



**MINUTES OF MEETING**  
**New Castle County TMT Meeting**  
**September 20, 2006**



James Gilliam Building, New Castle, Delaware

**Meeting Date:** September 20, 2006  
**Location:** James Gilliam Building, New Castle, Delaware  
**Purpose:** New Castle County Transportation Management Team (TMT) Evacuation Meeting

**List of Committee Members and Meeting Attendees:**

First Name	Last Name	Agency	Email
William	Alexander	DSP	william.alexander@state.de.us
Ruth	Campbell	Division of Social Services	ruth.campbell@state.de.us
Dave	Carpenter	NCC – Emergency Preparedness	dcarpenter@co.new-castle.de.us
Janet	Chomiszak	DEMA	janet.chomiszak@state.de.us
Gene	Donaldson	DeIDOT TMC	gene.donaldson@state.de.us
Richard	Fain	DeIDOT	richard.fain@state.de.us
Paul	Ford	DeIDOT – DTC	paul.ford@state.de.us
David	Hake	DEMA	dave.hake@state.de.us
Brian	Humphry	Christiana Care	bhumphry@christianacare.org
Mamie	Lynch	Edwards and Kelcey	mglynch@ekmail.com
Vinnie	Manetti	DRBA	vinnie.manetti@drba.net
Marcia	Nickle	Red Cross	mnickle@redcrossdelmarva.org
Tim	O'Hea	Division of Public Health	timothy.o'hea@state.de.us
Arthur	Paul	DEMA	arthur.paul@state.de.us
Jim	Paige	DSP	jpaige@state.de.us
Dennis	Quinn	NCC Public Safety 911	dmquinn@co.new-castle.de.us
Regis	Wagner	Edwards and Kelcey	rwagner@ekmail.com
James	Watson	Delaware State Fire Chiefs	kingshimr@aol.com
Rick	Williams	Newark PD	elwood.williams@cj.state.de.us
James	Wormley	DeIDOT Canal District	jim.wormley@state.de.us

**Handouts provided during the meeting:**

1. Statewide TMT Action Item List
2. July 13 Meeting Minutes
3. Description of Evacuation Bus Routes (DEMA)
4. Salem & Hope Creek 2006-2007 Calendar
5. New Castle County Chemical Facility Evacuation PowerPoint Slides (DEMA)
6. Delaware Acute Care Hospitals: A Needs Assessment for Emergencies (Public Health)

**I. Opening Remarks**

Dave Carpenter (NCC Emergency Preparedness) opened the meeting with introductions from the attendees, and then turned the meeting over to Gene Donaldson and Edwards and Kelcey. Gene reviewed the Statewide TMT Action Item List and asked for comments from the group. Since there were no comments, Gene explained that the purpose of this meeting is to continue New Castle County's evacuation planning. He said that this planning effort should be complete for New Castle



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and Kent Counties in a few months, at which point he will begin discussing Quick Clearance with the TMT groups.

## **II. Radiological Emergency Preparedness**

Mamie Lynch (EK) introduced Janet Chomiszak (DEMA) who then presented on the Radiological Emergency Preparedness plan for the Salem/Hope Creek Generating Stations.

Janet explained the following key points:

- The plan involves evacuation of the ten mile Emergency Planning Zone (EPZ).
- The ten mile EPZ around a nuclear power plant was established by the Nuclear Regulatory Commission and the Environmental Protection Agency.
- Within this ten mile emergency planning zone we have established access control points.
- There are 15 access control points within the five mile zone. (ERPA A)
- 30 Access control points within the 5 to 10 mile zone. (ERPA B and C)
- These points restrict traffic into the EPZ zone. Delaware State Police at these points will direct evacuees to reception centers.
- The plan has recently identified seven traffic management points which have been established in conjunction with DelDOT and Delaware State Police to redirect and manage the area being evacuated from the ten mile EPZ.
- Evacuation Bus Routes have been established in conjunction with DelDDOT.
- Emergency Response Planning Areas (ERPAs) are areas of the ten mile EPZ.
- Traffic would be directed to go North or South on Route 1 and Route 13 to two reception centers:
  - Frank Stern Readiness Center in Wilmington
  - Smyrna Readiness Center in Smyrna
- The utility is required to complete an evacuation time estimate study which has been completed after the 2000 census. DelDOT and NCC emergency management reviewed the draft document before final publication.
- Final copies were mailed to DelDOT, NCC Emergency Management, and Delaware State Police.

After Janet completed her presentation, discussion ensued about the report. Janet said that DEMA is working with DelDOT to develop the appropriate traffic controls for an evacuation, and Gene added that he is working with EK to designate funding for this engineering work. Janet said she thinks that designing traffic control for key points is a federal requirement. Gene said he is not sure if it is a federal requirement, but EK will be beginning work on it soon.

## **III. New Castle County Chemical Facility Evacuation**

Arthur Paul (DEMA) presented information on New Castle County's Chemical Facility Evacuation plans. He explained that there are not any comprehensive plans for evacuations in the event of a chemical disaster, but such events are addressed in several of the State's emergency plans, including:

- Delaware Emergency Operations Plan (DEOP)
  - Oil and Hazardous Substance Incident Contingency Plan (SERT Plan)
  - NCC Emergency Operations Plan Annex H – Evacuation
  - DE City Community Awareness and Emergency Response (DC CAER) Plan Annex F
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▪ Facility Plans (EPCRA and RMP)

Art explained that there is a hazardous chemical report released annually. 80% of the hazardous chemicals in Delaware are ammonia, chlorine, and propane, and an evacuation associated with an accident with one of these three chemicals would require an evacuation radius of approximately 1-3 miles. Also, each facility using these hazardous chemicals has a Risk Management Plan (RMP) which provides emergency response guidance, including an analysis of the worst-case scenario.

After Art finished his presentation, Dave asked Art if there is a need to address the recent News Journal article which discussed the potential for a chemical disaster on the rail lines. Art explained to the group that the University of Delaware's Journalism school prepared a documentary discussing the potential for a terrorist attack on or accidental spill from a rail car carrying hazardous chemicals. He continued by saying that George Giles mentioned that Washington D.C. rerouted their rail traffic and restricted some chemicals from being transported through high population centers. Dave agreed that the article was a scare tactic. However, he added that the public is getting upset and is asking for legislation to restrict chemical transport on the rail lines through Wilmington. He suggested sitting down with the municipalities to discuss this issue. Marcia Nickle (American Red Cross) agreed with Dave, stating that after the Cheswold rail incident, they had a public meeting, and the public was becoming more aware of the issue of chemical transport on rail lines. She added that there probably will be lobbying statewide, and we should be prepared with an answer.

Dave asked Art if they performed any transportation flow studies associated with chemical hazards. Art explained that studies were performed in the mid 1990's, but they are not worth reproducing on a regular basis. He said that there is a federal Hazardous Materials Emergency Preparedness Grant to perform flow studies. However, DEMA has not used the results of these studies very frequently, so they have not investigated this grant in detail. Art said that instead of focusing resources on performing these studies, resources should be devoted to education on risk management. He also emphasized that Delaware's record for HAZMAT transport is one of the best in the country.

**IV. Delaware Acute Care Hospitals: A Needs Assessment for Emergencies**

Tim O'Hea (Division of Public Health) presented information from the DHSS report, *Delaware Acute Care Hospitals: A Needs Assessment for Emergencies*. He explained that it is important to remember that an evacuation includes people other than the general population, so their needs must be evaluated. For example, hospitals will need a state of emergency declaration five days in advance of a hurricane in order to evacuate and prevent patients from waiting in excessive traffic. He also explained that the hospitals' transportation is outsourced, and there are not enough vehicles available to evacuate all the patients. Brian Humphry (Christiana Care) added that critical care patients need to be evacuated in a helicopter, while other patients will be able to evacuate in ambulances.

Because of the difficulty of evacuation hospitals, Tim explained that they plan to shelter in place. The hospitals can function while sheltering in place for approximately 3-5 days. It must be noted that this is a short amount of time, and they will need outside assistance as soon as possible. It is essential for the external infrastructure to be restored in order to support the hospitals, particularly after the hurricane when additional injured patients will need to be admitted.



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Tim added that similar problems apply to long term care facilities, disabled people living at home, and residents who do not have the means to evacuate. Ruth Campbell said that the analysis of nursing homes resulted in a similar conclusion that would require advanced notice for evacuations. She added that they have coordinated with other nursing homes, requesting that they keep several beds open for evacuees.

The group agreed that the hospitals are correct in assuming that a state of emergency will not be declared five days in advance of an emergency. David Hake cited the Seaford example, stating that the flooding occurred on a Sunday, but the emergency declaration did not come until Tuesday. Brian added that there was no warning for the flooding in Seaford, but hopefully there will be some warning before a hurricane. He said that regardless of the situation, the hospital administrator will need to do a risk assessment and decide how to respond. He added that the Joint Commission (which accredits hospitals) requires an evacuation plan for every hospital and suggests coordinating with other hospitals.

Jim Watson asked if fire services could get a list of housebound people. Dave Carpenter said that this information is available only within the 10 mile radiological zone. Voluntary data can be collected and input into the CAD system, but experience has shown that response rates for this voluntary information are very low. Tim added that it is difficult to gather such information without a law in place, but the state has estimated that 20% of Delaware's population will need assistance during an evacuation. Jim responded that their fire house performed a similar survey and received a good response. Ruth said that they have a database including some of these at-risk people, but it is not very accurate. Also, HIPAA protects most of this information, including anything listed in CAD.

**V. Hurricane Rita's Special Needs Population**

Paul Ford (DTC) presented his experiences testifying before the National Transportation Safety Board (NTSB) regarding the motor coach fire outside of Dallas during Hurricane Rita's evacuation. He explained that the facility had a good evacuation plan which involved using a bus broker to provide transportation. However, this broker provided a motorcoach which was not equipped to handle the disabled passengers it was transporting. It took two hours to load the bus, and then what was supposed to be a two hour trip turned into a 15 hour trip because of traffic delays. Also, the bus driver was unqualified, the bus got a flat tire, and later it caught on fire. Because the evacuees were disabled and not traveling on a paratransit bus, evacuating the motorcoach was very difficult and 23 passengers died.

Paul noted that the NTSB was impressed with Delaware's TMT process. He then discussed how Texas' event can help Delaware shape planning decisions. He explained that DART cannot handle all of the necessary evacuations because they must maintain regular service. However, DART will react as necessary if resources are available during an emergency. Furthermore, if the governor declares a state of emergency, all regular transit service will be suspended and DART vehicles will be used as DEMA orders. He also suggested investigating the possibility of designating specific evacuation routes for paratransit vehicles to shuttle evacuees out of the affected area and into shelters.

Gene explained that he has been meeting with DART, and they are evaluating the best way to supply emergency transportation. They are looking into contract options for incidents. For example, many

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incidents only require the evacuation of approximately 30 people, but there are no DART buses available. Also, there are some union issues surrounding non-DART employees driving the DART buses, but Gene is working closely with DART to resolve these issues. Janet said that as part of the radiological planning, DEMA is training National Guardspeople to drive buses in the event of an emergency. Gene added that a state of emergency declaration is necessary to activate the National Guard. He then asked if any troopers are being trained to drive the buses, and Paul responded that some troopers are being trained, and that it is important to understand that DART drivers will not be driving into a hazardous area. Dave added that New Castle County is compiling a list of CDL trained employees, but the County currently does not have sufficient vehicles.

**VI. Evacuation Route Maps**

Mamie reviewed the following five evacuation route maps:

- Hurricane affecting Southern Peninsula
- Hurricane affecting New Castle County
- Wilmington Evacuation
- Newark Evacuation
- Middletown Evacuation

She requested comments on the evacuation routes. The group agreed with the routes designated on the first four maps, but they had several comments on the Middletown Evacuation map. The group suggested using SR 299 as a secondary evacuation route to push traffic out of Middletown eastward. They also suggested indicating SR 896 as a primary evacuation route allowing traffic to travel from US 301 to SR 1. Finally, the group suggested extending the arrows for the southbound evacuations to show travel on US 13 up to the SR 1 interchange in Smyrna. EK noted the changes, and Mamie indicated that they will make the necessary edits to the maps.

**VII. Conclusion and Next Meeting**

Mamie concluded the meeting by explaining that EK will be presenting the evacuation maps at the next Fire Chiefs' meeting on October 5. She said that the next meeting will involve a page-turn of the evacuation document and review of the intersection diagrams. An e-mail will be sent announcing the date of the next meeting.

Any questions or concerns can be directed to Gene at [gene.donaldson@state.de.us](mailto:gene.donaldson@state.de.us) or (302) 659-2404. Additionally, Edwards and Kelcey is providing consulting support and helping assist DelDOT in coordinating the efforts. Regis Wagner can be reached at [rwagner@ekmail.com](mailto:rwagner@ekmail.com) / (610) 701-7000.