



Traffic Safety Facts 2003

School Transportation-Related Crashes



A school transportation-related crash is a crash which involves, either directly or indirectly, a school bus body vehicle, or a non-school bus functioning as a school bus, transporting children to or from school or school-related activities.

Since 1993 there have been about 410,000 fatal traffic crashes. Of those, 0.33 percent (1,347) were classified as school transportation-related.

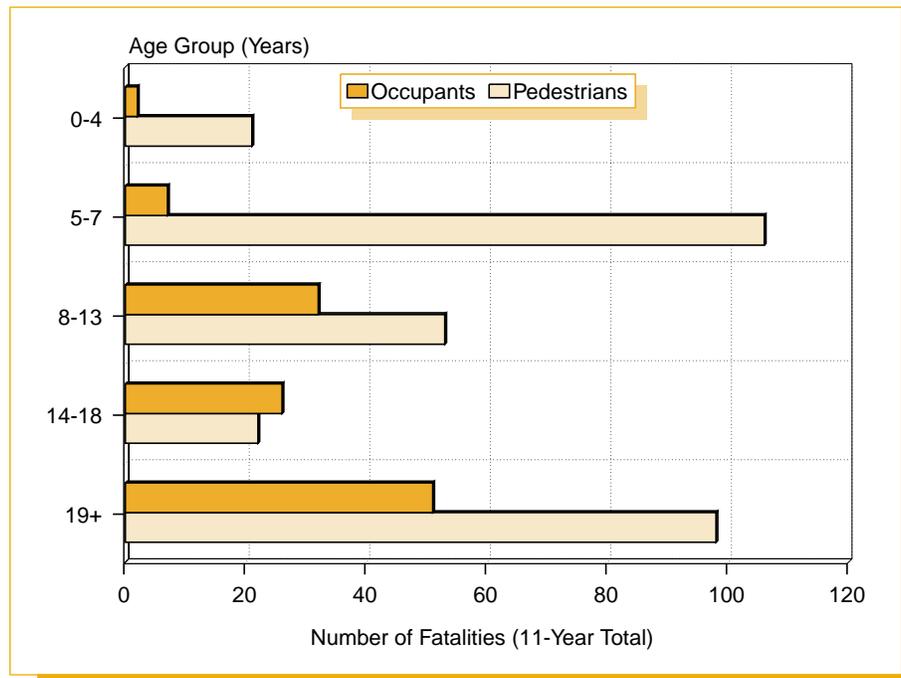
Since 1993, 1,488 people have died in school transportation-related crashes — an average of 135 fatalities per year. Most of the people who lost their lives in those crashes (69 percent) were occupants of other vehicles involved. Nonoccupants (pedestrians, bicyclists, etc.) accounted for 23 percent of the deaths, and occupants of school transportation vehicles accounted for 8 percent.

Since 1993, 191 school-age pedestrians (less than 19 years old) have died in school transportation-related crashes. Nearly two-thirds (65 percent) were killed by school buses, 4 percent by vehicles functioning as school buses, and 31 percent by other vehicles involved in the crashes. More than one-half (51 percent) of all school-age pedestrians killed in school transportation-related crashes were between the ages of 5 and 7.



“An average of 22 school-age children die in school transportation-related traffic crashes each year — 6 occupants of school transportation vehicles and 16 pedestrians.”

Figure 1. Total Occupant and Pedestrian Fatalities in School Transportation-Related Crashes, by Age Group, 1993-2003



Note: Occupant fatalities shown are for occupants of school buses and non-school buses used as school buses.

On average, 12 school-age pedestrians are killed by school transportation vehicles (school buses and non-school bus vehicles used as school buses) each year, and 5 are killed by other vehicles involved in school bus-related crashes.

More school-age pedestrians are killed in the afternoon than in the morning, with 38 percent of the fatalities occurring in crashes between 3:00 and 4:00 PM.

Table 1. Total Fatalities in School Transportation-Related Crashes by Time of Day, 1993-2003

Time of Day	Occupant Fatalities*	Pedestrians (School Age)	Total Fatalities
12:00-6:59 AM	7	9	16
7:00-7:59 AM	29	29	58
8:00-8:59 AM	16	15	31
9:00-9:59 AM	4	5	9
10:00-10:59 AM	3	0	3
11:00-11:59 AM	0	5	5
12:00-12:59 PM	3	4	7
1:00-1:59 PM	1	4	5
2:00-2:59 PM	15	27	42
3:00-3:59 PM	24	73	97
4:00-4:59 PM	10	16	26
5:00-11:59 PM	7	4	11
11-Year Total	119	191	310

*Does not include occupants of other vehicles in school transportation-related crashes.

“From 1993 to 2003, more than half of the school-age pedestrians killed in school transportation-related crashes were between 5 and 7 years old.”

Between 1993 and 2003, 94 crashes occurred in which at least one occupant of a school transportation vehicle died. More than half of those crashes (51 percent) involved another vehicle. In the 46 single-vehicle crashes, 59 occupants — 12 drivers and 47 passengers — were killed. In the 48 multiple-vehicle crashes, 28 drivers and 32 passengers died. In the 46 single-vehicle crashes, the first harmful events were as follows: striking a fixed object (24 crashes), a person falling from the vehicle (9 crashes), the vehicle overturning (6 crashes), the vehicle colliding with a train (3 crashes), other non-collision (2 crashes), and collision with object not fixed (2 crashes).

In 40 percent of all crashes involving fatalities to occupants of a school transportation vehicle, the principal point of impact was the front of the vehicle.

Since 1993, 6 drivers and 15 passengers have died in school bus body vehicles providing transportation for purposes other than school or school-related activities (churches, civic organizations, etc.). In 1987, one such multi-vehicle crash resulted in the deaths of 27 occupants, including the driver.

Table 2. Total Occupant Fatalities in School Transportation-Related Crashes by Principal Impact Point on School Transportation Vehicle, 1993-2003

Principal Impact Point on School Transportation Vehicle	Type of Crash					
	Single-Vehicle		Multiple-Vehicle		Total	
	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities
Front	13	17	25	32	38	49
Right Side	8	10	10	15	18	25
Left Side	4	5	11	11	15	16
Rear	4	10	1	1	5	11
Top	0	0	0	0	0	0
Undercarriage	0	0	1	1	1	1
Noncollision	16	16	0	0	16	16
Other/Unknown	1	1	0	0	1	1
11-Year Total	46	59	48	60	94	119

“Impacts to the front of the school transportation vehicle occur in 40 percent of fatal school transportation-related crashes.”

Table 3. School-Age Pedestrians Killed in School Transportation-Related Crashes by Vehicle Maneuver, 1993-2003

Vehicle Maneuver	Striking Vehicle			
	School Bus Body Type	Vehicle Used as School Bus	Other Vehicle	Total
Going Straight	54	4	44	102
Slowing or Stopping in Traffic Lane	5	0	1	6
Starting in Traffic Lane	37	2	1	40
Passing or Overtaking Another Vehicle	0	0	6	6
Leaving a Parked Position	4	0	0	4
Maneuvering to Avoid an Animal, Pedestrian, Object, Other Vehicle, etc.	0	0	2	2
Turning Right	8	0	0	8
Turning Left	11	0	0	11
Backing Up (Other Than for Parking)	0	1	0	1
Negotiating a Curve	2	0	3	5
Entering Parked Position	3	0	0	3
Changing Lanes	0	0	2	2
Other/Unknown	0	0	1	1
11-Year Total	124	7	60	191

For more information:

Information on school transportation-related traffic fatalities is available from the National Center for Statistics and Analysis, NPO-101, 400 Seventh Street, S.W., Washington, D.C. 20590. NCSA information can also be obtained by telephone or by fax-on-demand at 1-800-934-8517. FAX messages should be sent to (202) 366-7078. General information on highway traffic safety can be accessed by Internet users at <http://www.nhtsa.dot.gov/people/ncsa>. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Auto Safety Hotline at 1-800-424-9393.

Other fact sheets available from the National Center for Statistics and Analysis are *Overview, Alcohol, Occupant Protection, Older Population, Speeding, Children, Young Drivers, Pedestrians, Pedalcyclists, Motorcycles, Large Trucks, State Traffic Data, and State Alcohol Estimates*. Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*.

Table 4. School Transportation-Related Crashes Involving Occupant Fatalities, 1993-2003

Year	School Bus Body Type				Vehicle Used as School Bus				Total			
	Single-Vehicle		Multiple-Vehicle		Single-Vehicle		Multiple-Vehicle		Single-Vehicle		Multiple-Vehicle	
	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities
1993	5	5	2	5	2	2	1	1	7	7	3	6
1994	0	0	0	0	0	0	3	4	0	0	3	4
1995	2	8	3	4	1	1	0	0	3	9	3	4
1996	5	5	3	3	2	2	0	0	7	7	3	3
1997	0	0	5	8	1	1	1	1	1	1	6	9
1998	1	2	4	4	0	0	0	0	1	2	4	4
1999	2	2	6	6	0	0	2	2	2	2	8	8
2000	7	9	6	7	2	2	2	3	9	11	8	10
2001	5	9	6	8	1	1	0	0	6	10	6	8
2002	1	1	1	1	1	1	0	0	2	2	1	1
2003	5	5	2	2	3	3	1	1	8	8	3	3
Total	33	46	38	48	13	13	10	12	46	59	48	60
Average	3	4	3	4	1	1	1	1	4	5	4	5

Note: Does not include occupants of other vehicles in school transportation-related crashes.

Table 5. Fatalities in School Transportation-Related Crashes, 1993-2003

Year	Occupants of School Transportation Vehicle*			Pedestrians			Other Nonoccupants	Occupants of Other Vehicle	Total
	Driver	Passenger	Total	Struck by School Vehicle*	Struck by Other Vehicle	Total			
1993	1	12	13	32	8	40	2	86	141
1994	2	2	4	28	9	37	2	64	107
1995	0	13	13	24	10	34	4	72	123
1996	2	8	10	16	7	23	2	101	136
1997	5	5	10	17	2	19	5	97	131
1998	3	3	6	21	3	24	7	91	128
1999	6	4	10	20	6	26	4	127	167
2000	8	13	21	19	7	26	1	99	147
2001	6	12	18	18	4	22	6	95	141
2002	1	2	3	16	4	20	6	100	129
2003	6	5	11	21	5	26	2	99	138
Total	40	79	119	232	65	297	41	1,031	1,488
Average	4	7	11	21	6	27	4	94	135

*Includes school bus body type and non-school bus used as school bus.