



STARK COUNTY SAFETY COUNCIL

member news

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Winter Driving Hazards Return Once Again

*Provided by Provided by Curtis Speck, President,
Safety Resources Company of Ohio, Inc. and
Stark County Safety Council Committee Member*

Winter has arrived once again, bringing with it frigid temperatures and hazardous road conditions. So as you pull out your cold weather gear, let's take a few minutes to review some of the things that you should keep in mind.

One of the biggest issues that can arise with winter road conditions is just how fast they can turn, especially when temperatures hover near freezing. Roads that are just damp one moment can become icy and treacherous the next, and what starts as light rain can quickly become a complete white-out. Being aware of the potential for these hazards, and adjusting your driving accordingly, is the best way to prevent a dangerous loss of control. When you do find yourself on a hazardous road, it's best to adjust your speed to match the conditions. Well maintained roads, for example, may not require you slow down much as the snow begins to fall. However, if that same road has not yet been salted or has a large amount of packed snow or ice on it, then you will be far more likely to lose control. It's not just the road you need to be mindful of, though. When a winter storm descends, visibility is often the first thing to go. In bad storms, your effective vision may be reduced to a handful of feet. This is far less than is needed to react to traffic in front of you at normal speeds, meaning that you will need to slow down.

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January 11, 2018

“How to Survive a Hostage Situation”

*Garry Moneypenny, Retired Chief
Deputy & 37 year Law Enforcement
Veteran*

Spotlight Company

Local Emergency Planning Committee

In 1986, Congress passed the Emergency Planning and Community Right-to-Know Act (EPCRA) in response to the catastrophic disaster in Bhopal, India. The EPCRA requires each community to have a Local Emergency Planning Committee (LEPC). The LEPC is a coordinated planning group comprised of individuals who have knowledge and awareness to the planning and response to incidents involving hazardous materials. The purpose of an LEPC is to plan, coordinate and communicate on issues involving annual chemical inventory reporting, plan development, exercising the County Hazmat Plan and training. LEPCs are not emergency responders.



Contact: Douglas E. Wood, Program Coordinator
Stark County Local Emergency Planning Committee
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Stark County Safety Council Mission Statement: *To provide a forum for safety and health information, education and networking in Stark County, through leadership, innovation, facilitation, program, and support, in partnership with other public and private organizations.*

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Road conditions aren't your only concern, though. You also need to be mindful of your vehicle. It's not uncommon to see someone who is in a rush fail to brush the snow and scrape the ice off of their car. However, skipping those simple acts can severely impact your ability to see clearly. Even something as simple as waiting for your vehicle to warm up and defrost your windows will go a long way. Maintenance is important, too. It's easy to overlook an empty wiper fluid reservoir, but when the salt spray from the road begins to cloud your windshield, you'll wish you hadn't. Even something as simple as brushing the snow off of your mirrors can help keep you safe.

ROBIN'S CORNER

By Robin Watson, Ohio BWC Representative

Question: So, you want to grow out your beard, but wear a tight-fitting respirator at work?

Answer: Ensuring the respirator seal is a vital part of respiratory protection practices. Facial hair that lies along the sealing area of a respirator, such as beards, sideburns, or some mustaches, will interfere with respirators that rely on a tight facepiece seal to achieve maximum protection. Facial hair is a common reason that someone cannot be fit tested.

The reason for this is simple – gases, vapors, and particles in the air will take the path of least resistance and bypass the part of the respirator that captures or filters hazards out. So then, why can't facial hair act as a crude filter to capture particles that pass between the respirator sealing area and the skin? While human hair appears to be very thin to the naked eye, hair is much larger in size than the particles inhaled. Facial hair is just not dense enough and the individual hairs are too large to capture particles like an air filter does; nor will a beard trap gases and vapors like the carbon bed in a respirator cartridge. Therefore, the

vast majority of particles, gases, and vapors follow the air stream right through the facial hair and into respiratory tract of the wearer. In fact, some studies have shown that even a day or two of stubble can begin to reduce protection. Research tells us that the presence of facial hair under the sealing surface causes 20 to 1000 times more leakage compared to clean-shaven individuals.



The Respiratory Protection standard, paragraph 29 CFR 1910.134(g)(1)(i)(A), states that respirators shall not be worn when facial hair comes between the sealing surface of the facepiece and the face or that interferes with valve function. Facial hair is allowed as long as it does not protrude under the respirator seal, or extend far enough to interfere with the device's valve function. Short mustaches, sideburns, and small goatees that are neatly trimmed so that no hair compromises the seal of the respirator usually do not present a hazard and, therefore, do not violate paragraph 1910.134(g)(1)(i).

10 Winter Driving Tips

*Provided by Troy Manion, Safety Director, Hilscher-Clarke
And SCSC Steering Committee Member*

10 Tips for Safety

1. Get a grip. To have adequate snow traction, a tire requires at least 6/32-inch deep tread, according to The Tire Rack. (New passenger-car tires usually have 10/32-inch of tread.) Ultra high-performance "summer" tires have little or no grip in snow. Even "all-season" tires do not necessarily have great snow traction: Some do, some do not. If you live where the roads are regularly covered with snow, use snow tires (sometimes called "winter tires" by tire makers). They have a "snowflake on the mountain" symbol on the sidewall, meaning they meet a tire-industry standard for snow traction.



2. Make sure you can see. Replace windshield wiper blades. Clean the inside of your windows thoroughly. Apply a water-shedding material (such as Rain-X) to the outside of all windows, including the mirrors. Make sure your windshield washer system works and is full of an anti-icing fluid. Drain older fluid by running the washers until new fluid appears: Switching fluid colors makes this easy.

3. Run the air-conditioner. In order to remove condensation and frost from the interior of windows, engage your air-conditioner and select the fresh air option: It's fine to set the temperature on "hot." Many cars automatically do this when you choose the defrost setting.

4. Check your lights. Use your headlights so that others will see you and, we hope, not pull out in front of you. Make sure your headlights and taillights are clear of snow. If you have an older car with sand-pitted headlights, get a new set of lenses. To prevent future pitting, cover the new lens with a clear tape like that used to protect the leading edge of helicopter rotor blades and racecar wings. It's available from auto-racing supply sites.

5. Give yourself a brake. Learn how to get maximum efficiency from your brakes before an emergency. It's easy to properly use anti-lock brakes: Stomp, stay and steer. Stomp on the pedal as if you were trying to snap it off. Stay hard on the pedal. Steer around the obstacle. (A warning: A little bit of steering, goes a very long way in an emergency).

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6. Watch carefully for "black ice." If the road looks slick, it probably is. This is especially true with one of winter's worst hazards: "black ice." Also called "glare ice," this nearly transparent ice often looks like a harmless puddle or is overlooked entirely. Test the traction with a smooth brake application or slight turn of the wheel.

7. Remember the tough spots. Race drivers must memorize the nuances of every track, so they can alter their path for changing track conditions. You must remember where icy roads tend to occur. Bridges and intersections are common places. In addition: wherever water runs across the road. I know people who lost control on ice caused by homeowners draining above ground pools and by an automatic lawn sprinkler that sprayed water onto a street in freezing temperatures.

8. Too much steering is bad. If a slick section in a turn causes your front tires to lose grip, the common — but incorrect — reaction is to continue turning the steering wheel. That's like writing checks on an overdrawn account: It won't improve the situation and may make things worse. If the icy conditions end and the front tires regain grip, your car will dart whichever way the wheels are pointed. That may be into oncoming traffic or a telephone pole. Something very similar happens if you steer too much while braking with ABS. Sadly, there are situations where nothing will prevent a crash, but turning the steering too much never helps.

9. Avoid rear-tire slides. First, choose a car with electronic stability control. Fortunately, ESC will be mandatory on all 2012 models. Next, make sure your rear tires have at least as much tread as your front tires. Finally, if you buy winter tires, get four.

10. Technology offers no miracles. All-wheel drive and electronic stability control can get you into trouble by offering a false sense of security. AWD can only help a vehicle accelerate or keep moving: It can't help you go around a snow-covered turn, much less stop at an icy intersection. ESC can prevent a spinout, but it can't clear ice from the roads or give your tires more traction. Don't let these lull you into overestimating the available traction. Regardless of your driving skill or vehicle preparation, some winter conditions cannot be conquered. But these tips may help prevent snowy and icy roads from ruining your day.

Upcoming Events

February 20th—Crime Prevention Breakfast at Tozzi's on 12th Street—\$12.00. For reservations: starkcountysafetycouncil.org

March 7-9—Ohio Safety Congress & Expo

Greater Columbus Convention Center—For reservations:

https://bwc.expoplanner.com/index.cfm?do=reg.content&event_id=19&content_id=382&page_id=1&entity_id=55®s_id=0

DON'T FORGET: THE STARK COUNTY SAFETY COUNCIL MARCH 2018 MEETING DATE WILL BE MOVED TO MARCH 15TH DUE TO THE OHIO SAFETY CONGRESS & EXPO.

Class Schedule (North Canton)
339 E. Maple St. Suite 200
North Canton, OH 44720
Register at: bwclearningcenter.com



Accident Analysis Half-day Workshop—Jan. 30—8:30-noon

OSHA Recordkeeping Half-day Workshop—Jan. 30—1-4:30 pm

Combustible Dust Hazards: Recognition, Evaluation & Control

Recommendations—Feb. 7—8:30-4:30

Safety Series Workshop Module 4—Feb. 13—8:30-4:30

Electrical Basics—Feb. 22—1:00-4:30

Fall Hazards in Construction—Feb.26-27—2 days 8:30-4:30 each day

Coming Next Month

February 8, 2018

**“Spills, Drills, and Notifications:
Ohio Environmental Protection
Agency - what you need to know”**

*Speaker: Kurt Kollar
On Scene Coordinator
Office of Environmental Response
Ohio EPA*

Spotlight
Company:



Safety Council Officers & Contributing Members

Chairman: Mark Cush (mcush@youngtrucks.com)

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Stark County Safety Council December 2017 Photos



December Spotlight Company Safety Resources Company of Ohio





Stark County Safety Council Says “Thank You”

Thank you SCSC member for your efforts in collecting Toys for Tots—this year we collected over 400 toys and \$965.00 in cash donations. Thank you to everyone!



The Stark County Safety Council wants to give a special thank you to Malone University and SARTA for helping our December meeting run smoothly, despite a last-minute conflict involving the church parking lot. Malone offered additional parking and made sure the lots were cleared, and SARTA provided complimentary shuttle service. Also, thank you to all of our attendees for your patience.