

CSHO Approved Date / CSHO Approved	CSHO Supervisor	Supervisor Approved Date / Supervisor Approved	Send C & N?	Closed Date
11/4/2014 / P3695 SHARI RUSSELL	Q3172 JOHN STEBBINS	11/7/2014 / Q3172 JOHN STEBBINS	Yes	
Inspection Summary				
<p>OPENING CONFERENCE: 5/30/14 with Suzanne Keyport, South Base Superintendent; DOSH IH Compliance Manager Venetia Runnion was also present A second opening conference was held with the Metro Service Quality Department on 6/4/14 with Rudic Allen, Service Quality Department Superintendent; Darryl Russell, Metro Safety Superintendent; Richard Garcia, Construction Information Department Transportation Planner 3</p> <p>CLOSING CONFERENCE: 11/4/14 Darryl Russell, Metro Safety Superintendent; Rob Gannon, GM office; Neal Safrin, ATU 587 Operators VP1; Clint Devoss ATU587 Maintenance VP2; and numerous management representatives (see CC sign in sheet); DOSH IH Compliance Supervisor John Stebbins was also Present</p> <p>SCOPE: This partial inspection was initiated as a result of a complaint from an employee/driver alleging he had received disciplinary action because he ran late due to time spent searching for an available bathroom on a late evening route and that Metro was not providing adequate restrooms at his place of work. The Department originally tried to address this complaint with a phone/fax inquiry. However, once Metro's response was posted, numerous employee complaints, emails, phone calls and letters prompted an inspection assignment focusing on bathroom availability, disciplinary actions for bathroom use, and health effects from delaying bathroom use.</p> <p>INSPECTION DETAILS: King County Metro employs approximately 2700 transit operators. Drivers regularly encounter pressures from increasing traffic, ridership, customer complaints, customer altercations, route changes, and increasingly tight time schedules. Drivers often squeeze rest/bathroom/lunch breaks into 'intermittent' breaks as the route schedule and traffic allows. As with all public transit systems, bathroom breaks and availability are a challenge. In 1989, Metro started a comfort station program which attempted to aid drivers by providing a list of bathrooms, or comfort stations (CS), located along bus routes and as "close as possible" to the end of line bus zones (terminals). Listed CSs and route maps can be found in the Route Book.</p> <p>While an effort has been made to document available bathrooms along routes, employee interviews, a Route Book comfort station audit and walk/drive around indicate that Metro management has not ensured that comfort station program is maintained, updated, and communicated in a manner that provides readily available comfort stations to drivers operating under current schedules and conditions. It appears that management, administration and Amalgamated Transit Union 587 think the restroom/comfort station program is being handled by someone else.</p> <p>If a route does not have a safe, sanitary bathroom located within a distance that could be reached during allotted layover/recovery times or that is available during early or late morning route hours, operators feel pressure to delay using a restroom when needed in order to avoid further bus delays, customer pressure/complaints and/or disciplinary action. The pressure to delay bathroom use results in drivers reducing liquid intake, suffering health issues, and/or resorting to relieving themselves in 'creative' ways.</p> <p>PROPOSED CITATIONS: Serious 1-1 WAC 296-800-23020 Not providing bathrooms when needed General 2-1 WAC 296-800-23025 did not provide compliant washing facilities at toilet (Porto-Potty)</p>				

OSHA 300 Information

Year	OSHA 300	OSHA Log	Hours Worked By	Annual Average	DART