



WMSC Inspection Report 20250427B

ISSUED 4/30/2025

Inspection Details

Title: Grosvenor-Strathmore Station Platform Hazards

Location: Grosvenor-Strathmore Station (A11)

Date of Inspection: 4/27/2025

Time of Inspection: 11:30am to 12:30 pm

Unannounced

Functional Area: Stations

Hazard Rating: 3D

Overview

On Sunday, April 27, 2025, Metrorail conducted a Full-Scale Exercise at Grosvenor-Strathmore (A11) Station, inbound, Track #1 of the Red Line (A Line). WMSC Inspectors were present during the exercise and while observing the exercise noted the disrepair and potential safety hazards, therein, of the Station Platform at Grosvenor-Strathmore Station (A11).

While the inspection was conducted on April 27, 2025, the WMSC inspectors called to conduct a debrief, via phone, with the WMATA Director Mechanical Systems, Henock Yohannes Facility Maintenance Administration, on April 28, 2025, in accordance with Program Standard Section 6.F.1.

Defects and Corrective Actions

WMSC Inspections identify safety issues that may be classified as defects, findings, or recommendations. Findings and recommendations are defined by Program Standard Section 5.E.2 and 5.E.3 respectively. Ordinarily, issues identified in a WMSC inspection report are classified as defects. Defects are specific safety issues of non-conformance/non-compliance that are identified and that require remedial action.

This inspection did not identify any findings or recommendations and therefore does not require a WMSC Corrective Action Plan in accordance with Program Standard Section 5.E.4.



Defect Observations and Determinations

Defect 1

Grosvenor-Strathmore Station (A11) Platform, approximately at chain marker 566+50, Track One, the granite edge slopes towards the track causing a serious tripping hazard. Americans with Disabilities Act (ADA) warning tiles in the same area, are loose, buckled, and are not level with the granite edge. Please see photos below.

Hazard Rating: 3D

Photos:



Fig 1 Tilt of granite edge, gap between granite and ADA warning tiles



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Fig 2 Loose and broken tiles



Fig 3 Buckled ADA warning tile



Fig 4 - missing tile

Defect 2

Track 2 at the same approximate chain marker of the platform (566+50) shows many tiles completely missing, causing serious trip hazards. (No photographs were taken of the area.) The depth of the area of the missing tile is deeper than the thickness of the tiles making the likelihood of hazard greater. These areas are not within the covered portion of the platform. The inspection area was limited to the uncovered portions of the station platform. The WMSC requests that Metrorail conduct an inspection to include the entire length and width of the station platform.

Hazard Rating: 3D



Next Steps

Please respond **by Monday, May 5, 2025**, to acknowledge receipt and to convey responses to the WMSC regarding what, if any, actions will be or have been taken in response.