



“Evacuation and Transportation in Emergencies for People with Disabilities”

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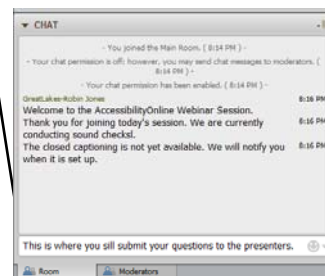
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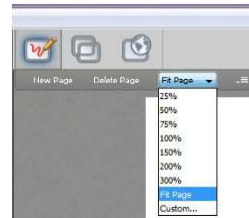
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Evacuation and Transportation in Emergencies for People with Disabilities

September 26, 2013

Richard Devylder – Chief, Office for Access and Functional Needs, California Governor’s Office of Emergency Services

Moderator: Lewis Kraus – Deputy Director, Pacific ADA Center

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Operational Considerations

- Resource identification
- Resource coordination
- Interagency communication
- Operational continuity
- Jurisdictional considerations
- Leverage existing networks

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Transportation Considerations

- Route designation
- Segregation of cars and people
- Traffic signal coordination
- Intelligent transportation systems
- Contra-flow

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Transportation Resources

- Federal, state, local, and nonprofit programs require transportation services for people with disabilities and access and functional needs
- Some programs operate vehicles or contracts for services
- Collaborate with these services
- Use these services to provide transportation services during an emergency

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Concept of Operations

- Staging
- Embarkation points
- Evacuee locations
- Care en route
- Documentation of evacuees
- Procedures for those who do not want to provide information

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Service Variation

- Service continuity
- Temporary service changes
- Shelter transportation
- Surge capacity
- Sustainability

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Service Suspension

- Internal notifications
- External notifications
- Electronic notifications

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Alert Notification

- Staff call-down lists
- Client notification systems
- Interagency coordination systems

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Internal Communication

- Radio systems
- Cell phones
- Nextel systems
- Call-in voice messaging systems
- Default actions

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Coordinating with the EOC

- Department Operations Center activation
- Emergency Support Function 1 (ESF-1) coordination
- Mission assignments
- Incident Action Plans (IAPs)
- Situation Reports (SitReps)

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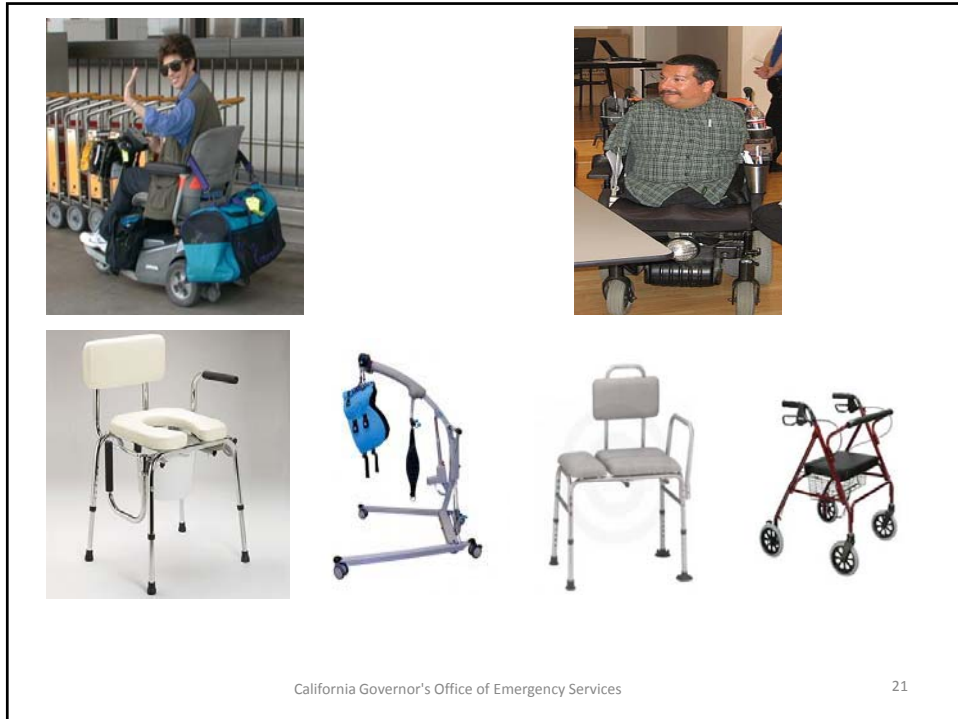
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Essential Concerns

- Identify need
- Integrate resources
- Vehicle accessibility
- Facility accessibility
- Adaptive equipment
- Pets/service animals
- Accessible transportation
- Entering Evacuation Zones

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Registries

Concerns about registries are:

- Perceived promise or guarantee
- Planning is based on individuals always being at home
- Tendency to view those on the registry as the only ones who need assistance
- Focus on registrants first rather than looking at the population in general
- Places unrealistic expectation on first responders

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Using Service Systems

- In-home supportive services
- Personal assistance services
- Home health
- Meals on Wheels
- Community-based organizations
- Transportation service providers
- Centers for independent living

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First Responders Guide

Video

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Del Mar Shelter



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Potential Transportation Resources

- Paratransit
- Public transit
- Non-profit organizations
- Area agencies on aging
- Centers serving people with disabilities
- Taxi/limousine services
- Non-medical emergency services

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Potential Transportation Resources (Continued)

- School district transportation systems
- Adult day health care (ADHC)
- Airport shuttle buses
- Airport rental cars
- Senior centers
- Health care centers

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Rural Responses

- Emergency preparedness in rural area is just as important as in an urban area.
- Neighbors should help each other during a rural response. .
- Community members develop survival kits for a week or more.
- Establish community expectations on when and how government may assist.

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Rural/Remote Resources

Identify people willing and able to transport neighbors to safety:

- Are community partners safely able to provide food and shelter? For what duration of time?
- How many citizens have health care experience and can provide assistance?
- How many can use a chain saw or other equipment to clear roads and exits from homes?

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Rural/Remote Resources (Continued)

- Who knows alternative back roads and escape routes?
- Who has all-terrain vehicles to negotiate these routes?
- Who knows where vehicles and keys are?

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Residential Care Facilities

- Should be pre-identified
- Evacuation plans must be in place
- Includes facilities housing for seniors or people with mental illnesses or developmental disabilities

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Internal Agreements

- Board support
- Liability coverage
- Staff commitment

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Interagency Agreements

- Contingency contracts
- MOUs

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Transportation MOUs

Public entities include:

- ADA-mandated paratransit
- Dial-a-ride
- Fixed-route buses
- Community partner vehicles
- Shuttles (car rentals, transit hubs)
- Rental car/buses
- Taxis

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MOUs

- Roles/responsibilities
- Activation
- Asset control
- Task orders
- Liability
- Cost recovery

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Updating Jurisdictional Plans

- What evacuation plans currently exist?
- Are multiple entities dependent on the same evacuation resources?
- Do your response plans account for movement of individuals from schools, neighborhoods, medical facilities, and nursing facilities?

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Jurisdictional Emergency Plans

- Are disability and aging transportation providers incorporated into evacuation plans?
- Have residential care facilities been identified and mapped?
- Do residential care facilities have evacuation plans?
- Are transportation service providers incorporated into evacuation plans including aging and disability transportation providers?

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Jurisdictional Emergency Plans (Continued)

- Do evacuation plans address areas of the community not served by transit?
- Do you know where people with access and functional needs frequently get on your transit system?
- Can neighboring transportation jurisdictions assist in emergencies?

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Jurisdictional Emergency Plans (Continued)

- During non-operational hours, how quickly can transportation providers respond?
- Do first responders know the disability and aging transit providers?
- Are wheelchair accessible vehicles and trained drivers immediately available during evacuations?
- Do drills and exercises involve first responders, disability providers, and people with disabilities?

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Questions??



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