

Indianapolis Motor Speedway

All Hazards Plan



Speedway, Indiana

2018

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INDIANAPOLIS MOTOR SPEEDWAY FACILITY AND EVENT OVERVIEW

Established in 1909, the Indianapolis Motor Speedway (IMS) has long prevailed as an icon of motorsports excellence. The IMS is located in the Town of Speedway five miles northwest of downtown Indianapolis, Indiana. The IMS property encompasses 1,025 acres in northwest Indianapolis, including the track, Administration Building, Hall of Fame Museum, Brickyard Crossing Golf Course and various parking areas.

The track is a 2.5 mile oval. The track has four distinct turns and straightaways, a layout unchanged since the facility opened in 1909. The front and back straightaways are 5/8th of a mile each, with the “short chute” straightaways between Turns 1 and 2 and Turns 3 and 4 at 1/8th of a mile each. Each of the four turns is 1/4th of a mile long.

The IMS plays host annually to four major events in motor racing series: The INDYCAR Grand Prix (IndyCar Series/Indy Lights), Indianapolis 500 Mile Race (IndyCar Series/Indy Lights), Crown Royal at the Brickyard 400 (NASCAR Xfinity Series and NASCAR Sprint Cup Series) and the Red Bull Air Show Indianapolis.

The Indianapolis Grand Prix takes place on the recently revamped IndyCar road course inside of the oval which is a 14 turn, 2.434 mile road course, the Indianapolis 500 and Crown Royal Brickyard at the 400 take place on the 2.5-mile oval. There are other events that occur outside of the race weekends to include Indy Racing Experience, 500 Festival Mini-Marathon, REV, Bloomington Gold, the Sports Vintage Racing Association Brickyard Invitational, Riley Miracle Ride, as well as hundreds of special/private events.

All supporting personnel should be mindful that there will be many visitors who are not familiar with the traffic routes, streets, or race-related procedures. This All Hazards Plan for the Indianapolis Motor Speedway is specific to the IMS, and is designed to supplement the Event Action Plan (EAP) for each major event. The Event Action Plan is created by incorporating strategic objectives, staffing, and procedure from all involved public safety agencies for an operational period to ensure a cohesive plan. The procedures in the All Hazards Plan are specific to IMS operations with the understanding that in emergency situations public safety agencies take the lead to guide IMS staff through an appropriate response.

IMS EVENT PLAN DEFINITIONS

ALL HAZARDS PLAN A response coordination plan for all IMS resources responding to a major incident at the Indianapolis Motor Speedway.

EVENT ACTION PLAN An action plan defined by operational period objectives that contain the response strategy defined by incident command and involving all public safety agencies.

ZONES

This plan refers to four zones:

OUTER PERIMETER: Any area outside the Indianapolis Motor Speedway perimeter fence.

STANDS: Any densely populated customer seating areas inside the Indianapolis Motor Speedway (including grandstands, vistas, penthouses, terraces, decks, suites, hospitality rooms and viewing mounds).

RACING SURFACE: The racing surface inside the Indianapolis Motor Speedway, which varies depending on the event oval or road course configuration.

INFIELD: Any area within the oval track surface of the Indianapolis Motor Speedway.

CRITICAL INFRASTRUCTURE AND KEY ASSETS IN PROXIMITY TO IMS

There are seven Critical Infrastructure sites located in close proximity to the Indianapolis Motor Speedway.

Locations containing such materials are as follows:

Praxair Surface Technologies	1400 Main Street	Ethylene Glycol, Hydrochloric Acid, Aluminum Oxide, Chromium Cobalt, Titanium Tetrachloride, Ammonia, Hydrochloric Acid, Ethylene Glycol, Hydrochloric Acid, Aluminum Oxide, Chromium Cobalt
Praxair Distribution	1400 Polco Street	Compressed Gases, Bulk Liquefied Gas Storage
Marathon Oil Refinery	1304 Olin Ave	Bulk Petroleum Products
BP Oil Refinery	2500 North Tibbs	Bulk Petroleum Products
Heritage Crystal Clean	3970 West 10 th Street	Used Oil Refining
Allison Transmission	1 Allison Way	Auto Part Manufacturing
Coca-Cola Bottling Plant	5000 West 25 th St.	Ammonia, Chlorine, Fuel Oil, Sodium Hydroxide, Carbon Dioxide

PUBLIC ADDRESS SYSTEM

The public address system is the internal announcing system used before, during, and after the race to deliver information and instructions to race fans. This system may not be heard by all visitors due to noise from the crowd, racing cars, wind, etc. This system is supplemented by large television monitors and electronic information boards located throughout the facility. Also notable is that the public address system is designed to provide information only to fans in designated seating areas and cannot typically be heard while in the infield and/or along the outer perimeter of the facility.

EMERGENCY ALERT SYSTEM

Local commercial radio stations voluntarily participate in an emergency broadcasting system (EBS), a system to broadcast emergency messages from local government officials. The local component of this system is activated by the City of Indianapolis Homeland Security Division. This function will assist in notification of spectators in necessary situations.

INDIANAPOLIS MOTOR SPEEDWAY RADIO NETWORK

The IMS Radio Network, the “official voice” and sole source of commercial radio commentary on the race, is the anchor of a worldwide network of radio stations. Many race fans carry and listen to portable radios while at the race. Due to the proximity of the IMS Radio Network to Pagoda Command (also on the 9th floor of the Pagoda) it is possible to relay public safety instructions through this communication channel.

PARTICIPATING PUBLIC SAFETY AGENCIES

The IMS benefits from support by several local, state, and federal public safety agencies on all event days with varying participation based on the projected attendance of a given event day. A separate Event Action Plan (EAP) is created

for each operational period to describe and define responsibility of public safety agencies' involvement. Public Safety agencies represented at the IMS events include the following:

Indianapolis Metropolitan Police Department
Indiana State Police
Marion County Sheriff's Department
Speedway Police Department
Speedway Fire Department
City of Indianapolis Homeland Security
Indiana Department of Homeland Security
US Department of Homeland Security
Indianapolis Fire Department Indianapolis
EMS
Care Ambulance
IU Health
United States Marshal Service
Indiana State Excise Police
Federal Bureau of Investigations
United States Secret Service
Transportation Security Administration
Federal Aviation Administration
Bureau of Alcohol, Tobacco, Firearms & Explosives
US Department of Justice
National Weather Service

GENERAL VULNERABILITY ASSESSMENT

FACILITY

The Indianapolis Motor Speedway is an open air racing venue of approximately 450 acres located within the Town of Speedway. The facility includes a number of buildings including administrative offices, a museum, garages, hospitality suites, a control tower (the Pagoda), a media facility, a small hospital, and various storage and maintenance facilities. An 18-hole golf course is situated in part of the infield and to the east of the track. A conference facility is situated north of 16th Street outside turn 2. There is a paved oval racing surface, and a paved road course in the infield. Spectator seating is located around the exterior and parts of the interior of the facility. There are surface parking lots situated around the perimeter of the track, and in the infield.

The facility is bordered to the north by 30th Street, a paved 4-lane roadway, to the south by 16th Street, a paved 5-lane thoroughfare, to the east by the CSX Railroad, and the west by Georgetown Road, a paved 4-lane roadway. IMS owns the properties south of 16th Street between Georgetown Road (with the exception of the Speedway Gasoline Station and Speedway Monogramming) and Olin Avenue. IMS also owns a majority of the property along the west side of Georgetown Road.

Interstate 465 is located a short distance to the west and Interstate 65 is located a slightly longer distance to the east and north.

There are a number of stockpiles of hazardous materials in close proximity to IMS; these include gasoline to the northeast and southeast. Racing fuel is stored in underground tanks in the garage area, and is also kept in the pit area on race days. A variety of compressed gases are kept at the manufacturing facility to the south. A number of food service facilities within the grounds have liquid propane for cooking, as do a number of race team hospitality motor coaches.

The administration building, media center, museum, conference facility, golf course pro shop and Pagoda have fire suppression systems. The hospitality suites do not. Fire apparatus is staged both around the racing surface and around the facility during major racing events.

SPECTATORS

Major events draw significant numbers of spectators, particularly for practice prior to qualifications, some special event days associated with the races, and race days themselves. Crowds are estimated to be in excess of 300,000 persons for the Indy 500, and somewhat less for the Grand Prix of Indianapolis and NASCAR events. Racing events draw differing and diverse crowds. Alcohol is sold and consumed on and off the property. A significant number of spectators drive recreational vehicles and campers to the area. There are some controls over these vehicles on IMS property, but not off the property. Many companies and organizations entertain clients, customers and staff at IMS. Major racing events are known to draw celebrities, politicians, entertainers, business leaders, and a variety of military dignitaries.

MEDICAL/FIRST RESPONDERS

The crowd brings existing medical conditions with them to the IMS. Heart attacks, strokes, and trauma are periodically presented to the medical facilities along with cuts, scrapes, sunburn, heat exhaustion, and intoxication. Medical teams are situated throughout the facility, as are aid stations, a hospital, and a medical helicopter. At present there is an electronic patient tracking process that is managed by the contracted third party (Care Ambulance/IU Health) in coordination with Speedway Fire Department officials. Mass casualty and specialty resources, including air conditioned buses are staged around the facility.

TRAFFIC

The large number of spectators during major events makes movement of people, emergency equipment and vehicles difficult. Evacuations can prove difficult due to the length of time necessary to move large numbers of people. The Indiana Department of Transportation, Indianapolis Department of Public Works and Speedway Street Department support the staging of the events.

A cohesive ingress/egress traffic plan [The IMS Traffic and Operations Plan] has been developed by the Indianapolis Metropolitan Police Department, Indiana State Police, and Speedway Police Department. The plan currently consists of the public safety committee and law enforcement subcommittee recommendations of the best possible routing for customers entering and exiting the facility in an efficient and safe manner.

PARTICIPANTS AND STAFF

Several thousand people staff events held at IMS. These positions range from full-time employees in the Hall of Fame museum, the Brickyard Crossing golf course and restaurant, IMS maintenance/facilities and administrative positions to various part-time staff with Levy food service, Legends retail, 24 hour security, and guest services (safety patrol) positions. Also included are race teams and associated staff, sponsors and applicable support staff.

MEDIA

There are several international, domestic, and local media affiliates for print media, radio, web, and television represented in the Media Center (predominantly on the 4th floor). The major events are televised to large network television audiences across the world. All media inquiries should be directed to the Public Relations Department

GATE ADMISSION POLICIES

- Coolers are permitted but size is restricted to no larger than 14" x 14" x 18"; coolers may be hard- or soft-sided.
- Purses, backpacks, and other bags are permitted that do not exceed 14" x 14" x 18".
- Food and beverages are permitted, but no glass beverage containers of any kind are permitted.
- Camelbacks are permitted in the facility but not permitted into concert venues or the dirt track venue
- Binoculars, scanners and cameras (including cases) are permitted.
- Camera stands (tripods, monopods, etc.) are allowed on the grounds as long as they do not cause safety hazard nor obstruct the view of others; such equipment is not to be used in the stands.

- Strollers, lawn chairs and folding camping chairs are allowed. Such items are not permitted in the stands and IMS does not provide storage or safekeeping.
- Umbrellas are permitted and may be used as long as the user does not obstruct the view of others and takes sole responsibility for their safe use.
- Wagons are allowed every day **except Race Day**. Use of wagons may be restricted in some areas.
- Mobility aids used by guests with disabilities are permitted. Guests are responsible for securing unattended wheelchairs and scooters. IMS reserves the right to restrict any device based on size or other consideration.
- Personal items brought to the Speedway are the sole responsibility of their owner and the owner assumes the risk of their loss or damage.

INDIVIDUAL SEARCH POLICY

All individuals entering pedestrian gates for major events at the Indianapolis Motor Speedway are subject to visual checks of outer clothing and/ or pat downs searches.

VEHICLE SCREENING POLICY

Vehicle search/screening is done at the direction and in coordination with the IMS Law Enforcement Sub-Committee. Vehicle parking inside the facility are subject to screening protocols including but not limited to visual and K9 sweeps.

WALK-IN GATES COOLER/BAG SEARCH POLICY

All coolers and bags are searched and inspected for proper size and contents before being admitted in to the walk-in gates.

The search process is documented as follows:

- Observe for cooler size (14"x14"x18"), contraband, suspicious material, objects, or substances.
 - If cooler exceeds regulation size, guest will be asked to return the cooler to vehicle. Coolers may not be left at gates. IMS is not responsible for property left unattended by individuals.
 - If suspicious material is found:
 - Do not touch or remove suspicious material. Request that a Safety Patrol supervisor summon law enforcement personnel who will then inform Pagoda Command of the situation.
- If you have a question or concern about material, contents, or compliance with the IMS policy, ask for a Safety Patrol supervisor immediately.
 - Isolate suspicious material, waiting for law enforcement to respond.
 - Do not attempt to detain the owner of suspicious material. Wait for IMS Security or law enforcement personnel.
 - Prepare Incident Report and notify a supervisor.
 - If contraband is found in cooler or bag, ask guest to remove the items prior to gaining admission to the facility.
- Contraband (suspicious materials) items include:
 - Any glass bottle beverage
 - Fireworks and incendiary devices of any kind.
 - Firearms, unless guest is an on-duty law enforcement officer or an off-duty law enforcement officer with identification and prior approval from IMS.
 - Drones or unmanned aircraft of any kind.
 - Illegal narcotics

VIDEO SURVEILLANCE

There is a network of closed circuit cameras on the property that allow law enforcement command staff and event organizers to monitor activities in and around the facility. Additionally the IMPD helicopter is often equipped with digital television downlink capabilities. This signal is broadcast to the Pagoda, the IMPD command area and the City of Indianapolis Homeland Security Division.

THREAT ASSESSMENT

By virtue of the large numbers of individuals who will be in the immediate area of the Indianapolis Motor Speedway, the following are considered to be the most serious threats to the IMS facility, participants and fans.

1. Severe Weather

- Tornado
- Severe Thunderstorm
- Straight-Line Winds
- Cloud to Ground Lightning
- Hail

During the summer months the potential for inclement weather is prevalent. Vast temperature differences are not uncommon which leads to the potential of strong storms. These storms constitute the greatest threat to personnel, participants and fans. Severe weather trigger points are established and are to be respected for both preparation and evacuation/shelter-in-place processes in response to impending severe weather.

2. Food Poisoning

- Salmonella outbreaks highlight the vulnerability of tainted, spoiled, or contaminated food, ingredients, or condiments. Although it is unlikely to impact the racing events themselves, a significant food poisoning event could severely strain area medical resources. The Marion County Health Department along with various public safety agencies would provide support and investigative resources for any situations of this nature.

3. Fire

- Grass Fire(s)
- Liquid Propane Gas (located at various food operation locations)
- Car fire(s)
- Racing fuel fire (fuel is stored both in the garage area and in the pits)
- Gasoline bulk storage facilities near track

4. Trampling/ Stampede

Any visible threat or incident can create a mass of spectator movement. This can result in trampling. Situations which occurs in, or visible from the stands, can potentially cause panic and result in potential stampeding causing serious injury or death.

5. Structural Collapse

- Temporary Structures
 - Several sections of temporary seating are erected for all major events at the facility.
 - Temporary tent structures are used extensively throughout the facility during major events.
 - Concert stages are constructed and used throughout the facility during major events.
 - Tailgating in parking areas sometimes consist of small pop-up tents.

6. **Civil Disturbance/Political or Religious Protest**

Racing events at the Indianapolis Motor Speedway attract a large crowd and the various events are televised internationally. A number of extremist groups are active in the Midwest and they may choose to attempt to achieve publicity for their cause. Law enforcement will monitor any potential threats and respond during an event at IMS.

7. **Terrorist Acts**

- Explosive
- Person Bourne Improvised Explosive Device (PBIED)
- Vehicle Bourne Improvised Explosive Device (VBIED)
- Chemical
- Biological
- Radiological
- Nuclear
- Active Shooter
- Major sporting events have been targeted by various groups with acts designed to attract attention or cause disruption or injury. All personnel should be alert for unusual parcels, packages, or containers, or persons exhibiting unusual behavior. Law Enforcement EOD teams will be on call during key times.
- All safety patrol employees are briefed annually in a training session on the Department of Homeland Security - If You See Something, Say Something campaign to give them an avenue to report suspicious activity whether it be from an individual or not within their work areas.

8. **Dignitaries**

Racing events at the Indianapolis Motor Speedway are known to draw a variety of political figures, corporate executives, and entertainers. Personnel should be sensitive to the threat that these figures may represent.

9. **Racing Surface Incidents**

Prior to each event, a meeting with the sanctioning body takes place to define roles and responsibilities in the event of such an emergency. During this meeting, all expectations of both the track and the sanctioning body will be established.

- If an incident occurs on the track, the safety crew will respond to the scene and perform an evaluation of the injury.
- Injured party will be transported to a medical facility either on or off the grounds.
- Evaluation of the track surface, walls and fence with needed repairs being made. Removal of debris should occur. If there is damage to the wall or fence, assistance will be required from the team of specialists in wall and fence repair. Assistance will also be provided by members of the IMS maintenance staff.
- If applicable, photos should be taken of the scene along with statements of witnesses if possible.
- Injury information and condition will be released by the Medical Director in accordance with HIPPA regulations. Notifications will include the IMS president, IMS Public Relations staff, and/or Sanctioning Body PR staff. Public Relations staff will be responsible for the distribution of information.
- Depending on the severity of the injury additional notifications might include the executive staff, legal, and the sanctioning body.

10. Incident in the Stands

For incidents in the stands that do not directly affect the event, Guest Experience personnel will advise Pagoda Command of the situation and provide as much detail as possible. If requested, additional resources will be sent to the location including, but not limited to fire and medical assistance, IMS maintenance personnel and law enforcement. Following stabilization of the incident, notification should be made to Pagoda Command. Depending on the nature of the incident, appropriate notifications should be made to IMS/ Indycar executive personnel. If an injury is involved, the infield care center should be notified. Guest Experience should make a written report of the situation along with photos and statements of any witnesses to the incident.

11. Aircraft Accident

In addition to several blimps operating in the IMS Airspace, there are large numbers of helicopters. Helicopter traffic will consist of shuttles between the Downtown Heliport, the Indianapolis International Airport, and a variety of other areas. The Indiana State Police, Indianapolis Metropolitan Police, IU Health Methodist Hospital, and various media organizations will also have helicopters in operation during race-related activities. Indianapolis Airport Authority Officials estimate that an additional 100-200 flights will arrive and depart the Eagle Creek airport; that an additional 50 flights will arrive and depart Indianapolis Metropolitan Airport in Fishers; and an additional 25 flights will arrive and depart from Mount Comfort Airport. The IMS airspace will be restricted race day for the Indianapolis Grand Prix, the Indianapolis 500, and Brickyard 400 events and will be controlled by FAA air traffic controllers via a Temporary Flight Restriction (TFR).

12. Unmanned Aircraft System/ Drones

Unmanned Air Systems (UAS)/ Drones are strictly prohibited on and over all Indianapolis Motor Speedway properties. If an unmanned aircraft system (UAS), radio controlled model aircraft (RCMA) or other device is observed operating in airspace near the Indianapolis Motor Speedway employees should:

- Immediately notify the nearest law enforcement officer.
- Law enforcement should advise Pagoda command of the location and direction of travel.
- Pagoda command should notify the on-site FAA representative of the situation.
- If the operator is located, they should be directed to land the device safely and law enforcement should respond.
- The operator should be interviewed and advised of the IMS policy.
- If applicable, a police report should be made of the incident and forwarded to the local FAA office for further investigation.

13. Criminal Activity

Due to the large number of individuals who attend events at the Indianapolis Motor Speedway, the potential for criminal activity exists. Indianapolis Motor Speedway personnel should be aware and monitor their respective areas of assignment and immediately report any suspicious behavior. **Anti-Trespassing Agreement** - Indianapolis Motor Speedway has an anti-trespassing agreement in place that encompasses all IMS owned properties. The purpose of the agreement is to allow law enforcement departments and their officers the legal authority to enter property owned by IMS to enforce Indiana trespass law under Indiana Code 35-43-2-2.

14. Neighborhood Disasters

Natural or man-made neighborhood disasters have the potential to impact the Indianapolis Motor Speedway during both non-event and event periods. When these events occur, IMS will make every effort to maintain its perimeters and assist with both pedestrian and vehicular ingress and egress in and out of the venue where feasible. IMS is committed to being a good partner with public safety and first responders and will endeavor to provide representation in any public safety command post when requested. IMS will make its facilities available for

community support where feasible and upon request of public safety officials. If unaffected, IMS could additionally assist as a staging location for neighborhood resources and personnel.

SPECIFIC INTELLIGENCE

The FBI and local Law Enforcement typically provide a threat assessment pertaining to the event. These assessments are completed prior to the event and include both global and local threat intelligence. Any intelligence or threat based information pertaining to the facility or events will be distributed by the various public safety agencies to IMS officials. Any intelligence based decisions made that affect the operation of the facility or events at IMS will be made in coordination with public safety officials.

EVACUATION/ PARTIAL EVACUATION/ SHELTER-IN-PLACE PROCEDURE

Based on input from the participating public safety agencies, any determination as to an evacuation, partial evacuation or shelter in place will be the decision of the IMS/ Indycar Decision Management Team. Factors considerations would be, type of situation, location of situation and attendance in determining what procedure should occur. If a facility wide evacuation is necessary, evacuation will take approximately 45 minutes (depending on attendance) for pedestrians to clear the stands, and an additional 2-3 hours to evacuate vehicles. Public Safety and Safety Patrol personnel will direct the movements of both persons and vehicles as efficiently as conditions allow. Pagoda Command will provide direction to Safety Patrol employees regarding any evacuation procedure. Due to the size of the facility a partial evacuation would be more likely required than a facility wide evacuation. Any evacuation will produce an unscheduled egress of pedestrians and vehicular traffic. Evacuation decisions and routes will be determined based upon location, need and the circumstances of a particular incident. For situations NOT requiring evacuating (Shelter in Place) may be the best course of action. The size of the facility (over 450 acres) and the number of attendees, participants, and staff will determine the course of action. In addition, egress routes will be determined based upon location, need and the circumstances of a particular incident.

Communication is key to appropriately control the process of an evacuation. Employees will be notified via radio, telephone, and a text/ email/ text to voice email system called Everbridge Aware.

All communications to IMS customers within the facility will be done in three different manners:

1. Messaging (based on the situation) on all Large Screen Video Display boards and public address system
2. Public Relations and Social Media – IMS Public relations will work in association with public safety PIO officials from each involved agency to create and distribute a coordinated response via press releases and social media accounts.
3. Employee Communication – employees of the IMS will be alerted via a system named Everbridge Aware of the situation regarding weather as updates become available from various channels. In the case of a large scale disaster it is likely that mobile phone voice service will be unreliable. In this situation it will be necessary to communicate via radio and person to person.
 - a. Instruction to employees will consist of the manner in which they can assist in the process of evacuation/shelter in place as well as geographic based instructions to assist fans closest to their fixed post.

In addition to the Decision Management Team, effective communications to key groups and individuals at IMS should also occur as the situation dictates and time allows. If deemed appropriate, tailored information will be relayed to the following individuals as a figurehead for each stakeholder group. Each figurehead is expected to relay the proper emergency/evacuation information to members of their group.

- Event Participants/Teams/Sanctioning Body
 - INDYCAR Grand Prix – Jay Frye - INDYCAR
 - Indianapolis 500 Presented By Penn Grade Motor Oil – Jay Frye - INDYCAR
 - INDYCAR Grand Prix – Kyle Novak - INDYCAR
 - Indianapolis 500 Presented By Penn Grade Motor Oil – Kyle Novak - INDYCAR
 - INDYCAR Grand Prix – Bill Van de Sandt - INDYCAR

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- INDYCAR Grand Prix – Mark Sibla - INDYCAR
- Indianapolis 500 Presented By Penn Grade Motor Oil – Mark Sibla - INDYCAR
- SVRA – Tony Parella – 214-475-8088
- Crown Royal Brickyard @ the 400 – Mike Lentz, NASCAR
- Red Bull Air Race Indianapolis – Erich Wolf
- Customer Experience Personnel – IMS Pagoda Command 317-492-5500
- IMS Sr. Director of Facilities – Mike Fox
- IMS Sr. Director of Customer Experience – Marcie Ahern
- IMS Sr. Director of Safety & Security – Mike Bates
- IMS Sr. Director of Ticket Sales – Kelli Leeman or Ryan Hollander
- IMS Director of Event Operations – Kirk Dooley
- IMS Operations/Pre race/PA – Dan Skiver
- IMS Credentialing and staff – Andi Hale
- IMS Maintenance Personnel – Steve Woods “Woody”
- IMS Sr. Director of Premium Services - Ellen Saul
- IMS Suite and Hospitality Clients – IMS Client Services
- IMS Track Safety Personnel – Troy Weber
- IMS Facilities 317-201-6206
- IMS Human Resources – Theresa Jasper
- IMS Media Center and Public Relations Representatives – Alex Damron / Suzi Elliott
- Vending and Display Clients -
- Hall of Fame Museum Attendees – Betsy Smith – IMS HOF Museum
- Food and Beverage/Concessions – Levy Restaurants – Paul Bonney
- Retail Services – Legends – Jason Orton
- 3rd Party Food and Beverage Stand Operators – Levy Restaurants – Paul Bonney
- Brickyard Crossing Golf and Restaurant – Jeff Williams – IMS Golf Professional
- Brickyard Crossing Golf Superintendent – Jason Stewart
- Infield Care Center - IU Health – Dave Clark
- AMR Ambulance – Charlie Coffelt

SEVERE WEATHER

Indiana can experience severe weather, particularly during the spring and summer months. The open-air nature of the facility affords comparatively limited shelter opportunities. Tornadoes, straight line winds, lightning, hail, and heavy rain have all been experienced at Indianapolis Motor Speedway during events. Doppler radar is available in the administrative building and in the Pagoda. Trained meteorologists from the National Weather Service are on-site race days and also available by phone 24 hours a day. Severe weather may be the most difficult aspect of public safety decision making during a major event. The Speedway Fire Department and Speedway Police Department will lead public safety agencies in monitoring broadcasts of the National Weather Service (NWS) Indianapolis Area Forecast Office for information concerning the possibility of severe weather during race activities. These officials will also have access to Doppler Weather Radar from the National Weather Service. IMS officials will take direction for actionable items from the Incident Commander for the applicable operational period during major events concerning evacuation procedure based on previously decided trigger points. On non-event days IMS will monitor weather and communicate with the National Weather Service and Marion County alert systems furnished by the City of Indianapolis Homeland Security Division.

TRIGGER POINT DECISION MAKING

In the case of approaching severe weather there are two types of trigger points that will be used to determine potential action with regards to potential evacuation.

1. **Preparedness Trigger Points** - Quantitative measurements of severe weather activity met by National Weather Service reports that outline at what point public safety and Indianapolis Motor Speedway staff should begin the preparation phase for a potential shelter in place or evacuation operation.
2. **Action Trigger Points** – Quantitative measurements of severe weather activity met by National Weather Service reports that define at what point evacuation or shelter in place procedures must be activated.

PREPAREDNESS TRIGGER POINTS

The following trigger points, as reported by the National Weather Service, will cause the preparatory process to begin for potential evacuation/shelter in place procedures:

1. Severe weather occurrence at the facility within 24 hours prior to an event day
2. Cloud to ground lightning is detected within 30 miles or 30 minutes from the facility
3. Severe Thunderstorm or Tornado watch is in effect for a surrounding county/area
4. Severe Thunderstorm or Tornado warning is in effect for a surrounding county/area
5. A potentially developing cell of severe weather (of any kind) is headed toward the venue with an estimated arrival time during public gate hours of the event day

ACTION TRIGGER POINTS

The following trigger points, as reported by the National Weather Service, will cause the decision to be made regarding an evacuation or shelter in place process. The manner in which to take action will depend on the situational awareness of decision makers and will be spearheaded by the representative from Speedway Fire Department due to jurisdiction and the likely response needed for a scenario of this type.

1. Cloud to ground lightning is detected within 8 miles from the facility.
2. Severe Thunderstorm or Tornado warning is in effect for the Town of Speedway and/or the Indianapolis Motor Speedway
3. A potentially developing cell of severe weather (of any kind) is within 8 miles of the facility and is expected by the National Weather Service to intercept the facility.

Examples of scripted messages below should be convey during an evacuation procedure:

- **Evacuation:** “**LADIES AND GENTLEMAN – YOUR ATTENTION PLEASE. “THERE IS (DESCRIBE EVENT), PLEASE IMMEDIATELY EVACUATE THE AREA IN AN SAFE AND ORDERLY MANNER. (ADVISE THEM WHERE TO GO)”**”.
- **Partial Evacuation:** “**LADIES AND GENTLEMAN – YOUR ATTENTION PLEASE. THERE IS (DESCRIBE EVENT) IN (SPECIFIC LOCATION) PLEASE IMMEDIATELY EVACUATE IN A SAFE AND ORDERLY MANNER THE FOLLOWING AREA(S)”**”.
- **Shelter-In-Place:** “**LADIES AND GENTLEMAN – YOUR ATTENTION PLEASE. THERE IS (DESCRIBE EVENT) PLEASE SEEK SHELTER UNDER THE GRANDSTANDS OR IN RESTROOMS”**”.