



29th Edition

Sarasota-Manatee County Traffic Incident Management Team

November 2009



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Upcoming Events:

TIM Team Meeting :

Tuesday
December 8th, 2009
 1:30 pm
 Sarasota County Public Works Office
 1001 Sarasota Center Blvd.
 Sarasota, FL



FDEP is on the TIM Team!



Mobile source emissions, or emissions from motor vehicles and non-road engines, account for almost a third of the air pollution in the United States. These emissions, primarily hydrocarbons and nitrogen oxides, contribute to the formation of low level ozone, a noxious pollutant considered this country's most pressing urban air quality problem. The FDEP has partnered with the FDOT and other state agencies to promote TIM principles and ITS programs. FDEP Secretary Cole published a report to Governor Crist which created a comprehensive action plan to best manage Florida's energy generation, emissions, and the impacts to the environment. Traffic congestion mitigation and Traffic Incident Management initiatives are detailed in this important document. The entire report is available at the following link:

http://www.dep.state.fl.us/climatechange/files/20071101_final_report.pdf

The FDEP Division of Law Enforcement's **Bureau of Emergency Response (BER)** responds to environmental pollution threats in every form. Responding to incidents involving petroleum spills caused by vehicle accidents to chemical plant explosions to coastal oil spills, BER provides technical and on-site assistance to ensure threats to the environment and human safety are quickly and effectively addressed. Please refer to the link below: <http://www.dep.state.fl.us/law/ber/default.htm>

Please report transportation incidents involving major thoroughfare closures and major incidents involving commercial vehicles/vessels by calling the **State Warning Point at 1-800-320-0519**. Additionally, the FDEP requires the traffic incident commander to report all aircraft, railroad, and incidents involving mass casualties. Hazmat Petroleum based spills involving state waterways (any amount) or spills greater than 25 gallons should be reported to the State Warning Point. The reportable quantity of 25 gallons does not

automatically prevent or limit on scene actions by TIM Team responders to mitigate the spill. In fact, prompt intervention is encouraged to affect the open roads policy expeditiously, and to limit the traffic congestion impact as well as the high probability of secondary incidents as a result of extended traffic blockage.

- Don Olson (Retrieved on 9/11/2009 from: <http://www.dep.state.fl.us/mainpage/default.htm>)

Guidelines for the Mitigation of Accidental Discharges of Motor Vehicle Fluids (non-cargo)

The guidelines were reviewed and endorsed by the Florida Department of Transportation (DOT), Florida Department of Environmental Protection (FDEP), and Florida Highway Patrol. The content of these guidelines is based on and is consistent with the open letter to Fire-Rescue Departments and other response agencies from the Department of Environmental Protection dated June 14, 2002. The following guidelines were prepared to outline steps that can be taken by early responders to motor vehicle crashes to reduce the confusion and subsequent delays in reopening roadways when spilled vehicle fluids are involved. Please visit our TIM Team project website to view the entire document:

<http://www.swfltim.org/Document%20Archive/CSM/Handouts/Spill%20Cleanup%20Guidelines%20final%20%20040903.pdf>

The Southwest Florida Local Emergency Planning Committee (LEPC) has developed



"Sheltering-in-Place Procedures" to educate the public on steps to take in the event of the need to find immediate shelter during a chemical incident.

A copy of these procedures have been included as a separate attachment to your TIM meeting reminder email.

INTEGRATING TIM'S RESPONSE INTO THE LOCAL EMERGENCY MANAGEMENT PROCESS

The benefits of our work are very visible, tangible and appreciated by all! Traffic Incident Management (TIM) professional response activities save lives, time and money. We take much pride in executing our work, often within rapid response environments that are framed by multiple, concurrent and in some cases, potentially hazardous situations. As if dodging high-speed traffic was not enough, we sometimes respond to situations that potentially include a wide variety of other hazardous conditions such as bio-hazards, fuel spills, toxic metals, industrial chemical liquids and fumes. Yes, this is why we are so highly trained, hold all those certifications, and carry all the safety equipment!



As one of the first responders to some of the more challenging scenarios, we have also seen first-hand how these all progress from a chaotic state of pandemonium to a structured vertical team response. These successes are due to the individual responders as well as to the continued, careful and methodical planning for responding to such events by multiple emergency management organizations such as our TIM Teams and the diverse agencies we come from.

Coordinating the activities and contributions of many local, regional, state and federal agencies takes a great deal of effort and cooperation. The myriad of institutional and interjurisdictional barriers generate issues and challenges that are only overcome by the advocacy and leadership of organizations and coordinating committees such as our Local Emergency Planning Committees (LEPC). These are organizations created by various congressional acts¹ and their enabling federal and state laws and statutes to assist first responders in dealing with public safety issues regarding hazardous materials. There are LEPCs in every state. There are eleven (11) LEPC Districts in Florida, funded via the Department of Community Affairs, part of the Division of Emergency Management and organized under the auspices of 11 statewide Regional Planning Councils.

Each LEPC is comprised of a variety of organizations and individuals extending from multiple fire departments, departments of environmental protection, marine port and aviation authorities, sheriff's offices, US Coast Guard and military bases, water management districts, news media outlets and private corporations, colleges and universities, hospitals, and even interested private individuals. Providing further perspective into the coordination involved in this task, District One includes three (3) LEPC Districts, Districts 7, 8 and 9. Overall, there were a total of 594 Hazardous Materials Incidents reported by these three LEPCs in 2007² alone.

It would seem like such a large aggregation of agencies and individuals would become an unmanageable bureaucracy, but we all have seen many instances demonstrating clearly how successful the unselfish dedication and cooperation of so many professionals working as one team has proven to be.

The future holds a potential threat for increased challenges to the TIM response community. Commercial Vehicle Operations (CVO) reported as far back as 2002 that there were about 12,000 commercial trucks a day operating along I-75 alone and that this statistic was expected to double in five years³. How many of those carry declared hazardous materials? Worse yet, how many travel with undeclared hazardous loads? The exposure to hazardous materials at a traffic incident is great and growing.

The District One TIM program proceeds aggressively towards continued support for the full integration of our TIM services into the local, regional and state incident and emergency management service provider organizations to maintain mobility and a high quality of traffic safety during all incidents and emergency response scenarios. Traffic Incident Management is such a major role of the entire emergency management and response process that the expertise of the TIM Teams is essential to include at all stages of response; from preparedness through response, recovery and mitigation.

¹ Emergency Planning and Community Right-to-Know (EPCRA), 42 USC 116.

² State Emergency Response Commission for Hazardous Materials. Annual Report. 2008.

³ SunGuideSM Disseminator. August 2002

- Contributed by Andy Núñez, PE (Metric Engineering, Inc.)

T I M TEAM NEW WEBSITE!

www.swftim.org

The *Sarasota-Manatee County TIM Team* is committed to implementing the Quick Clearance principles of Florida's Open Roads Policy through the "3 Cs" of TIM: Communication, Cooperation and Coordination, and providing the public with the best real-time Motorist Information available. Team membership draws from state, regional, and local transportation agencies, public safety providers, and other organizations and companies that service the traveling public. The Teams, sponsored by the FDOT, meet bi-monthly.

Mission

The TIM Team Program brings together all agencies involved in clearing the roadway crashes with the objective of improving detection, verification, response, and clearance times to expeditiously remove a motor vehicle crash or incident from the roadway while providing the best real-time information to motorists, resulting in a safer highway environment for both incident responders and motorists.





Sheltering- In-Place Procedures

The Southwest Florida Local Emergency Planning Committee has developed “Sheltering-In-Place Procedures” to educate the public on steps to take in the event of the need to find immediate shelter during a chemical incident.

Before an incident

Chemicals are part of daily lives and are all around us. They are used in businesses, manufacturing, healthcare, and in homes. Normally, these chemicals are used appropriately and do not create a hazard. But occasionally when an accident occurs, these chemicals can become a health and safety concern.

Everyone needs to learn to detect the presence of hazardous materials. However, many hazardous materials do not have a taste or odor associated with them. Some materials can cause physical reactions such as watering of the eyes or nausea. You should develop a plan and procedures in the event of the need to “shelter-in-place.”

If a hazardous materials spill or chemical attack were to occur, local authorities would instruct the public to do one of two things:

- ▶ Evacuate immediately (leave the area of potential hazard)
- ▶ Shelter-in-Place (seek immediate shelter)

What is “shelter-in-place”?

The term “shelter-in-place” means to take cover in a building rather than evacuate during a chemical or hazardous materials release. Though the natural inclination is to flee a vapor cloud during a chemical incident, it actually may be more dangerous to evacuate because of the direction of the wind or the speed of the chemical or chemical agents that are being dispersed.

When to “shelter-in-place”?

When there is an emergency involving a chemical or hazardous materials release (where sheltering in place is warranted), local authorities will likely issue an emergency alert system notification either by telephone, television, radio, or by canvassing neighborhoods.

Who would issue the “shelter-in-place” initiative?

The order to “shelter- in-place” would likely come from any of the following:

- Local Public Officials (Mayor, County Commissioners, City/County Managers)
- County Emergency Management Personnel
- Law enforcement Personnel
- Firefighters

Where to “shelter-in-place”?

Sheltering-in-place should be conducted in an enclosed structure such as a building (home, store, school, office, or church), or in a vehicle. The idea is to find shelter rather than remain outside.

How to shelter-in-place

When the notification comes from authorities to begin sheltering-in-place, the following steps should be taken to ensure safety and save lives:

Quickly move everyone present indoors, and do not use elevators.

Close and lock all windows and doors.

Close off nonessential rooms such as storage areas or a laundry room.

Turn off all ventilation systems (heating, air conditioning, dampers, fans, etc.).

Seal all doors, windows, ceiling vents, and other sources of outside air.

If possible, move to an interior room or an interior bathroom.

Place a wet towel at the base of the door to cover the opening. Secure the towel with tape.

Listen to the television or radio for further information or instructions.

Stay off the telephone unless there is an emergency.

If you think dangerous fumes have entered the building, place a wet cloth over your nose and mouth.

If caught in a vehicle during a chemical emergency:

- Close all windows, vents, air conditioning, and ventilation systems.
- If possible, drive away from any visible gas or clouds of smoke.
- Turn on the radio for further instructions and updates.

If caught at the scene of an accident:

- If you see an accident, call 911.
- Move away from the accident scene and help keep others away.
- Stay away from accident victims until the toxic substances have been identified.
- Try to stay upstream, uphill or upwind of the accident.

Sheltering- in- Place Supplies

- Battery-powered radio, flashlight, extra batteries
- Cellular phone (if no phone is in the room)
- Bottled water and snack food.
- Bath towels
- Duct tape

For additional information regarding the “Sheltering-in-Place” program at the Southwest Florida Emergency Planning Committee or chemical information, please feel free to contact John Gibbons at (239) 338-2550, Ext. 229. Also, the LEPC staff is available to conduct a “Shelter-in-Place” presentation to civic groups, clubs, school districts, and churches upon request.