

NEW TOOLS TO HELP MANAGE A CRISIS

LGRMS offers members access to crisis management training, tools, and services. - p. 4

MOBILE WORK ZONES

Tips for safely managing rolling road closures. - p. 7

BACK TO SCHOOL

Improve school zone safety with these initiatives. - p. 9

LAW ENFORCEMENT

Fifth Circuit rules in support of K9 officer reliability. - p. 11

CONTENTS

- 3 A Note from the Editor**
Welcome to August SHARE!
- 4 Director's Corner**
CrisisRisk Strategies Partnership
- 7 Notes from the Road**
Mobile Work Zones
- 9 Risk Connection**
Back-to-School Initiatives
- 11 Law Enforcement Matters**
K9 Case Studies from LLRMI
- 13 Coffee Break**
Puzzles and Games
- 14 Safety Theme**
Distracted Driving
- 19 Forms**
Self-Inspection, Safety Meeting
- 22 Staff Contacts**
How to Reach Us

Cover photo by Microgen, iStock.

The opinions expressed in this newsletter are those of the authors and do not reflect the views of LGRMS, ACCG, or GMA.



201 Pryor St. SW
Atlanta, GA 30303

lgrms.com  



UPCOMING WEBINARS AND TRAINING

Safety Coordinator I & II

FULL DAY | 8:30AM-3:30PM

Sep. 9 - Cartersville, GA 

Sep. 17 - Gainesville, GA 

Safety Coordinator III & IV

FULL DAY | 8:30AM-3:30PM

Sep. 10 - Cartersville, GA 

Sep. 18 - Gainesville, GA 


Workers Comp Program

HALF DAY | 8:30AM-12:30PM

Aug. 26 - Cartersville, GA 

Sep. 16 - Gainesville, GA 

Law Enforcement Risk Specialist Conference


Sep. 30-Oct. 1 - LaGrange, GA 

PAST WEBINARS ON YOUTUBE


Responding to a Use of Force Incident

Jan. 24, 2024 


Georgia Open Records Act

Sep. 21, 2023 

Reasonable Suspicion-based Drug Testing

Apr. 25, 2023 

Employee Social Media Activity and Political Divisiveness in the Workplace

Aug. 25, 2021 



Events subject to change.
Check website for updates.

lgrms.com/training-event-calendar.aspx



A NOTE FROM THE EDITOR



By Dennis Watts
Training and Communications Manager

Welcome to the August edition of SHARE, the monthly publication of Local Government Risk Management Services (LGRMS). SHARE is sent to all GIRMA/IRMA, and WC, members 10 times per year around the 20th of the month. SHARE has two sections: (1) a general safety and risk, and (2) a worker safety-focused section. We cover topics and issues most relevant to local governments in Georgia. We look forward to your feedback.

If you are not currently on the distribution list to receive our monthly newsletter, it can be downloaded for free from the LGRMS website (www.lgrms.com).

In this issue

This month's Safety Theme is distracted driving. In spite of advancements in hands-free technology, the task of driving still demands our full attention. Any non-driving activity is a potential distraction and increases your risk of crashing. This article offers you some alternative behaviors, as well as some disturbing statistics that you'll remember next time you consider making a call from the car.

Dan Beck in his Director's Corner discusses and recommends that all local governments enhance their emergency preparedness through an online Crisis Coordinator Certification Program that fulfills multiple training requirements. He goes over the new offerings

from CrisisRisk Strategies, through a partnership with LGRMS. We want to do everything we can to help our members prepare for the inevitable before it happens.

Vincent Scott discusses Temporary Traffic Controls in a Mobile Work Zone, such as during right-of-way mowing, cold patching, or trash and debris collection. Safety should not be compromised because a work zone is temporary.

Citing all the back-to-school traffic we are experiencing currently, Weston Cox looks at initiatives to enhance pedestrian safety, school buses and emergency vehicles, and special situations.

Scott Batterton with the Legal & Liability Risk Management Institute reviews two recent cases involving K9s, which are relevant and important to any agency operating a K9 unit.

Be safe.

Dennis

CONTACT: Dennis Watts, dwatts@lgrms.com

ARE YOU READY FOR A CRISIS?

LGRMS has coordinated with CrisisRisk Strategies to support our members



DIRECTOR'S CORNER

By Dan Beck, LGRMS Director

You could face a crisis tomorrow. Are you ready? How do you know? Are you sure?

The public entity sector has experienced an increase in crisis events. Yet most people don't think about a crisis event until it occurs. We saw in the Texas floods this summer how quickly events can escalate, and how the impacts are tragic and personal. Along with natural disasters, violence has become a concern nationally.

However, it is not always the underlying situation that causes the crisis event; it may be the way public officials respond and communicate about what occurred. **Crisis is defined by a loss of control.**™ Many public officials are not equipped to manage “business unusual.”

When facing issues that create upheaval, government leadership looks for experience-based assistance to help restore control. Let's learn the lingo for crisis management.

☑ Protecting critical assets is the responsibility of every government organization. **Critical assets** include:

- People
- Brand and reputation
- Finances
- Key relationships
- Physical infrastructure

☑ A **threat** is any person or thing that has the potential to harm one of those critical assets.

☑ An **emergency** is a situation or event that requires an immediate life-safety response to prevent harm to critical assets.

☑ A **critical event** is when the damage anticipated by a threat occurs, resulting in harm to your critical assets. Examples of critical events include the following:

- A tornado causing damage to property.
- A disgruntled employee shooting their boss.
- A bad actor holding your computer system for ransom.

A critical event is “business unusual” for leadership. Critical events are complex, strategic, emotional events, defined by severity of harm and a wide array of interested people with varying—and often competing—agendas and roles. Assessing the strategic impacts that such an event will have on stakeholders is critical.

Crisis management services are needed 24x7x365 to guide you along the way. How people respond in the first seconds and minutes after a critical event will make the difference between an emergency, a crisis and consequences that can last forever.

☑ A critical event can evolve to a **crisis**. A crisis is a state of being, characterized by:

1. Loss of control; **and**
2. Extensive negative stakeholder impact and reaction.

A crisis

- Is unpredictable.
- Thrives on lack of structure.
- Creates intense scrutiny of brand and reputation.
- Escalates consequences rapidly.
- Causes command and control to be lost.
- Allows hostile agents to be present.
- Forces leadership into a reactionary mode.

☑ The top priority in crisis response is people. **Human impact** includes the stresses, negative emotions and tensions that critical events create for people. In the aftermath of a critical event, victims and other stakeholders require immediate support to mitigate impacts.

The Crisis ABCs™

How do you know when an event will become a crisis? While crisis events have varying causes and intensities, they have two things in common:

1. They elicit negative emotional reactions from people such as ANGER, BLAME and CONCERN.
2. Those reactions are extensive.

Reactions and Extent

Utilize the **Crisis ABCs™** to consider whether an Event or Circumstance is or has the potential to become a Crisis.

Are people ANGRY ?	Is BLAME being cast?	Are people CONCERNED ?
Events/Circumstances that cause these REACTIONS tend to have a greater risk of becoming a Crisis.	Next, evaluate the EXTENT for ANGER , BLAME , and CONCERN . The more people it reaches, the faster news spreads; and the more significant the setting, the more likely it is to become a Crisis.	
ANGER Outrageous, Offensive, Shameful, Beyond Belief, Unethical	SPREAD The number of people who are aware or who could become aware, reach	
BLAME Liability, Responsibility, Culpability, Unlawful, Intentional	SPEED The increase in velocity or rate of consequences arising from the <i>Circumstance</i>	
CONCERN Panic, Alarm, Fear, Terror, Dread, Anxiety, Horror, Worry	SETTING The platforms where communications are occurring and the credibility of those commenting	

Crisis Communications

After a critical event, leadership must focus on communications. Crisis communication priorities are:

- Identification of stakeholders and their issues.
- Engagement of stakeholders.
- Scripted messaging.
- Training for spokesperson.
- Management of the media.

Media in Peace Time

On a day-to-day basis, media covers many important issues and plays a role in:

- Shaping public opinion.
- Awareness of educational issues and programs.
- Facilitating community engagement.
- Highlighting successes and achievements of employees, residents and students.

CONTACT: Dan Beck, dbeck@lgrms.com

Media outlets can be your public relations partners. However, in the aftermath of an event that harms your critical assets, ***communications must shift from public relations to crisis communications*** to prevent further harm to your critical assets—people, brand, reputation, finances, etc. A government must communicate directly with stakeholders, and the media is just one means of disseminating this information.

- **Stakeholder groups require direct targeted information** delivered through dedicated pre-identified distribution channels. Each stakeholder group will have different questions and concerns.
- Much of the initial information in a critical event may later prove to be incorrect. Communication must be based upon fact. **Better to be late with a message than wrong.**
- While there will be limitations on what can be said about what occurred, specific individuals and actions taken, **there is helpful information that can be provided, and should be provided.**

There are four stages of crisis: **BEFORE, IMMINENT, DURING, and AFTER.** We have coordinated with CrisisRisk Strategies to provide support to our government entities. You have access to:

1. Certified CrisisCoordinator™ e-learning Training

- 12 courses will train designated government employees to Recognize emerging crisis warning signs and circumstances, Identify the actions that need to be taken to address them, and Alert leadership.
- Courses include learning objectives, animated case studies, interactive decision questions and quizzes.
- The training takes approximately 3.5 hours to complete the program.
- To become certified as a CrisisCoordinator, all courses and quizzes must be successfully completed.
- To register go to <http://crisiscoordinator.talentlms.com/> and click on SIGNUP on the upper right of the page to register and get started. For more information on this program, see below the communication we distributed earlier.

2. Virtual Crisis Response Advisor™ (VCRA™)

The VCRA is an automated tool to facilitate DECISIONS,

KEY TAKEAWAYS FROM CRISIS EVENTS

- Critical events don't take place at convenient times. You need to know how to prepare a response, regardless of when.
- Immediate response and triage dramatically improve the outcomes.
- There are **tools and services** available for every time frame—**BEFORE, IMMINENT, DURING and AFTER**—that can make a difference in **prevention**, response and recovery, **frequency and severity.**
- Media management and crisis communications that address all critical stakeholders with the right messaging at the right time through the right medium are critical.
- You can make a difference!

ACTIONS, and WORDS needed in every crisis stage with control checklists, documents and issue-specific content.

The VCRA provides real-time detailed guidance to management to avoid loss of control BEFORE a crisis happens, to mitigate or prevent an IMMINENT crisis, to restore control DURING a crisis and to take appropriate actions AFTER a crisis to address recovery and impacts. Immediate guidance is provided after leadership answers just two short questions. In the BEFORE stage, this tool will help your organization create a Crisis Response Plan for any future event.

3. CRISIS ADVISORY SERVICES

Areas where CrisisRisk may offer guidance include:

- Crisis Communications
- Decision Making
- Legal/Investigation/Evidence Preservation – Attorney Client Privilege
- Psychological First Aid/Counseling
- Reputation and Brand Protection
- Social Media/Intelligence Monitoring
- Triaging Impacts and Stakeholder Needs
- Victim Support and Coordination

For inquiries, use of CrisisRisk services, or assistance with managing a crisis, please reach out to Dan Beck at dbeck@lgrms.com.

NOTES *from the* ROAD

BEST PRACTICES FOR SAFE TRAVELS



Mobile Work Zones

Best practices for traffic control on the move

By Vincent Scott
LGRMS Risk Control Consultant

According to the Bureau of Labor Statistics, over 1,000 workers are killed each year in work zones on our nation's roadways. The state of Georgia has experienced a fatality and several serious injuries involving municipal workers operating in mobile work zones over the past three years. Crews should always implement effective Temporary Traffic Controls (TTC) in a Mobile Work Zone, such as during right-of-way mowing, cold patching, or trash and debris collection.

The Manual on Uniform Traffic Control Devices (MUTCD), 2009 Edition, is the law in Georgia. **Supervisors and workers must be aware of the requirements in this document.** Part 6 on Temporary Traffic Control is the standard when working on or near roadways.

Part 6 defines a "Mobile Work Zone" as an operation that moves continually or makes short stops, typically up to 15 minutes.

Safety in mobile operations should not be compromised by using fewer devices simply because the operation frequently changes locations. According to the MUTCD, devices with greater mobility may be necessary, such as signs mounted on trucks, or larger, more imposing, or more visible signs that can be used effectively and economically.

Some additional guidance from the MUTCD includes:



Warning signs, high intensity rotating, flashing, oscillating, or strobe lights on a vehicle, flags, and/or channelizing devices should be used and moved periodically to keep them near the mobile work area.

Please Note: A vehicle's four-way hazard lights **MAY NOT** be used in place of high-intensity amber lights.

Appropriately marked vehicles with high intensity rotating/strobe lights may be used in place of signs and channelizing devices for mobile operations. These vehicles may be augmented with warning signs.

Shadow vehicles may be equipped with an arrow panel when vehicular traffic speeds or volumes are high. Right or left arrows may never be used on 2-lane roadways.

Where feasible, warning signs should be placed along the roadway and moved periodically as work progresses. Flaggers may be used for mobile operations that often involve frequent short stops.

The above are MINIMUM STANDARDS. Cities and counties must use good judgment and local knowledge when establishing temporary traffic controls (TTC). Some additional considerations:

- Workers must wear ANSI Class 2 high-visibility apparel. Class 3 is required when the roadway is high-speed, high-volume, or low visibility conditions (rain, snow, fog, etc.).
- Workers are required to receive training on setting up TTC.
- Drive through TTC periodically to check the visibility of operations to approaching drivers.



LAW ENFORCEMENT RISK SPECIALIST CONFERENCE 2025

Sept. 30-Oct. 1, 2025

Great Wolf Lodge 150 Tom Hall Pkwy, LaGrange, GA
Schedule and Registration Information: lgrms.com

LGRMS, GMA and ACCG proudly present the first Law Enforcement Risk Specialist Conference. Join us at the Great Wolf Lodge in La Grange for this two-day event where speakers Terry E. Williams, John “Jack” Ryan and Steve Campbell discuss insurance defense, motor vehicle and civil liability, jail operations and emerging trends regarding recent Supreme Court rulings.

REGISTER NOW



RISK CONNECTION

REDUCING RISK FOR YOU AND YOUR EMPLOYER

BACK-TO-SCHOOL SAFETY INITIATIVES

Pedestrian safety, buses/emergency vehicles, and enhanced safety precautions near road crossings

By Weston Cox
LGRMS Risk Control Consultant



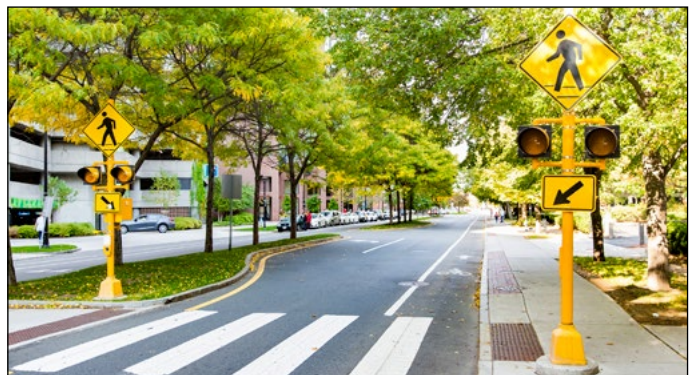
Enhancing Safety Awareness for Pedestrian and Street Traffic

To improve safety awareness regarding pedestrian and street traffic, local government leaders and employees should engage in regular safety meetings on these topics. Employees should receive consistent updates on best practices for pedestrian safety, including the latest advancements in traffic control technology and trending claims related to pedestrian accidents. This training should be complemented by active participation in community outreach programs that educate residents about safe practices and the importance of adhering to traffic laws.

Developing partnerships with local schools, businesses, and civic organizations can amplify these safety messages and foster a culture of vigilance. Additionally, city and county leaders should leverage data-driven strategies to identify high-risk areas and implement targeted interventions, such as enhanced signage, crosswalk markings, and traffic calming measures, ensuring that safety initiatives are both proactive and responsive.



Provide employee updates on best practices. Photo by Jacob Lund.



Enhance streets to improve pedestrian safety. Photo by Evgenii And.

Improving Safety Around School Buses and Emergency Vehicles

Local government employees play a crucial role in bolstering safety around school buses and emergency vehicles through strategic planning and enforcement. Regular audits of school bus routes and emergency vehicle access points can help identify and address potential hazards. City and county leaders should work closely with school districts to ensure compliance with school bus safety laws, including the proper placement of “stop-arm” signage and the maintenance of clear visibility at bus stops.

Additionally, coordinating with emergency services to implement and communicate clear protocols for vehicle movement during emergencies will mitigate risks and improve response times. Public awareness campaigns facilitated by local government entities should highlight the importance of yielding to school buses and emergency vehicles, reinforcing safe driving behavior across the community.

Addressing Safety Concerns for Children, Senior Citizens, and Wildlife Near Road Crossings

To address safety concerns for children, senior citizens, and wildlife near road crossings, local government employees must adopt a holistic approach that combines infrastructure improvements with targeted educational efforts. Installing pedestrian-activated signals, improved crosswalks, and adequate lighting can significantly enhance visibility and safety for vulnerable populations.

Special attention should be given to areas frequented by children and senior citizens, incorporating features like audible crossing signals and lower speed limits. Additionally, addressing wildlife crossings, such as those involving deer, requires strategic placement of warning signs and, in some cases, fencing to reduce collisions. Employee safety meetings should be tailored to raise awareness about safe crossing practices and encourage drivers to remain vigilant, especially in areas known for frequent wildlife activity. Continuous evaluation and adaptation of safety measures will ensure that your city, county, authority, and community remain protected under evolving conditions.



LAW ENFORCEMENT MATTERS

REDUCING RISK FOR PUBLIC SAFETY AGENCIES

FIFTH CIRCUIT DISCUSSES RELIABILITY OF K9 ALERT

[Click here](#) to read the full article by Brian S. Batterton, J.D.
Legal & Liability Risk Management Institute



In *United States v. Martinez*, the Fifth Circuit Court of Appeals ruled that a police dog trained to detect both drugs and hidden people can reliably alert officers to concealed humans, even when the vehicle's driver is present. The following is a synopsis of an Aug. 6 article by Brian S. Batterton, J.D., in LLRMI e-newsletter.

The Case

On July 23, 2022, Martinez drove a tractor-trailer through a Border Patrol checkpoint in Texas. Agent Compton and his K9 partner "Bak" conducted a routine inspection. Bak is trained to detect both controlled substances and concealed humans. During the inspection, Bak alerted by pulling toward the vehicle and jumping against the cab area, then "indicated" by sitting down. Based on Bak's behavior, agents moved Martinez to secondary inspection. After Martinez exited his vehicle and claimed no one else was inside, Bak alerted again to the cab area. Agents searched the truck and found ten undocumented immigrants hidden in the sleeper area and closets.

Legal Challenge

Martinez argued that the K9 alerts didn't provide reasonable suspicion to extend his stop or probable cause to search his truck. His main argument was that a dog cannot reliably tell the difference between a driver's scent and other hidden people in the vehicle.

Court's Decision

The appeals court rejected Martinez's argument for several reasons:

1. **Dual Training:** Since Bak was trained and certified to detect both drugs and people, his alert gave officers reasonable suspicion and probable cause to search for either type of contraband.
2. **Reliability Evidence:** The court found Bak was reliable based on:
 - Border Patrol's 40-year history of successfully training dogs to detect people.
 - Rescue dogs can distinguish between buried victims and searchers.
 - Bak "can go weeks without an alert," showing he doesn't alert to every driver.
 - Both Bak and his handler rated "above average" in training.
3. **Supreme Court Standard:** Under *Florida v. Harris*, courts should focus on a dog's performance in controlled training environments. If a legitimate organization certifies a dog after testing reliability in controlled settings, courts can presume the dog's alert provides probable cause.

Bottom Line

Law enforcement officers can rely on properly trained and certified K9s that detect both drugs and hidden people. The dog's alert provides reasonable suspicion to extend a stop and probable cause to search, even when the defendant argues the dog cannot distinguish between different human scents in the vehicle.

FLORIDA SUPREME COURT: OFFICERS CAN ORDER DRIVERS OUT DURING K9 DRUG DETECTION SNIFFS

[Click here](#) to read the full article by Brian S. Batterton, J.D.
Legal & Liability Risk Management Institute



In *State v. Creller*, the Florida Supreme Court ruled that a K9 officer arriving during a traffic stop can order the driver to exit the vehicle for officer safety before conducting a drug detection sniff.

The Case

Officer Diaz, an undercover narcotics officer, saw Creller commit a traffic violation. Instead of stopping Creller himself, he called for a marked patrol car to make the stop. When officers approached Creller's truck, they asked to search the vehicle. Creller said no, so Officer Diaz called for a K9 unit.

K9 Officer Simmonds arrived several minutes later while another officer was still writing Creller's traffic citation. Officer Simmonds asked Creller for permission to search the vehicle. When Creller refused again, the officer told him: "I need you to exit the vehicle for my safety. You're going to stand on the side of the sidewalk while I get my dog to do a narcotic sweep."

Officer Simmonds explained this was necessary because Creller controlled the vehicle and might use it to hit the officer or his dog. Creller refused to get out, even after being warned he could be arrested for obstruction. Officers eventually removed Creller from the vehicle by force. During the arrest, they found methamphetamine on his person.

Legal Challenge

Creller argued that ordering him out of the vehicle violated the Fourth Amendment because it turned a traffic stop into a drug investigation, which went beyond the original reason for the stop.

Court's Decision

The Florida Supreme Court disagreed and ruled in favor of law enforcement. The court relied on three key Supreme Court cases:

1. **Pennsylvania v. Mimms:** Officers can order occupants out of vehicles during lawful traffic stops for officer safety. This is only a "mere inconvenience," because the person is already detained whether inside or outside the car.
2. **Illinois v. Caballes:** K9 sniffs can be conducted during lawful traffic stops without violating the Fourth Amendment, as long as they don't extend the stop's duration.
3. **Rodriguez v. United States:** Police cannot extend a traffic stop beyond the time needed to handle the original reason for the stop unless they have reasonable suspicion of other criminal activity.

Key Distinction

The court noted that *Rodriguez* doesn't apply to Creller's case because the K9 sniff happened during the traffic stop (while the citation was still being written), not after the stop was complete.

Bottom Line

Law enforcement officers can order drivers to exit their vehicles during traffic stops when a K9 unit arrives to conduct a drug detection sniff. The exit command is justified for officer safety and doesn't violate the Fourth Amendment, as long as the regular business of the traffic stop (like writing a citation) continues during the K9 sniff.

Practice Pointer

Officers should ensure that normal traffic stop activities (like writing citations) continue during K9 sniffs to avoid claims that the sniff improperly extended the stop's duration.



Take a moment to exercise your brain and relieve stress by solving these fun safety puzzles! Answers on page 18.

WORD SEARCH

after	blame	emergency
anger	concern	imminent
asset	critical	react
before	during	threat



MATH SQUARES

The missing values are the whole numbers between 1 and 9.
 Each number is only used once.
 Each row is a math equation.
 Each column is a math equation.
 Remember that multiplication and division are performed before addition and subtraction.

	×		+	1	11
×		+		+	
	-		-		-7
+		+		×	
8	+		×		29
38		9		64	

SAFETY THEME

KEEPING OUR MEMBERS SAFE ON THE JOB AND AT HOME

HANDS-FREE DRIVING IS STILL DISTRACTED

By Dennis Watts
LGRMS Training and Communications Manager



Distracted driving is dangerous, claiming 3,308 lives in 2022. National Highway Traffic Safety Administration (NHTSA) leads the national effort to save lives by preventing this dangerous behavior. Get the facts, get involved, and help us keep America's roads safe.

Distracted driving is any activity that diverts attention from driving, including talking or texting on your phone, eating and drinking, talking to people in your vehicle, fiddling with the stereo, entertainment or navigation system—anything that takes your attention away from the task of safe driving.

Georgia is a Hands-Free State

Texting is the most alarming distraction. Sending or reading a text takes your eyes off the road for 5 seconds. At 55 mph, that's like driving the length of an entire football field with your eyes closed.

You cannot drive safely unless the task of driving has your full attention. Any non-driving activity you engage in is a potential distraction and increases your risk of crashing.

Using a cell phone while driving creates enormous potential for deaths and injuries on U.S. roads. In 2022, the 3,308 people killed in motor vehicle crashes involving distracted drivers is a staggering number, particularly when most of those could have been prevented.

Studies show using voice to text is **MORE DISTRACTING THAN TEXTING** by hand.



You: "Text Mike."

Car: "Begin Speaking."



You: "Thanks Mike, your order arrived yesterday."

Car: "Thanks Nike, Yoder arrived yesterday."



You: "Cancel! Text Mike."

Photo by National Safety Council

Instead...

If you really need to make or take that call, pull over to a safe place and do it there. Preset your entertainment, adjust your mirrors, set your navigation system before you start driving. Think about where you are going and have a plan to get there without distractions. Remember even if you are safe and staying focused on driving, consider the other drivers. Chances are many of the other drivers are doing something that distracts them from being safe. You not only have to drive for yourself but drive defensively, anticipating the actions of other drivers as well.

Law Enforcement

For our friends in Law Enforcement the danger is doubled. Most Law Enforcement vehicles already have built-in operational distractions, such as the mobile data terminal, communications with dispatch and other emergency services. Add these to what is now common features in all new vehicles, large information displays, driver assists, along with cell phones, and the nature of law enforcement activity on our roads, it is no wonder that law enforcement is the number one local government agency with the most motor vehicle crashes.

Share the Facts

We have provided several toolbox info graphics and fact sheets for you to use within your departments. Be aware of the distractions that impact driving, and the consequences of even a few seconds of being distracted. Stay safe.



Photo by National Safety Council



Mental Distraction Myth Busters

Misconceptions persist about the dangers of driving while talking on hands-free cell phones. Here are some of the most common myths:

Myth: A hands-free device eliminates the dangers of cell phone use while driving

Fact: Hands-free devices offer no safety benefits because they do not eliminate mental distraction. The brain cannot process two mentally complex tasks at once and, as it switches from a cell phone conversation to driving and back again, the brain becomes so overloaded that drivers can miss seeing up to 50% of their driving environment.

Myth: If a driver's eyes are on the road at all times then he/she is safe

Fact: The problem is the driver "looks but does not see." Distracted drivers experience what researchers call inattention blindness – similar to tunnel vision. Drivers look out the window, but their brains do not process everything necessary to safely monitor their surroundings. When a driver is talking on a cell phone, the brain prioritizes the phone conversation first and the attention for driving becomes secondary.

Myth: A phone call is not as bad as other distractions in the car

Fact: There are other activities that are more dangerous for drivers such as turning around to reach for an object in the back seat or rummaging through a purse. However, these distractions typically last just a few seconds because drivers realize the risk and the actions are short lived. Cell phone conversations often are longer because drivers do not realize they are mentally distracted. The longer a call, the longer the exposure to risk.

Myth: If cell phone use while driving is mentally distracting, then drivers also should not talk to other passengers

Fact: Some passenger conversations can be distracting to drivers such as intense conversations or arguments. But adult passengers often actively help drivers by monitoring and discussing traffic. Adult passengers can serve as helpful co-pilots. They tend to suppress conversation when the driving environment becomes demanding. Passengers can see the roadway; callers cannot.

The problem is the driver "looks but does not see."

Truths About Cell Phone Distracted Driving

1. Multitasking is a myth. Our brains cannot process two mentally demanding tasks at once.
2. The area of our brain that processes moving images decreases by one-third when talking on the phone.
3. Cell phone users are four times more likely to be involved in a crash.
4. Drivers talking on cell phones miss seeing half of what's around them including red lights, stop signs and stopped traffic.
5. There is no safety benefit to hands-free use.
6. Cell phone use is more distracting than listening to the radio or talking to passengers.
7. Car crashes are the #1 cause of workplace fatalities.
8. No cell phone use – calls, texts, social media or apps – is worth a life.
9. Voice recognition features like voice-to-text, changing music and navigating are even more distracting than talking on the phone.
10. **Safety is our #1 priority.**

Cell Phone Distracted Driving

To learn more about the National Safety Council and
Distracted Driving go to nsc.org/safedrivingkit





HOW TO USE THE MONTHLY SAFETY THEME

Here are some hints to help you get the safety message across to all employees each month.

Theme Poster

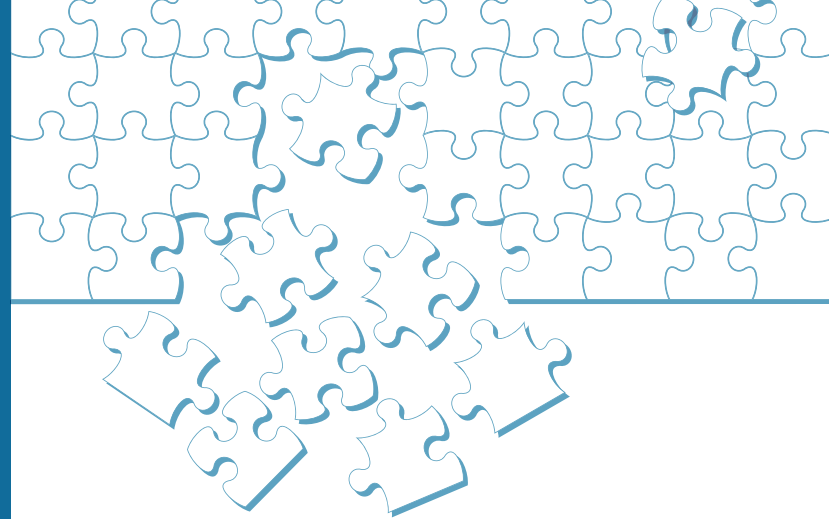
Make copies and post wherever you will get the most impact or email to your departments.

Theme Page

Repeats the poster message with the safety theme topic of the month.

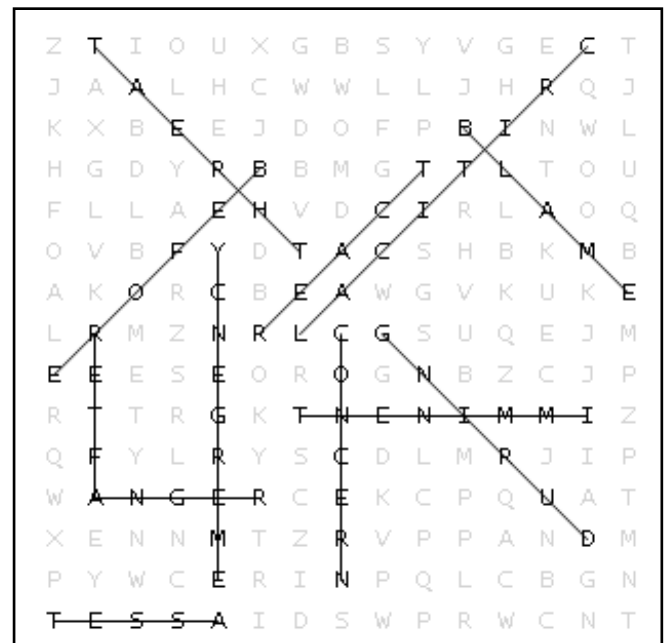
Safety Meeting Agenda

- Assemble participants.
- Hand out copy of theme page.
- Pass around Participant Sign-in Sheet.
- Read theme out loud and discuss aspects of the theme in the department. Give examples. Ask for ideas, etc.
- Discuss accidents/incidents/near misses over the last month.
- Issue safety Self-inspection Checklists for each department inspection team.
- Discuss inspection items noted from last reports and the status of completion of reported items.



PUZZLE ANSWERS

WORD SEARCH ANSWER



MATH SQUARES

5	×	2	+	1	11
×		+		+	
6	-	4	-	9	-7
+		+		×	
8	+	3	×	7	29
38		9		64	

General Self Inspection Program

Location, Area, or Department: _____ Date: _____

Surveyor: _____

General Evaluation

	Needs Action	Needs Improvement	Good	Very Good
A. Property/Liability				
a. Fire protection	_____	_____	_____	_____
b. Housekeeping	_____	_____	_____	_____
c. Slip/trip/fall	_____	_____	_____	_____
d. Public safety	_____	_____	_____	_____
B. Employee Safety				
a. Safety meetings	_____	_____	_____	_____
b. Safety rules	_____	_____	_____	_____
c. Work conditions	_____	_____	_____	_____
d. Auto/equipment	_____	_____	_____	_____

Property/Liability

	Yes	No
Fire protection	<input type="checkbox"/>	<input type="checkbox"/>
Emergency numbers posted	<input type="checkbox"/>	<input type="checkbox"/>
Fire extinguishers available/serviced	<input type="checkbox"/>	<input type="checkbox"/>
Fire alarm panel showing system is operational; no warning lights.	<input type="checkbox"/>	<input type="checkbox"/>
Automatic sprinkler system control valve locked in open position.	<input type="checkbox"/>	<input type="checkbox"/>
Automatic sprinkler heads clear of storage within three feet.	<input type="checkbox"/>	<input type="checkbox"/>
Flammable, combustible liquids stored in UL-listed containers.	<input type="checkbox"/>	<input type="checkbox"/>
Flammable, combustible liquid containers stored in proper cabinet or container.	<input type="checkbox"/>	<input type="checkbox"/>
Smoking, No Smoking areas designated/marked.	<input type="checkbox"/>	<input type="checkbox"/>
Any cigarette butts noticed in No Smoking areas.	<input type="checkbox"/>	<input type="checkbox"/>

Comments: _____

Housekeeping

Stairwells clear of combustible items.	<input type="checkbox"/>	<input type="checkbox"/>
Furnace, hot water heater, and electrical panel areas clear of combustible items.	<input type="checkbox"/>	<input type="checkbox"/>
Work and public areas are clear of extension cords, boxes, equipment, or other tripping hazards.	<input type="checkbox"/>	<input type="checkbox"/>
Floor surfaces kept clear of oils, other fluids, or water.	<input type="checkbox"/>	<input type="checkbox"/>
Stored items are not leaning or improperly supported; heavy items are not up high.	<input type="checkbox"/>	<input type="checkbox"/>

Comments: _____

Slip/Trip/Fall

Stair treads are in good condition; not worn, damaged or loose.	<input type="checkbox"/>	<input type="checkbox"/>
Handrails for all stairs/steps.	<input type="checkbox"/>	<input type="checkbox"/>
Guardrails for all elevated platforms.	<input type="checkbox"/>	<input type="checkbox"/>
Stair handrails are in good condition; not loose or broken.	<input type="checkbox"/>	<input type="checkbox"/>
Floor surfaces are even, with non-slip wax if applicable.	<input type="checkbox"/>	<input type="checkbox"/>
All rugs are held down or have non-slip backing.	<input type="checkbox"/>	<input type="checkbox"/>
Any holes, pits or depressions are marked with tape, barricades, or guardrails.	<input type="checkbox"/>	<input type="checkbox"/>
Wet floor signs are available and used.	<input type="checkbox"/>	<input type="checkbox"/>

Comments: _____

General Self Inspection Program

Public Safety

	Yes	No
Public areas kept clear of storage and supplies.	<input type="checkbox"/>	<input type="checkbox"/>
Emergency lighting for public assembly areas in buildings.	<input type="checkbox"/>	<input type="checkbox"/>
Evacuation plans posted for public assembly areas in buildings.	<input type="checkbox"/>	<input type="checkbox"/>
Public areas have necessary warning or directional signs.	<input type="checkbox"/>	<input type="checkbox"/>
Construction work has barriers, covers, and markings.	<input type="checkbox"/>	<input type="checkbox"/>
Street and road signs noted in good condition, clear of obstructions.	<input type="checkbox"/>	<input type="checkbox"/>
Sidewalks smooth and even; no holes, no raised or broken areas.	<input type="checkbox"/>	<input type="checkbox"/>

Comments: _____

Employee Safety

Safety Meetings

Held in the department.	<input type="checkbox"/>	<input type="checkbox"/>
Meetings held ____ monthly ____ quarterly ____ other _____; documented	<input type="checkbox"/>	<input type="checkbox"/>
Different topic each time.	<input type="checkbox"/>	<input type="checkbox"/>
Covers department safety rules.	<input type="checkbox"/>	<input type="checkbox"/>

Safety Rules

Rules specific for this department.	<input type="checkbox"/>	<input type="checkbox"/>
Rules are written, posted in the department.	<input type="checkbox"/>	<input type="checkbox"/>
Reviewed with new employees.	<input type="checkbox"/>	<input type="checkbox"/>

Work Conditions

Employees exposed to: ____ Heat ____ Cold ____ Rain/sleet/snow ____ Use of chemicals		
____ Noise ____ Work in confined spaces ____ Work in trenches		
____ Traffic ____ Blood/body fluids ____ Other _____		

Proper personal protective equipment available

Respirators, goggles, face shields, chemical gloves, traffic vests, appropriate clothing

Trench boxes/shoring for trenching, ear plugs/muffs, body armor (law enforcement)

Confined space equipment, harness, air testing equipment, ventilation equipment, tripod

Fire department turn-out gear, blood-borne pathogens kits

Personal protective equipment required to be worn.	<input type="checkbox"/>	<input type="checkbox"/>
Employees trained on proper use.	<input type="checkbox"/>	<input type="checkbox"/>
Equipment properly maintained.	<input type="checkbox"/>	<input type="checkbox"/>
Shop equipment has proper guards to protect from pinch or caught-between type injuries.	<input type="checkbox"/>	<input type="checkbox"/>
Chemicals used in the department.	<input type="checkbox"/>	<input type="checkbox"/>
MSDS sheets available; employees trained on hazards, proper use, proper PPE to use.	<input type="checkbox"/>	<input type="checkbox"/>

Comments: _____

Auto and Equipment

Seat belts provided.	<input type="checkbox"/>	<input type="checkbox"/>
Seat belts required to be used.	<input type="checkbox"/>	<input type="checkbox"/>
Drivers noted wearing seat belts.	<input type="checkbox"/>	<input type="checkbox"/>
All lights working including strobe lights, turn signals.	<input type="checkbox"/>	<input type="checkbox"/>
Tires in good condition, tread, sidewalls.	<input type="checkbox"/>	<input type="checkbox"/>
Glass in good condition; not cracked, broken.	<input type="checkbox"/>	<input type="checkbox"/>
Reflective tape, signs in good condition.	<input type="checkbox"/>	<input type="checkbox"/>
Any periodic, documented, self-inspection of the vehicles/equipment.	<input type="checkbox"/>	<input type="checkbox"/>
Proper guards on mowers, other equipment.	<input type="checkbox"/>	<input type="checkbox"/>

Comments: _____

Safety Meeting Attendance Sign Up Sheet

City/County: _____

Date: _____

Department: _____

Topic: _____

Attendees:

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Next meeting scheduled for _____

Safety Coordinator _____

CONTACTS

LET US KNOW HOW WE CAN HELP YOU

LGRMS HOME OFFICE

Dan Beck

LGRMS Director
dbeck@lgrms.com
O: 678-686-6280
C: 404-558-1874

Dennis Watts

Training and
Communications Manager
dwatts@lgrms.com
404-821-3974

Megan Estes

Administrative
Coordinator
mestes_teksys@lgrms.com
678-536-4363

Kayla Frazier

Administrative
Coordinator
kfrazier_teksys@lgrms.com
678-686-6348

LAW ENFORCEMENT RISK CONSULTANTS

Natalie Sellers

Sr. Law Enforcement Risk
Consultant - Eastern
nsellers@lgrms.com
404-904-0074

David Trotter

Law Enforcement Risk
Consultant - Northern
dtrotter@lgrms.com
404-295-4979

Griffin Attaberry

Public Safety Risk
Consultant - Southern
gattaberry@lgrms.com
404-313-8853

Kaitlyn Wasner

Public Safety Risk
Consultant - Western
kwasner@lgrms.com
770-686-4782

RISK CONTROL

Steve Shields

Risk Control Manager -
Northern
sshields@lgrms.com
404-416-3920

Chris Ryan

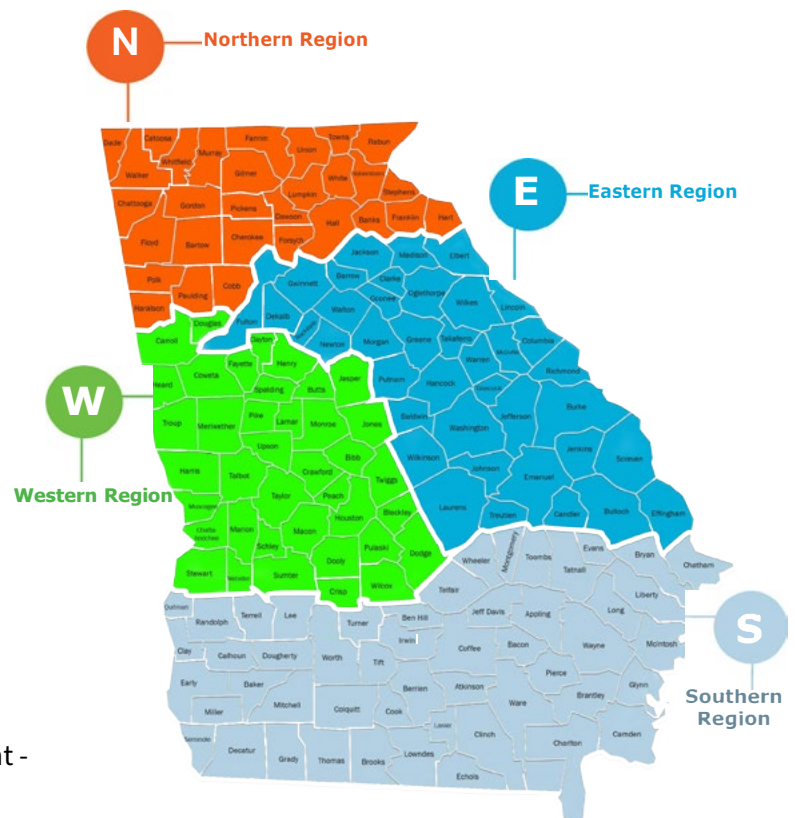
Sr. Risk Control
Consultant - Western
cryan@lgrms.com
229-942-2241

Vincent Scott

Risk Control Consultant -
Eastern
vscott@lgrms.com
404-698-9614

Weston Cox

Risk Control Consultant -
Southern
wcox@lgrms.com
404-520-6646



Local Government Risk Management Services

201 Pryor St. SW, Atlanta, GA 30303
Ph: 678-563-4363 Toll Free: 800-650-3120
Fax: 770-246-3149 lgrms.com