



CONFIDENTIAL CLOSE CALL KEEP REPORTING... WE ARE LISTENING!

Contact the Editor

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Metro, ATU Local 689, and IBT Local 922 take close calls seriously. Metro has approved the below safety actions to address concerns from employees who have made confidential reports directly to the Bureau of Transportation Statistics (BTS). These action items are tracked internally to ensure completion and ongoing compliance.

Employee Concern: 52 Bus Route Change

The 52 bus route was recently changed and caused bus operators to encounter heavy traffic congestion on D Street, SW, between 7th and 6th streets during PM rush hour.

Actions: After assessing the route, Bus Planning (BPLN) created an alternate pattern to reduce the congestion effective June 24, 2018 (see below). Bus Transportation (BTRA) and BPLN will continue to monitor the effectiveness of the route change and make any future modifications during the December pick.

Responsible party: James Hamre, BPLN

Completion Date: 12/31/18



Resolved: Hazards at Shady Grove Yard

Hazards were reported on the tracks at Shady Grove Rail Yard. After inspection of the yard, track management performed a thorough cleanup of the yard to include trash removal and repairing a manhole to alleviate any safety concern or risks.

Responsible party: Christopher Kerns, TRST

Completed: 05/01/2018

Resolved: Congestion in Langley Park Neighborhood Cause Delays and Unsafe Turns

In an effort to improve conditions for bus operators that service this Langley Park neighborhood, Bus management worked with local authorities to increase parking enforcement and traffic monitoring in the area. In addition, Prince George's County has trimmed the median on Merrimac Dr. and installed "No Parking" signs near the bus stops. Metro will continue to work with the local authorities and have bus supervisors monitor the area. If you encounter issues with delays while operating this route, please document it on your manifest.

Responsible party: Robert Potts, BTRA

Completed Date: 5/30/18

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Resolved: Front Roof Hatches Sealed

In response to previous employee reports, management eliminated the front roof hatch above the operators' driving compartment due to the following safety concerns:

- Constant water leak when not closed properly
- Causes glare on windshield; and
- The tool used to operate the roof hatch has caused injuries when not properly secured.

Some employees expressed concerns regarding the lack of an exit during emergencies. Current and future new bus deliveries will provide additional emergency egress through the driver's side window.

Actions: Bus management has issued a notice to operators on June 14, 2018 providing an explanation for the elimination of the front roof hatch. The notice also provides guidance on operating the emergency egress.

Responsible party: Robert Potts, BTRA

Completed: 6/14/18



Resolved: Compliance with Seat Belt Requirements

According to NTO-18-11 distributed on March 14, 2018, the three-point seat belt, including both shoulder strap and a lap belt, is required during deadhead or revenue routes that travel through speed zones of 50 MPH or higher. Bus operators reported concerns with operating 2100 series buses (which were only equipped with a lap belt) on routes with posted speed zones of 50 MPH or higher.

Actions: Bus Management has retrofitted the seats on all 2100 series buses, installing a three point safety belt as pictured above.

Responsible party: Dave Michaels, BMNT

Completed: 6/30/18