PUBLIC TRANSPORTATION SAFETY BOARD  
CLOSE OUT BUS ACCIDENT REPORT  

BUS PROPERTY NAME: MTA NYCT  
CASE NUMBER: 9482  
CRITERIA CODE: Fatality  
TYPE OF ACCIDENT: Bicycle  
DATE/TIME: September 1, 2007 at 6:45 a.m.  
DATE REPORTED: September 1, 2007  
DATE REPORTED: September 1, 2007  
VEHICLES INVOLVED: 2  
NUMBER OF INJURIES: 1  
NUMBER OF FATALITIES: 1  
TYPE OF BUS: Orion V  
PASSengers: 20  
OTHER: Bicycle  
OCCUPANTS: 1  

ACCIDENT LOCATION: Main Street at northern section of the Horace Harding Expressway, Queens, NY  
ROADWAY TYPE: Asphalt  
SPEED LIMIT: 30 mph  
TRAFFIC CONTROL: Signal  
ROAD CONDITIONS: Dry, rough  
LIGHT CONDITIONS: Daylight  
WEATHER: Clear  
INVESTIGATOR: Harry W. Gerham  
SUMMONS: None  
HOURS OF SERVICE: 4 hr 45 min in last 24 hrs/37 hrs 57 min in last 7 days  

ACCIDENT DESCRIPTION: MTA New York City Transit bus #646 was traveling north on Main St. and approaching the intersection with the north section of the Horace Harding Expressway when the bus driver observed a bicyclist, moving in the same direction in the travel lane to the left of the bus. He stated the cyclist lost control of his bicycle, he thought due to the rough pavement, and fell to the pavement toward the left side of the bus. The bus driver stopped, but not before the left rear wheels had run over the fallen cyclist. The bus driver called for assistance. The bicyclist was transported to a local hospital where he expired at 7:20 a.m. It was also determined he had a BAC of .16 and was intoxicated at the time of the accident. The bus driver claimed a stress related injury but refused medical treatment and left the scene unassisted. Bus and bus driver records were reviewed and were found to be complete, in-order and up-to-date. Inspection of the bus found no defects or problems which could be considered causal to the accident. Decelerometer tests performed on the bus braking system showed stopping distances that met the MTA NYCT adopted standards for passenger vehicles of NYS DOT Regulations (Title 17 of NYCCR, Article 3, Part 720). The bus driver’s records showed that he had been hired on 03/29/1999 and had been involved in two preventable collision accidents (05/28/05-reprimand & 04/16/06-1 day suspension) during the past three years. The Public Transportation Safety Board (PTSB) staff finds that the most probable cause of the accident was the failure of the intoxicated bicyclist to maintain control of his bicycle while traversing a rough section of pavement causing him to fall to the pavement where he was run over by the left rear wheels of the bus. The PTSB staff investigation of the accident concluded the bus driver was unable to prevent this accident.  

IT HAS BEEN DETERMINED THAT THE BUS PROPERTY INVOLVED IN THIS ACCIDENT DID NOT CONTRIBUTE TO THE CAUSE OF THE ACCIDENT.  

SUBMITTAL  
THE ABOVE ACCIDENT HAS BEEN INVESTIGATED AND MEETS ALL OF THE CONDITIONS IDENTIFIED IN PTSB RESOLUTION #1340 AND REQUIRES NO FURTHER ACTION.  

CHIEF, ACCIDENT INVESTIGATION SECTION DATE  
DIRECTOR, PCSB, NYS DOT DATE