At approximately 1:15 pm, MTA Bus Company (BC) bus #7247, traveling eastbound on Broadway, entered the intersection with 47th Street on a green traffic signal. A SUV entered the intersection at the same time, on a red traffic signal, from the bus driver’s right to left. The right front of the bus struck the left rear of the SUV, causing it to flip over onto the right side, striking a parked auto and injuring a pedestrian. The bus driver, the auto driver, two occupants from the SUV and the pedestrian claimed various injuries, and were transported to local hospitals. The injured pedestrian was admitted to the hospital and the other four injured were treated and released. The bus sustained moderate damage, with extensive damage to the auto. The NYC Police responded to the accident and no summonses were issued.

In the vicinity of the accident site, Broadway is a 44 foot wide, two-way road divided by a full barrier yellow pavement marking, accommodating one eastbound and one westbound travel lane. Forty-Seventh Street is a 31 foot wide, one-way northbound road with no pavement markings. Both roadways are straight, level and asphalt paved. Parking is permitted at the curbs. Traffic at the intersection is controlled by 4 traffic signals. At the time of the accident it was daylight and the weather was dry and clear. The posted area speed limit is 30 mph.

Bus #7247 is a 1998 Orion transit type bus with a seating capacity of 40 passengers. A review of the bus records indicated that Preventive Maintenance Inspections (PMI) conducted at the College Point Depot are performed at 4,000 mile intervals (+/- 500 miles) or 90 days whichever comes first. The most recent PMI was completed on December 7, 2006. The bus had traveled 753 miles at the time of the accident. There were no safety or recurring defects noted in the 45 days prior to the accident. A post accident inspection of bus #7247 was conducted by the Public Transportation Safety Board (PTSB) staff in conjunction with MTA BC staff on December 27, 2006. The inspection showed that the bus failed the deceleration road test by 3.5%. Further inspection revealed an intermittent air leak at the rear spring brake signal valve and a delay of air pressure delivery to the rear air brake chambers under hard stopping. Additionally, both rear brake drums were found glazed due to worn camshaft bushings. The defects, found during the bus’s inspection, could not be considered as causative or contributing factors in the accident.
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The bus driver (probationary) was hired by MTA BC on October 9, 2006, and completed the company’s new bus operator training program. A review of the driver’s Department of Motor Vehicles for the last three years showed no violations or convictions. New York State Vehicle & Traffic Law, Article 19-A records were complete and up-to-date. A review of the driver’s MTA BC records revealed no collision accidents for the time since he was hired. A post accident drug and alcohol test administered to the bus driver 4 hours and 3 minutes after the accident was negative. The delay in administering the drug and alcohol test was due the bus driver being transported to a hospital and treated.

In an interview with the PTSB staff, the bus driver indicated that he was traveling eastbound on Broadway approaching the intersection with 47th Street with an approximate speed of 10-20 mph on a green traffic signal. While he was entering the intersection, he observed an SUV moving north with an approximate speed of 40-50 mph on a red traffic signal. The bus driver applied the brakes, however, the front right corner of the bus struck the left rear corner of the SUV.

A pedestrian standing on the southeast corner of 47th Street and Broadway indicated that he observed the SUV enter the intersection at a high rate of speed and run the red traffic signal.

The auto driver stated to a police officer that he had the green traffic signal while entering the intersection.

The investigation showed that according to the final rest positions of the bus and the auto, the location of the collision debris, the statements of the bus driver and the auto driver, the statement of a witness, it is most likely that the bus, moving eastbound on Broadway with an approximate speed of 10-20 mph, entered the intersection on a green traffic signal. The SUV entered the same intersection on a red traffic signal. The Public Transportation Safety Board staff finds that the most probable cause of the accident was the failure of the SUV driver to obey a red traffic signal.

Contributing to the accident was the failure of the bus driver to utilize his training in defensive driving techniques while driving trough an intersection.

The MTA BC reviewed the accident on December 26, 2006 and found it to be preventable. The bus driver was terminated.
Based on action taken by MTA BC regarding this accident, the Public Transportation Safety Board staff makes no recommendations.

INVESTIGATOR: Mikhail Palanker

__________________________________________  ______________________________
CHIEF, ACCIDENT INVESTIGATION SECTION       DATE

__________________________________________  ______________________________
DIRECTOR, PCSB, NYSDOT                      DATE