At approximately 4:40 pm, MTA New York City Transit (NYCT) bus #6153 traveling southbound on Bay Street was performing a right turn onto Victory Boulevard. Another NYCT bus, #6126, was standing at an angle in the bus stop. The middle of the right side of bus #6153 made contact with the left rear corner of bus #6126. Five passengers from the stopped bus claimed various injuries and later refused medical assistance. Five injuries from the moving bus claimed various injuries and were transported to local hospitals, where they were treated and released. Both buses sustained moderate damage. NYC Police responded to the accident and no summonses were issued.

In the vicinity of the accident site, Victory Boulevard is a 61 foot wide, two-way road divided by a full barrier yellow pavement marking, accommodating three westbound, two eastbound and one left turn only lane in the easterly direction. Bay Street is a 42 foot wide, two-way road divided by a full barrier yellow pavement marking, accommodating two northbound and two southbound travel lanes. Both roadways are straight, level and asphalt paved. Parking is 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. The posted speed limit is 30 mph.

Bus #6153 is a 1999 Orion V transit type bus with a seating capacity of 40 passengers. A review of the bus records indicated that Preventive Maintenance Inspections (PMI) at Castleton Depot are performed at 6,000 mile intervals. The most recent PMI was completed on September 20, 2007. The bus had traveled 2,288 miles at the time of the accident. A post accident inspection of bus #6153 was conducted by the Public Transportation Safety Board (PTSB) staff in conjunction with NYCT 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 NYCT on September 18, 2005, and completed the standard “New Bus Operator Training Program”. A review of the bus driver’s Department of Motor Vehicles records showed no violations or suspensions.
A review of the driver’s MTA NYCT records for the time since he was hired revealed two collision accidents resulting in a counseling due to the bus driver being on probation. A post accident drug and alcohol test administered to the driver 4 hours and 19 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 accident scene for the purpose of investigation.

In an interview with the PTSB staff, the bus driver indicated that he was performing a right turn from Bay Street onto Victory Boulevard. At that time another NYCT bus was stopped at a slight angle in the near side bus stop. The bus driver stated that while proceeding in the turn he experienced a sun glare and could not observe the right mirror well and made contact with the stopped bus.

The Public Transportation Safety Board finds that the most probable cause of the accident was the failure of the bus driver to identify the stopped bus as a hazard and drive safely around it.

The MTA NYCT reviewed the accident on January 29, 2008, and found it to be preventable. Considering the accident being the first preventable in 12 months and not rated as a major accident, no discipline was issued to the bus driver. The bus driver was retrained, his performance was evaluated as satisfactory and he was returned to passenger service.

INVESTIGATOR: Mikhail Palanker

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CHIEF, ACCIDENT INVESTIGATION SECTION  DATE

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DIRECTOR, MCSB, NYSDOT  DATE