

# Citizens Transportation Committee

## Safety

### Summary of Findings

Here is what we found:

To and from school, a bus is safer than walking, biking or riding in a car.

We analyzed the police assessment of accident contributory factors assigned to the bus driver recorded in Mass DOT accident data from 2002-2010. It shows Concord's rate is 31%. Neighboring towns ranged from 21% to 56%<sup>1</sup>.

Mass DOT school bus inspections for Concord, and First Student show our buses have 1/5<sup>th</sup> the defect rate.

Finally, a larger portion of students ride our buses than in Sudbury or Lincoln, which reduces congestion while it increases safety, because we provide a higher level-of-service -- more bus stops and routes -- and we don't charge fees.

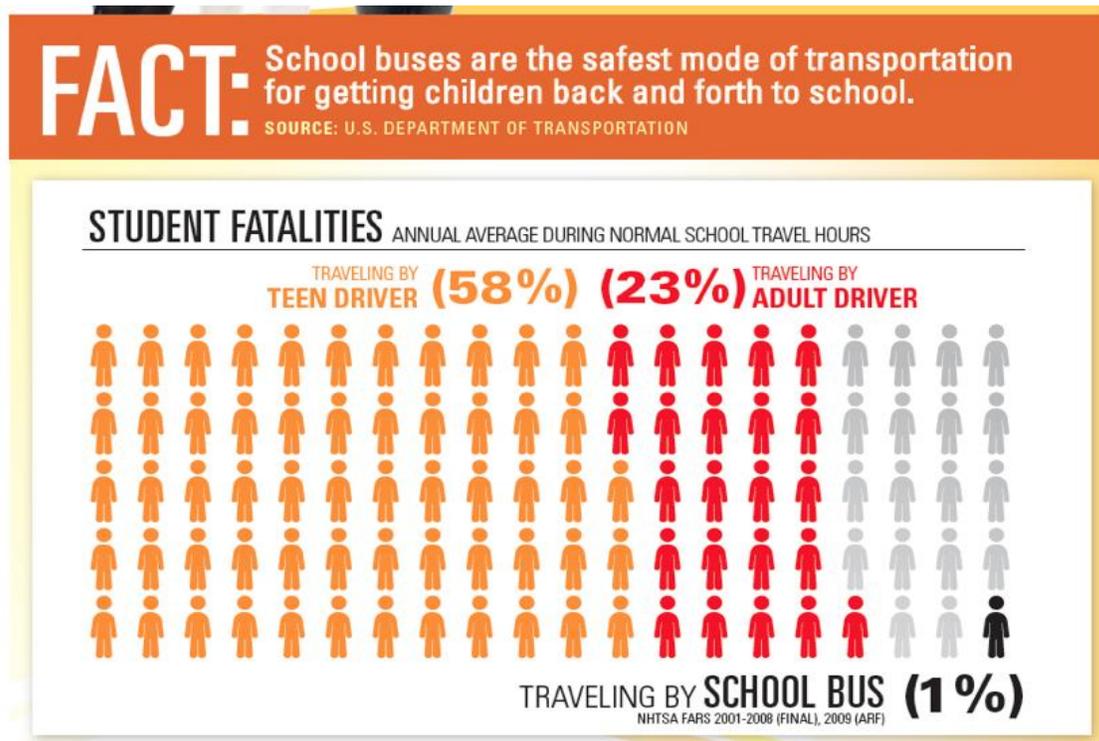
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<sup>1</sup> These statistics are highly variable because of the small number of accidents in each town over the study period, making exact comparisons invalid.

## Background: The greatest fatality risk is riding to school in a car

The figure below, from a National Highway Traffic Safety Administration (NHTSA) shows school buses are the safest way to transport children to school. Not only is busing safer than riding in a car, it is safer than walking or riding a bicycle (the fatalities indicated in the right most section). Teenage drivers are the least safe way to get to school.

School buses are safer than other modes because:



- A school bus is a large vehicle designed to keep children safe.
- School bus drivers are comprehensively trained and carefully licensed.
- Three times a year state inspectors go over the bus interior, exterior, chassis, and engine compartment. Failed items must be repaired.
- Before and after each trip the school bus driver safety-checks their bus<sup>2</sup>.

Bus safety is continually improving. The NHTSA and US Department of Transportation conducts crash tests to improve the safety. Drivers attend training to maintain their licenses. The state updates the inspection checklists for their

<sup>2</sup> If you would like to view a video on how a driver checks a bus see <http://www.youtube.com/watch?v=xmpR6kc4xQ0&feature=related> and <http://www.youtube.com/watch?v=63GmHRCFYoY&feature=fvwrel>.

inspectors and for drivers as needed to improve safety and respond to improved vehicle designs.

## **Introduction**

This section describes Concord's in-house transportation department's safety. The following aspects, most of which are under the control of our in-house school bus transportation department, address safety. These aspects, or frames-of-reference, are not the only ways to look at safety. This list may change as we learn more. We tried to select aspects of safety that were measurable using outside sources of data. The aspects we selected are:

- Driver qualification, training, and route preparation: which help drivers avoid accidents, work effectively with students, and improve safety.
- Bus maintenance and specification: which maintains the physical condition and safety of buses.
- Accident statistics: that measure driver performance at avoiding collisions.
- Annual driver turnover: which addresses our ability to find and retain good drivers.
- Level-of-service: which encourages more students to take the bus and minimizes on-street walking to bus stops.

Where possible, this section compares the safety of Concord's in-house transportation department with neighboring towns and outsourcing companies using these aspects.

The discussion of these aspects also address a child's experience riding the bus to and from school and a parent's confidence in their child's security while riding the bus. Safety is a broad topic.

## **Driver Qualification, Training, and Preparation**

**Qualification:** Before drivers are hired, the transportation department reviews their experience and background, including a CORI check. All drivers in the department must pass annual CORI checks and random drug tests.

**Training:** To retain their licenses, school bus drivers attend at least eight hours of driver training annually. Concord provides more than eight hours of training. Specialists in each topic area conduct training sessions. A safety specialist from the Federal Railway Administration conducted railroad safety training. School

counselors provided training on bullying. Drivers are trained to administer first aid and CPR.

Preparation: For each route, the department provides drivers with information about the special needs of students on their routes, so the drivers are prepared to respond appropriately, if needed. This is handled confidentially. Before the start of each school year, drivers review their routes and test-drive them to validate the schedules. These preparatory efforts reduce driver stress and improve safety.

The transportation department instructs children to act safely. Annually, drivers drill children on safe bus evacuations. Each fall Concord provides school bus orientation for Kindergarten children before school starts, so new school children can be familiar with a bus and know how to behave safely when riding.

Also in Concord, drivers are assigned a bus. They keep their bus from year to year. It is essentially 'their bus'. This policy encourages a driver to keep the bus spotless. Drivers wash and clean their buses inside and out. (As opposed to an outsourcing firm, our bus are not used for transporting parties of adults on the weekend.) These factors help keep the bus clean and in good working order. Drivers work closely with maintenance people as needed to fix mechanical problems. Finally, as mentioned above, before and after each trip the each driver inspect their bus inside and out using a detailed checklist (a copy is provided for your review in Appendix \_\_\_\_). Drivers fill out this checklist for each trip. A driver can lose their license for driving a bus that fails the pre-trip inspection checklist.

Bus No.: \_\_\_\_\_ Date: \_\_\_\_\_

Driver: \_\_\_\_\_

Start Mileage: \_\_\_\_\_ End Mileage: \_\_\_\_\_

1. In the columns provided, enter the appropriate inspection codes for each trip taken:

X - QUESTIONABLE O - DEFECTIVE

2. If (X) or (O) is entered for any item, please explain in the comment section below.

Items not noted have no known defects

- |   |   |
|---|---|
| <input type="checkbox"/> Engine                     | <input type="checkbox"/> Exhaust System                     |
| <input type="checkbox"/> Service Brakes             | <input type="checkbox"/> Glass                              |
| <input type="checkbox"/> Parking Brake              | <input type="checkbox"/> Interior Lights                    |
| <input type="checkbox"/> Wheels / Tires             | <input type="checkbox"/> Emerg. Exits / Buzzers / Triangles |
| <input type="checkbox"/> Body Damage / Paint        | <input type="checkbox"/> First Aid Kit / Fire Extinguishers |
| <input type="checkbox"/> Exterior Lights / Flashers | <input type="checkbox"/> Driver / Passenger Seats           |
| <input type="checkbox"/> Reflectors                 | <input type="checkbox"/> Doors / Windows                    |
| <input type="checkbox"/> Steering Mechanism         | <input type="checkbox"/> Heat / Air Conditioning            |
| <input type="checkbox"/> Horn                       | <input type="checkbox"/> Gauges                             |
| <input type="checkbox"/> Windshield Wipers          | <input type="checkbox"/> Cleanliness                        |
| <input type="checkbox"/> Mirrors                    | <input type="checkbox"/> Other: _____                       |

DRIVER COMMENTS: \_\_\_\_\_

\_\_\_\_\_

I have reviewed the previous DVIR, performed a pre-trip inspection and find:

- NO DEFECTS       DEFECTS AS NOTED

Condition of the above vehicle is:       SATISFACTORY       UNSATISFACTORY

Pre-Trip Signature: \_\_\_\_\_

I have performed a Post-Trip Inspection, checked for remaining students or belongings and find:

- NO DEFECTS       DEFECTS AS NOTED

Post-Trip Signature: \_\_\_\_\_

MECHANIC'S COMMENTS: \_\_\_\_\_

- Above Defects Corrected  
 Above Defects Need Not Be Corrected For Safe Operation of Vehicle

Mechanic's Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Driver Reviewing Repairs:      Signature: \_\_\_\_\_ Date: \_\_\_\_\_

## **Bus Maintenance**

Well-maintained buses provide safer and cleaner transportation for students. State inspectors check the physical condition of buses three times each school year; in the fall, winter, and spring, using a list covering 48 categories of items on the interior and exterior, the chassis including brakes, and the engine compartment. Using copies of 1534 inspection records covering December 2008 to January 2012, we measured the physical condition of Concord's buses and buses in Sudbury and Fitchburg, which First Student provides. The results show problems with First Student's maintenance.

Most defects an inspector finds are fixed the same day, for example replacing a missing decal or freeing sticking emergency doors. An inspector removes the bus's inspection sticker and applies an "Out-of-Service" (OOS) sticker for a defect that makes the bus unsafe, for example a problem with the brakes or exhaust system. An OOS bus must be repaired and reinspected before it can return to service. Typically defects have been a problem on the bus for some time before the inspection. Proactive maintenance provided by conscientious drivers and mechanics, keeps buses safer and cleaner by eliminating problems as they occur and not waiting for inspectors to find the problems. The results show Concord's drivers and mechanics are more proactive than First Student's drivers and mechanics in Fitchburg and Sudbury.

The condition of a bus affects the ability of the driver to operate it safely, the frame of mind of the students and student behavior while on board. A well maintained bus is more likely to have well-behaved riders and a driver who is in control.

The columns in the table below show:

1. The town and service provider
2. The number of inspection sheets examined
3. The number of buses inspectors took out of service (OOS)
4. The number of buses inspectors failed with one or more defects
5. The total number of defects inspectors found
6. The most defects found on a bus.

The final three columns show percentages versus the number of inspections.

Type C and D bus inspection	Inspections	Out of Service	Failed	Defects	Most Defects per bus	Out of Service%	Failed %	Defects %
Concord	361	4	47	81	4	1%	13%	22%
First Student Fitchburg	816	65	416	903	11	8%	51%	111%
First Student Sudbury	357	18	216	360	6	5%	61%	101%

State inspection records reveal Concord buses are in better shape than First Student’s buses serving Fitchburg and Sudbury<sup>3</sup>.

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<sup>3</sup> This analysis was inspired by an earlier analysis by Susan Kalled presented at the Special Town Meeting in April. That tally differed slightly in counts for Concord and Fitchburg as additional inspection records were found and included in this comparison.

**massDOT** MASSACHUSETTS REGISTRY OF MOTOR VEHICLES  
 SCHOOL BUS INSPECTION FORM (02/07) Date \_\_\_\_\_

Operator: \_\_\_\_\_ Location: \_\_\_\_\_

VIN: \_\_\_\_\_ Reg. #: \_\_\_\_\_ Odometer \_\_\_\_\_

Body Manufacturer: \_\_\_\_\_ Body Year: \_\_\_\_\_ Body Type: A B C D Lift Equipped: Y N

Chassis Manufacturer: \_\_\_\_\_ Chassis Year: \_\_\_\_\_ Bus Number: \_\_\_\_\_ Reinspection?: Y N

COMMENTS required for all fails and equipment defects: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

<p><b>BODY INTERIOR</b></p> <p><b>BUS IDENTIFICATION</b> 1. [ ] registration, plates, VIN, inspection sticker.</p> <p><b>SAFETY EQUIPMENT</b> - fire ext., first aid kit, body fluid clean up kit, reflectors, chock blocks, belt cutter 2. [ ]</p> <p><b>DRIVER'S SEAT</b> - adjust, seat belt 3. [ ]</p> <p><b>STEERING</b> 4. [ ] wheel, column, horn, directional indicator, 4-way</p> <p><b>BRAKE, CLUTCH</b> 5. [ ] brake operation, starter interlock</p> <p><b>GAUGES</b> - speedometer, oil, air, vacuum, volt, amp, brake warning, school bus monitor board 6. [ ]</p> <p><b>WINDSHIELD</b> - glass, wipers, washers, sun shield 7. [ ]</p> <p><b>MIRROR</b> - interior, sun shield 8. [ ]</p> <p><b>SERVICE DOOR</b> - operation, seals, padding 9. [ ]</p> <p><b>INTERIOR LIGHTS</b> 10. [ ]</p> <p><b>HEATER, DEFROSTER</b> 11. [ ]</p> <p><b>FLOOR COVERING, AISLE</b> - steps, step well, nosing, hand rail 12. [ ]</p> <p><b>SEATS, RESTRAINING BARRIERS</b> 13. [ ] secured, proper tape repairs, upholstery, seat belt operation if equipped</p> <p><b>EMERGENCY DOOR</b> - operation, locking device, seals, alarm, decals, light, padding 14. [ ]</p> <p><b>EMERGENCY WINDOWS, ROOF HATCHES</b> 15. [ ] operation, buzzer, decals</p> <p><b>WINDOWS</b> 16. [ ] operation, sash, frames, glass, latches</p> <p><b>INTERIOR BODY PANELS</b> - ceiling, slide, wheel housing, any sharp edges 17. [ ]</p> <p><b>CLEANLINESS</b> - trash receptacle &amp; broom 18. [ ]</p> <p><b>BODY EXTERIOR</b></p> <p><b>LIGHTS</b> - head, marker, stop, tail, directional, reflectors, backup light/alarm 19. [ ]</p> <p><b>FRONT WHEEL</b> - bearings, kingpins, lugs, seals 20. [ ]</p> <p><b>FRONT TIRES</b> 21. [ ]</p> <p><b>MIRRORS AND BRACKETS</b> 22. [ ] rear view, cross view</p> <p><b>SCHOOL SIGNS</b> 23. [ ]</p> <p><b>SCHOOL LIGHT SYSTEM</b> 24. [ ]</p> <p><b>STOP ARM</b> - if equipped crossing arm 25. [ ]</p> <p><b>BODY</b> - panels, rub rail, bumpers 26. [ ]</p> <p><b>HOOD, LOCK, BATTERY</b> 27. [ ]</p> <p><b>STIRRUP STEPS</b> 28. [ ]</p> <p><b>REAR WHEELS</b> 29. [ ] lugs, flange bolts, leaks</p> <p><b>REAR TIRES</b> - including mud flaps 30. [ ]</p> <p><b>LETTERING</b> - vehicle markings, owner, operator, bus number, roof number, unlawful to pass, R/R crossing, 100' 31. [ ]</p> <p><b>CHASSIS</b></p> <p><b>STEERING</b> - gearbox, pump, hoses, leaks 32. [ ]</p>	<p><b>CHASSIS (Con't)</b></p> <p>pitman arm, doglinks, tie-rod ends 33. [ ]</p> <p><b>EXHAUST SYSTEM</b> - leaks, hangers 34. [ ]</p> <p><b>FRONT AXLE</b> - springs, shackles, U-bolts, shock absorbers, air suspension 35. [ ]</p> <p><b>HYD BRAKES</b> - brake lines, connectors, leaks wheel cylinders, hydrovacs, drums 36. [ ]</p> <p><b>AIR BRAKES</b> - valves, cams, chambers, lines, linings, drums, leaks, adjustments 37. [ ]</p> <p><b>TRANSMISSION</b> - leaks, mountings 38. [ ]</p> <p><b>EMERGENCY BRAKE SYSTEM</b> - operation, low air warning, adjustment 39. [ ]</p> <p><b>DRIVE SHAFT</b> - universal joints, guards 40. [ ]</p> <p><b>REAR AXLE</b> - differential, leaks, leaks, springs, shackles, U-bolts, shock absorbers, seals, air suspension 41. [ ]</p> <p><b>FRAME</b> - cross members, outrigger, unibody 42. [ ]</p> <p><b>FUEL SYSTEM</b> - lines, brackets, leaks, fuel tank cage</p> <p><b>ENGINE COMPARTMENT</b></p> <p><b>AIR CLEANER</b> 43. [ ]</p> <p><b>ELECTRICAL SYSTEM</b> - secured, wiring 44. [ ]</p> <p><b>BELTS</b> 45. [ ]</p> <p><b>HEATER VALVES</b> 46. [ ]</p> <p><b>ENGINE</b> - leaks, critical components 47. [ ]</p> <p><b>SPECIALLY EQUIPPED SCHOOL BUSES</b></p> <p><b>WHEELCHAIR LIFT/RAMP</b> 48. [ ] wheelchair securement, door open signal, restraint system</p> <p><b>INSPECTED BY:</b> _____</p> <p>Inspector Signature and Badge Number _____</p> <p>Copy Received by _____</p> <p>Equipment Defects Have Been Corrected (authorized signature)* _____</p> <p>Title/Date _____</p> <p><b>*Must mail within (7) days to: RMV, Vehicle Safety &amp; Compliance Services, ATTN: School Bus Compliance, RQ, Box 55892, Boston, MA 02205-5892.</b></p> <p><input checked="" type="checkbox"/> INDICATES PASS</p> <p><input type="checkbox"/> INDICATES FAIL (Do NOT sign and return form. You must call RMV for reinspection of bus after repairs are made)</p> <p><input type="checkbox"/> EQUIPMENT DEFECT # _____ (repair defects and return signed form to RMV)</p> <p><input type="checkbox"/> ER   EQUIPMENT DEFECT   FR   FAIL (same day repair) (same day repair)</p> <p>STICKER # ISSUED: _____</p> <p>OUT OF SERVICE DECAL ISSUED - YES   NO  </p>
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## Why does First Student have so many more defects?

One reason Concord's buses are in better shape is the policy that each bus driver is assigned to a particular bus, so the driver is invested in the condition of the bus and they can give mechanics better information on problems. Our mechanics are skilled and adequately staffed. They maintain 36 buses and    ?    other school department vehicles. They are able to keep up with the work. Drivers and mechanics notice defects and fix them as they occur.

Outsourcing companies actively solicit weekend work. The following text was taken from company websites "All of our buses ... are great for schools, churches

and temples, company outings, birthday parties, Bar and Bat Mitzvahs, bachelor and bachelorette parties, weddings, and other activities.” or, “shuttling your wedding guests doesn't need to cost a fortune. Leave the transportation to our professionally trained drivers and put the savings toward the honeymoon you've always dreamed of”. If a driver on one of the outings fails to clean up afterward the inspector will fail the bus on cleanliness. For example here’s a comment from a Sudbury inspection: “ALL HOLIDAY DECORATIONS MUST BE REMOVED FROM INSIDE OF BUS FOR THIS BUS TO PASS INSPECTION. ALL WINDOW DECORATIONS MUST ALSO BE REMOVED.” Concord does not provide it’s buses for transporting parties.

### **Optional Equipment that Improves Safety**

Concord specifies ‘thermo-pane’ glass for our buses windshield, door, and selected windows to allow the driver to see in wet conditions when single pane glass would fog up. The double layer glass is much easier to defrost. Better visibility in stormy weather increases driver situational awareness, which enhances safety.

### **Accidents**

Mostly, other vehicles hit the school buses. School bus drivers are among the most highly trained and safest motor vehicle operators on the road.

This analysis of Concord’s school bus accident statistics uses a selection of all accidents involving a school bus in the Massachusetts Registry of Motor Vehicles (RMV) accident database covering 2002-2010 -- as much school bus accident data as they have.

The table below shows the result of our analysis of the RMV data. The percentage of accidents in Concord possibly caused by a school bus driver is similar to neighboring towns and the rest of the state combined. Acton has an in-house system like us. Sudbury contracts with First Student, Lexington contracts with C&W, Lincoln with Doherty and First Student, and Bedford and Carlisle with Bedford Charter.

Massachusetts Registry of Motor Vehicles records of school bus accidents 2002-2010	
Towns	Percentage possibly contributed to by school bus driver
Concord	31%
Lincoln	50%
Sudbury	21%
Carlisle	50%
Bedford	56%
Lexington	47%
State Total	24%

### Why do the percentages vary so much town-to-town?

School bus accidents are infrequent, and they occur at random. Accident statistics for individual towns vary widely from year to year. The percentages vary because of the limited number of accidents in each town, even over the nine year period covering 2002 -2010. While the percentage variation is large, it does not conclusively reflect an actual difference in driver performance. Concord’s drivers have an accident record that is about the same as drivers in neighboring towns, given the limited sample.

Also shown in the table above is the state average. The proportion for the state as a whole is less variable over time, because of the larger sample.

In May the school administration issued a table showing Concord’s buses have a lot more accidents per mile, 2-times C&W transit’s rate (Lexington) and 13-times First Student’s (Sudbury and part of Lincoln). However, the proportion of accidents caused by the bus drivers in each of these towns are too similar to

Concord's to support the 2x or 13x difference. Most of the accidents are not caused by the school bus driver. For Concord to have 13 times as many accidents per mile as First Student operating in Sudbury, somehow all drivers in Concord would have to be crashing into our buses 13 times more often than they do in Sudbury. Traffic conditions vary town to town, but not that much.

Our analysis differs from the administration's in the following ways:

- We used a single database, the Massachusetts RMV accident data, making comparisons between towns easy. The administration used Concord's insurance claims for Concord and the Federal Motor Carrier Safety Administration (FMCSA) accident data for contractors, which complicated comparison of Concord's accident rate to contractors because the insurance company and FMCSA define accidents differently.
- The RMV collects accident records from police using a uniform system. In-house school buses are treated the same as contractor buses.
- Our results cover nine years; the administration's two. The longer timeframe reduces statistical fluctuations.
- RMV accident records omit vehicle owners. So if a bus from Maynard gets in an accident in Concord, our analysis counted it as a Concord bus and vice-versa. This is a minor weakness.

### **How did we select relevant accidents?**

From all school bus accidents in the RMV database we first selected accidents involving buses that carry more than 15 people. This is as close to the Type C and D buses as possible, it excludes accidents involving smaller school buses: cars and vans.

### **How did we determine the "Percentage possibly contributed to by the school bus driver"?**

No one can say for sure what causes an accident. Police record their assessment of driver contributing codes on the RMV accident form. The table below lists the codes police assigned to school bus drivers of the large buses we selected. For this analysis we decided to tag some of the codes as "possibly contributory" to causing the accident, as also listed in the table below. This assignment is a judgment that may or may not be valid. It was done 'blind' and applied to all

towns uniformly. We used these to determine the percentage of accidents possibly contributed to by the school bus driver.

From 2002-2010 the data base contained 4311 driver contributing codes. This table lists the codes assigned to bus drivers in descending order based on how many times a code was assigned.

School Bus Driver Contributing Code	State total 2002-2010	Possibly Contributory
(No improper driving)	2,632	No
( )	650	No
(Unknown)	375	No
(Inattention)	290	Yes
(Failed to yield right of way)	160	Yes
(Other improper action)	139	Yes
(Failure to keep in proper lane or running off road)	105	Yes
(Made an improper turn)	87	Yes
(Followed too closely)	77	Yes
(Visibility obstructed)	65	No*
(Over-correcting/over-steering)	63	Yes
(Swerving or avoiding due to wind; slippery surface; vehicle; object; non-motorist in roadway; etc)	41	No**
(Distracted)	39	Yes
(Operating vehicle in erratic; reckless; careless; negligent or aggressive manner)	24	Yes
(Wrong side or wrong way)	11	Yes
(Driving too fast for conditions)	10	Yes
(Glare)	7	No
(Exceeded authorized speed limit)	6	Yes
(Illness)	5	Yes
(Operating defective equipment)	4	Yes
(Emotional)	3	Yes
(History heart/epilepsy/fainting)	3	Yes
(Fatigued/asleep)	1	Yes
(Computer)	1	No
<b>total</b>	<b>4,311</b>	

\*Unknown - might be due to temporary problem or mechanical failure.

\*\*Unknown - might be due to avoiding swerving cyclist or a child that ran into street.

## Driver Turnover

Low turnover increases safety because drivers are more familiar with the town, students, their families, and our transportation system. Low turnover is an indication that the town is providing drivers with a reasonable working environment where they can get work satisfaction.

Provider	Annual Turnover
Concord	8%
Foxboro	4%
Cohasset	2%*
First Student	10%

Concord's current turnover rate is lower than outsourcing companies despite recent turmoil of displacing the depot for the new high school construction. Before 2010 our turnover rate was about 4%. Our turnover rate is higher currently because of driver uncertainty about the future of working here. Even with the current uncertainty, our turnover rate is lower than First Student's. In a survey of Foxboro and Cohasset<sup>4</sup> both have stable in-house busing systems.

## Level-of-Service

The number of bus routes and stops affects safety. More bus stops versus a given enrollment means bus stops can be closer to student's homes. More bus stops means fewer students per stop. We pick up students at their home in areas where it might be unsafe for students to walk, especially early on dark winter mornings.

More bus routes decreases the number of bus stops per route. Fewer bus stops per route means less travel time for the students, which increases safety and reduces the potential for delays.

The tabulation below shows that Concord's level-of-service is higher than surrounding towns. Buses pick up and drop off students closer to home and our routes are shorter. Possibly this higher level-of-service, encourages more students to take the bus. Our ridership proportion is about 10% higher (70%) than Sudbury. Another reason may be that Concord students ride for free whereas Lincoln and Sudbury charge a fee<sup>5</sup>.

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<sup>4</sup> Cohasset's turnover rate of 2% is too low to be sustainable -- again the effect of a small sample over a limited time frame (9-years in this case). Four percent is better.

<sup>5</sup> Students living within 2 miles of schools pay a fee: \$350 per student per year with a \$650 cap per family per year.

Though it is difficult to measure precisely, our buses typically transport about 70% of our students to and from school, whereas in Sudbury we were told about 60% of students ride the bus. We don't charge a fee, whereas Lincoln and Sudbury charge a fee.

Town/District	Enrollment	Level-of-Service			
		Routes	Stops	Average students/stop	Average stops/route
CCHS	1209	43	600	2.02	13.95
Concord K-8	1991	95	1595	1.25	16.79
LSRHS	1601	34	563	2.84	16.56
Sudbury K-8	3102	59	1332	2.33	22.58
Lincoln K-8	505	14	266	1.90	19.00

Note about fees: Fees reduce the number of students using the bus to get to school. Fees reduce safety because more students are walking, biking, or driving to get to school. Fees cost money to collect. Registering students to be picked up, collecting fees and issuing bus passes requires administrative time. Late registrations (after the end of July) may require re-routing buses and altering bus schedules. No fees encourages ridership, which increases safety. No fees eliminates the work of registering riders, collecting fees and rerouting buses to pickup and drop off those who register late.