On April 5, 2008, at approximately 7:25 pm, MTA New York City Transit (NYCT) bus #6095, traveling westbound on Dekruif Place, was performing a right turn at Dreiser Loop when the right side of the bus made contact with the left rear corner of another NYCT bus (#6101) stopped in the near side bus stop. Two passengers from bus #6095 and eight passengers from bus #6101 claimed various injuries, were transported to local hospitals, treated and released. Bus #6095 sustained moderate damage, with slight damage to bus #6101. NYC Police responded to the accident and no summonses were issued.

In the vicinity of the accident site, the Dreiser Loop makes a “T” intersection with Dekruif Place. Dreiser Loop is a 60 foot wide, two-way road divided by a full barrier yellow pavement marking, accommodating one northbound and one southbound travel lane. The roadway is straight, level and asphalt paved. Parking is permitted at the curbs. The traffic at the intersection is controlled by three “stop” signs. At the time of the accident it was daylight and the weather was dry and clear. The area speed limit is 30 mph.

Bus #6095 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 Gun Hill Depot are performed at 3,000 mile intervals. The most recent PMI was completed on March 28, 2008. The bus had traveled 676 miles at the time of the accident. A post accident inspection of bus #6095 was conducted on April 7, 2008, by the Public Transportation Safety Board (PTSB) staff in conjunction with NYCT staff 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 driver of bus #6095 was hired by NYCT on January 6, 2008, and completed the standard “New Bus Operator Training Program” and was on probation. 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 showed that she was not involved in any collision accidents for the time since she was hired. A post accident drug and alcohol test administered to the bus driver 3 hours and 49 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 driver of bus #6095, indicated that she was performing a right turn from the first westbound lane of Dreiser Loop onto the northbound curb lane of Dreiser Loop. At that time another NYCT bus (#6101) was stopped in the near side bus stop positioned at a slight angle with the rear of the bus approximately 3 feet from the curb (standard position is 12 inches for the rear of the bus). The driver of bus #6095 stated that while performing the turn she saw a vehicle in her left side mirror and in an attempt to avoid a collision stepped on the brake and swerved to the right. However, the right side of her bus made contact with the left rear corner of bus #6101.

The driver of bus #6101, also a probationary driver, stated in his report that he was stopped in the near side bus stop servicing passengers when he felt an impact. He checked the mirrors and saw that another bus had struck his bus. He closed the doors and moved the bus forward a few feet.

The Public Transportation Safety Board staff finds that the most probable cause of the accident was the failure of the driver of bus #6095 to identify the stopped bus as a hazard and drive safely past it. Contributing to the accident was the failure of the driver of bus #6101 to properly position his bus at the curb.

The MTA NYCT reviewed the accident at the Training Center where staff conducted a review of this accident along with the driver’s associated training records. NYCT does not formally rate accidents involving probationary bus drivers, however both were counseled, their performances were re-evaluated and they were returned to customer service. In addition, the driver of bus #6095 had her probationary period extended.

INVESTIGATOR: Mikhail Palanker

______________________________________ ______________________
CHIEF, ACCIDENT INVESTIGATION SECTION

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DIRECTOR, PCSB, NYSDOT

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