17.6	39	47.0	23	50.0	0	0.0	79	20.8
Other vehicle														
Drivers	71	53.8	37	36.6	9	52.9	18	21.7	14	30.4	0	0.0	149	39.2
Passengers	16	12.1	11	10.9	4	23.5	12	14.5	1	2.2	0	0.0	44	11.6
Other vehicle total	87	65.9	48	47.5	13	76.5	30	36.1	15	32.6	0	0.0	193	50.8
Non-motorists														
Pedestrian	29	22.0	42	41.6	1	5.9	11	13.3	6	13.0	0	0.0	89	23.4
Bicyclist	5	3.8	7	6.9	0	0.0	3	3.6	0	0.0	1	100.0	16	4.2
Other non-motorist	1	0.8	0	0.0	0	0.0	0	0.0	2	4.3	0	0.0	3	0.8
Non-motorist total	35	26.5	49	48.5	1	5.9	14	16.9	8	17.4	1	100.0	108	28.4
Total	132	100.0	101	100.0	17	100.0	83	100.0	46	100.0	1	100.0	380	100.0

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

Relationship of Non-Motorist to Bus	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Discharged passenger	4	3.2	5	5.4	0	0.0	0	0.0	0	0.0	0	0.0	9	2.9
Intended passenger	4	3.2	4	4.3	0	0.0	0	0.0	0	0.0	0	0.0	8	2.6
Not related to bus	25	20.0	31	33.3	1	7.1	10	22.7	6	18.2	0	0.0	73	23.5
No non-motorist involvement	91	72.8	51	54.8	12	85.7	32	72.7	26	78.8	1	100.0	213	68.7
Other	1	0.8	2	2.2	1	7.1	2	4.5	1	3.0	0	0.0	7	2.3
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

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



Vehicle

This section provides statistics that describe the physical configuration of buses involved in a fatal accident during 2005. The tables cover bus body style, model year, seating capacity, and the type of carrier that operated the bus.

- Buses operated by school districts represented 40.3% of all buses involved in a fatal accident; transit buses accounted for 30.0% of the buses.
- Of the 125 school buses involved in fatal crashes, 80 were operated by public school districts and 39 were operated by a contracted carrier for the school district.
- School buses were predominantly Type C school buses (59.2%), followed by Type D (29.6%), and Type A (7.2%). 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.
- 92.3% of the buses involved in a fatal crash were less than fifteen years old, and 77.4% were less than ten years old.
- School buses had a higher average seating capacity than other bus types, with 59.2% having a seating capacity of 61 or more.
- Buses operated by interstate for-hire carriers accounted for 21.3% of the fatal involvements, interstate government carriers represented 15.2%, and 39.0% of the involvements were buses operated by intrastate government carriers (primarily transit buses and school buses).
- 79.0% of the buses were on local trips (within 50 miles of base) when involved in the fatal accident.

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

Operator type			
Bus vehicle description	No.	Pct.	
School district			
Small school bus	8	2.6	
School bus	108	34.8	
Small shuttle bus	1	0.3	
Special needs school bus	7	2.3	
Special needs small school bus	1	0.3	
<i>Total school bus</i>	125	40.3	
Transit bus authority			
Articulated heavy-duty	4	1.3	
Heavy-duty	68	21.9	
Long-distance coach	3	1.0	
Long-distance commuter coach	2	0.6	
Long-distance commuter coach with wheelchair lift	1	0.3	
Medium duty shuttle bus	1	0.3	
Large passenger van with wheelchair lift	1	0.3	
Small paratransit shuttle bus	1	0.3	
Shuttle bus	1	0.3	
Small shuttle bus	3	1.0	
Small shuttle bus with wheelchair lift	6	1.9	
Special needs small shuttle bus	1	0.3	
Small shuttle bus < 12 seats	1	0.3	
<i>Total transit bus</i>	93	30.0	
Intercity bus operator			
Long-distance coach	14	4.5	
<i>Total intercity bus</i>	14	4.5	
Charter bus operator			
Coach on medium-duty truck-based chassis	1	0.3	
Conventional-hood medium-duty shuttle bus	1	0.3	
Long-distance coach	36	11.6	
Shuttle bus	2	0.6	
Small shuttle bus	1	0.3	
Small shuttle bus with wheelchair lift	1	0.3	
School bus	2	0.6	
<i>Total charter bus</i>	44	14.2	

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Table 3-1 (continued)

Other operator		
Conventional-hood bus	2	0.6
Electric shuttle bus	1	0.3
Heavy-duty transit bus	1	0.3
Inmate security bus	1	0.3
Large passenger van	5	1.6
Large passenger van with cargo trailer	1	0.3
Large passenger van with raised roof	1	0.3
Large passenger van with raised roof and wheelchair lift	1	0.3
Long-distance coach	1	0.3
Medium-duty shuttle bus	1	0.3
Retired school bus	1	0.3
Shuttle bus	1	0.3
Small shuttle bus	7	2.3
Small shuttle bus with luxury interior	1	0.3
Small shuttle bus with wheelchair lift	3	1.0
Special needs small school bus	1	0.3
Special needs small shuttle bus	1	0.3
Stretch limousine	3	1.0
<i>Total other operator</i>	33	10.6
Unknown operator type		
Unknown	1	0.3
<i>Total unknown operator type</i>	1	0.3
Total	310	100.0

Note: Bus vehicle description records descriptions from respondents.

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

Operator type		
Operating authority description	No.	Pct.
School district		
Athletic team transport for public school district	1	0.3
Contracted carrier for private school	1	0.3
Contracted carrier for school district	38	12.3
Contracted carrier for school sporting events	1	0.3
Private school district	1	0.3
Public school district	79	25.5
Public school district field trip	1	0.3
Public school state department of education	3	1.0
<i>Total school bus</i>	125	40.3
Transit bus authority		
Commuter service	1	0.3
Contracted carrier for demand-response transit	1	0.3
Contracted carrier for paratransit services	1	0.3
Contracted carrier for transit authority	5	1.6
Contracted carrier for transit authority paratransit	2	0.6
Demand-response paratransit regional urban area	1	0.3
Scheduled commuter service	1	0.3
Scheduled route & demand-response paratransit	1	0.3
Scheduled route & paratransit regional urban area	1	0.3
Scheduled route & paratransit urban area	1	0.3
Scheduled route regional area	2	0.6
Scheduled route regional rural area	2	0.6
Scheduled route regional urban area	60	19.4
Scheduled route urban area	12	3.9
Transit authority demand-response paratransit	1	0.3
Transit authority providing plant employee shuttle	1	0.3
<i>Total transit bus</i>	93	30.0
Intercity bus operator		
Intercity passenger service	4	1.3
International & intercity passenger service	1	0.3
Interstate passenger & express freight	3	1.0
Interstate passenger service	4	1.3
Scheduled route intercity	1	0.3
Statewide intercity passenger service	1	0.3
<i>Total intercity bus</i>	14	4.5

(Continued on next page)

Table 3-2 (continued)

Charter bus operator		
Amusement park charter shuttle service	1	0.3
Casino charter service	2	0.6
Casino shuttle & charter service	1	0.3
Charter service	31	10.0
Church chartered bus trip	1	0.3
Commuter service contracted to federal government	1	0.3
Federal emergency evacuation charter service	2	0.6
Hurricane evacuation charter service	1	0.3
Local sightseeing & shuttle charter service	1	0.3
School group field trip charter service	1	0.3
Sightseeing tour service	1	0.3
University field trip charter service	1	0.3
<i>Total charter bus</i>	44	14.2
Other operator		
Airport shuttle service	2	0.6
Casino hotel patron courtesy limo service	1	0.3
Church use for senior citizen assistance program	1	0.3
Contracted carrier for community center	1	0.3
Contracted carrier for employee shuttle	1	0.3
Contracted carrier for employee transportation	1	0.3
County department of corrections	1	0.3
County special mobility bus service	1	0.3
County transportation services	1	0.3
Courtesy shuttle for casino	1	0.3
Employee transportation	2	0.6
Farm labor transportation	1	0.3
Hotel guest shuttle service	1	0.3
Limousine service	1	0.3
Limousine service for family gathering	1	0.3
Manufacturer delivering new bus to dealer	1	0.3
Municipal shuttle service	1	0.3
National armed services division	1	0.3
Non-profit migrant worker service organization	1	0.3
Non-profit service organization for the disabled	1	0.3
Non-profit transportation service for disadvantaged	1	0.3
On-demand airport shuttle service	1	0.3
Paratransit service	1	0.3
Preschool program transportation	1	0.3
Rental car shuttle service	1	0.3
Scheduled route regional rural area	2	0.6
Special needs service provider	1	0.3
State agency transporting veterans home residents	1	0.3
State university transporting students to event	1	0.3
Transportation of non-residents seeking employment	1	0.3
<i>Total other operator</i>	33	10.6
Unknown operator type	1	0.3
Total	310	100.0

Note: The operator authority records descriptions from respondents.

**Table 3-3
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	9	7.2	0	0.0	0	0.0	0	0.0	1	3.0	0	0.0	10	3.2
Type B school bus	4	3.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	4	1.3
Type C school bus	74	59.2	0	0.0	0	0.0	2	4.5	0	0.0	0	0.0	76	24.5
Type D school bus	37	29.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	37	11.9
Flat front	0	0.0	74	79.6	0	0.0	1	2.3	5	15.2	0	0.0	80	25.8
Big cowl and chassis	0	0.0	0	0.0	0	0.0	2	4.5	3	9.1	0	0.0	5	1.6
High platform	0	0.0	6	6.5	14	100.0	36	81.8	1	3.0	0	0.0	57	18.4
Small cowl and chassis	1	0.8	12	12.9	0	0.0	3	6.8	12	36.4	0	0.0	28	9.0
Van	0	0.0	1	1.1	0	0.0	0	0.0	8	24.2	0	0.0	9	2.9
Other	0	0.0	0	0.0	0	0.0	0	0.0	3	9.1	0	0.0	3	1.0
Unknown	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	100.0	1	0.3
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

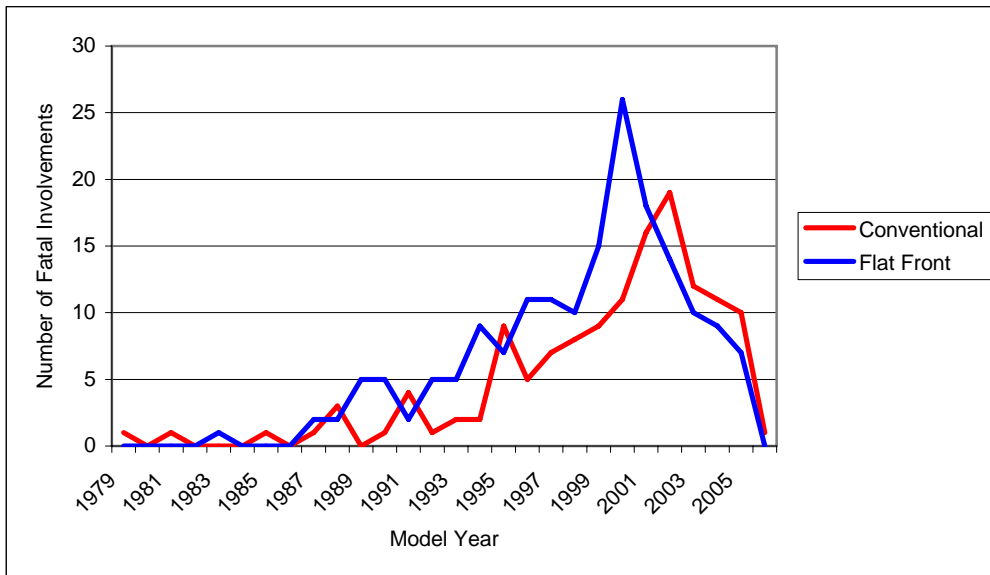
**Table 3-4
Fatal Bus Involvements by Front of Bus Style and Bus Type**

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	88	70.4	13	14.0	0	0.0	7	15.9	27	81.8	0	0.0	135	43.5
Flat front	37	29.6	80	86.0	14	100.0	37	84.1	6	18.2	0	0.0	174	56.1
Unknown	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	100.0	1	0.3
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

**Table 3-5
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.
1979	1	100.0	0	0.0	0	0.0	1	0.3
1980	0	0.0	0	0.0	0	0.0	0	0.0
1981	1	100.0	0	0.0	0	0.0	1	0.3
1982	0	0.0	0	0.0	0	0.0	0	0.0
1983	0	0.0	1	100.0	0	0.0	1	0.3
1984	0	0.0	0	0.0	0	0.0	0	0.0
1985	1	100.0	0	0.0	0	0.0	1	0.3
1986	0	0.0	0	0.0	0	0.0	0	0.0
1987	1	33.3	2	66.7	0	0.0	3	1.0
1988	3	60.0	2	40.0	0	0.0	5	1.6
1989	0	0.0	5	100.0	0	0.0	5	1.6
1990	1	16.7	5	83.3	0	0.0	6	1.9
1991	4	66.7	2	33.3	0	0.0	6	1.9
1992	1	16.7	5	83.3	0	0.0	6	1.9
1993	2	28.6	5	71.4	0	0.0	7	2.3
1994	2	18.2	9	81.8	0	0.0	11	3.5
1995	9	56.3	7	43.8	0	0.0	16	5.2
1996	5	31.3	11	68.8	0	0.0	16	5.2
1997	7	38.9	11	61.1	0	0.0	18	5.8
1998	8	44.4	10	55.6	0	0.0	18	5.8
1999	9	37.5	15	62.5	0	0.0	24	7.7
2000	11	29.7	26	70.3	0	0.0	37	11.9
2001	16	47.1	18	52.9	0	0.0	34	11.0
2002	19	57.6	14	42.4	0	0.0	33	10.6
2003	12	54.5	10	45.5	0	0.0	22	7.1
2004	11	55.0	9	45.0	0	0.0	20	6.5
2005	10	58.8	7	41.2	0	0.0	17	5.5
2006	1	100.0	0	0.0	0	0.0	1	0.3
Unknown	0	0.0	0	0.0	1	100.0	1	0.3
Total	135	43.5	174	56.1	1	0.3	310	100.0

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



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

Model year	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
1979	0	0.0	0	0.0	0	0	0	0.0	1	3.0	0	0.0	1	0.3
1980	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1981	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
1982	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1983	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
1984	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1985	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
1986	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1987	1	0.8	1	1.1	0	0.0	1	2.3	0	0.0	0	0.0	3	1.0
1988	3	2.4	2	2.2	0	0.0	0	0.0	0	0.0	0	0.0	5	1.6
1989	1	0.8	2	2.2	1	7.1	1	2.3	0	0.0	0	0.0	5	1.6
1990	4	3.2	1	1.1	0	0.0	1	2.3	0	0.0	0	0.0	6	1.9
1991	5	4.0	1	1.1	0	0.0	0	0.0	0	0.0	0	0.0	6	1.9
1992	2	1.6	2	2.2	0	0.0	2	4.5	0	0.0	0	0.0	6	1.9
1993	2	1.6	2	2.2	0	0.0	3	6.8	0	0.0	0	0.0	7	2.3
1994	2	1.6	4	4.3	1	7.1	3	6.8	1	3.0	0	0.0	11	3.5
1995	11	8.8	2	2.2	2	14.3	1	2.3	0	0.0	0	0.0	16	5.2
1996	7	5.6	5	5.4	1	7.1	3	6.8	0	0.0	0	0.0	16	5.2
1997	5	4.0	5	5.4	0	0.0	6	13.6	2	6.1	0	0.0	18	5.8
1998	9	7.2	2	2.2	1	7.1	4	9.1	2	6.1	0	0.0	18	5.8
1999	10	8.0	8	8.6	1	7.1	3	6.8	2	6.1	0	0.0	24	7.7
2000	16	12.8	10	10.8	2	14.3	3	6.8	6	18.2	0	0.0	37	11.9
2001	10	8.0	9	9.7	2	14.3	7	15.9	6	18.2	0	0.0	34	11.0
2002	12	9.6	11	11.8	2	14.3	2	4.5	6	18.2	0	0.0	33	10.6
2003	5	4.0	13	14.0	0	0.0	1	2.3	3	9.1	0	0.0	22	7.1
2004	8	6.4	9	9.7	0	0.0	2	4.5	1	3.0	0	0.0	20	6.5
2005	9	7.2	4	4.3	1	7.1	1	2.3	2	6.1	0	0.0	17	5.5
2006	0	0.0	0	0.0	0	0.0	0	0.0	1	3.0	0	0.0	1	0.3
Unknown	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	100.0	1	0.3
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

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

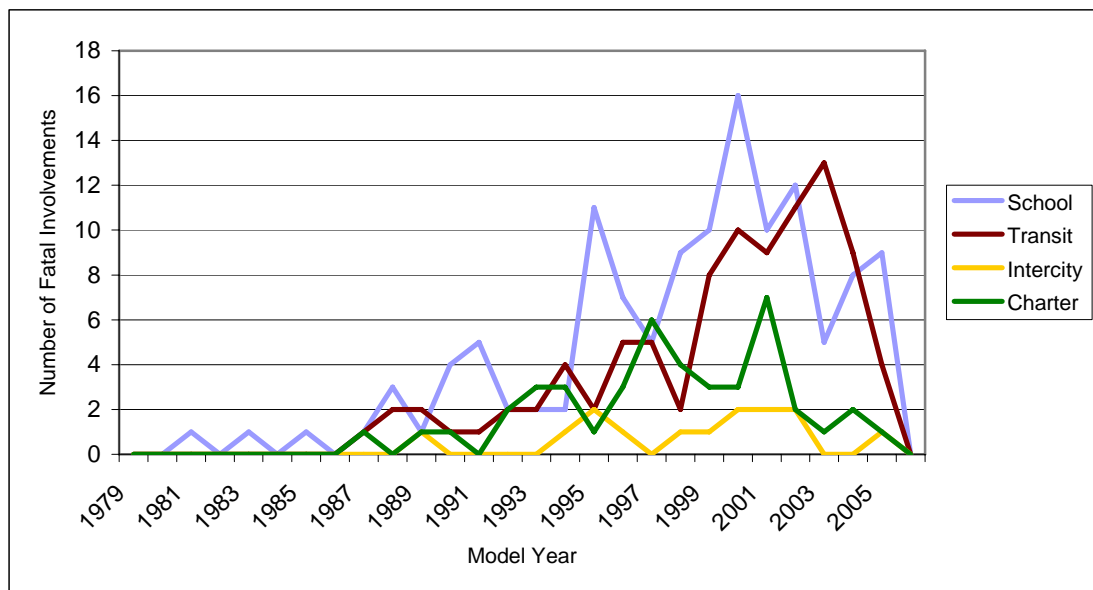


Table 3-7
Fatal Bus Involvements by Number of Axles and Bus Type

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	83	89.2	0	0.0	10	22.7	32	97.0	0	0.0	249	80.3
3 axles	1	0.8	10	10.8	14	100.0	34	77.3	1	3.0	0	0.0	60	19.4
Unknown	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	100.0	1	0.3
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

Table 3-8
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	3	2.4	5	5.4	0	0.0	0	0.0	14	42.4	0	0.0	22	7.1
15-20	5	4.0	4	4.3	0	0.0	2	4.5	4	12.1	0	0.0	15	4.8
21-25	4	3.2	1	1.1	0	0.0	1	2.3	6	18.2	0	0.0	12	3.9
26-30	4	3.2	3	3.2	0	0.0	1	2.3	3	9.1	0	0.0	11	3.5
31-35	4	3.2	6	6.5	0	0.0	1	2.3	1	3.0	0	0.0	12	3.9
36-40	2	1.6	38	40.9	0	0.0	1	2.3	0	0.0	0	0.0	41	13.2
41-45	1	0.8	14	15.1	0	0.0	1	2.3	0	0.0	0	0.0	16	5.2
46-50	7	5.6	8	8.6	4	28.6	13	29.5	0	0.0	0	0.0	32	10.3
51-55	8	6.4	1	1.1	7	50.0	13	29.5	2	6.1	0	0.0	31	10.0
56-60	1	0.8	3	3.2	2	14.3	6	13.6	0	0.0	0	0.0	12	3.9
61-65	14	11.2	3	3.2	0	0.0	1	2.3	0	0.0	0	0.0	18	5.8
66-70	10	8.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	10	3.2
71-75	31	24.8	0	0.0	0	0.0	0	0.0	1	3.0	0	0.0	32	10.3
76-80	12	9.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	12	3.9
81+	7	5.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	7	2.3
Est. 8-14 seats	1	0.8	1	1.1	0	0.0	0	0.0	1	3.0	0	0.0	3	1.0
Est. 15 or more	10	8.0	4	4.3	1	7.1	4	9.1	1	3.0	0	0.0	20	6.5
Unknown	1	0.8	2	2.2	0	0.0	0	0.0	0	0.0	1	100.0	4	1.3
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

Table 3-9
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.
Interstate														
Private	0	0.0	0	0.0	0	0.0	0	0.0	1	3.0	0	0.0	1	0.3
For-hire	7	5.6	5	5.4	13	92.9	36	81.8	5	15.2	0	0.0	66	21.3
Government owned	31	24.8	15	16.1	0	0.0	0	0.0	1	3.0	0	0.0	47	15.2
Intrastate														
Private	1	0.8	0	0.0	0	0.0	0	0.0	11	33.3	0	0.0	12	3.9
For-hire	29	23.2	6	6.5	1	7.1	8	18.2	7	21.2	0	0.0	51	16.5
Government owned	48	38.4	67	72.0	0	0.0	0	0.0	6	18.2	0	0.0	121	39.0
Unknown	9	7.2	0	0.0	0	0.0	0	0.0	2	6.1	1	100.0	12	3.9
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

**Table 3-10
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	115	92.0	90	96.8	0	0.0	14	31.8	26	78.8	0	0.0	245	79.0
51-100 miles	2	1.6	2	2.2	2	14.3	8	18.2	2	6.1	0	0.0	16	5.2
101-150	1	0.8	0	0.0	2	14.3	3	6.8	1	3.0	0	0.0	7	2.3
151-200	0	0.0	0	0.0	4	28.6	4	9.1	0	0.0	0	0.0	8	2.6
201-500	0	0.0	0	0.0	5	35.7	8	18.2	0	0.0	0	0.0	13	4.2
Over 500	0	0.0	0	0.0	1	7.1	1	2.3	3	9.1	0	0.0	5	1.6
Unk. over-the-road distance	0	0.0	0	0.0	0	0.0	1	2.3	0	0.0	0	0.0	1	0.3
Unknown	7	5.6	1	1.1	0	0.0	5	11.4	1	3.0	1	100.0	15	4.8
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

**Table 3-11
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	0	0.0	1	1.1	1	7.1	1	2.3	4	12.1	0	0.0	7	2.3
Fire/explosion	1	0.8	0	0.0	0	0.0	1	2.3	0	0.0	0	0.0	2	0.6
Fell/jumped from vehicle	0	0.0	0	0.0	0	0.0	0	0.0	1	3.0	0	0.0	1	0.3
<i>Collision with motor vehicle</i>														
Motor vehicle in transport on same roadway	86	68.8	46	49.5	10	71.4	25	56.8	20	60.6	0	0.0	187	60.3
Motor vehicle in transport on different roadway	0	0.0	1	1.1	1	7.1	1	2.3	0	0.0	0	0.0	3	1.0
Parked motor vehicle/vehicle stopped off roadway	0	0.0	0	0.0	0	0.0	2	4.5	0	0.0	0	0.0	2	0.6
Strikes/struck object set-in-motion by another	0	0.0	1	1.1	1	7.1	2	4.5	0	0.0	0	0.0	4	1.3
<i>Collision with nonfixed object</i>														
Pedestrian	29	23.2	37	39.8	1	7.1	8	18.2	5	15.2	0	0.0	80	25.8
Pedalcycle	5	4.0	7	7.5	0	0.0	3	6.8	0	0.0	1	100.0	16	5.2
Non-motorist on personal conveyance	1	0.8	0	0.0	0	0.0	0	0.0	2	6.1	0	0.0	3	1.0
<i>Collision with fixed object</i>														
Bridge pier or abutment	0	0.0	0	0.0	0	0.0	0	0.0	1	3.0	0	0.0	1	0.3
Concrete traffic barrier	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Utility pole	0	0.0	0	0.0	0	0.0	1	2.3	0	0.0	0	0.0	1	0.3
Ditch	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Tree (standing tree only)	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

**Table 3-12
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	123	98.4	92	98.9	13	92.9	40	90.9	28	84.8	1	100.0	297	95.8
First event	0	0.0	0	0.0	1	7.1	1	2.3	4	12.1	0	0.0	6	1.9
Subsequent event	2	1.6	1	1.1	0	0.0	3	6.8	1	3.0	0	0.0	7	2.3
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

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

Bus fire occurrence	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
No fire	122	97.6	93	100.0	14	100.0	43	97.7	33	100.0	1	100.0	306	98.7
Fire in vehicle	3	2.4	0	0.0	0	0.0	1	2.3	0	0.0	0	0.0	4	1.3
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	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.

- Seventeen bus drivers were coded as inattentive, and three as drowsy or asleep 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-quarter (25.0%) of involvements in which the bus driver suffered a fatal injury involved bus rollover, fire or driver ejection.
- Over two-thirds (70.4%) of school bus drivers were paid by the hour, as were 89.2% of transit drivers and 42.9% of intercity drivers.
- Overall, 10.7% 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 (94.5%) of all bus drivers had a valid CDL license.
- Failure to yield was the most common driver factor (9.7%), followed by failure to stay in lane (7.4%) and inattentive (5.5%).
- Almost two-thirds (64.2%) 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	92	98.9	13	92.9	44	100.0	33	100.0	1	100.0	308	99.4
Drinking	0	0.0	1	1.1	1	7.1	0	0.0	0	0.0	0	0.0	2	0.6
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	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	40	32.0	32	34.4	2	14.3	13	29.5	8	24.2	0	0.0	95	30.6
Drugs involved	0	0.0	1	1.1	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Not reported	77	61.6	57	61.3	11	78.6	29	65.9	24	72.7	1	100.0	199	64.2
Reported unk.	8	6.4	3	3.2	1	7.1	2	4.5	1	3.0	0	0.0	15	4.8
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	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	0	0.0	0	0.0	0	0.0	1	3.0	0	0.0	1	0.3
22-25	4	3.2	4	4.3	2	14.3	2	4.5	2	6.1	0	0.0	14	4.5
26-30	3	2.4	5	5.4	1	7.1	1	2.3	0	0.0	0	0.0	10	3.2
31-35	12	9.6	8	8.6	1	7.1	2	4.5	4	12.1	0	0.0	27	8.7
36-40	17	13.6	12	12.9	0	0.0	4	9.1	2	6.1	0	0.0	35	11.3
41-45	19	15.2	14	15.1	3	21.4	5	11.4	4	12.1	0	0.0	45	14.5
46-50	19	15.2	17	18.3	2	14.3	2	4.5	3	9.1	0	0.0	43	13.9
51-55	10	8.0	12	12.9	2	14.3	9	20.5	4	12.1	0	0.0	37	11.9
56-60	17	13.6	13	14.0	2	14.3	7	15.9	7	21.2	0	0.0	46	14.8
61-65	10	8.0	4	4.3	1	7.1	8	18.2	3	9.1	0	0.0	26	8.4
66-70	6	4.8	1	1.1	0	0.0	1	2.3	1	3.0	0	0.0	9	2.9
71-75	7	5.6	1	1.1	0	0.0	1	2.3	2	6.1	0	0.0	11	3.5
> 75	0	0.0	1	1.1	0	0.0	2	4.5	0	0.0	0	0.0	3	1.0
Unknown	1	0.8	1	1.1	0	0.0	0	0.0	0	0.0	1	100.0	3	1.0
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	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	66	71.0	13	92.9	41	93.2	28	84.8	0	0.0	209	67.4
Female	63	50.4	26	28.0	1	7.1	3	6.8	5	15.2	0	0.0	98	31.6
Unknown	1	0.8	1	1.1	0	0.0	0	0.0	0	0.0	1	100.0	3	1.0
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	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	8	6.4	4	4.3	3	21.4	4	9.1	5	15.2	0	0.0	24	7.7
Shoulder belt	1	0.8	1	1.1	0	0.0	1	2.3	0	0.0	0	0.0	3	1.0
Lap belt	17	13.6	19	20.4	1	7.1	3	6.8	2	6.1	0	0.0	42	13.5
Lap and shoulder	83	66.4	52	55.9	10	71.4	32	72.7	24	72.7	0	0.0	201	64.8
Used, type unk	0	0.0	0	0.0	0	0.0	0	0.0	1	3.0	0	0.0	1	0.3
Unknown	16	12.8	17	18.3	0	0.0	4	9.1	1	3.0	1	100.0	39	12.6
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

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

Driver injury severity	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Fatal injury (K)	4	3.2	2	2.2	1	7.1	2	4.5	3	9.1	0	0.0	12	3.9
Incapacitating (A)	12	9.6	3	3.2	0	0.0	3	6.8	4	12.1	0	0.0	22	7.1
Non-incapacitating (B)	12	9.6	5	5.4	2	14.3	6	13.6	7	21.2	0	0.0	32	10.3
Complaint of pain (C)	15	12.0	18	19.4	2	14.3	7	15.9	4	12.1	0	0.0	46	14.8
No injury (O)	79	63.2	63	67.7	9	64.3	26	59.1	15	45.5	0	0.0	192	61.9
Unknown	3	2.4	2	2.2	0	0.0	0	0.0	0	0.0	1	100.0	6	1.9
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

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	0	0.0	4	18.2	3	9.4	3	6.5	1	0.5	0	0.0	11	3.5
Fire only	0	0.0	0	0.0	0	0.0	4	8.7	0	0.0	0	0.0	4	1.3
Ejection only	2	16.7	1	4.5	0	0.0	0	0.0	0	0.0	0	0.0	3	1.0
Rollover and ejection	1	8.3	0	0.0	1	3.1	0	0.0	0	0.0	0	0.0	2	0.6
None	9	75.0	17	77.3	28	87.5	39	84.8	191	99.5	4	66.7	288	92.9
Unknown	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2	33.3	2	0.6
Total	12	100.0	22	100.0	32	100.0	46	100.0	192	100.0	6	100.0	310	100.0

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

Driver extrication	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Not extricated	124	99.2	92	98.9	14	100.0	43	97.7	29	87.9	1	100.0	303	97.7
Extricated	0	0.0	0	0.0	0	0.0	1	2.3	2	6.1	0	0.0	3	1.0
Unknown	1	0.8	1	1.1	0	0.0	0	0.0	2	6.1	0	0.0	4	1.3
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

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

Compensation	No.	Pct.
Hourly only	215	69.4
Mileage only	9	2.9
Salary only	11	3.5
Percent of revenue only	1	0.3
Driver owned and percent revenue	1	0.3
Hourly and mileage	2	0.6
Hourly and tips	2	0.6
Hourly and other	1	0.3
Mileage and other	2	0.6
Percent revenue and other	1	0.3
Primary employment not a bus driver	2	0.6
Primary employment not a bus driver and other	1	0.3
Salary, primary employment not a bus driver	1	0.3
Salary and mileage	1	0.3
Salary and other	1	0.3
Hourly, primary employment not a bus driver	2	0.6
Other		
Church volunteer	1	0.3
Driver is student at university	1	0.3
Paid by trip/route	8	2.6
Paid by day	4	1.3
Paid by routes per day	1	0.3
Paid by trip for activity runs	1	0.3
Paid in cash by passengers	1	0.3
No driver, unoccupied bus rolls over mechanic	1	0.3
Unknown	39	12.6
Total	310	100.0

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

Operator type	No.	Pct.
Compensation		
School district		
Hourly only	88	70.4
Salary only	7	5.6
Hourly and mileage	1	0.8
Mileage and salary	1	0.8
Salary, primary employment not a bus driver	1	0.8
Primary employment not a bus driver	1	0.8
Salary and other	1	0.8
Other		
No driver, unoccupied bus rolls over mechanic	1	0.8
Paid by day	1	0.8
Paid by number of routes per day	1	0.8
Paid by trip/route	5	4.0
Paid by trip for activity runs	1	0.8
Unknown	16	12.8
Total school bus	125	100.0
Transit bus authority		
Hourly only	83	89.2
Hourly and other	1	0.3
Salary only	2	2.2
Unknown	7	7.5
Total transit bus	93	100.0
Intercity bus operator		
Hourly only	6	42.9
Mileage only	4	1.3
Mileage and other	2	14.3
Unknown	2	14.3
Total intercity bus	14	100.0
Charter bus operator		
Hourly only	20	45.5
Mileage only	4	9.1
Salary only	1	2.3
Hourly and tips	1	2.3
Hourly and mileage	1	0.3
Percent revenue	1	2.3
Other		
Paid by day	3	1.0
Paid by trip	3	6.8
Unknown	10	22.7
Total charter bus	44	100.0
Other operator		
Hourly only	18	54.5
Mileage only	1	0.3
Hourly and tips	1	0.3
Salary only	1	0.3
Driver owned and percent revenue	1	0.3
Percent revenue and other	1	0.3
Primary employment not a bus driver	1	3.0
Primary employment not a bus driver and hourly	1	0.3
Primary employment not a bus driver and other	2	0.6
Other		
Church volunteer	1	0.3
Driver is a student at university	1	0.3
Paid in cash by passengers	1	0.3
Unknown	3	9.1
Total other operator	33	100.0
Unknown operator type	1	100.0
Total	310	100.0

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	47	37.6	17	18.3	2	14.3	8	18.2	3	9.1	0	0.0	77	24.8
2 hrs	26	20.8	12	12.9	1	7.1	5	11.4	8	24.2	0	0.0	52	16.8
3 hrs	20	16.0	6	6.5	1	7.1	3	6.8	3	9.1	0	0.0	33	10.6
4-5 hrs	13	10.4	10	10.8	5	35.7	10	22.7	3	9.1	0	0.0	41	13.2
6-7 hrs	3	2.4	16	17.2	2	14.3	3	6.8	3	9.1	0	0.0	27	8.7
8-9 hrs	0	0.0	1	1.1	1	7.1	2	4.5	0	0.0	0	0.0	4	1.3
10-11 hrs	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
12 or more	0	0.0	0	0.0	0	0.0	1	2.3	0	0.0	0	0.0	1	0.3
Unknown but legal	1	0.8	3	3.2	1	7.1	0	0.0	2	6.1	0	0.0	7	2.3
Unoccupied	1	0.8	1	1.1	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
Unknown	14	11.2	27	29.0	1	7.1	12	27.3	11	33.3	1	100.0	66	21.3
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

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

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

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	106	84.8	84	90.3	12	100.0	38	86.4	29	87.9	1	100.0	270	87.1
Manslaughter/homicide	2	1.6	2	2.2	0	0.0	0	0.0	1	0.0	0	0.0	5	1.6
Unsafe reckless	1	0.8	0	0.0	0	0.0	1	0.0	1	3.0	0	0.0	3	1.0
Inattentive	2	1.6	0	0.0	0	0.0	2	0.0	0	0.0	0	0.0	4	1.3
Serious violation resulting in death	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Speeding	0	0.0	0	0.0	1	0.0	0	0.0	1	0.0	0	0.0	2	0.6
Speed related violation, generally	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Failure to obey signal, generally	0	0.0	0	0.0	0	0.0	1	0.0	0	0.0	0	0.0	1	0.3
Failure to obey traffic control device	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Failure to yield	5	4.0	7	7.5	0	0.0	0	0.0	0	0.0	0	0.0	12	3.9
Unsafe or prohibited lane change	0	0.0	0	0.0	0	0.0	1	0.0	0	0.0	0	0.0	1	0.3
Lane violations, generally	0	0.0	0	0.0	0	0.0	1	0.0	0	0.0	0	0.0	1	0.3
Driving while license withdrawn	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Vehicle registration violation	0	0.0	0	0.0	0	0.0	1	2.3	0	0.0	0	0.0	1	0.3
Unknown violation	5	4.0	1	1.1	0	0.0	0	0.0	1	0.0	0	0.0	7	2.3
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

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	102	81.6	63	67.7	14	100.0	29	65.9	24	72.7	0	0.0	232	74.8
1	13	10.4	18	19.4	0	0.0	9	20.5	4	12.1	0	0.0	44	14.2
2	2	1.6	4	4.3	0	0.0	1	2.3	1	3.0	0	0.0	8	2.6
3	1	0.8	1	1.1	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
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	1	1.1	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Not reported	6	4.8	4	4.3	0	0.0	0	0.0	4	12.1	0	0.0	14	4.5
Unknown	1	0.8	2	2.2	0	0.0	5	11.4	0	0.0	1	100.0	9	2.9
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

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

No. of previous suspensions*	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
0	117	93.6	89	95.7	14	100.0	33	75.0	30	90.9	0	0.0	283	91.3
1	5	4.0	1	1.1	0	0.0	3	6.8	3	9.1	0	0.0	12	3.9
2	0	0.0	1	1.1	0	0.0	3	6.8	0	0.0	0	0.0	4	1.3
3	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
4	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
5	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Unknown	1	0.8	2	2.2	0	0.0	5	11.4	0	0.0	1	100.0	9	2.9
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

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

No. of previous speeding convs.*	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
0	107	85.6	85	91.4	12	85.7	32	72.7	32	97.0	0	0.0	268	86.5
1	15	12.0	6	6.5	2	14.3	6	13.6	1	3.0	0	0.0	30	9.7
2	2	1.6	0	0.0	0	0.0	1	2.3	0	0.0	0	0.0	3	1.0
Unknown	1	0.8	2	2.2	0	0.0	5	11.4	0	0.0	1	100.0	9	2.9
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

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

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

No. prev. other moving convs.*	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
0	112	89.6	77	82.8	13	92.9	32	72.7	29	87.9	0	0.0	263	84.8
1	11	8.8	13	14.0	1	7.1	6	13.6	3	9.1	0	0.0	34	11.0
2	1	0.8	1	1.1	0	0.0	1	2.3	0	0.0	0	0.0	3	1.0
3	0	0.0	0	0.0	0	0.0	0	0.0	1	3.0	0	0.0	1	0.3
Unknown	1	0.8	2	2.2	0	0.0	5	11.4	0	0.0	1	100.0	9	2.9
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

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

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

License class compliance	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Not licensed	0	0	0	0.0	0	0.0	0	0.0	1	3.0	0	0.0	1	0.3
Not valid	2	1.6	1	1.1	0	0.0	1	2.3	3	9.1	0	0.0	7	2.3
Valid	122	97.6	90	96.8	14	100.0	38	86.4	29	87.9	0	0.0	293	94.5
Unknown if CDL	0	0.0	0	0.0	0	0.0	1	2.3	0	0.0	0	0.0	1	0.3
Unknown	1	0.8	2	2.2	0	0.0	4	9.1	0	0.0	1	100.0	8	2.6
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

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

CDL license status	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
No CDL	2	1.6	4	4.3	0	0.0	0	0.0	14	42.4	0	0.0	20	6.5
Suspended	1	0.8	0	0.0	0	0.0	1	2.3	0	0.0	0	0.0	2	0.6
Expired	0	0.0	0	0.0	0	0.0	0	0.0	1	3.0	0	0.0	1	0.3
Valid	121	96.8	86	92.5	14	100.0	39	88.6	16	48.5	0	0.0	276	89.0
Other - not valid	0	0.0	0	0.0	0	0.0	0	0.0	1	3.0	0	0.0	1	0.3
Unknown	1	0.8	3	3.2	0	0.0	4	9.1	1	3.0	1	100.0	10	3.2
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

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

License endorsements	School		Transit		Intercity		Charter		Other		Unknown		Total	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
No endorsements	17	13.6	16	17.2	4	28.6	7	15.9	21	63.6	0	0.0	65	21.0
Complied	72	57.6	59	63.4	9	64.3	24	54.5	8	24.2	0	0.0	172	55.5
Not complied	2	1.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
Compliance unk	31	24.8	15	16.1	1	7.1	8	18.2	3	9.1	0	0.0	58	18.7
Unknown	3	2.4	3	3.2	0	0.0	5	11.4	1	3.0	1	100.0	13	4.2
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

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	90	72.0	62	66.7	9	64.3	25	56.8	13	39.4	0	0.0	199	64.2
<i>Physical/mental condition</i>														
Drowsy, asleep	0	0.0	0	0.0	1	7.1	1	2.3	1	3.0	0	0.0	3	1.0
Ill, blackout	2	1.6	1	1.1	0	0.0	0	0.0	0	0.0	0	0.0	3	1.0
Inattentive	4	3.2	2	2.2	1	7.1	4	9.1	5	15.2	1	100.0	17	5.5
Other physical	0	0.0	0	0.0	0	0.0	1	2.3	0	0.0	0	0.0	1	0.3
<i>Miscellaneous causes</i>														
Vehicle unattended	0	0.0	1	1.1	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Improper loading	0	0.0	0	0.0	0	0.0	0	0.0	1	3.0	0	0.0	1	0.3
Improper lane change	0	0.0	0	0.0	0	0.0	1	2.3	1	3.0	0	0.0	2	0.6
Not in lane	8	6.4	2	2.2	2	14.3	3	6.8	8	24.2	0	0.0	23	7.4
Erratic/reckless	1	0.8	2	2.2	0	0.0	3	6.8	0	0.0	0	0.0	6	1.9
Failure to yield	11	8.8	12	12.9	0	0.0	4	9.1	3	9.1	0	0.0	30	9.7
Failure to obey signs	4	3.2	0	0.0	0	0.0	1	2.3	2	6.1	0	0.0	7	2.3
Failure to observe warnings/instructions	0	0.0	0	0.0	0	0.0	1	2.3	0	0.0	0	0.0	1	0.3
Driving too fast	6	4.8	1	1.1	1	7.1	2	4.5	5	15.2	0	0.0	15	4.8
Driving less than posted minimum	0	0.0	0	0.0	0	0.0	1	2.3	0	0.0	0	0.0	1	0.3
Other improper turn	0	0.0	1	1.1	0	0.0	0	0.0	1	3.0	0	0.0	2	0.6
Operator inexperience	0	0.0	1	1.1	1	7.1	0	0.0	0	0.0	0	0.0	2	0.6
Overcorrecting	0	0.0	0	0.0	0	0.0	0	0.0	2	6.1	0	0.0	2	0.6
<i>Vision obscured by</i>														
Weather	0	0.0	2	2.2	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
Glare	0	0.0	0	0.0	0	0.0	0	0.0	1	3.0	0	0.0	1	0.3
Motor vehicle (including load)	0	0.0	0	0.0	0	0.0	1	2.3	0	0.0	0	0.0	1	0.3
Parked vehicle	0	0.0	0	0.0	0	0.0	1	2.3	0	0.0	0	0.0	1	0.3
Obstructing angles on vehicle	1	0.8	0	0.0	0	0.0	0	0.0	1	3.0	0	0.0	2	0.6
Mirrors	0	0.0	0	0.0	0	0.0	0	0.0	1	3.0	0	0.0	1	0.3
<i>Avoiding, swerving due to</i>														
Slippery surface	0	0.0	1	1.1	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Flat tire	0	0.0	0	0.0	1	7.1	0	0.0	0	0.0	0	0.0	1	0.3
Debris in road	0	0.0	0	0.0	0	0.0	1	2.3	0	0.0	0	0.0	1	0.3
Pedestrian	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
<i>Other misc. factors</i>														
Driver noncompliance with restrictions	1	0.8	1	1.1	0	0.0	1	2.3	0	0.0	0	0.0	3	1.0
Hit and run vehicle, driver	0	0.0	3	3.2	0	0.0	0	0.0	0	0.0	1	100.0	4	1.3
Nontraffic violation - manslaughter, homicide, etc.	2	1.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6
Other nonmoving violation	3	2.4	0	0.0	0	0.0	2	4.5	1	3.0	0	0.0	6	1.9
<i>Possible distractions</i>														
Cellular phone in vehicle	0	0.0	2	2.2	1	7.1	2	4.5	1	3.0	0	0.0	6	1.9
Cellular phone in use	0	0.0	1	1.1	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3
Unknown	3	2.4	3	3.2	0	0.0	0	0.0	0	0.0	0	0.0	6	1.9
Total	125	100.0	93	100.0	14	100.0	44	100.0	33	100.0	1	100.0	310	100.0

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

Glossary and abbreviations

Glossary

Bus Operator Types

School

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

Transit

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

Intercity

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

Charter

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

Other operator type

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

Unknown operator type

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

Bus Definitions

Big cowl and chassis

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

Bus

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

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

Heavy-duty bus

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

Heavy-duty with lift

A heavy-duty bus with a wheelchair lift.

High platform

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

Jitney .

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

Large passenger van

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

Long-distance coach

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

Low platform

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

Mini van

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

Passengers

Individuals being transported, excluding the driver.

Shuttle bus

A smaller bus intended for short, local trips.

Small cowl and chassis .

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

Special needs bus

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

Transit-style bus

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

Type A school bus

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

Type B school bus

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

Type C school bus .

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

Type D school bus

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

Tables of abbreviations

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

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

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