Florida Department of Transportation

SAFETY ADVISOR

AUGUST 2016

Slow Down: Back to School Means Sharing the Road

School days bring congestion: Yellow school buses are picking up their charges, kids on bikes are hurrying to get to school before the bell rings, harried parents are trying to drop their kids off before work.

It's never more important for drivers to slow down and pay attention than when kids are present – especially before and after school.

If You're Dropping Off

Schools often have very specific drop-off procedures for the school year. Make sure you know them for the safety of all kids. More children are hit by cars near schools than at any other location, according to the National Safe Routes to School program. The following apply to all school zones:

- Don't double park; it blocks visibility for other children and vehicles.
- Don't load or unload children across the street from the school.
- Carpool to reduce the number of vehicles at the school.

Sharing the Road with Young Pedestrians

According to research by the National Safety Council, most of the children who lose their lives in bus-related incidents are 4 to 7 years old, and they're walking. They are hit by the bus, or by a motorist illegally passing a stopped bus. A few precautions go a long way toward keeping children safe:

- Don't block the crosswalk when stopped at a red light or waiting to make a turn, forcing pedestrians to go around you; this could put them in the path of moving traffic.

INSIDE THIS ISSUE:

- In a school zone when flashers are blinking, stop and yield to pedestrians crossing the crosswalk or intersection.
- Always stop for a school patrol officer or crossing guard holding up a stop sign.
- Take extra care to look out for children in school zones, near playgrounds and parks, and in all residential areas.
- Don't honk or rev your engine to scare a pedestrian, even if you have the right of way.
- Never pass a vehicle stopped for pedestrians.
- Always use extreme caution to avoid striking pedestrians wherever they may be, no matter who has the right of way.

Sharing the Road with School Buses

If you're driving behind a bus, allow a greater following distance than if you were driving behind a car. It will give you more time to stop once the yellow lights start flashing. It is illegal in all 50 states to pass a school bus that is stopped to load or unload children.

- Never pass a bus from behind – or from either direction if you're on an undivided road – if it is stopped to load or unload children.
- If the yellow or red lights are flashing and the stop arm is extended, traffic must stop.
- The area 10 feet around a school bus is the most dangerous for children; stop far enough back to allow them space to safely enter and exit the bus.
- Be alert; children often are unpredictable, and they tend to ignore hazards and take risks.

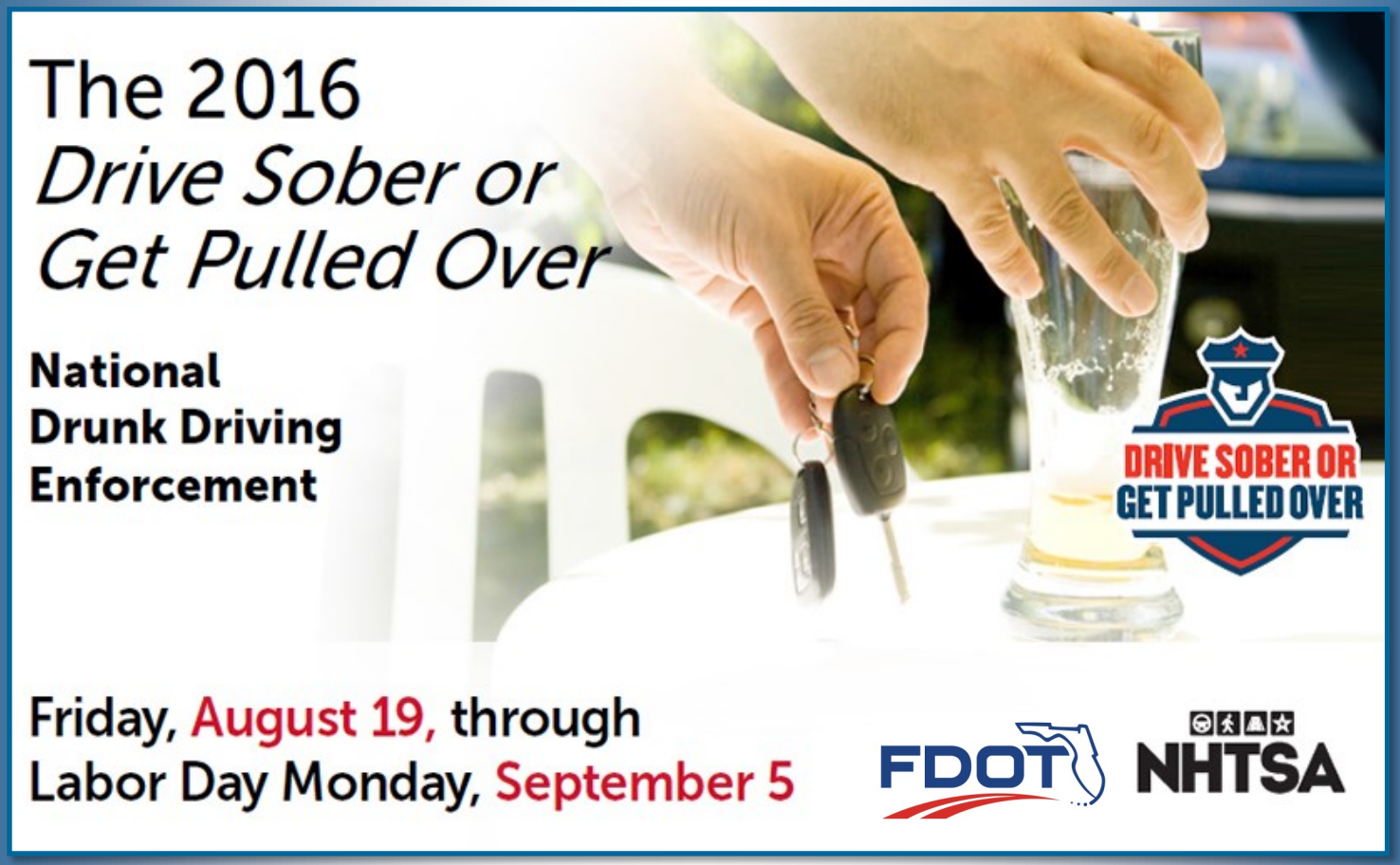
Sharing the Road with Bicyclists

On most roads, bicyclists have the same rights and responsibilities as vehicles, but bikes can be hard to see. Children riding bikes create special problems for drivers because usually they are not able to properly determine traffic conditions. The most common cause of collision is a driver turning left in front of a bicyclist.

- When passing a bicyclist, proceed in the same direction slowly, and leave 3 feet between your car and the cyclist.
- When turning left and a bicyclist is approaching in the opposite direction, wait for the rider to pass.
- If you're turning right and a bicyclists is approaching from behind on the right, let the rider go through the intersection first, and always use your turn signals.
- Watch for bike riders turning in front of you without looking or signaling; children especially have a tendency to do this.
- Be extra vigilant in school zones and residential neighborhoods.
- Watch for bikes coming from driveways or behind parked cars.
- Check side mirrors before opening your door.

By exercising a little extra care and caution, drivers and pedestrians can co-exist safely in school zones.

http://www.nsc.org/learn/safety-knowledge/Pages/back-to-school-safety-tips-for-drivers.aspx



The 2016 national enforcement mobilization "Drive Sober or Get Pulled Over" goes into effect across the country from August 19 to September 5, 2016. One of the deadliest and most often committed - yet preventable - of crimes [drunk driving], has become a serious safety epidemic in our country. During this period, state and local law enforcement will show zero tolerance for drunk driving. Increased state and national messaging about the dangers of driving drunk, coupled with sobriety checkpoints and increased officers on the road, aim to drastically reduce drunk driving on our nation's roads.

This August, and every day, remember: there is never an excuse to drink and drive. If you choose to break the law, Law Enforcement will see you before you see them. *Drive Sober or Get Pulled Over.*

http://www.trafficsafetymarketing.gov/LaborDayWeekend

OHSA's Hurricane Asbestos Hazards Fact Sheet

Protecting Workers from Asbestos Hazards

Cleaning up after a flood requires hundreds of workers to renovate and repair, or tear down and dispose of, damaged or destroyed structures and materials. However, repair, renovation, and demolition operations often generate airborne asbestos, a mineral fiber that can cause chronic lung disease or cancer. The Occupational Safety and Health Administration (OSHA) has developed regulations designed to protect cleanup workers from asbestos hazards.

How You Can Become Exposed to Asbestos

Before it was known that inhalation of asbestos fibers causes several deadly diseases, including asbestosis, a progressive and often fatal lung disease, and lung and other cancers—asbestos was used in a large number of building materials and other products because of its strength, flame resistance, and insulating properties. Asbestos was used in asbestos-cement pipe and sheeting, floor and roofing felts, dry wall, floor tiles, spray on ceiling coatings, and packing materials. When buildings containing these materials are renovated or torn down, or when the asbestos-containing materials themselves are disturbed, minute asbestos fibers may be released into the air. The fibers are so small that they often cannot be seen with the naked eye; the fact that you can inhale these fibers without knowing it makes asbestos an even more dangerous hazard.

OSHA's Standards for Asbestos

The work of flood cleanup personnel involves the repair, renovation, removal, demolition, or salvage of flood-damaged structures and materials. Such materials may contain or be covered with asbestos, and cleanup personnel are protected by OSHA's construction industry asbestos standard (Title 29 Code of Federal Regulations (CFR), Part 1926.1101). This standard requires employers to follow various procedures to protect their employees from inhaling asbestos fibers. The standard contains many requirements that vary depending on the kind of work being undertaken, the amount of asbestos in the air, and other factors.

Major Elements of OSHA's Asbestos Standard

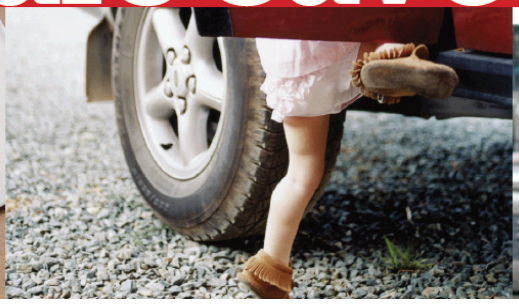
The following include some of the major requirements of the asbestos standard. For complete information on all requirements, see 29 CFR 1926.1101.

- A permissible exposure limit (PEL) of 0.1 fiber of asbestos per cubic centimeter of air as averaged over an 8-hour period, with an excursion limit of 1.0 asbestos fibers per cubic centimeter over a 30-minute period.
- Requirements for an initial exposure assessment to ascertain expected exposures during that work operation, and periodic exposure monitoring in certain instances.
- Use of engineering controls, to the extent feasible, to meet the PEL. Where this is not possible, engineering controls must be used to reduce exposures to the lowest levels possible and then supplemented by the use of appropriate respiratory protection.
- Use of regulated areas to limit access to locations where asbestos concentrations may be dangerously high.
- No smoking, eating, or drinking in asbestos regulated areas.
- Requirements for warning signs and caution labels to identify and communicate the presence of hazards and hazardous materials; recordkeeping; and medical surveillance.

Additional Information

For more information on this, and other health-related issues impacting workers, visit OSHA's Web site at www.osha.gov.
https://www.osha.gov/OshDoc/data_Hurricane_Facts/AsbestosHazards.pdf

Safe Cars Save Lives



Recalls

- Find out if your vehicle is under a recall by entering your VIN into our Recalls Look-Up tool on Safercar.gov at least twice a year.
- If your car is under a recall, get it fixed as soon as possible.
- Sign up on our website for recall alerts in order to get e-mails about future recalls that affect your vehicle.

Tires

- Check your tires (including the spare) regularly for wear and tear.
- Be sure the tires on your vehicle are properly inflated before each and every trip.
- Maintain the life of your tires by rotating and balancing them frequently and having your wheels aligned.

Heatstroke

- Never leave your child alone in a car—not even for a minute! If you see a child alone in a hot vehicle, call 911.
- Always look in the front and back of the vehicle before locking the doors and walking away.
- Place an item you'll need next to the car seat so that you'll always check the back seat before leaving the car.

Car Seats

- Choose the right seat for your child's age and size—resources are available on Safercar.gov/parents to help you.
- In 2014, over one-third (34%) of children (under 13) killed in car crashes were completely unrestrained—they were not in car seats, booster seats, or seat belts.
- Remember to register your car seat and booster seat with the manufacturer. That way you will receive notification in the event of a recall.

U.S. Department of Transportation
National Highway Traffic Safety Administration

CHECK FOR RECALLS AT safercar.gov

NHTSA

12501g-070116-v3

Trailing and Leading Metrics

Trailing metrics are traditional safety metrics used by companies or organizations to indicate its progress towards compliance with occupational safety and health rules. Trailing metrics measure a company's or organization's progress to complying with safety rules by using past accident statistics. Leading metrics are measures that are focused on an organization's future safety performance and continuous improvement. Leading metrics measure activities to control or prevent injuries. The measurements in leading metrics are proactive and report on a regular basis what workers are doing as an effort to prevent injuries (Pardy & Andrews, 2010).

Trailing and leading metrics use different methods to measure safety performance. Trailing metrics depend on past accidents or injuries statistics to measure safety performance. Examples include: lost workdays, employee's compensation costs, recordable injuries, and injury severity and frequency. Leading metrics use continuous improvement indicators focused on future safety to prevent injuries or accidents. Examples include: safety training, safety audits, surveys of employee perception, identified and corrected ergonomic opportunities, and decrease of musculoskeletal disorder risk factors (Middlesworth, 2013).

By waiting for accidents to occur to measure safety performance, trailing metrics fail to inform an organization how well it is doing to prevent accidents. For example, a manager whose organization records low injury rate can become complacent and place safety at the bottom of the organization's priority list. This reactionary nature or trailing metrics make them ineffective and costly measures of prevention and safety performance (Middlesworth, 2013). As such, many organizations now include leading metrics to measure their progress towards compliance with quality, environmental, and occupational safety rules because they are more focused on future safety through continuous improvement (Pardy & Andrews, 2010). Leading metrics allow an organization to be predictive, enable continuous feedback to all stakeholders, support problem solving involving safety, and track impacts versus intentions (Middlesworth, 2013).

References

Middlesworth, M. (2013, April 24). A short guide to leading and lagging indicators of safety performance. Retrieved August 8, 2015, from http://ergo-plus.com/leading-lagging-indicators-safety-preformance/

Pardy, W., & Andrews, T. (2010). Integrated management systems: Leading strategies and solutions. Plymouth, United Kingdom: Government Institutes.

Benefits of the Deming's PDCA Framework in Management

Deming's Plan-Do-Check-Act framework (PDCA) is widely accepted as an excellent foundation for quality improvement and management because it is both powerful and simple. The simplicity of the PDCA framework derives from its straightforward, flexible, and systematic approach it offers. Its power comes from its reliance on scientific method like developing, testing, and analysis of hypotheses. As such, it offers management approaches a means of becoming comfortable with various improvement methods and techniques, and assists such management endeavors to progressively address more complex problems (Taylor, McNicholas, Nicholay, Darzi, Bell & Reed, 2013).

The PDCA framework offers management systems a pragmatic scientific method to test changes in a system. Its four stages reflect the scientific experimental approach of hypothesis formulation, data collection to test the hypothesis, analysis and interpretation of results, and conducting inferences to iterate the hypothesis (Pardy & Andrews, 2010).

According to Pardy and Andrews (2010), the pragmatic or practical principles of Deming's PDCA framework can be useful to other management endeavors other than quality management because it promotes the use of iterative methods to test intervention. This enables rapid assessment and flexibility to adapt to change according to feedback and ensure development of fit-for-purpose solutions (Taylor, 2013).

With reference to the scientific experimental methods, the Deming's PDCA framework can enable other management activities like environmental, safety and health management to predict the results of a change test and its subsequent measurement (quantitative and qualitative) over time to determine the effect of intervention on the outcomes or process of interest to an organization (Taylor, 2013).

The Deming's PDCA framework enables organizations seeking to manage environmental, safety and health areas to learn about management challenges and improvement opportunities using the interventional experiments that test a change. As such, the Deming's PDCA framework enables the understanding of natural variation in a given management system, awareness of factors affecting or influencing outcomes or processes, and impacts of management intervention (Pardy & Andrews, 2010).

References

Pardy, W., & Andrews, T. (2010). Integrated management systems: Leading strategies and solutions. Plymouth, United Kingdom: Government Institutes.

Taylor, M., McNicholas, C., Nicholay, C., Darzi, A., Bell, D., & Reed, J. (2013, September 11). Retrieved July 11, 2015, from: http://qualitysafety.bmj.com/content/early/2013/09/11/bmjqs-2013-001862.full.pdf+html

Corrective and Preventative Actions

Corrective actions refer to efforts or actions made by an organization to eliminate the cause of undesirable situations or detected nonconformity. Preventive actions are actions that eliminate the cause of a potential undesirable situation or nonconformity. Many people confuse preventive and corrective actions. Preventive actions prevent the "occurrence" of a potential nonconformity or undesirable situation, and corrective actions prevent the "recurrence" of a nonconformity or undesirable situation in an organization (Pardy & Andrews, 2010).

Organizations implement corrective actions in response to incidents, accidents, injuries, and undesirable situations identified by internal audit. On the other hand, preventive actions respond to identified potential source of undesired situations or non-conformity (Breen, Pecora, Gregerson & McCabe, 2012).

According to Pardy and Andrews (2010), corrective actions use trailing metrics or indicators that include accounts of an organization's mishaps to identify potential recurrence of a non-conformity or undesired situation. Trailing indicators for corrective actions are divided into two phases, which include:

- Root cause identification using Total Quality Management (TQM) tools like cause and effect analysis or fish-bone diagrams.
- Taking actions after verifying the effectiveness of the action using a systematic approach of Deming's Plan-Do-Check-Act (PDCA) cycle.

Preventive actions use information from leading metrics to eliminate the occurrence of potential non-conformity. Some of leading metric information used to eliminate occurrence of undesired situations or non-conformity is gathered from compliance audits, organizational score cards, audits of management systems, proactive evaluations, and customer feedback (Pardy & Andrews, 2010).

As such, both corrective and preventive actions are important in elimination of undesired or non-conformity (Breen et al., 2012) by including reviews, investigation, and further action in addition to fitting into the Deming's Plan-Do-Check-Act (PDCA) cycle (Pardy & Andrews, 2010).

References

Breen, K., Pecora, G., Gregerson, D., & McCabe, T. (2012). Integrated Management Systems. Retrieved July 18, 2015, from http://www.qualitydigest.com/aug12/html/ims.html

Pardy, W., & Andrews, T. (2010). *Integrated management systems: Leading strategies and solutions*. Plymouth, United Kingdom: Government Institutes.

Word Search Puzzle

E H A Z A R D S B R Y S C Z G S X V F G
N C I C J N M B E L E S E M K T A O N N
V O N Y O E S B X S J U N V S S P L R I
Z E U A T R O R U E Q Z R H I I O V L L
H W H R M S R A A L O O H C S L F Q Y I
K J I I E R C E H C T I R E S C E A H A
T C B V C T O U C M E T C P P Y A V Y R
S S I N O L R F T T P F L F W C N A A T
T R U O W R E V R A I A A N N I B D G S
D Q R G I F I S S E N V V S Z B D W P I
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ACCIDENTS
ASBESTOS
AUGUST
BICYCLISTS
BUSES
CARSEAT
CORRECTIVE
DEMING
DRIVERS
DRIVE SOBER
EXPOSURE
FLASHERS
HAZARDS
HEATSTROKE
HURRICANE
LEADING
METRICS
PEDESTRIANS
PERFORMANCE
PLAN DO CHECK ACT
PREVENTIVE
ROOT CAUSE
SAFE CARS
SAVE LIVES
SCHOOL
STANDARDS
STOP ON RED
TIRES
TRAILING
VEHICLES

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Omissions or errors are possible and are the sole responsibility of the program
and not the producers of this Newsletter.

SAFETY SLOGANS

"The real enemy of safety is not non-compliance but non-thinking"

-Dr. Rob Long

Loss Prevention Manual

Safety Hot Line

(850) 414-5255

You can report hazards by telephone.
You can remain anonymous.
Everything is confidential.

This monthly newsletter is produced in the State Safety Office by Mark Eacker. For content information, please call or email the editor, Mark Eacker, at:
850-414-4176 / mark.eacker@dot.state.fl.us
Our internet address is: www.dot.state.fl.us/safety
Our intranet address is: Infonet.dot.state.fl.us/safetyoffice/

Safety Advisor Customer Satisfaction Survey

We are interested in your opinion. In order to better serve your needs, please take a moment to fill out this brief questionnaire. Send to:

Fax: 850 414 4221

Via US Postal Service (or inter-office mail) to the address shown below:

Attention: Industrial Safety
Florida Department of Transportation
605 Suwannee Street, MS 53
Tallahassee, FL 32399

Safety Slogan of the Month Entry Form

Survey Questions	Yes	No
Are the Safety Advisor topics relevant to your day to day job?		
Do you use the Safety Advisor in any manner other than read it?		

What would you suggest to improve the suitability of the Safety Advisor to your needs or to improve the overall quality? (Please be specific)

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Do you have any questions regarding Industrial Safety programs and/or operations? Please feel free to include your questions or comments.

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Please Print
Safety Slogan

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Name: _____ **Location/Office:** _____

District: _____ **Phone:** (__)_____

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
31	1	2	3	4	5 PAY DAY	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31	1	2 PAY DAY	3

STOP ON RED WEEK

DRIVE

PAY DAY

SOBER OR GET PULLED OVER

CAMPAIGN

THE MONTH OF AUGUST

August 2016 is Observed as	National Immunization Month.
Birthstone	Peridot.
Fruit & Veggies for the Month	Peaches; Cactus Pear; Prickly Pear; Nopales Cactus; Celery; and Fennel.
August Flower	Poppy and Gladiolus.
Astrological Signs	Leo (till 22nd) & Virgo (beginning 23rd).
Other Notable Dates & Events	Stop on Red Week, Aug. 7-13, 2016; Drive Sober or Get Pulled Over, Aug.17,- Sept. 5, 2016.