



FARS Bus Crash Data Summary

Bryce Canyon City, Utah

HWY19MH012

(7 pages)

Database. The Fatality Analysis Reporting System (FARS) is a census of fatal traffic crashes within the 50 states, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a trafficway customarily open to the public and must result in the death of a vehicle occupant (or a nonoccupant) within 30 days of the crash. FARS is maintained by the National Highway Traffic Safety Administration (NHTSA).

Data from FARS for 2010 to 2018 were included in the analysis.

Analysis. During this period, 2,232 buses were involved in fatal crashes (see table 1 and figure 1).¹ Cross country/intercity buses, the category that NHTSA examined in its electronic stability control (ESC) final rule and seat belt notice of proposed rulemaking (NPRM), accounted for 12 percent of all the buses involved in fatal crashes. School buses and transit buses accounted for the majority of buses involved in fatal crashes (39 percent and 34 percent, respectively). Figure 1 shows that school buses and transit buses consistently accounted for the majority of fatal crashes over the period.

In 2011, “van-based bus” (those with a gross vehicle weight rating (GVWR) > 10,000 pounds) was added as a new category of bus body type built on a van-based chassis. This category accounted for 169 of the buses involved in the fatal crashes. All but four (98 percent) of the van-based buses had GVWRs greater than 10,000 pounds and less than 26,000 pounds.

Table 1. Number of buses and fatalities in bus crashes (FARS 2010–2018).

Type of Bus	Number of Buses involved in Fatal Crashes ^a	Number of Buses with a GVWR between 10,001 and 26,000 lbs. involved in fatal crashes	Number of Buses involved in a fatal rollover crash (Total/GVWR 10,001–26,000 lbs.)	Number of Fatalities in Bus (Total/GVWR 10,001–26,000 lbs.)
School Bus	866	212	30/8	99/30
Cross Country/Intercity	266	31	28/7	146/24
Transit Bus	764	89	6/2	46/3
Van-based Bus (GVWR > 10,000 lbs.)	169	165	19/19	66/65
Other Bus Type	132	43	10/4	69/18
Unknown Bus Type	35	8	2/0	9/1
TOTAL	2,232	548	95/40	435/141

^aNote: The fatality is not necessarily a bus occupant. It may be an occupant of another vehicle or pedestrian involved in the crash

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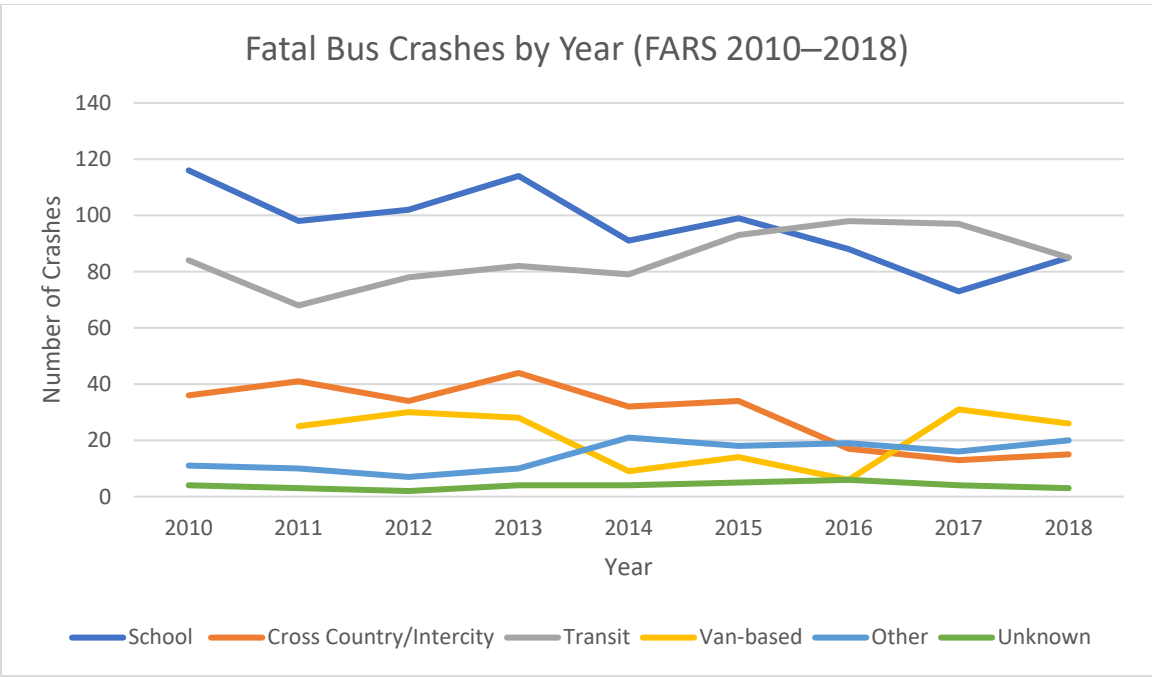


Figure 1. Fatal bus crashes by year (FARS 2010–2018).

Figure 2 shows the number of buses involved in fatal crashes by GVWR. A quarter of the buses involved in fatal crashes had a GVWR of 10,001 to 26,000 pounds. Van-based buses accounted for 30 percent of the buses with a GVWR between 10,000 and 26,000 pounds involved in fatal crashes.

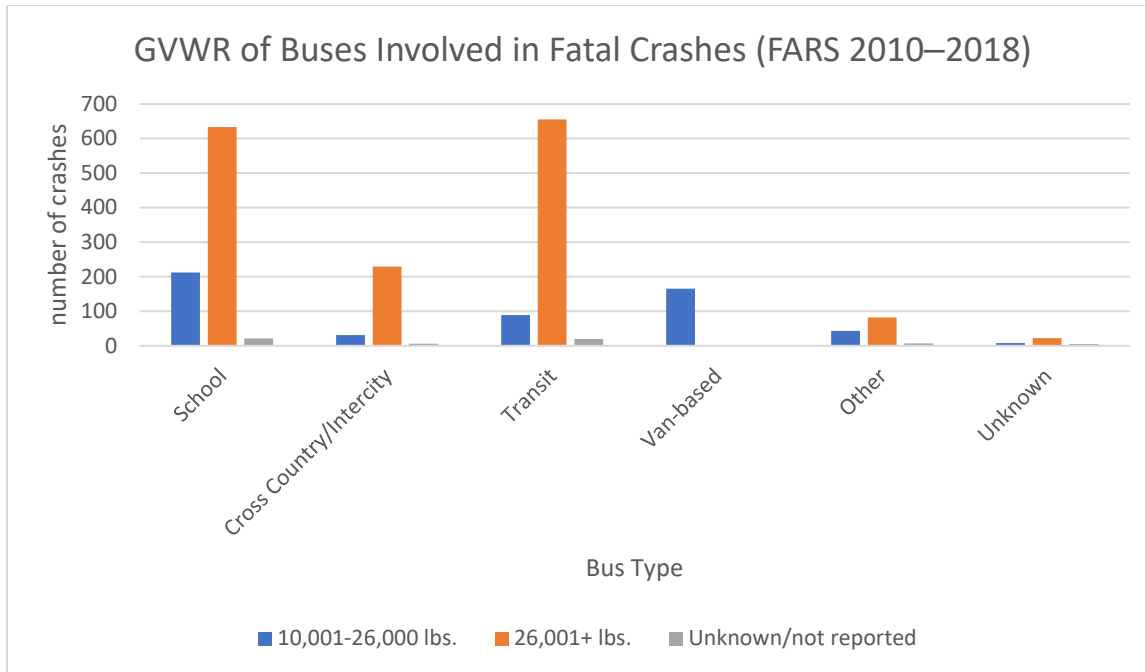


Figure 2. Bus GVWRs (FARS 2010–2018).

Overall, 95 buses were involved in a rollover. Of the buses with a GVWR between 10,000 and 26,000 pounds, 7.7 percent were involved in a rollover, compared with 3.6 percent of the buses with a GVWR greater than 26,000 pounds (see figure 3). Figure 4 shows buses involved in rollover crashes by body type and GVWR. Van-based buses with a GVWR of 10,001–26,000 pounds had the highest percentage of rollover crashes.

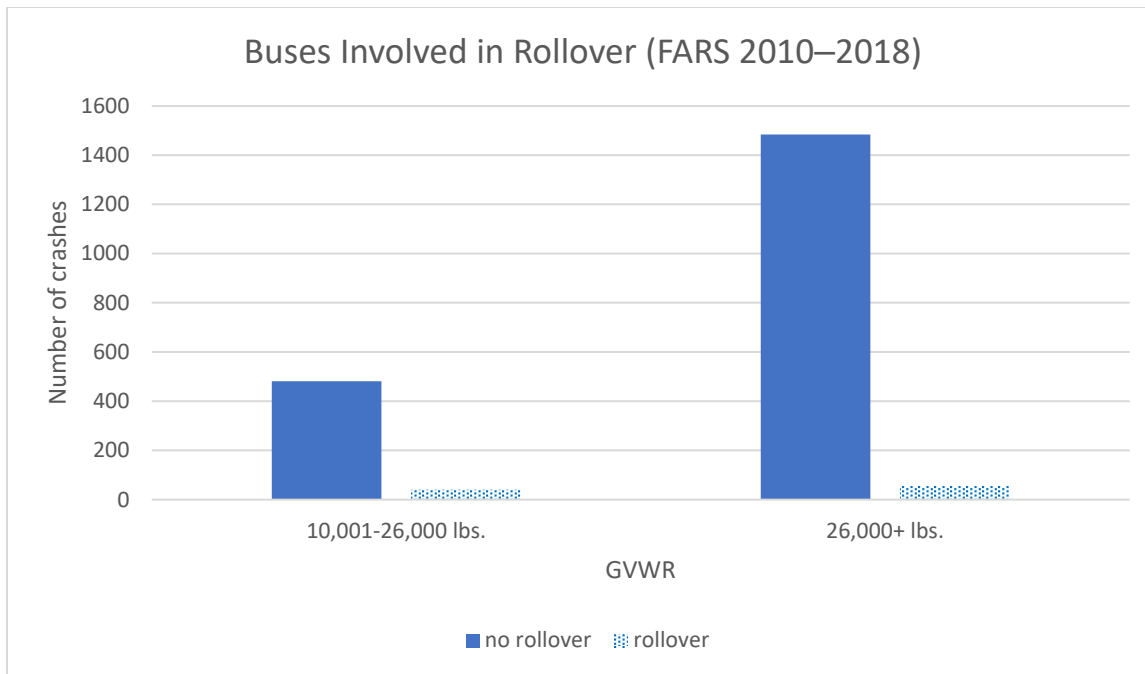


Figure 3. Number of buses involved in fatal crashes by rollover (FARS 2010-2018).

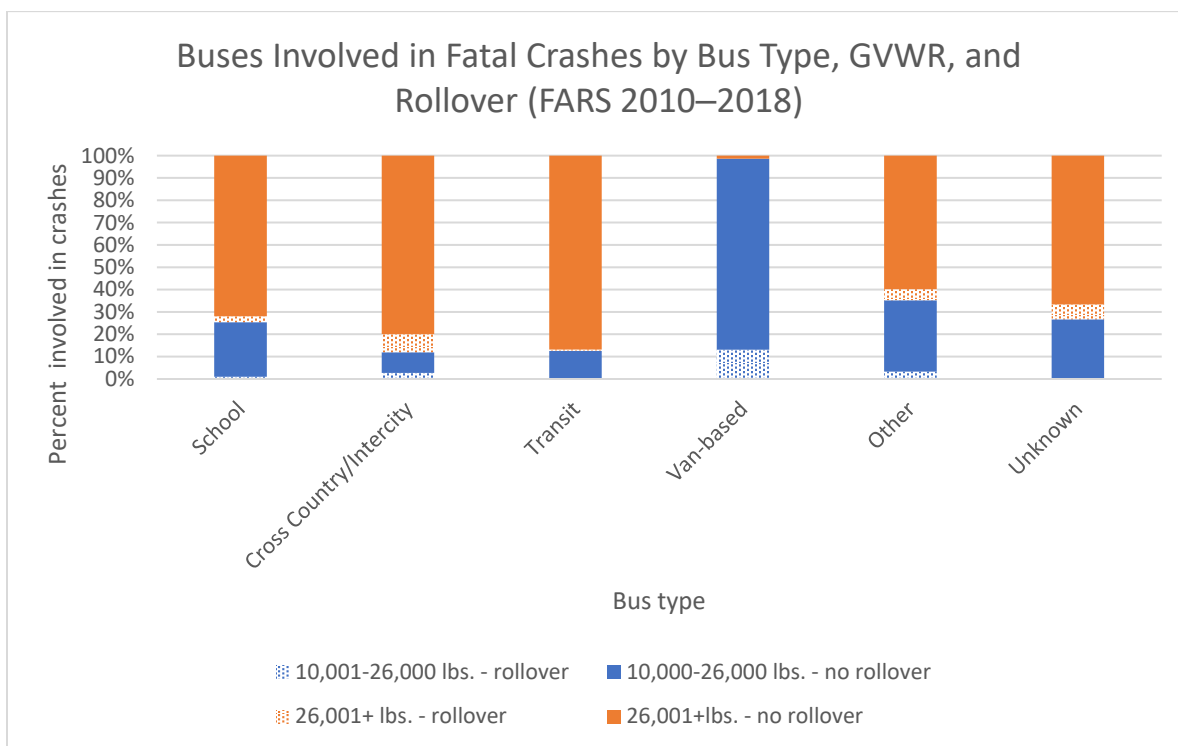


Figure 4. Buses involved in fatal crashes by GVWR and rollover (FARS 2010-2018).

There were 435 bus occupant deaths from 2010 to 2018. One-third of the fatalities occurred on cross country/intercity buses, and the majority of these occurred in cross country buses with a

GVWR greater than 26,000 pounds. For buses with a GVWR between 10,000 and 26,000 pounds, most fatalities occurred in van-based buses (15 percent of total deaths). More deaths occurred in non-rollover than in rollover crashes (figure 5).

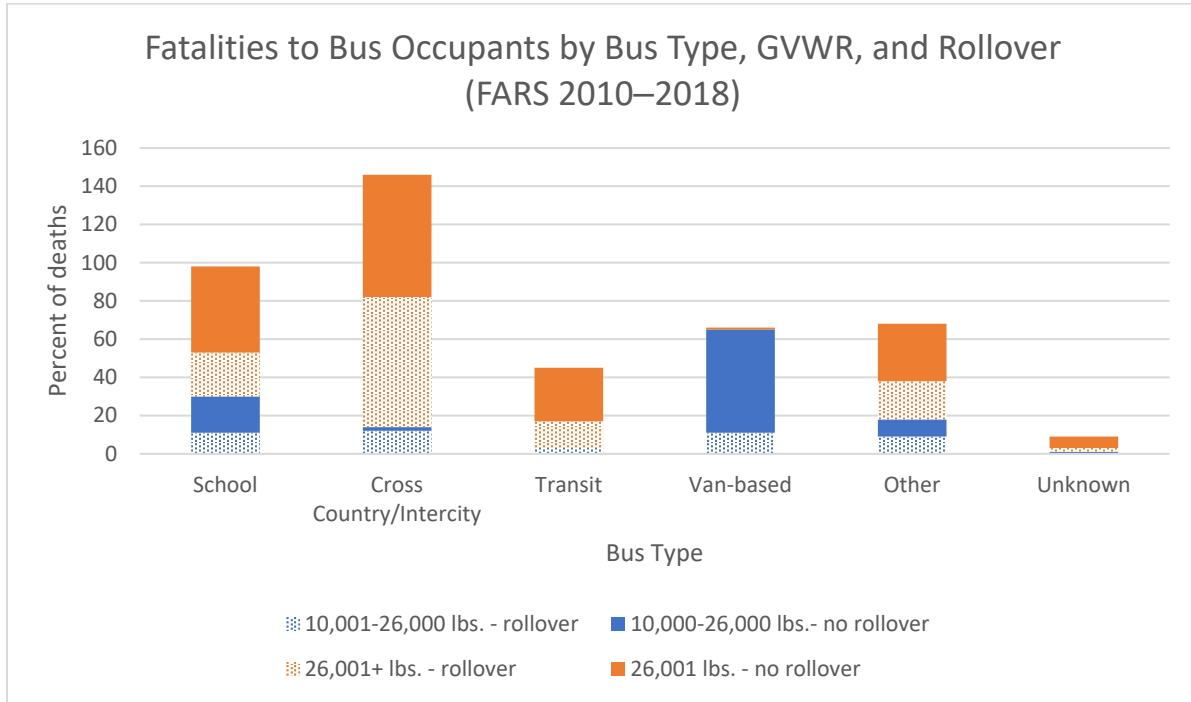


Figure 5. Fatalities on buses by GVWR and rollover (FARS 2010–2018).

Figure 6 provides a summary of the number of crashes and the number of deaths. School and transit buses accounted for the majority of buses involved in fatal crashes; however, cross country/intercity buses accounted for more than 33 percent of the bus occupant fatalities, the highest percentage by bus type.

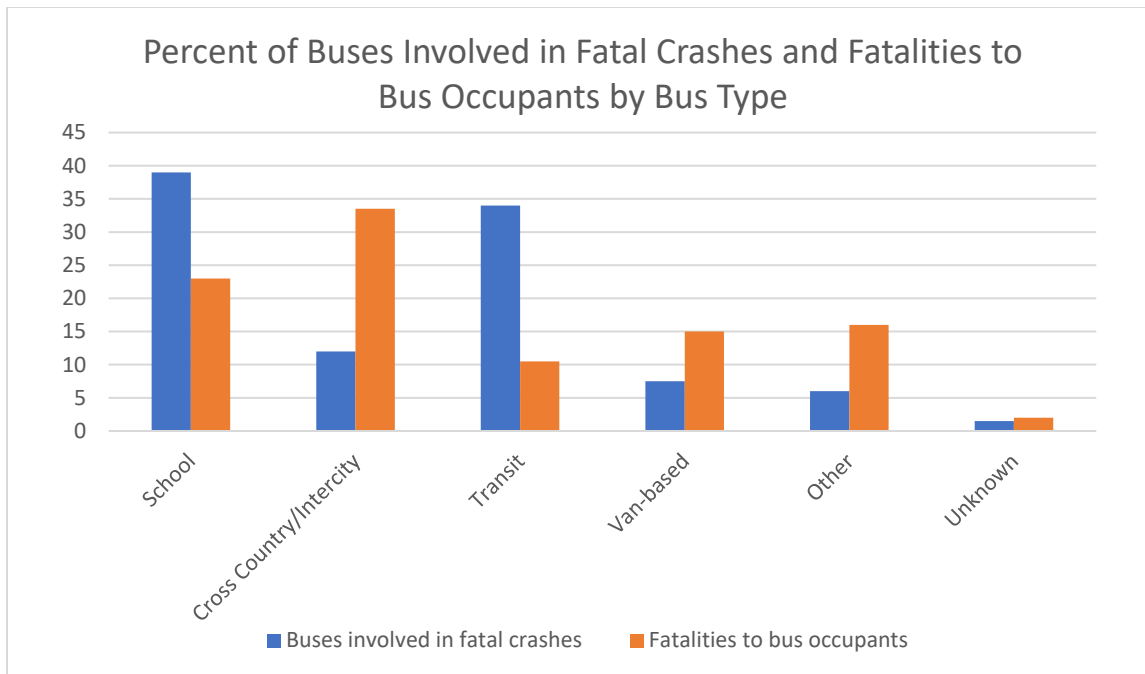


Figure 6. Percent of buses involved in fatal crashes by type.

Summary for Fatal Crashes 2010–2018

- 2,232 buses involved in fatal crashes
- 435 fatalities to bus occupants
- School buses and transit buses accounted for most crashes
- Cross country/intercity buses accounted for most deaths
- 25 percent of all buses involved in fatal crashes had a GVWR of 10,001 to 26,000 pounds
- Excluding school and transit buses, van-based buses made up most of the buses with a GVWR between 10,001 and 26,000 pounds involved in fatal crashes
- Almost all the van-based buses had a GVWR between 10,001 and 26,000 pounds
- Excluding school and transit buses, half the buses involved in fatal crashes had a GVWR between 10,001 and 26,000 pounds