PUBLIC TRANSPORTATION SAFETY BOARD
ABBREVIATED BUS ACCIDENT REPORT

1. CASE: 9111
2. PROPERTY NAME: Capital District Transportation Authority (CDTA)
3a. ACCIDENT TYPE: Collision
3b. Accident Severity Index: .25
4a. DATE: September 18, 2006
4b. TIME: 7:30am.
5. ACCIDENT LOCATION: McClellen Street
6. TOWN/CITY/BOROUGH: Schenectady, NY
7. SUMMONS: Yes
8. BUS NUMBER: 2064
8a. YEAR: 1998 8b. MAKE Orion 6
9. NUMBER OF INJURIES: 6
10. FATALITIES: 0
11. HOURS OF SERVICE: 1 hr and 7 min in the last 24 hrs/1 hr and 7 min in the last 7 days
12. SYNOPSIS:

At approximately 7:30am, the operator of Capital District Transportation Authority (CDTA) bus #2064 was traveling northbound on McClellen Street in a line of traffic. The bus operator was approaching the bus stop on the northbound side before the driveway of a local hospital. An oncoming auto (uninvolved) was heading southbound, and turned into the hospital entrance causing the northbound vehicles to brake abruptly. The bus operator veered to the right and hard braked striking the right rear corner bumper of the auto in front of the bus. The bus operator checked on the passengers then called dispatch for assistance. The bus operator claimed no injuries, three passengers claimed various minor injuries and were transported to a local hospital, treated, and released. A bus passenger complained of right knee pain and refused medical attention. The driver and two passengers of the auto were transported to a local hospital, treated, and released. The Schenectady PD, FD, and a CDTA supervisor responded to the scene. The bus operator was issued a violation under V&TL 1129.a (following too closely). The posted area speed limit is 30mph.

The environment did not play a role in this incident.

Bus #2064 is a 1998 Orion 6 transit type bus with a seating capacity for thirty two passengers. Preventive Maintenance Inspections (PMI's) are conducted every 6,000 miles in accordance with the System Safety Program Plan and the manufacturer’s recommended service intervals. The most recent PMI was completed on September 14, 2006 and the bus had traveled 328 miles at the time of the accident. There were no safety sensitive defects noted in the last sixty days prior to the accident that were considered causative to the accident.

The bus operator was hired by the CDTA on May 26, 1978 and completed the standard new bus operator training program. A review of the driver’s New York State Department of Motor Vehicle’s records showed no violations or suspensions. New York State Vehicle & Traffic Law, Article 19-A records were complete and up-to-date. The bus operator had no previous accidents with the company. The post accident drug and alcohol test administered to the bus driver 1 hour and 30 minutes after the accident was negative.
In an interview with the PTSB staff the bus operator stated he was traveling northbound on McClellen Street in a line of traffic. The bus operator said he was approaching the bus stop at approximately 10 mph on the north side, before the hospital entrance, when an oncoming (uninvolved) auto traveling southbound turned into the hospital entrance causing the northbound vehicles to brake abruptly. The bus operator stated he veered to the right and hard braked striking the right rear corner bumper of the auto in front of him.

The Public Transportation Safety Board staff finds that the most probable cause of the collision was the bus operator’s inattention and failure to employ defensive driving skills and adhere to his training.

CDTA reviewed the accident on October 23, 2006 and found the collision to be preventable. On October 27, 2006 the operator was given a verbal warning for the preventable accident.

Based on the actions taken by CDTA in this case, the Public Transportation Safety Board staff makes no further recommendations.

INVESTIGATOR: M. F. Gluskin

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CHIEF, ACCIDENT INVESTIGATION SECTION  DATE

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DIRECTOR, PCSB, NYSDOT  DATE