PUBLIC TRANSPORTATION SAFETY BOARD
CLOSE OUT BUS ACCIDENT REPORT

BUS PROPERTY NAME: MTA NYCT
CASE NUMBER: 9509
CRITERIA CODE: Multiple Injury
TYPE OF ACCIDENT: Angle Collision
DATE REPORTED: September 29, 2007
ACCIDENT SEVERITY INDEX: 5.25
TIME REPORTED: 3:52 a.m.
VEHICLES INVOLVED: 2
NUMBER OF FATALITIES: 0
CASE NUMBER: 9509
NUMBER OF INJURIES: 6
VEHICLES INVOLVED: 2
BUS NUMBER: 9518
NUMBER OF FATALITIES: 0
TYPE OF BUS: Nova/RTS
PASSENGERS: 7
OTHER: Auto
OCCUPANTS: 1

ACCIDENT LOCATION: Arthur Kill Rd. at the intersection with Crossfield Ave., Staten Island, NY
ROADWAY TYPE: Asphalt
TRAFFIC CONTROL: Stop sign @ Crossfield Ave.
LIGHT CONDITIONS: Dark
INVESTIGATOR: Harry W. Gerham
HOURS OF SERVICE: 2 hr 39 min in last 24 hrs/50 hrs 47 min in last 7 days

ACCIDENT DESCRIPTION: MTA New York City Transit bus #9518 was traveling west on Arthur Kill Rd. at Crossfield Ave. when the bus driver observed an auto, traveling at high speed in the opposite direction, cross over the solid double yellow pavement markings and enter the path of the bus. The bus driver, in order to avoid a head-on collision, braked and steered as far to the right as he could. The auto slammed into the left side of the bus and rebounded to the left of the path of the bus coming to rest in the yard of a residence located on the eastern corner of the intersection. The bus sustained extensive damage from the collision and the auto was a total loss. The bus driver and four of the five bus passengers claimed various injuries and were transported to a local hospital where they were treated and released. The unbelted teenage auto driver sustained serious life threatening injuries and was transported, and admitted, to the same local hospital where, after surgery, he remained in critical, but not life threatening, condition. Post accident drug and alcohol tests performed on the bus driver upon his release from the hospital, 7 hours and 26 minutes from the time of the accident, were negative. Bus and bus driver (probationary, hired 05/13/07) records were reviewed and found to be complete, in-order and up-to-date. Inspection of the bus found no defects or problems which would be considered causal to the accident. Due to the considerable damage to the bus undercarriage (bent bulkheads, crushed battery compartment w/leaking batteries, etc) no decelerometer tests were performed on the bus braking systems. The Public Transportation Safety Board (PTSB) staff finds that the most probable cause of the accident was the failure of the auto driver to maintain control of his vehicle by remaining in his lane of travel while traveling at a high rate of speed. The PTSB staff also concluded that the bus driver was unable to prevent this accident and did everything reasonable in following his defensive driving training to avoid colliding with the auto.

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