




# A Always Be Careful

# The Signal

October 2008

For Distribution To:

-  Transportation Supervisors
-  Secretary-Treasurers
-  Superintendents



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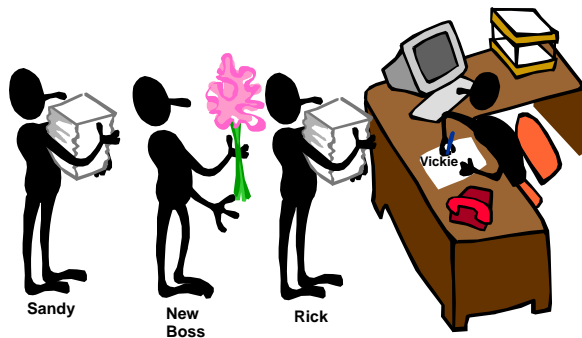
## IT'S BEEN A LONG BUS RIDE . . .

Thinking back to 1977 when my school bus ride began, I recall a group of dedicated school bus drivers arriving at the school bus garage in a timely manner to ensure their buses would start and that all lights were working. The drivers would wait in the shop while their buses warmed up and until it was time to start their routes.

The drivers would chat with each other about extra trips they were driving that day or in the days to come, and some bragged about their buses being superior when compared to the older 1960's vintage buses in the fleet. This was also a time when drivers reported mechanical issues to shop personnel. Back then, school bus drivers needed only a Class 2 driver's licence, and only some had a School Bus Driver Certificate issued by Driver and Vehicle Licencing (DVL) of the Department of Highways.

The School Bus Driver's Handbook was a six-by-nine inch, 20 page booklet also issued by DVL. The CSA D250 school bus safety standard (also a six-by-nine inch, 20 page booklet) listed very basic safety standards.

*Continued on Page 5*



## Who's Where At PTU . . .

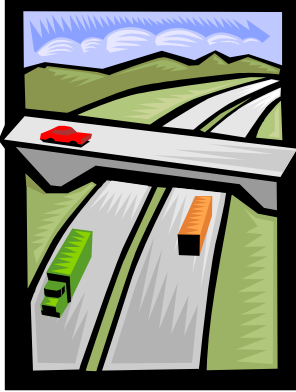
The Pupil Transportation Unit (PTU) has seen a number of Field Officer changes over the past months. At the end of March 2008, Stewart McKenzie, our Field Officer in the Rivers office, resigned and returned to the Mountain View School Division to accept the position of Director of Maintenance and Transportation. I'm sure everyone joins us in congratulating Stewart on his new appointment.

Prior to advertising the position in Rivers vacated by Stewart, Sandy Campbell, our Field Officer in the Winnipeg office, indicated interest in once again working out of the Rivers office. Subsequently, Sandy relocated effective September 1, 2008. We wish Sandy all the best in his new location out west. Sandy can be reached by phone at 204-328-5402 or by email at [sandy.campbell@gov.mb.ca](mailto:sandy.campbell@gov.mb.ca).

Sandy's departure created a vacancy in the Winnipeg office. After advertising the position and screening a number of candidates, Rickey Penner, formerly of Fairway Bus Sales and previous to that, a technician for Hanover School Division, was successful in securing the position. Rickey brings with him several years experience in the school bus industry, and we look forward to his assistance in delivering PTU services to Manitoba school divisions. Please join us in welcoming him to PTU. He can be reached at 204-945-4676 or by email at [rick.penner@gov.mb.ca](mailto:rick.penner@gov.mb.ca).

And yes, it's true. I'm retiring. My last day of work with the Department will be December 31, 2008. Between now and then I will be providing some training and instruction to the person destined to take over my position. I would like to take this opportunity to thank everyone out there in the pupil transportation system for their support and assistance over the past 25 years. It's been an incredible bus ride, and I've enjoyed every mile. Thank you all.

Sincerely,



# What's Going On . . .

## New Look School Bus Inspection Log Book

By now all school divisions will have received the new loose-leaf binder style school bus inspection log book.

**REMEMBER – After 20 operating days of entries the page should be removed from the binder and submitted to the transportation office for follow-up and filing.** A blank copy of each inspection page can be found on the PTU website at [www.edu.gov.mb.ca/k12/ptu](http://www.edu.gov.mb.ca/k12/ptu). Look under “Forms”.

## 2008 School Bus Order

Nineteen school divisions have ordered a total of 62 new International IC school buses through Maxim International Trucks. The pilot model review was conducted August 13-15 in Tulsa, Oklahoma. As of early October, a number of buses have arrived at Maxim. Rick Penner is currently conducting new school bus inspections.

## IC Bus Technical Training

Training sessions were held September 23-24 in Brandon and September 25-26 in Winnipeg. Technicians who attended the seminars appreciated the information provided on various components of the 2009 IC school bus. In addition, Maxim International Trucks explained how to claim warranty when repairs are done at the local school bus garage.

Additional IC bus training will be provided at the upcoming School Bus Maintenance Seminar scheduled for Spring Break 2009.

## CSA D270-08 Multi-Functional Activity Bus (MFAB)

A product profile of the MFAB can be found in Appendix A. To obtain a copy of the CSA D270-08 Standard, visit [www.shopcsa.ca](http://www.shopcsa.ca) or call 1-800-463-6727.

## School Bus Safety Week

October 19-25 was designated School Bus Safety Week for 2008. This year's theme was a message to the motoring public: *Avoid Harm, Obey the Stop Arm*. The package of information sent to school division superintendents and secretary-treasurers included letters from Honourable Peter Bjornson and Chuck Beaudry, an example of the colouring poster available this year, and an order form. A sample of the poster can be found in Appendix B.

## School Bus Driver Instructor's Seminar

Phases I and II of the School Bus Driver Instructor's Seminar were held in Brandon, May 5-7 and 26-28 respectively. Phase III took place in Gimli, June 18-20. Seminar evaluation results for each phase can be found in Appendix C. Please join us in congratulating the five newly certified School Bus Driver Instructors:

- ★ Robert Canaday, First Student Canada
- ★ Darren Denty, Fort la Bosse School Division
- ★ Barbara Acton, Sunrise School Division
- ★ Marc Lavergne, Sunrise School Division
- ★ Dean Bluhm, Turtle River School Division

## Webasto Heater Training Seminar

On September 23, 2008 an information session was held in Winnipeg to discuss Webasto heaters. Brian McBride, a representative from Webasto, gave a presentation and was on hand for questions. In total, 22 participants attended the session.

## 2008 School Bus Maintenance Seminar

The 2008 School Bus Maintenance Seminar held April 1-2 in Brandon and April 3-4 in Winnipeg attracted 39 and 53 participants respectively.

Presenters included Fairway Bus Sales; Fleetguard; Pupil Transportation Unit; Stemco Canada; Toromont Cat; and Waterous Power Systems.

Evaluation results for both sessions can be found in Appendix D.

## 2007 School Bus Accident Data

Attached as Appendix E you will find the 2007 school bus accident data. The information can be used to highlight when and where school bus accidents occur and should be shown to school bus drivers as a topic of discussion at your annual inservice training session.

## It's Been A Long Bus Ride *(cont'd from Page 1)*

School bus driver training was conducted by the shop mechanic who would take an applicant for a ride on a school bus to demonstrate how to shift gears and not ride the clutch; how to activate the loading lights and extend the stop arm manually; how to open and close the service door; and, how to apply the parking brake. The mechanic would then ask the applicant to drive the bus, watching how they shifted the transmission and making sure they didn't lug the engine or ride the clutch. From that point on it was "sink or swim" for the new driver - *here's the route, use the two-way radio if you need any more help, and drive safely.* The rules were a little more lenient back then.

As time went on, additional regulations were implemented. The yellow school bus as it appears today is one of the most significantly improved vehicles the industry has ever produced. While 30 year old school buses accomplished the same task of getting students to and from school, today's school buses do it more efficiently, more comfortably, and in many ways, in a safer fashion than the older units. Along the way we managed to improve on the way school bus drivers are trained and certified; on regulations and policies that protect school bus riders; on safety standards for the yellow school bus; and, on providing the safest transportation possible for current and future generations.

It's been a long bus ride, and one with constant advancement. As I reflect on the ride, however, I note one consideration that must never change - Always Be Careful.



### Dates To Remember

- |  |                                      |
|--|--------------------------------------|
| <input checked="" type="checkbox"/> Remembrance Day  | Tuesday, November 11 <sup>th</sup>   |
| <input checked="" type="checkbox"/> MASBO Transportation Conference,<br>Portage la Prairie | February 2009                        |
| <input checked="" type="checkbox"/> Maintenance Seminar,<br>- Winnipeg<br>- Brandon        | March 30-31, 2009<br>April 1-2, 2009 |



# Product Profiles

## Multi-Functional Activity Buses

### Multi-Functional Activity Buses

Available June 2008: the first edition of CSA D270, Multi Functional Activity Buses (MFAB). The MFAB is a new type of bus that includes all the safety construction features of a school bus, minus the pedestrian control devices. D270 provides you with the necessary information regarding chassis, body and safety equipment requirements.

If you are in the business of transporting people and wanting a vehicle that has the comfort of a commercial bus, but the safety features of a school bus based on safety requirements, then the MFAB could be the type of vehicle for you.

#### About the Multi-Functional Activity Buses

In Canada, non-conforming vehicles are being used to transport students to school or for school-related activities. This standard has been developed to establish requirements in Canada for a vehicle that parallels the multi-functional school activity bus in the US.

The MFAB is a vehicle derived from CSA D250 requirements, minus traffic, pedestrian control device, and color requirements. The intent is to develop safety requirements for a vehicle that is not used as a school bus but is intended to be constructed under the same safety requirement as a school bus.

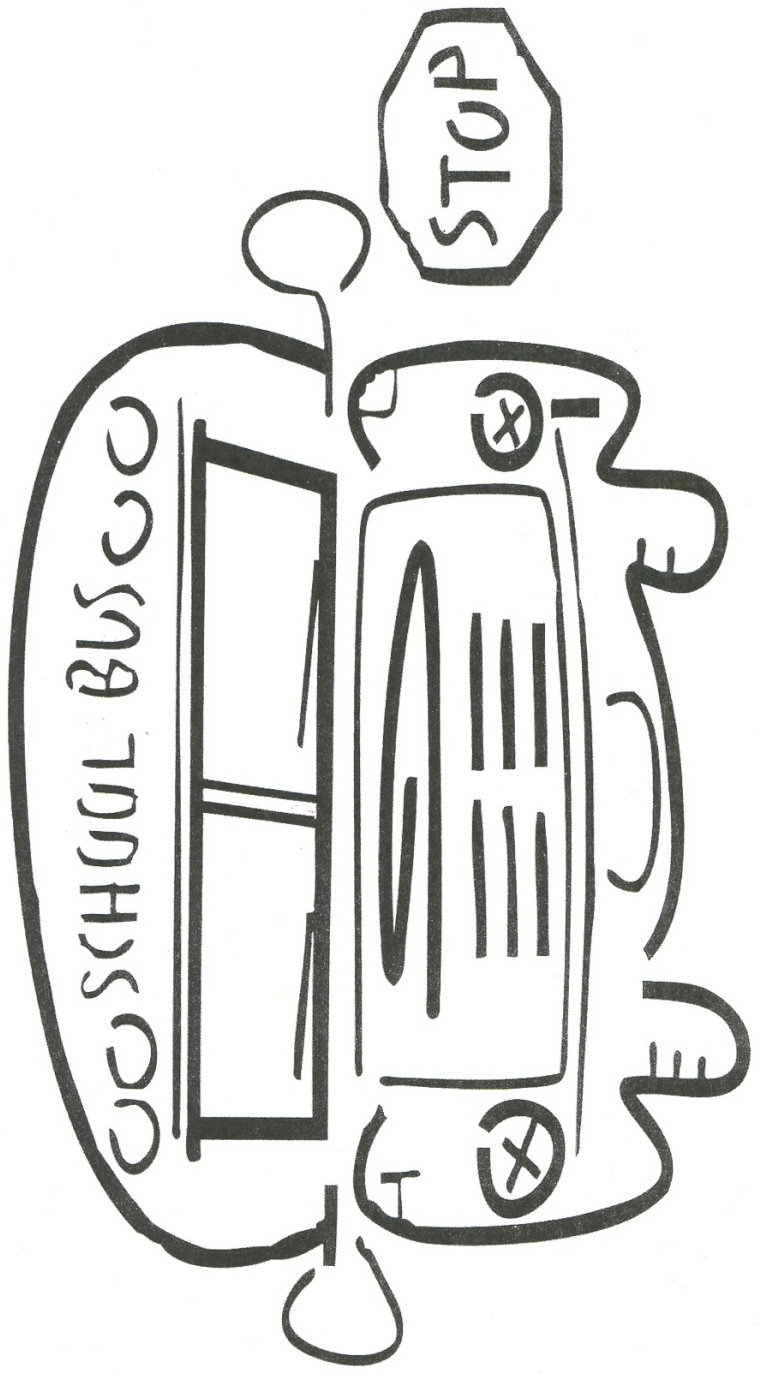
#### Intended Use

The multi-functional activity bus is ideal for

- School Co-Curricular and Extra-Curricular Activities
- Daycare
- Boys and Girls Clubs
- Community Transit
- Faith Based Youth Groups
- Sport Teams
- Seniors' Activities
- Rental Agencies
- Colleges and Universities



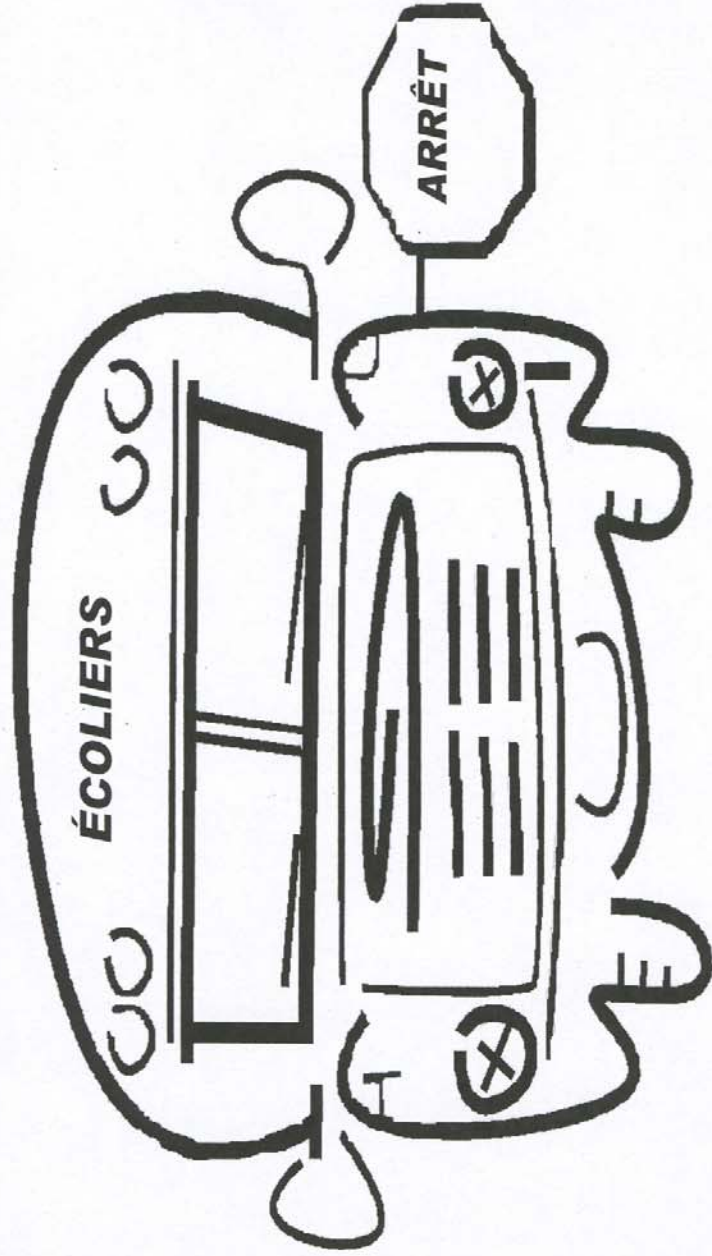
# AVOID HARM, OBEY THE STOP ARM!!



1. Be on time.
2. Never run to or from the bus.
3. Stand back from the curb.
4. Don't push or shove.
5. Stay in your seat.
6. Don't yell or shout.
7. Always obey the driver.
8. Wait for the driver's signal before crossing.
9. Always cross at least 3 metres in front of the bus.
10. Never crawl under a school bus.



# RESPECTE LE SIGNAL : UN ACCIDENT, ÇA FAIT MAL



Les enfants - suivez ces règles de sécurité lorsque vous prenez un autobus scolaire !

1. Être à l'heure.
2. Ne jamais courir en se dirigeant vers l'autobus ou en s'en éloignant.
3. Se tenir en retrait de la bordure du trottoir.
4. Ne pas pousser ou bousculer ses camarades.
5. Rester à son siège.
6. Ne pas hurler ou crier.
7. Obéir au chauffeur en tout temps.
8. Attendre le signal du chauffeur avant de traverser.
9. Traverser toujours à une distance d'au moins 3 mètres de l'avant de l'autobus.
10. Ne jamais ramper sous un autobus.



# School Bus Driver Instructor's Seminar Phase I Evaluation Form

**Brandon, Manitoba  
May 5-7, 2008**

*This form is designed to assist you in communicating your reaction to material presented at this Seminar. Please rate your satisfaction with each of the topics on a scale of 1 to 5 ("1" being least satisfied; "5" being very satisfied).*

<b>Monday, May 5<sup>th</sup> - Unit A</b>	Content	Information Retention	Presentation Effectiveness	Usefulness to you as an Instructor	Additional Comments
Role and Responsibility	4.4	4.1	4.6	4.6	
Learning and Teaching Skills	4.3	4.0	4.4	4.4	
The Learning Pyramid	4.3	3.7	4.3	4.0	
The Subject "Web"	4.9	4.3	4.7	4.7	
Lesson Planning	4.4	4.1	4.7	4.6	

## **Tuesday, May 6<sup>th</sup> - Unit B**

Pupil Relations – Management vs. Discipline	4.7	4.4	4.7	4.6	
Picture the Rules	4.7	4.4	4.7	4.7	
Role Play – Case Study	5.0	4.6	4.9	4.9	
Listing School Bus Conduct	4.9	4.4	4.9	4.7	
Summary Comments	4.8	4.5	4.8	4.7	

## **Wednesday, May 7<sup>th</sup> - Unit C**

Audio-Visual Aids	4.3	4.0	3.9	4.1	Need newer techniques/material (2)
School Bus Pre-Trip Inspection – Itemizing	4.6	4.1	4.3	4.4	
Lesson "Breakdown"	4.8	4.3	4.7	4.7	
Hands-On Learning and Teaching	5.0	4.6	4.7	4.7	
Lesson Plan	4.4	4.3	4.4	4.4	
Learning Profile	4.6	4.0	4.4	4.4	

<b>OVERALL PROGRAM</b>	4.8	4.5	4.8	4.7	
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**Seminar Location:** 6 Good 2 Fair 0 Poor

**Seminar Timing:** 8 Good 0 Fair 0 Poor

**Comments:**

- Instructors easy to communicate with/fair/informed.
- Teaching techniques were well used.
- “Excellent seminar! Loved the hands on approach and great useful audio-visual aids that I can use when training people. Look forward to Phase II.”
- “Found the actual hands on work very useful. Would like to see more of it. Also, could replace some of the first day material with actual work on putting together a training package. Especially enjoyed interaction among the others. You learn a lot from other people’s experience.”
- “Seminar of three days could be longer for each phase. Otherwise, very good and also feel the participants benefit from each other from their experiences.”
- “Very good instructor as part of this seminar. You do know your stuff.”

# School Bus Driver Instructor's Seminar

## Phase II

### Evaluation Form

*Brandon, Manitoba  
May 26-28, 2008*

*This form is designed to assist you in communicating your reactions to material presented at this Seminar. Please rate your satisfaction with each of the sessions on a scale of 1 to 5 ("1" being least satisfied; "5" being very satisfied).*

<b>Monday, May 26<sup>th</sup></b>	Content	Information Retention	Presentation Effectiveness	Usefulness to you as an Instructor	Comments
MarketPlace Video "Carrying Our Children" 25 Word Summary Exercise	4.5	4.3	4.5	4.9	"All videos are great."
Memorizing by Sequence "Curves, Right and Left Turns" Bar Graphs – Stopping Distances	4.6	4.1	4.3	4.6	
"Garden Party" Preparation and Study	4.6	4.5	4.4	4.8	
"Garden Party" Exchange of Information	4.6	4.6	4.5	4.6	
Case Study - "Black Horse Plains"	4.8	4.8	4.6	4.8	"Case studies were great."

<b>Tuesday, May 27<sup>th</sup></b>	Content	Information Retention	Presentation Effectiveness	Usefulness to you as an Instructor	Comments
Videos <b>(6 respondents only)</b>	4.2	4.5	4.3	4.3	Need updating (1)
Development of Web Chart - What Skills Make For a Good School Bus Driver ?	4.8	4.4	4.4	4.6	
Brainstorming Session – How Do Our Senses Help Us Drive?	4.5	4.1	4.3	4.5	
Night Vision Improvement – Memorizing Techniques and Presentation	4.5	4.0	4.1	4.3	
Court Cases - Wisconsin	4.4	4.1	4.1	4.4	

**Wednesday, May 28<sup>th</sup>**

	Content	Information Retention	Presentation Effectiveness	Usefulness to you as an Instructor	Comments
Accident Prevention Fundamentals Dealing With Emergencies	4.8	4.5	4.6	4.8	
"Picture In Your Mind" Accident and Emergency Procedures	4.6	4.3	4.3	4.6	
Emergency Evacuation Procedures – Video	4.6	4.4	4.6	4.6	
Emergency Evacuation Procedures – Drill Evaluate School Bus Evacuation Drills	4.8	4.4	4.5	4.6	"Hands-on was excellent. Great with different scenarios."
"The Bus and the Blizzard" Read and Envision – Two Minute Speech	4.1	3.9	4.0	4.0	
Developing Lesson Plan – Unit "F"	4.5	4.5	4.5	4.5	<b>(6 respondents only)</b>

<b>OVERALL PROGRAM</b>	4.6	4.0	4.6	4.7	<b>(7 respondents only)</b>
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**Seminar Location:** 6 Good 1 Fair 0 Poor 1 No response

**Seminar Timing:** 7 Good 0 Fair 0 Poor 1 No response

**Comments:**

- "Excellent job."
- "Great instructors and the hands-on approach kept it interesting and fun while we learned."
- "Enjoyed all sessions. Learned a lot. Now need to put it into action."
- "Enjoyed the seminar very much."
- "Appreciated the "tools to teach" techniques. Thank you to instructors for sessions!"

# School Bus Driver Instructor's Seminar

## Phase III

### Evaluation Form

**The Viking Inn, Gimli**  
**June 18 – 20, 2008**

*This form is designed to assist you in communicating your reactions to material presented at this Seminar. Please rate your satisfaction with each of the sessions on a scale of 1 to 5 ("1" being least satisfied; "5" being very satisfied).*

	Content	Information Retention	Presentation Effectiveness	Usefulness to you as an Instructor	Additional Comments
<b>Wednesday, June 18<sup>th</sup></b>					
Rodeo – Information Session	4.9	4.9	4.9	4.9	
Rodeo – Pre-Trip Inspection	4.7	4.7	4.8	4.9	"Comprehensive."
Rodeo – Off-Road Driving Course	5.0	5.0	5.0	5.0	"Fun."
Driving Course – Rodeo Tabulation; Group Discussion	5.0	4.9	4.9	4.9	"Vital."
<b>Thursday, June 19<sup>th</sup></b>					
Multiple Choice Written Exam	4.7	4.5	4.7	4.7	"Challenging."
In-Vehicle Instruction	4.7	4.7	4.8	4.7	
MPI Driver Examiner – Q & A	4.7	4.7	4.7	5.0	
<b>Friday, June 20<sup>th</sup></b>					
Observing Motor Skills Development	4.7	4.7	4.7	4.9	"Fun."
Evaluating Driver Performance on the Road	4.7	4.7	4.8	4.9	"Fun."
Driver Performance Evaluation – Team Response	4.7	4.7	4.7	4.9	
School Bus Driver Training Program	4.9	4.9	4.9	5.0	
<b>OVERALL PROGRAM</b>	4.9	4.9	4.9	5.0	

**Seminar Location:** 6 Good    2 Fair    0 Poor  
**Seminar Timing:** 7 Good    1 Fair    0 Poor

**Comments:**

Generally positive/excellent course (5)

“Would like to be provided with CSA D250 and vehicle inspection booklet.”

“I am leaving feeling like I can do a great job training in both school bus and class 5. Very confident in myself.”

“Roadeo really makes you understand how big the bus really is.”

“Enjoyed interacting with other drivers.”

# School Bus Maintenance Seminar Evaluation Form

*Crocus Plains Regional Secondary School, Brandon  
April 1 & 2, 2008*

*This form is designed to assist you in communicating your reactions to Seminar material presented. Please rate your satisfaction with each session on a scale of 1 to 5 ("1" being least satisfied; "5" being very satisfied).*

25 Evaluation Forms Returned

	Content	Information Retention	Presentation Effectiveness	Comments
<b>Tuesday, April 1<sup>st</sup></b>				
<b>Air Filter Minder Experience</b> Pupil Transportation Unit	3.3	3.4	3.2	
<b>Wheel End Training</b> Stemco Canada	4.6	4.7	4.7	Excellent presentation (5)
<b>Blue Bird/Caterpillar</b> Fairway Bus Sales	3.7	3.7	3.7	
<b>Information Session</b> Pupil Transportation Unit	3.5	3.5	3.4	
<b>Open Forums</b>	3.6	3.5	3.5	

## Wednesday, April 2<sup>nd</sup>

<b>Non-Conforming Vans</b> (replaced Thomas/Freightliner presentation)	3.6	3.5	3.3	
<b>IC Regeneration and Hybrid</b> (replaced Fleetguard presentation)	3.3	3.3	3.3	
<b>Allison Transmission Diagnostics</b> Waterous Power Systems	4.2	4.2	4.0	Good diagnostic information (1)
<b>Open Forums</b> (10 respondents only)	3.7	3.6	3.7	

### Comments:

- Suggestion for possible future presentation: Webasto heating
- "Why do factory reps no longer attend? Local dealer has little influence over quality control."

# School Bus Maintenance Seminar Evaluation Form

*Kildonan East Collegiate, Winnipeg  
April 3 & 4, 2008*

*This form is designed to assist you in communicating your reactions to Seminar material presented. Please rate your satisfaction with each session on a scale of 1 to 5 ("1" being least satisfied; "5" being very satisfied).*

22 Evaluation Forms Returned

## Thursday, April 3<sup>rd</sup>

	Content	Information Retention	Presentation Effectiveness	Comments
<b>Allison Transmission Diagnostics</b> Waterous Power Systems	3.9	3.5	3.3	- Too much info in a short time - Good walk-through of software
<b>IC Regeneration and Hybrid</b> (replaced Fleetguard presentation)	3.7	3.6	3.4	
<b>Non-Conforming Vans</b> (replaced Thomas/Freightliner presentation)	3.9	3.8	3.9	
<b>Open Forums</b> (15 respondents only)	3.7	3.7	3.7	- Valuable/real issues discussed - Nothing accomplished at forums

## Friday, April 4<sup>th</sup>

<b>Wheel End Training</b> Stemco Canada	4.6	4.5	4.5	- Well presented/excellent job (7)
<b>Air Filter Minder Experience</b> Pupil Transportation Unit	3.8	4.0	3.9	- Good information presented (2)
<b>Information Session</b> Pupil Transportation Unit	3.7	3.7	3.6	
<b>Blue Bird/Caterpillar</b> Fairway Bus Sales	3.9	3.7	3.6	
<b>Open Forums</b> (9 respondents only)	3.9	3.9	3.9	

### Comments:

- Need more bus manufacturer representatives at the seminar

# School Bus Accident Reports - 2007 Summary

<u>Question</u>	<u>Response</u>	<u>Count of Response</u>	<u>% of Incidence</u>
<u>General Information</u>			
<b>School Bus Use At Time of Accident</b>			
	Regular route	141	80%
	Field trip	16	9%
	Off duty	10	6%
	Maintenance/Fueling	6	3%
	Special education	3	2%
	<b>Total</b>	<b>176</b>	
<b>School Bus Driver Experience</b>			
	More than 10 years	50	28%
	6-10 Years	46	26%
	3-5 Years	39	22%
	1-2 Years	31	18%
	Less than 1 Year	10	6%
	<b>Total</b>	<b>176</b>	
<u>Accident Information</u>			
<b>1</b>	<b>Accident involved school bus and</b>		
	Another motor vehicle	140	80%
	Fixed object	21	12%
	Brick pillar		
	Bridge		
	Building overhang		
	Ditch		
	Fence		
	Garbage bin		
	Post/utility pole		
	Pot holes on road		
	Snow bank		
	Trailer		
	Tree/tree branches		
	Animal	8	5%
	Object thrown at bus	5	3%
	School bus only	2	1%
	<b>Total</b>	<b>176</b>	
<b>2</b>	<b>Amount of damage to all property involved (i.e. vehicles and/or other objects)</b>		
	\$1,000 or less	99	56%
	More than \$1,000	51	29%
	Not indicated/unknown	16	9%
	No damage	10	6%
	<b>Total</b>	<b>176</b>	
<b>3</b>	<b>Did accident occur at an intersection?</b>		
	No	115	65%
	Yes	61	35%
	<b>Total</b>	<b>176</b>	

<u>Question</u>	<u>Response</u>	<u>Count of Response</u>	<u>% of Incidence</u>
<b>4</b>	<b>Type of collision between vehicles or objects</b>		
	Angle	77	44%
	Rear-end	39	22%
	Other	29	16%
	Bus bottomed out in pothole		
	Bus rolled back into building		
	Mirror contact		
	Non-collision		
	Object thrown at bus		
	Other vehicle lost control		
	Overhead - struck low bridge		
	Overhead - struck tree branch		
	Rear of bus slid into post		
	Semi squeezing between two vehicles		
	Side impact		
	Sideswipe		
	Struck animal		
	Vehicles travelling same direction		
	One vehicle backing	23	13%
	Head-on	8	5%
	<b>Total</b>	<b>176</b>	
<b>5</b>	<b>Direction of vehicles at time of accident</b>		
	One vehicle stopped	89	51%
	Single vehicle accident	30	17%
	Angle, both moving	22	13%
	Same direction, both moving	16	9%
	Opposite direction, both moving	11	6%
	Vehicle direction not a factor	8	5%
	<b>Total</b>	<b>176</b>	
<b>6</b>	<b>Factors Contributing to Accident</b>		
	Bus driver not at fault/actions of other driver	78	44%
	Bus driver error – improper turning	23	13%
	Bus driver error – improper backing	19	11%
	Bus driver error - failed to yield right of way	9	5%
	Bus driver error – improper passing	5	3%
	Bus driver error – followed too closely	3	2%
	Bus driver error – failed to obey traffic signal	1	1%
	Other factors	38	21%
	Road conditions (16)		
	Struck animal (7)		
	Object thrown at bus (6)		
	Obstructed view (2)		
	Narrow bridge (2)		
	Park brake not engaged (1)		
	Weather conditions/visibility (1)		
	Overhanging tree branch (1)		
	Construction barriers (1)		
	Maneuvering in traffic jam (1)		
<b>Total</b>		<b>176</b>	

<u>Question</u>	<u>Response</u>	<u>Count of Response</u>	<u>% of Incidence</u>
7 Weather Condition/Visibility	Clear	117	66%
	Cloud/overcast	23	13%
	Rain	9	5%
	Exhaust fog	2	1%
	Fog	1	1%
	Other	24	14%
	<b>Total</b>	<b>176</b>	
8 Road Surface	Pavement	145	82%
	Gravel	31	18%
	<b>Total</b>	<b>176</b>	
9 Road Condition	Dry	75	43%
	Snow packed	43	24%
	Icy	36	20%
	Wet	19	11%
	Muddy	3	2%
	<b>Total</b>	<b>176</b>	
10 Lighting	Daylight	159	90%
	Dawn	11	6%
	Dusk	5	3%
	Dark, artificially illuminated	1	1%
	<b>Total</b>	<b>176</b>	
11 Identify point of impact	Right rear corner	36	20%
	Rear centre	27	15%
	Right side centre	25	14%
	Left rear corner	19	11%
	Front left corner	17	10%
	Left side by driver	16	9%
	Left side centre	15	9%
	Front centre	11	6%
	Right side by entrance door	8	5%
	Roof	2	1%
	<b>Total</b>	<b>176</b>	
<b><u>Information Specific To Loading Zone Accidents</u></b>			
13 At time of accident, was the bus	Stopped in the loading area	11	69%
	Entering the loading area	3	19%
	Leaving the loading area	2	13%
	<b>Total</b>	<b>16</b>	
14 Did a "don't pass law" violation occur?	No	15	94%
	Yes	1	6%
	<b>Total</b>	<b>16</b>	

<u>Question</u>	<u>Response</u>	<u>Count of Response</u>	<u>% of Incidence</u>
15 Was anyone injured in this accident?	No	16	100%
	<b>Total</b>	<b>16</b>	

SCHOOL BUS ACCIDENTS BY MONTH –  
COMPARISON OF 2007 AND 2006

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<b>Month</b>	<b>2007</b>	<b>2006</b>
January	24	15
February	21	15
March	16	12
April	12	6
May	10	6
June	21	16
July	0	0
August	0	1
September	16	6
October	18	18
November	15	15
December	23	13
<b>Total Accidents</b>	<b>176</b>	<b>123</b>

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SCHOOL BUS ACCIDENTS BY DAY OF WEEK AND TIME OF DAY –  
COMPARISON OF 2007 AND 2006

Day of Week	Time of Day	2007	2006
Monday	AM	18	17
	PM	18	12
Tuesday	AM	13	10
	PM	15	12
Wednesday	AM	16	12
	PM	25	9
Thursday	AM	27	15
	PM	17	13
Friday	AM	15	11
	PM	9	11
Saturday	AM	1	0
	PM	1	1
Sunday	AM	1	0
	PM	0	0
<b>Total Accidents</b>		<b>176</b>	<b>123</b>