PUBLIC TRANSPORTATION SAFETY BOARD
CLOSE OUT BUS ACCIDENT REPORT

BUS PROPERTY NAME: CENTRO
CRITERIA CODE: Fatal
DATE/TIME: October 28, 2007 at 2:10 pm

DATE REPORTED: October 28, 2007
VEHICLES INVOLVED: 2
NUMBER OF FATALITIES: 1
TYPE OF BUS: MCI 2001
OTHER: 2000 Ford

ACCIDENT LOCATION: Route 20 and Town Hall Road
ROADWAY TYPE: Asphalt
TRAFFIC CONTROL: None
LIGHT CONDITIONS: Daylight
SUMMONS: Yes
HOURS OF SERVICE: Off last 24 hrs/25 hrs in the last 7 days
INVESTIGATOR: Mike Gluskin

ACCIDENT DESCRIPTION: At approximately 2:10 pm, the operator of Central New York Regional Transportation Authority (Centro) bus #677 was traveling eastbound on Route 20. The bus was approaching Town Hall Road when the bus operator noticed an auto that was stopped at a stop sign on Town Hall Road. As the bus was approaching Town Hall Road, the auto suddenly pulled into the path of the bus. The right front bumper of the bus came in contact with the left side front quarter panel of the auto. The bus came to rest on the south side of Route 20 and the auto came to rest in a ditch, also on the south side of Route 20. The bus operator and three auto passengers were transported to local hospitals treated and released, the fourth auto passenger was ejected (not wearing a seat belt) from the auto, and expired at the scene. The bus operator secured the bus and checked on all passengers. A passenger who was seated in the front of the bus called 911. The bus and bus driver records were reviewed and found to be complete, in order, and up-to-date. The Syracuse police and fire departments responded to the scene. The auto driver was issued two violations (driving with a restricted license; failed to yield right of way when entering an intersection.) A post accident drug and alcohol test was administered to the bus driver 3 hours and 35 minutes after the accident. The delay was due to the bus operator being treated at the hospital. The results were negative. Decelerometer tests were performed on the braking system and showed stopping distances that met CENTRO’s adopted standards for passenger vehicles of the NYSDOT Regulations (Title 17 of NYCRR, Article 3, Part 720). The PTSB staff determined that the bus operator could not have avoided the 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

DIRECTOR, PCSB, NYSDOT