

Tackling challenges in school and Head Start transportation: When compartmentalization isn't enough

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Safe Ride News Publications

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Image courtesy NHTSA

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Objectives

This session will describe:

- Who *can't* be protected by compartmentalization alone, and why.
- Best practice versus actual requirements.
- Head Start regulation as a model, but still faces many challenges.
- The CSRS options and the importance of training on proper use.
- Basic differences between using vans and school buses for student transportation.
- Resources for further learning.

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Compartmentalization:

- Made for low-speed frontal crashes
- Seatbacks yield forward, absorb energy (for ride down)
- Only good for passengers who:
 - Weigh enough
 - Are not too fragile
- Also, passenger must:
 - Be upright, face forward, and be entirely in the compartment



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The student population has changed since compartmentalization was developed!

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Consider Head Start a Model


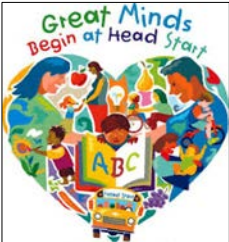
Title 45, Part 1303 Subpart F, 1303.70 and as defined in Part 1305.2



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Consider Head Start a Model

- CFR 45, 1303 Subpart F (formerly CFR 45 Part 1310)
- Transport in school bus or "allowable alternative vehicle"
- Child must use an appropriate CSRS.
- At least one monitor is required on the school bus.

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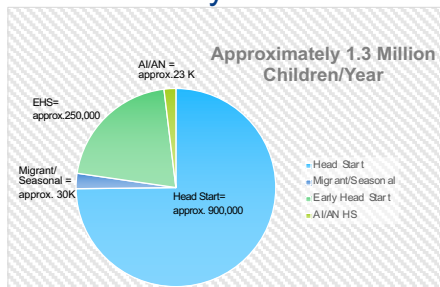
Federal Head Start Programs

- Head Start (all ages 3 to 5)
- Early Head Start (under age 3; 55% <2, 25% <1)
- Migrant and Seasonal HS (50% <3)
- American Indian/Alaska Native HS (25% <3)



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Children Served by Head Start



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Head Start Model NOT Followed by Many Pre-School Programs

Autopsy: Boy found unresponsive on local school bus strangled



State and local agencies were investigating after the death of Lennardo Pineda, the 3-year-old boy found unresponsive in a Robinson ISD school bus. — CBS 4 NEWS (KCBS-TV) 4/20/20, 4/21/20, 4/22/20

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Conventional CSRS Are Used on Buses

- Require seat belts and/or LATCH for installation.
- Require ample space.



Rear-Facing



Forward-facing



CSRS for Special Needs

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CSRS Designed for Buses

- Lightweight, non-bulky
- Take up little space.



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CSRS Designed for Buses

- Lightweight, non-bulky
- Take up little space.
- Install using a cam wrap.



Cam wrap image, NTSA



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Training Needed for Proper Use

- Rear facing versus forward facing
- Angle of installation
- Tightness
- Presence of a crotch strap
- Snugness of harness

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Head Start Challenges

- Low funding
 - Maintenance
 - Technology updates
- Driver shortages
- Difficult to schedule and provide CSRS training.
- Head Start overlooked.
- My Peers is good resource.



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Full-Size Vans



- Used by many schools and other programs.
- State laws vary.
- NHTSA: regulates sale/lease of *new* vehicles only.
- MUST FOLLOW COP LAWS

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Resources

- [NHTSA.gov](https://www.nhtsa.gov) (search School Bus)
- [Saferidenews.com](https://www.saferidenews.com) (School Bus Safety/ Industry Best-Practice Guidance):
 - *Guideline for the Safe Transportation of Pre-school Age Children in School Buses* (NHTSA)
 - *Best Practice Guidance for Transporting Children on School Buses* (Safe Kids)
 - *School Bus Safety Handbook* ordering information.
- <https://eclkc.ohs.acf.hhs.gov>
 - To join My Peers collaboration site, search My Peers.



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Training Resources

- NHTSA 8-Hour CPS Restraint Systems on School Buses National Training
- NHTSA.gov (search School Bus)
- Conferences
 - School Transportation News Expos
 - Transporting Children with Disabilities and Preschoolers (TSD)
 - State pupil transportation associations