



# 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 safety actions below 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: Accessible Parking at Greenbelt Rail Yard

Employees have reported concerns with the location of accessible handicap parking at the Greenbelt Rail Yard. Due to the location of accessible parking spaces, employees with disabilities are required to travel far distances for direct building access.

*Actions:* Office of Americans with Disabilities Act Policy and Planning (ADAP) will perform a comprehensive evaluation of designated accessible parking spaces and unmarked parking spaces to assess location, placement, and possible additions. This effort is starting with Greenbelt and will expand to other facilities.

**Responsible party:** Christiaan Blake, ADAP

*Completion date:* TBD- will provide updates as action progresses



## Resolved: Smell at NoMa Station Kiosk

Employees working in the NoMa Station kiosks have experienced a smell that was reported to the Safety Hotline and Close Call Reporting. After inspection of the concrete floor, the source of the smell was determined to be a dead rodent and an unsecured drain line. PLNT cleared and secured the condensation line to the drain to prevent leakage. They also removed the rodent and debris and performed treatments to the floor beneath the kiosk.

Since this work was performed station managers and supervisors at NoMa no longer experienced the smell.

**Responsible party:** Leroy Jones, PLNT

*Completed:* 07/23/19

## Update: Inter-car barriers on 7000-series railcars

Rail operations personnel responsible for removing the inter-car barriers (ICB) have reported safety hazards while removing them. Railcar engineering is exploring a new pantograph design to eliminate the hazard.

*Actions:* RTRA has reissued a memo providing procedures for attaching, detaching, and storing ICBs. Anyone unable to safely connect or disconnect the 7000-series spring ICB should contact the interlocking operator for CMNT assistance immediately.

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