PUBLIC TRANSPORTATION SAFETY BOARD
ABBREVIATED BUS ACCIDENT REPORT

1. CASE: 9532
2. PROPERTY NAME: MTA LIB
3a. ACCIDENT TYPE: Fatality
3b. Accident Severity Index: 6.00
4a. DATE: October 12, 2007
4b. TIME: 3:57 pm
5. ACCIDENT LOCATION: Old Country Road at Newbridge Road
6. TOWN/CITY/BOROUGH: Hicksville, NY
7. SUMMONS: None
8. BUS NUMBER: 305
8a. YEAR: 2000
8b. MAKE: Orion
9. NUMBER OF INJURIES: 0
10. FATALITIES: 1
11. HOURS OF SERVICE: 6 hrs and 8 min in last 24 hrs/46 hrs and 47 min in last 7 days
12. SYNOPSIS:

At approximately 3:57 pm, MTA Long Island Bus (LIB) bus #305, traveling southbound in the #1 travel lane on Newbridge Road, was stopped at a red traffic signal. After the traffic signal turned green, the bus continued forward performing a right turn onto Old Country Road. At that time a male bicyclist moving to the right of the bus made a contact with the #3 right side lower panel of the bus. Subsequently, the bicyclist was knocked down to the pavement into the path of the bus and was run over by the right rear dual wheel. The bicyclist was pronounced dead at the scene. Nassau County Police responded to the accident and no summonses were issued. The bus sustained no damage.

In the vicinity of the accident site Old Country Road is a 73.4 foot wide two-way road divided by a full barrier yellow pavement marking, accommodating two westbound and four eastbound travel lanes. Newbridge Road is a 100 foot wide, two-way road divided by an elevated median, accommodating two southbound and two northbound travel lanes. The south and the north bound sides of Newbridge Road each contain a designated right turn lane only. Both roadways are straight, level and asphalt paved. Parking is not permitted at the curbs. The traffic at the intersection is controlled by four traffic signals. At the time of the accident it was daylight and the weather was dry and clear.

Bus #305 is a 2000 CNG Orion transit type bus with a seating capacity of 44 passengers. A review of the bus records indicated that Preventive Maintenance Inspections (PMI) are performed at regular 6,000 mile intervals and the most recent was completed on October 5, 2007. The bus had traveled 675 miles at the time of the accident. A post accident inspection of bus #305 was conducted by the Public Transportation Safety Board (PTSB) staff in conjunction with MTA LIB staff on October 15, 2007 and no defects were found that would be considered causative factors in this accident. Decelerometer tests were performed on the braking systems and showed stopping distances that met the MTA NYCT adopted standards for passenger vehicles of NYS DOT regulations (Title 17 of NYCRR, Article 3, Part 720).

The bus driver was hired by the MTA LIB on October 28, 1985, and completed the standard company’s training program. A review of the bus driver’s Department of Motor Vehicles records showed no violations or suspensions.
New York State Vehicle & Traffic Law, Article 19-A records were complete and up-to-date. A review of the driver’s MTA LIB records for the last three years revealed two preventable collision accidents, the first one on 12/18/04, resulting in a retraining without pay, and the second one on 01/18/07, resulting in a final warning. A post accident drug and alcohol test administered to the bus driver 2 hours and 46 minutes after the accident was negative. The delay in administering the drug and alcohol test was due to the bus driver being detained at the scene for the purpose of investigation.

In an interview with the PTSB staff, the bus driver stated that he was making a right turn on a solid green traffic signal. While performing the turn the bus driver heard a crunching noise and he momentarily stopped and checked the mirrors. The bus driver stated that he observed a bicycle wheel in front the bus’s right rear wheel.

A witness, who owns the auto shop at the corner of Old Country Road and Newbridge Road, stated that he saw the bus making a right turn at a slow speed. The bicyclist made contact with #3 right side lower panel. Subsequently, the bicyclist fell down to the pavement underneath of the bus. The bicyclist was tumbling under the bus. The bus driver applied the brakes, however, the right rear wheel of the bus ran over the bicyclist. The bicyclist was pronounced dead at the scene.

The investigation showed that according to the final rest location of the injured bicyclist, the final rest location of the bus, the location of blood stains and other debris, it is most likely that the bus traveling in the right turn only lane, was performing a right turn onto Newbridge Road on a solid green traffic signal. At the same time the bicyclist moving to the right of the bus was turning the same way. Subsequently, the bicyclist made contact with the #3 right side lower panel of the bus. The bicyclist fell down to the pavement into the path of the bus. The bus driver applied the brakes, however, the right rear wheel of the bus ran the bicyclist over.

The Public Transportation Safety Board staff finds that the most probable cause of the accident was the failure of the bus driver to identify the bicyclist as a hazard traveling to the right of the bus.

Contributing to the accident was the failure of the bus driver to adjust the inside rear view mirror, according to the company’s training.

The MTA LIB reviewed the accident on November 2, 2007 and found it to be preventable. The bus driver was issued a 5 day suspension. The bus driver was retrained, his performance was evaluated as satisfactory, and he was returned to passenger service.
Based on the action taken by MTA LIB regarding this accident, the Public Transportation safety Board staff makes no recommendations.

INVESTIGATOR: Mikhail Palanker

CHIEF, ACCIDENT INVESTIGATION SECTION  DATE

DIRECTOR, MCSB, NYSDOT  DATE