

# EVACUATION & TRANSPORTATION

**RESPONSIBILITY:** On-scene Incident Commanders (IC) are responsible for making evacuation decisions related to a specific incident, especially when the timeliness of such decisions is a matter of immediate life safety. In the case of a more widespread disaster, or when the decision to evacuate is not a matter of immediate life safety, such decisions will normally be made by senior local government officials such as mayors and/or the Chairman of the Board of County Commissioners (BOCC). Transportation coordination may be accomplished by the Emergency Communications Center (ECC), the IC's staff, or the city/county Emergency Operations Center (EOC), depending upon the nature & complexity of the requirements.

**EVACUATION CRITERIA:** In general, evacuation criteria will take into account variables such as demographics of the region; immediacy, seriousness & expected duration of the threat; vulnerable populations at risk; and adequacy/availability of evacuation routes.

- **Natural Hazards:** Additional criteria to be considered with natural hazards may include floodplain data, forecasts for riverine and/or flash flooding, rangeland fire danger indices, and other hazard specific warnings or advisories promulgated by agencies such as the National Weather Service, U.S. Geological Survey, etc.
- **Technological Hazards:** Additional criteria to be considered in technological hazard situations may include the hazard classification of dams; or the quantity, toxicity, concentration, flammability and/or explosiveness, projected path, proximity to other hazards, & time-distance-shielding factors for hazardous chemicals.
  - EHS Facility Plans: Precautionary evacuation routes will be identified in the hazard analyses of all fixed facilities having extremely hazardous substances (EHS) exceeding the established threshold planning quantity or 500 pounds, whichever is less. (See Annex V: Hazardous Materials)
  - Other Facility Plans: Special needs populations (i.e., hospitals, nursing homes, schools, correctional facilities, etc.) are responsible for developing specific evacuation plans for their facilities. Johnson County Emergency Management and Homeland Security (JCEMHS) will work with local emergency managers, fire departments, and facility representatives to ensure that any needed inter- agency coordination is accomplished.
- **Statutory Authority:** During a declared state of disaster emergency, KSA 48-925 (c) (5) & (7) authorizes the Governor, to order (i.e., direct & compel) the evacuation

of all or part of the population of any area of the state stricken or threatened by the disaster, and to control ingress & egress of persons to and from the disaster area.

- **Local Government Responsibility:**

- Evacuation Advisories: In situations where rapid evacuation is critical to the safety & health of the population, the on-scene IC may issue an evacuation advisory. The on-scene IC will either be a representative of the fire service or law enforcement. In all such cases, the chief executive of the jurisdiction should be advised as soon as possible, according to their established protocols. Other less immediate types of evacuation advisories will be issued as noted above.
- Coordination: In all situations other than those involving immediate life safety concerns, decisions on whether and/or when to evacuate will always be made after consulting with the appropriate city/county departments or agencies, and will be coordinated with all the jurisdictions affected.

- **Vulnerable Populations:** Schools, hospitals, nursing homes & daycare centers are responsible for ensuring the overall safety & well-being of their students, patients, residents, staff & visitors to their facilities. To that end, emergency plans should be developed taking into account the hazards to which those facilities might reasonably be exposed. Such hazards include, but are not limited to, natural & technological disasters, fire/explosion, physical plant and/or utility failure, security threats and vehicular accidents. These “vulnerable populations” are encouraged to be pro-active in developing & implementing their plans.

**SHELTER IN-PLACE CRITERIA:** The decision to shelter in-place takes into account many of the same variables as evacuations. Shelter in-place is often the more practical option when the danger is immediate or when the threat will be less serious or relatively short-term in nature.

- **Natural Hazards:** Hazard specific warnings or advisories issued by the National Weather Service or local emergency management agencies and broadcast to the public via local radio & television stations & cable TV networks.
- **Technological Hazards:** Additional criteria to be considered in technological hazards may include quantity, toxicity, concentration, flammability or explosiveness, projected path, proximity to other hazards, & time-distance-shielding factors.
- **All Clear:** When the danger has passed, the public will be informed through news announcements over local radio, television & cable TV networks.
- **Shelter Availability:** Most businesses, schools, hospitals, nursing homes, etc., have developed internal plans for providing expedient shelter within their facilities. While the county does not have any designated shelters for protection from natural or technological hazards, it does coordinate the activation of shelters for the purpose of providing mass care & shelter for persons displaced from their homes. (See Annex E: Shelter & Mass Care)

**REENTRY CRITERIA:** When the emergency/disaster situation has stabilized and it is again safe to return to a previously evacuated area, the authorization to allow reentry will be given by the director of the county or city EOC, the IC, or as otherwise directed.

**TRANSPORTATION:** For smaller scale emergencies that do not require outside assistance, the on-scene IC handles resource coordination, route designation & traffic control. To the extent that the IC needs assistance in any of these areas, the following groups (or their equivalents at a city EOC) will provide support.

- **Resource Coordination:** The Public Works Group in the county EOC will be responsible for coordinating all public transportation resources planned for use in emergencies/disasters.
- **Route Designation:** The Fire Service Group, in consultation with the Law Enforcement & Public Works Groups in the county EOC will designate primary and alternate transportation routes for ingress to & egress from the incident area.
- **Traffic Control:** The Law Enforcement Group in the county EOC, with the help of the Public Works Group, will coordinate traffic control in the incident area.
- **State Highway System:** When transportation incidents involve the state highway system the IC and/or EOC will coordinate their efforts with the Kansas Department of Transportation (KDOT) and the Kansas Highway Patrol (KHP).
- **Transportation Lines at Risk:**
  - Intersections: There are many major intersections throughout the county. These intersections are shown in Figure V-1 of Annex V: Hazardous Materials.
  - Limitations: There are multiple areas within the county's transportation system susceptible to natural hazards such as flooding. County/City Public Works Departments, as well as other local response agencies, are aware of these vulnerabilities and plan and respond accordingly.
- **Critical Resources:** The following transportation resources are available for moving:
  - Equipment: Under the terms of "Plan Bulldozer," the Heavy Constructors Association of the Greater Kansas City Area & the Kansas City Chapter of the Associated General Contractors of America provide services, supplies, equipment, and equipment operators following a locally declared emergency or disaster. (See also The Basic Plan (Executive Operations))
  - Materials: Heavy loads of materials such as rip-rap, dirt & debris can be transported by either county/city public works departments or transportation resources available through Plan Bulldozer.

- People:
  - Residents with Special Needs: The Transportation Division of the county's Infrastructure and Transportation Department has a number of vans & buses capable of transporting people with disabilities. Johnson County Developmental Supports also has several similarly capable vans. Additional transportation for students would usually be arranged through a commercial transportation company such as Laidlaw Transit, Inc. Persons in county correctional centers would be transported by a combination of vehicle assets from the Sheriff's Office, city police departments and, if required, the Infrastructure and Transportation Department.
  - Responders: The transportation of responders is primarily a function of those particular response agencies. If necessary, additional transportation resources can be obtained through mutual support agreements or other county/city departments or agencies.
- Traffic:
  - KC Scout: Through its coordination with emergency services, KC Scout can provide motorists with emergency transportation information by posting electronic sign messages along affected routes and providing transportation updates to local media, the Highway Advisory Radio, and the KC Scout website.
  - Kansas City Incident Management Program Manual: This manual identifies the pre-planned detours and specific procedures needed to facilitate efficient clearance of incident sites on major roadways. The manual is a developed and maintained through the cooperative efforts of Kansas Division of Transportation and Missouri Division of Transportation.