

School Bus Accident Report 2024-2025 School Year



December 2025



**Department of
Education &
Workforce**

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Introduction

On Jan. 31, 2024, Ohio Governor Mike DeWine announced the release of the Ohio School Bus Safety Working Group Report. At the direction of the governor, this working group thoroughly reviewed all aspects related to school bus safety in Ohio. While the working group determined that school buses were one of the safest modes of transportation for students traveling to and from school, they still sought to identify opportunities to make school buses even safer than they are already today. To this end, the working group offered 17 recommendations to further enhance the safety of the student transportation experience. Among their various recommendations, the Ohio School Bus Safety Working Group focused one of their recommendations on ensuring that school districts, school bus professionals, and local first responders have access to post-crash report data to identify lessons learned.

In response to this recommendation, the Ohio Department of Education and Workforce created this report as an annual collection of all post-crash report data received during the 2024-2025 school year. While reviewing this data, it should be remembered that the National Highway Traffic Safety Administration ([NHTSA](#)) reports that school buses are one of the safest vehicles on the road. Less than 1% of all traffic fatalities involve children on school transportation vehicles.¹ However, it is intended that the data contained in this report be used to ensure that Ohio students continue to experience the safest possible experience while riding the school bus.

Ohio State Highway Patrol School Bus Safety Bulletin

The Ohio State Highway Patrol publishes an annual traffic safety bulletin each August. This bulletin provides valuable information regarding school bus crashes, violations, and inspections reported by the Ohio State Highway Patrol. It is important to note that the Ohio State Highway Patrol collects different sets of data from those required by the Department of Education and Workforce. This difference accounts for discrepancies which may occur between the data sets. Additionally, the Ohio State Highway Patrol releases its report over a five-year period, as opposed to the annual basis presented here. A copy of the current Ohio State Highway Patrol annual traffic safety bulletin is published on the Department's website with this report.

¹ [School Bus Safety | Bus Stops, Drivers | NHTSA](#)

Key Observations

Accidents can occur at any time.

- While poor weather, lighting levels, and road conditions contributed to some of the accidents reported, most accidents occurred under daylight conditions, in fair weather, and on dry roads.
- As a result, drivers of school buses, as well as all other drivers on the road, must ensure that they always remain diligent and attentive to their driving.

Most accidents occur at low speeds, and buses are especially vulnerable when backing up.

- 56% of reported accidents occurred with the bus traveling at speeds below 10 miles per hour, while only 7% occurred at speeds of more than 50 miles per hour.
- Reversing a bus was the number one contributing factor to accidents during the reporting period.

The data supports findings that school buses are one of the safest methods of transportation for Ohio's students.

- Only 9% of accidents involved an injury of any kind, with no serious or fatal injuries being reported for any students during the 2024-2025 school year.

The data reflects the value of retaining a statewide pool of experienced bus drivers.

- 64% of all accidents involve a bus driver with less than five years of experience. Conversely, only 10% of accidents involve a bus driver with 15 years of experience or more.
- As a result, any efforts to retain a pool of experienced drivers should also result in a safer experience for Ohio's students.

Methodology and Data

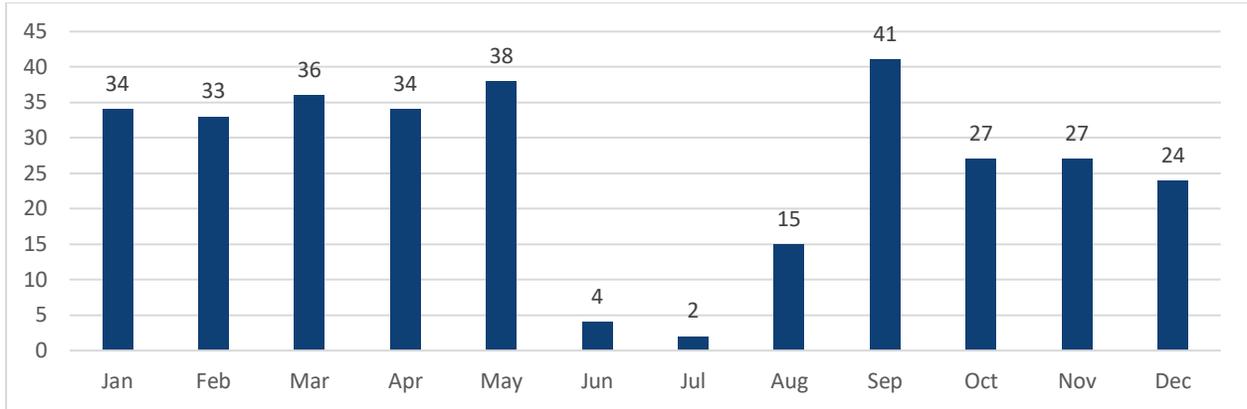
Pursuant to [Rule 3301-83-14 of the Ohio Administrative Code](#),² school transportation vehicle owners and operators are required to electronically submit accident data reports to the Department of Education and Workforce for every accident that results in a fatality, an injury, or vehicle or property damage in excess of \$1,000. This report has been compiled from the 315 accident reports submitted to the Department between July 1, 2024, and June 30, 2025. The

² During the reporting period, school bus owners and operators were only required to report accidents involving school buses. The rule was updated to require reporting for accidents involving motor vans on July 1, 2025. While not mandated during the reporting period, the reporting system allowed school bus owners and operators to make voluntary accident reports for motor vans, the data from which is included in this report.

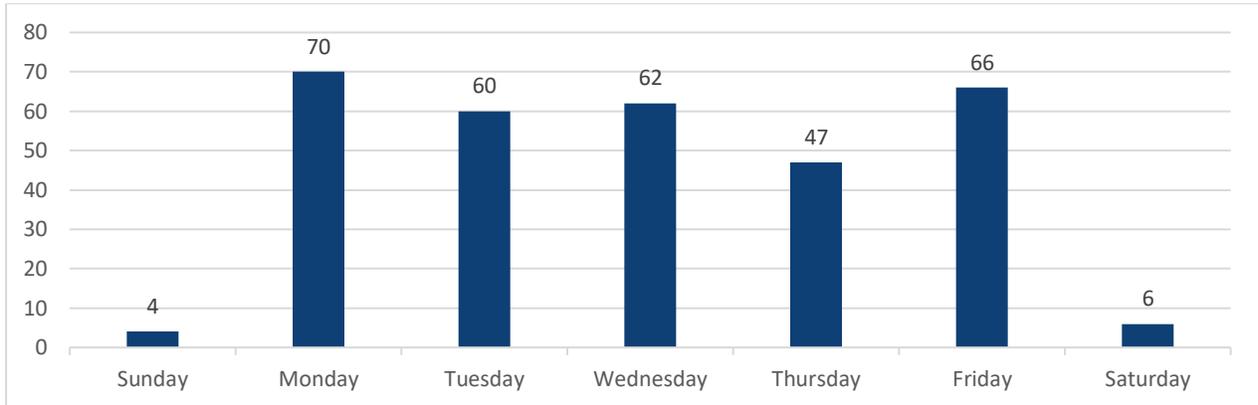
accuracy of the presented data relies on proper accident reporting by school bus owners and operators, as this report reflects the data directly as it has been reported to the Department.

Timing of Accidents

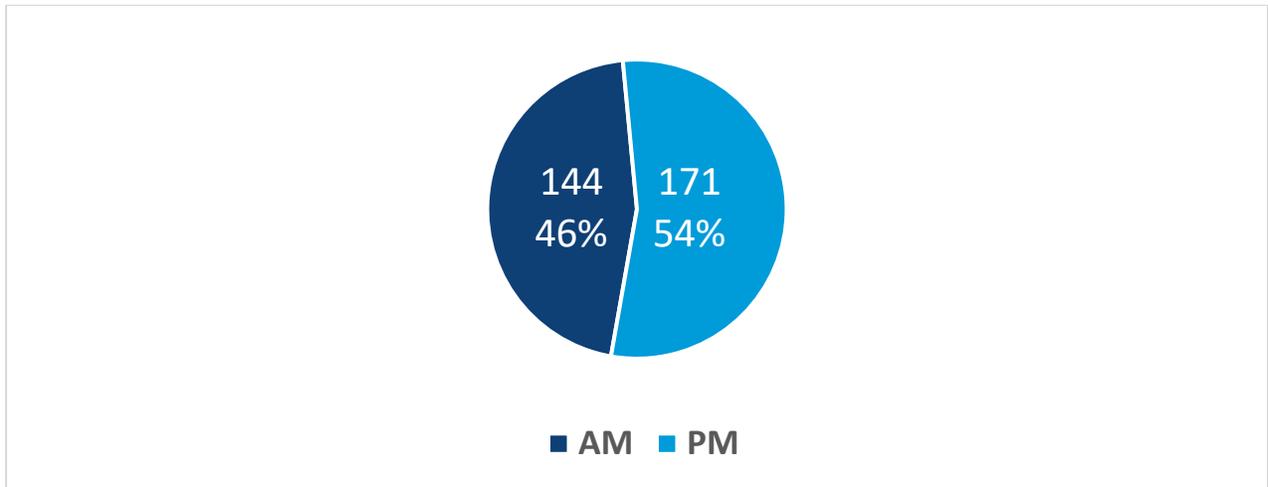
MONTH



DAY OF THE WEEK

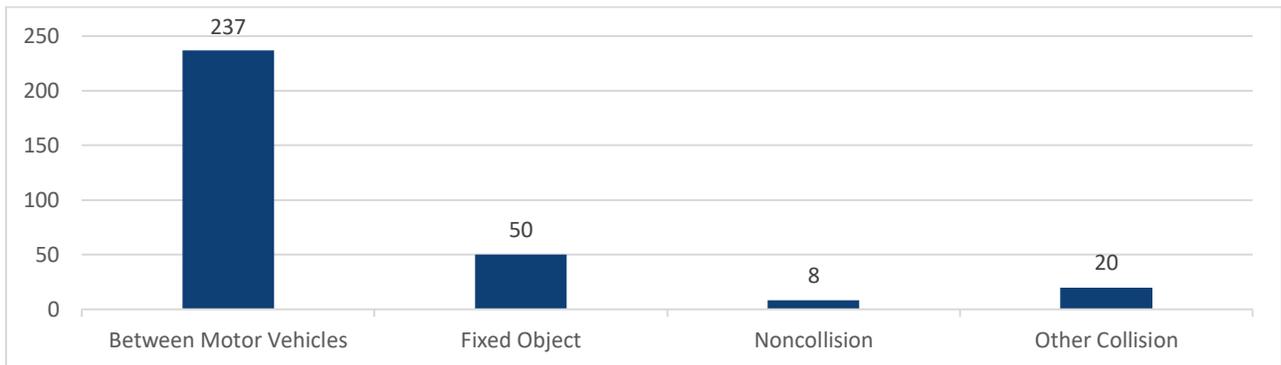


TIME OF THE DAY

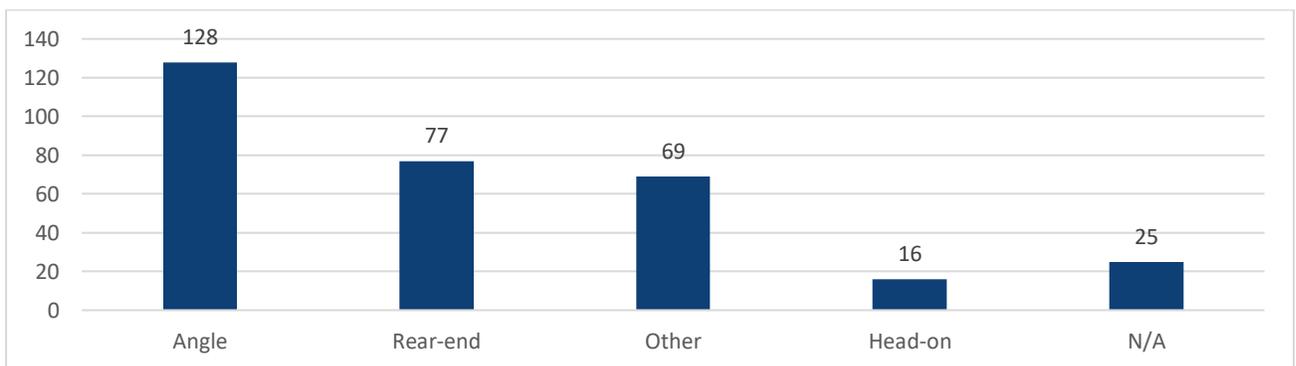


Nature of Accidents

TYPE OF ACCIDENT



MANNER OF COLLISION



BUS DIRECTION AT TIME OF COLLISION

	Intersection	Non-Intersection
Going Straight	23	36
Turning Right	7	2
Turning Left	31	8
Backing	6	11
Other Action	3	10
Entered at Angle	11	1
Entered Same Direction	8	19
Entered Opposite Direction	3	11
Bus Stopped	15	48

Conditions at the Time of Accidents

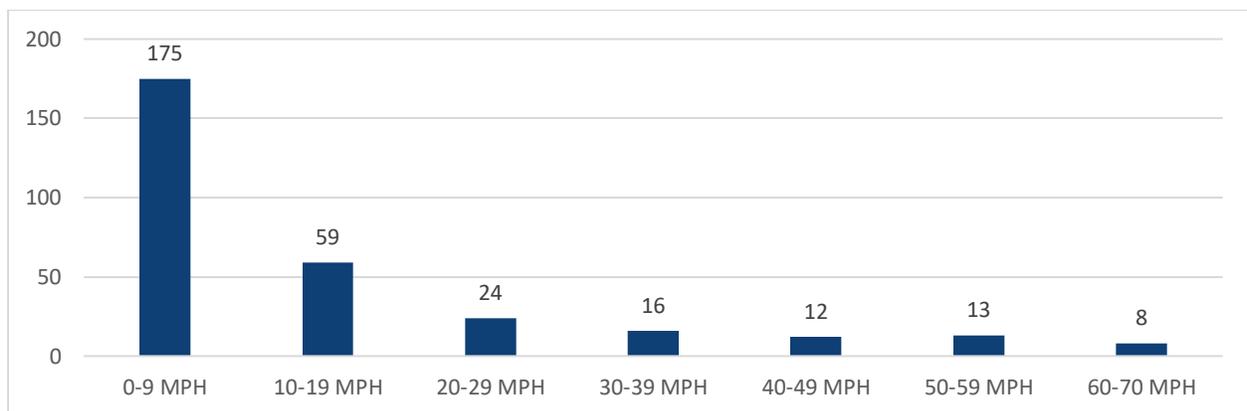
CONTRIBUTING CIRCUMSTANCES

	Bus Driver		Other Driver	
Backing	43	13.6%	4	1.7%
Disregarded Signal	0	0.0%	17	7.2%
Drove Left of Center	5	1.5%	12	5.1%
Followed Too Closely	14	4.4%	28	11.8%
Improper Overtaking	16	5.0%	14	5.9%
Made Improper Turn	37	11.7%	16	6.8%
Passed Stop Sign	1	0.3%	8	3.4%
Right of Way - Failed to Yield	18	5.7%	29	12.2%
Speed	3	1.0%	17	7.2%
Sudden Movement	8	2.5%	17	7.2%
No Improper Action	62	19.7%	18	7.6%

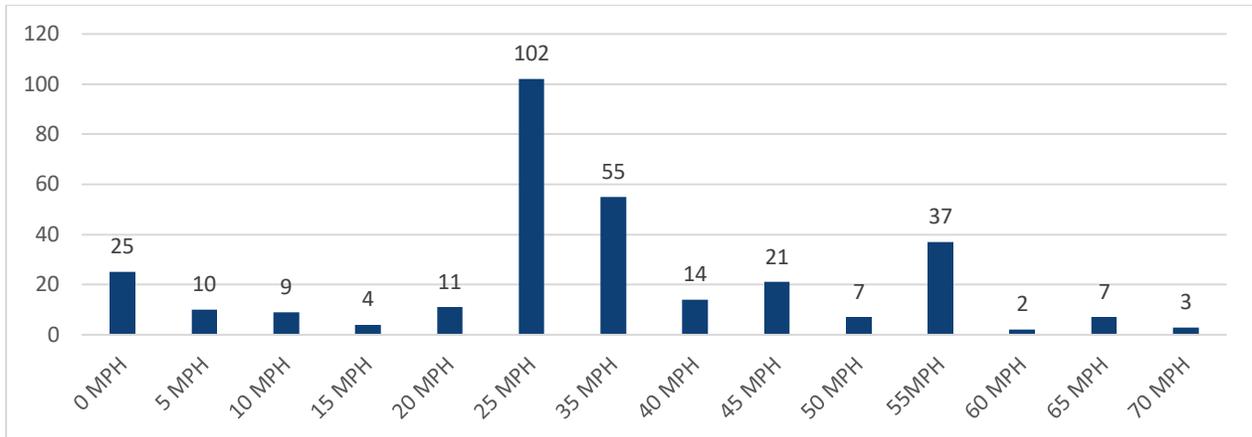
ROADWAY FEATURES AND CONDITIONS

Defective Surface (potholes)	2	0.6%
Slippery	26	8.3%
View Obstructed by Object (tree, fence, etc.)	4	1.3%
Dry	181	57.5%
Holes or Ruts	2	0.6%
Icy	15	4.8%
Muddy	1	0.3%
Other	18	5.7%
Snow Packed	8	2.5%
Under Repair	2	0.6%

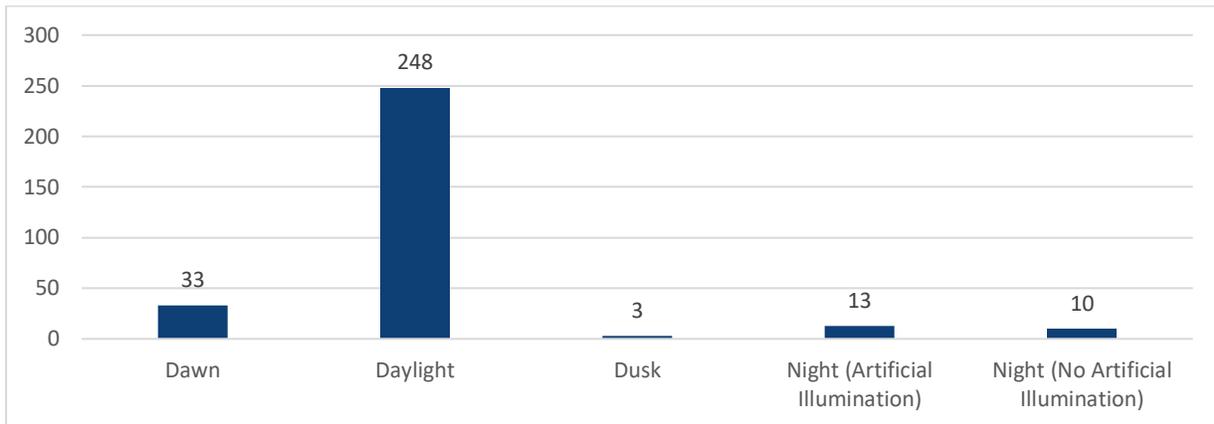
SPEED OF THE BUS AT THE TIME OF THE ACCIDENT



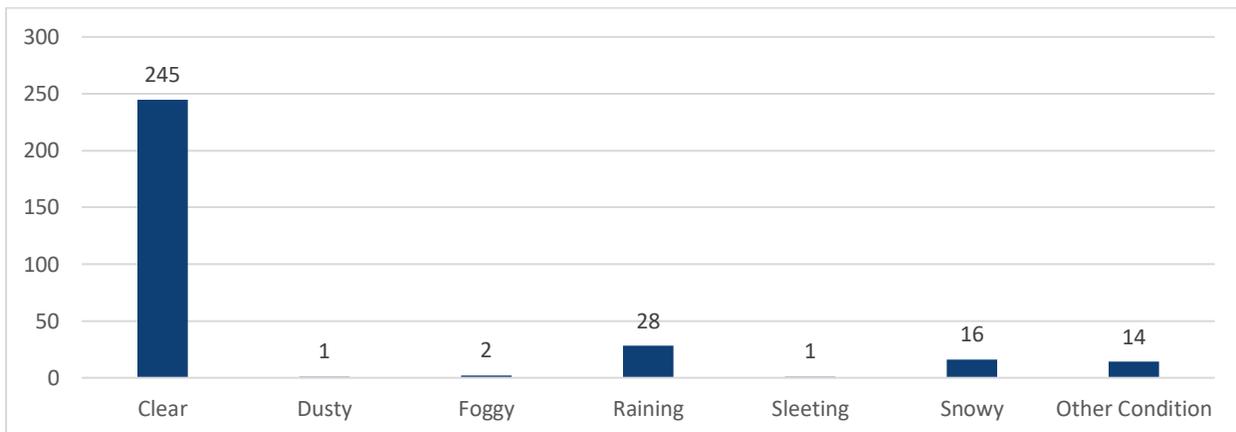
POSTED SPEED LIMIT



LIGHTING CONDITIONS



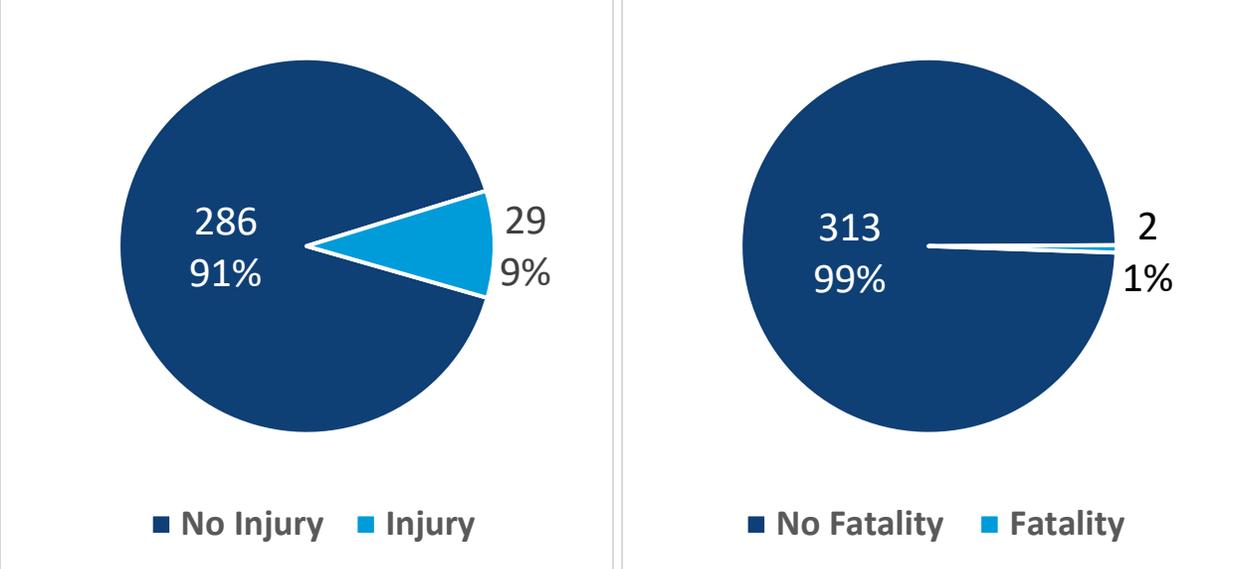
WEATHER CONDITIONS



Impact of Accidents

ACCIDENTS INVOLVING INJURIES AND FATALITIES

**Includes students, bus drivers, and individuals outside the bus*

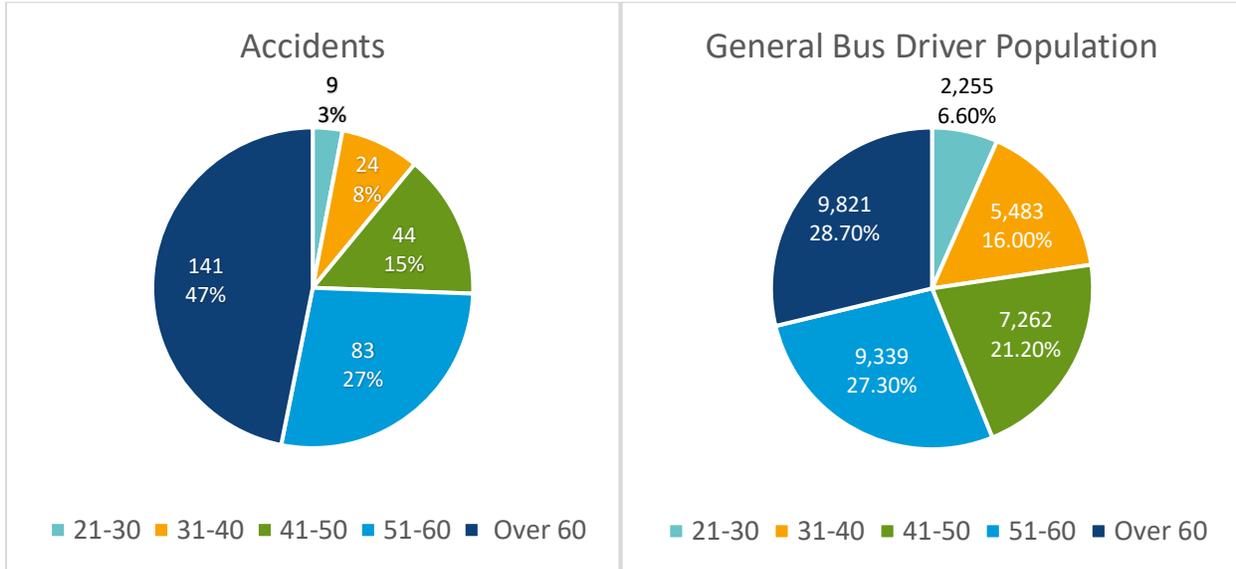


	Student on the Bus	Bus Driver or Adult on the Bus	Individual Outside the Bus ³
Minor Injury	28	11	7
Moderate Injury	4	2	3
Serious Injury	0	1	3
Fatality	0	0	2

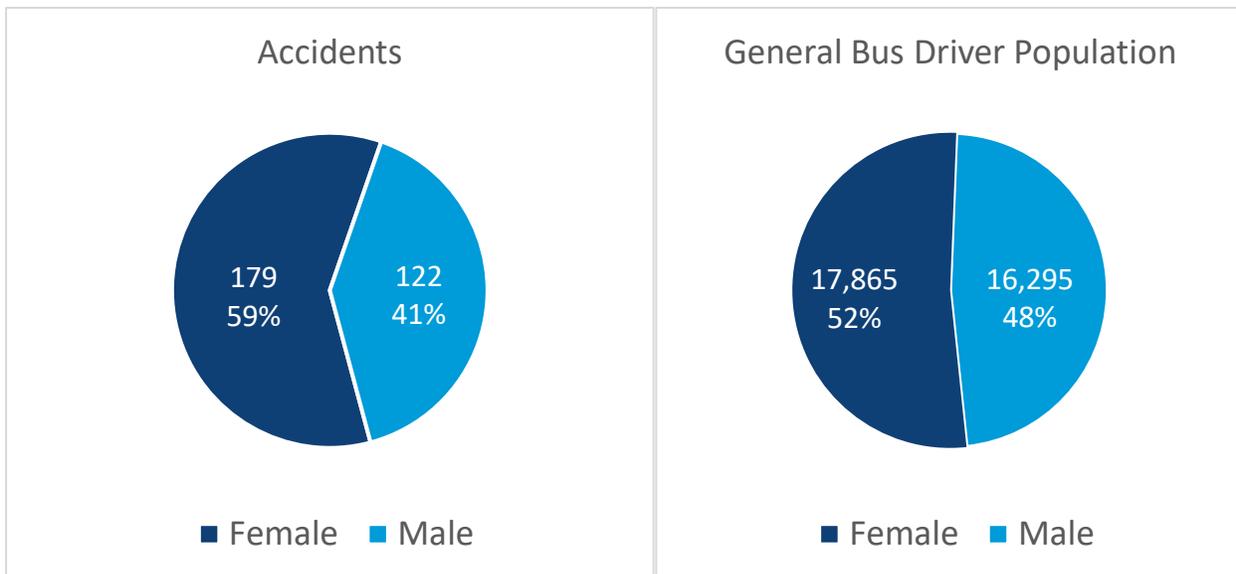
³ “Individual outside the bus” refers to any individual in another vehicle, as well as any other bystanders, involved in the accident. For this reporting period, none of these individuals were students or minors.

Driver and Vehicle Statistics

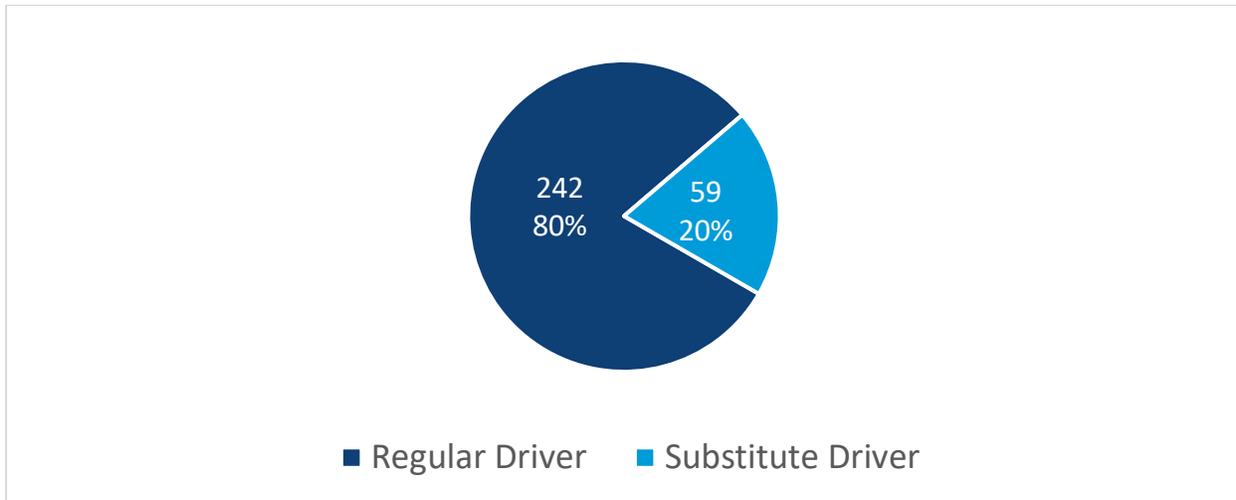
AGE OF THE BUS DRIVER



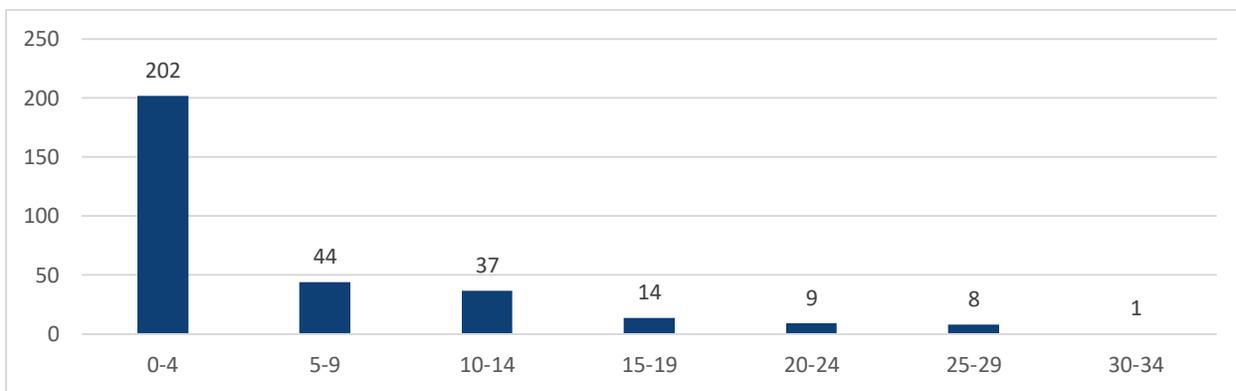
GENDER OF THE BUS DRIVER



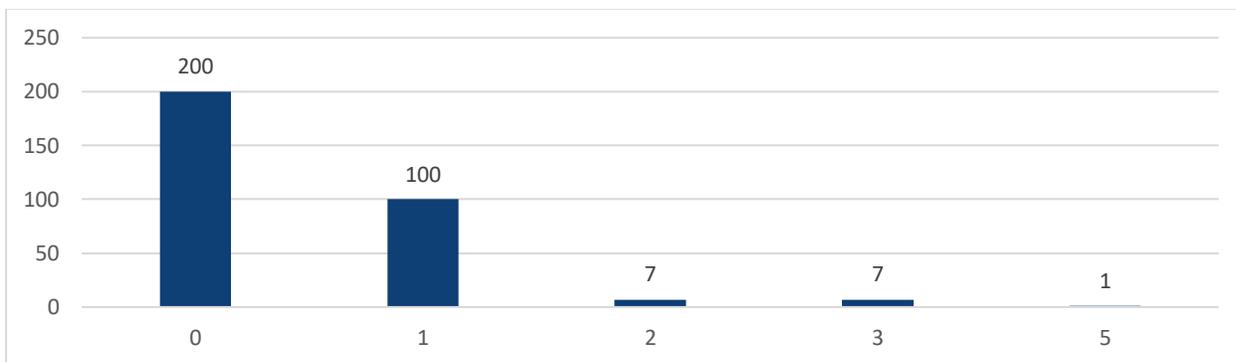
REGULAR OR SUBSTITUTE DRIVER



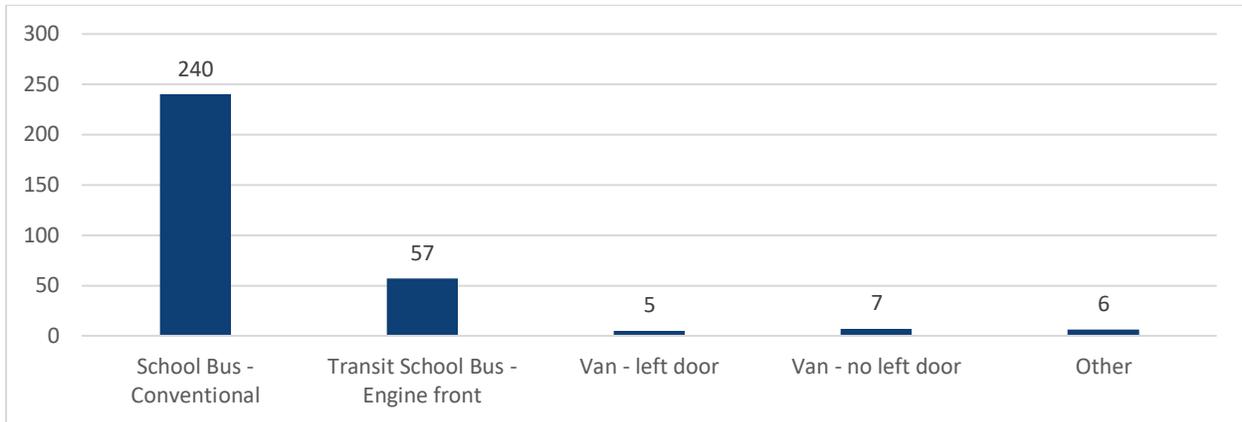
DRIVERS' YEARS OF EXPERIENCE



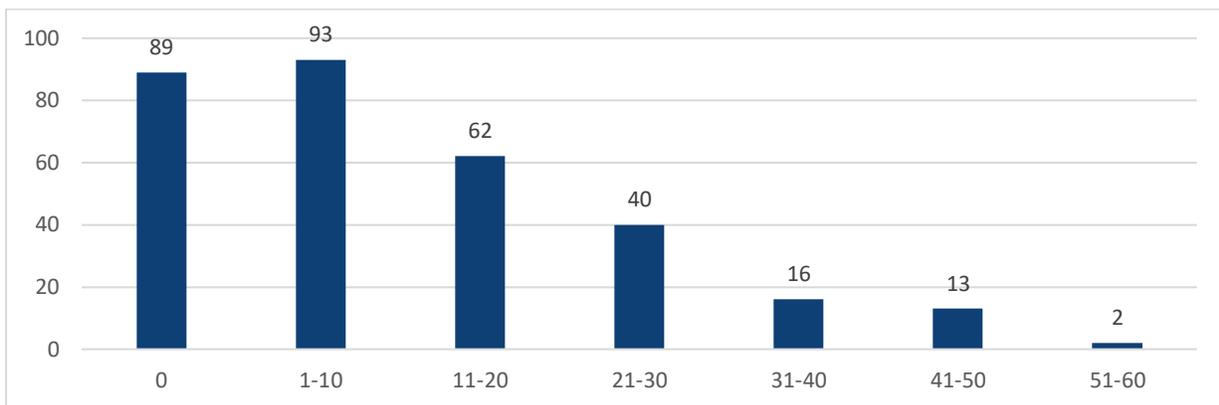
PREVIOUS NUMBER OF ACCIDENTS INVOLVING THE DRIVER (PRIOR THREE YEARS)



VEHICLE TYPE



NUMBER OF PASSENGERS ON THE SCHOOL TRANSPORTATION VEHICLE



Conclusion

The data presented in this report is intended to provide state and local decision-makers with access to reliable data regarding the circumstances surrounding school transportation accidents. The elements included are crucial in understanding the overall safety of school buses while also serving to highlight potential pain points. By analyzing these statistics, decision-makers are encouraged to identify trends and make informed decisions that improve overall student safety.