



Rural Emergency Access Camp Fire Review

**Mayor Jody Jones
Town of Paradise
September 17, 2019**



Population

26,396

0.41% Annual Growth

Median Age

50.1

Median Household Income

\$47,533

5.81% Annual Growth

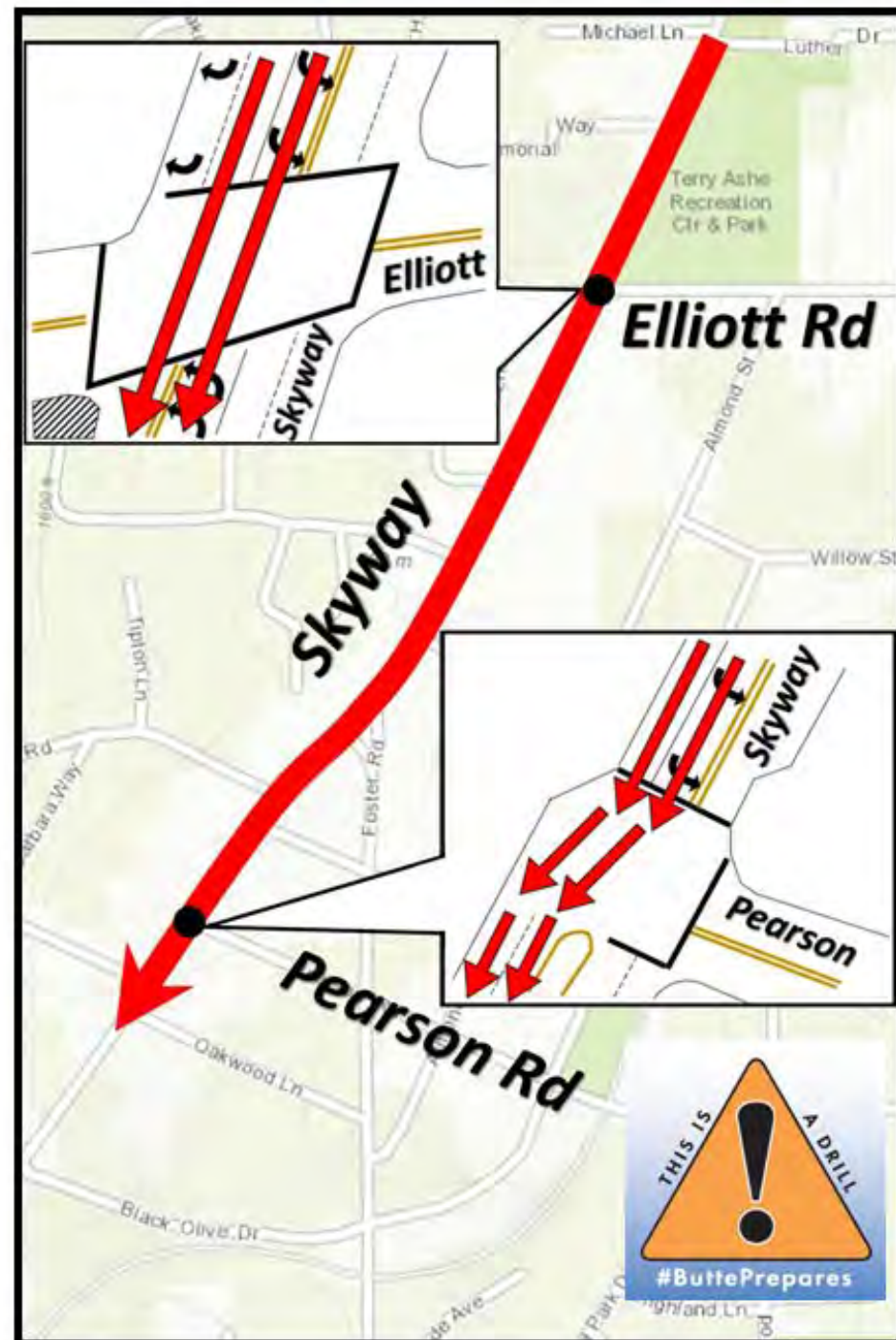
Paradise, CA Before the Fire

Years of Planning and Preparation

- 2008 Humboldt and Butte Lightning Complex Fires.
- Evacuation experience was difficult.
- Lessons learned from the 2008.



One-Way Evacuation



Town of Paradise



Emergency Operations Plan

November 2011



Emergency Operations Plan and EOC Drills



90% of Paradise Destroyed

86 Lives Lost

12,000 homes destroyed

26,000 People Displaced

Timeline

6:30 am - Fire Ignited in Pulga – about 8 miles away from Paradise.

8:00am – Fire reaches Paradise Town limits.

10:30 am – Fire reported throughout Paradise.

2:30 pm – Most of Paradise has been destroyed

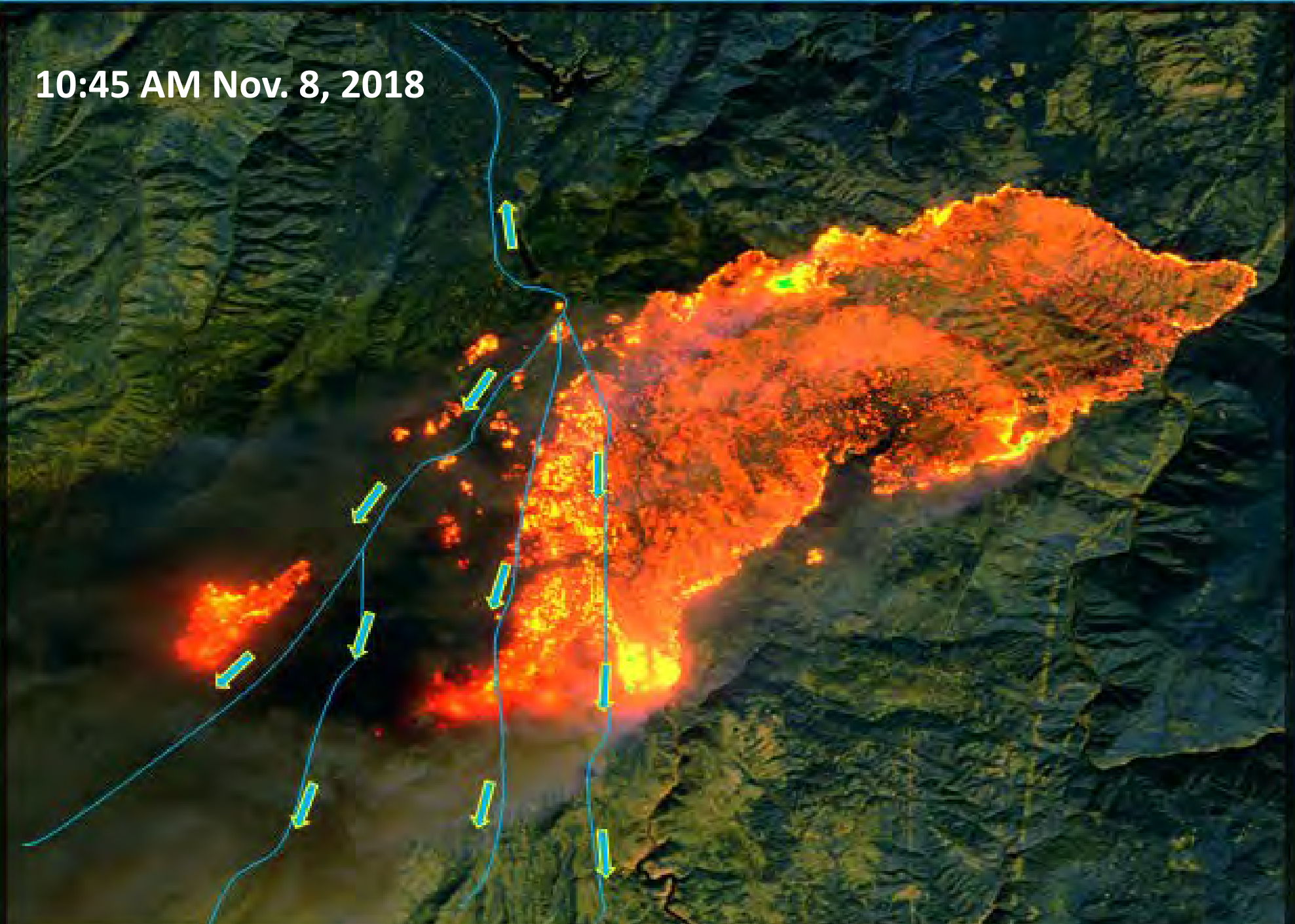
November 8, 2018

Blocked Evacuation Routes

- The **✖** mark areas blocked by fire or other hazards
- These were blocked at different times between 8 am and as late as 10 pm on November 8th.

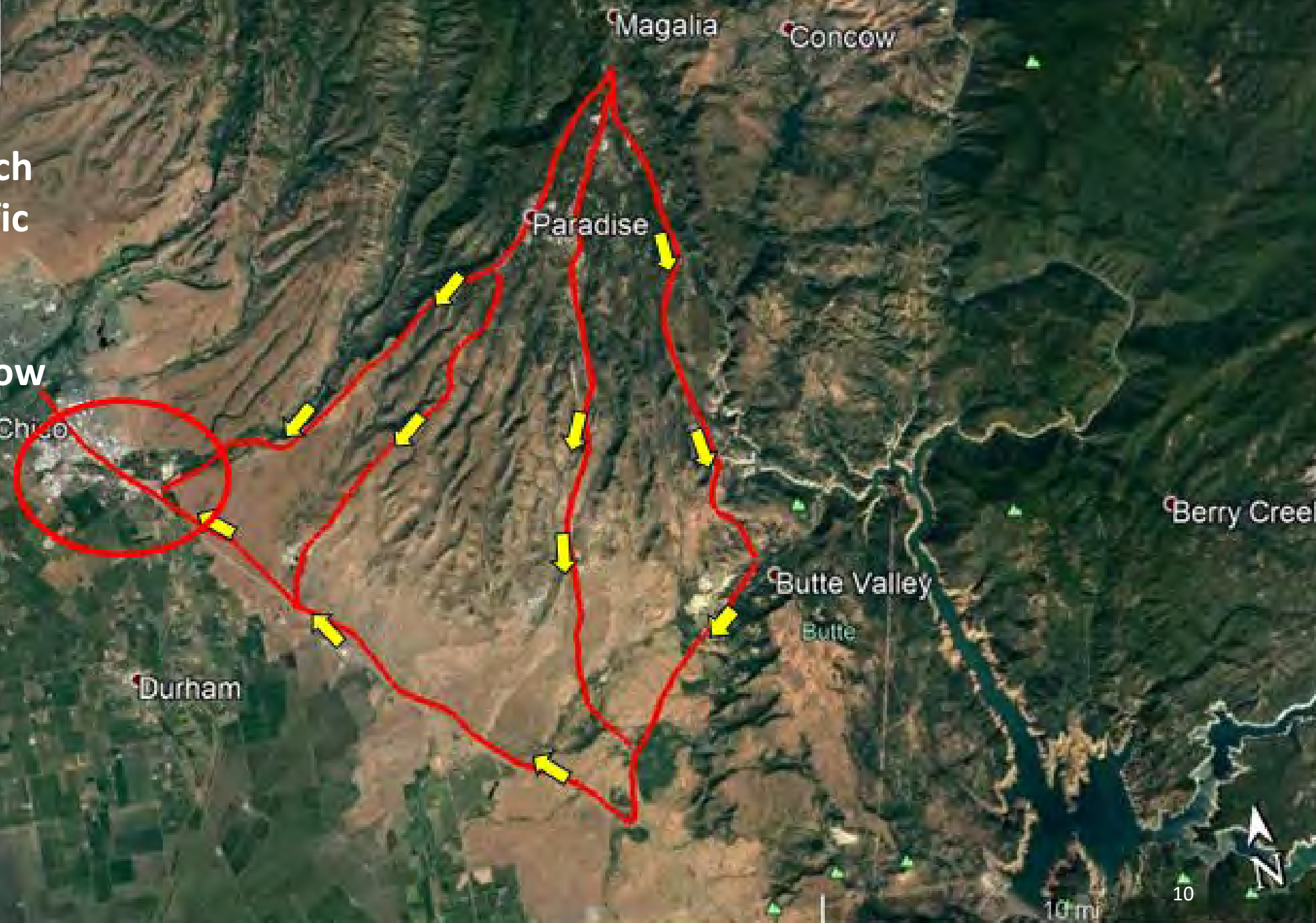


10:45 AM Nov. 8, 2018



Evacuation Routes

Traffic in Chico which was not under traffic control caused a backup in Paradise, even with contra flow in place



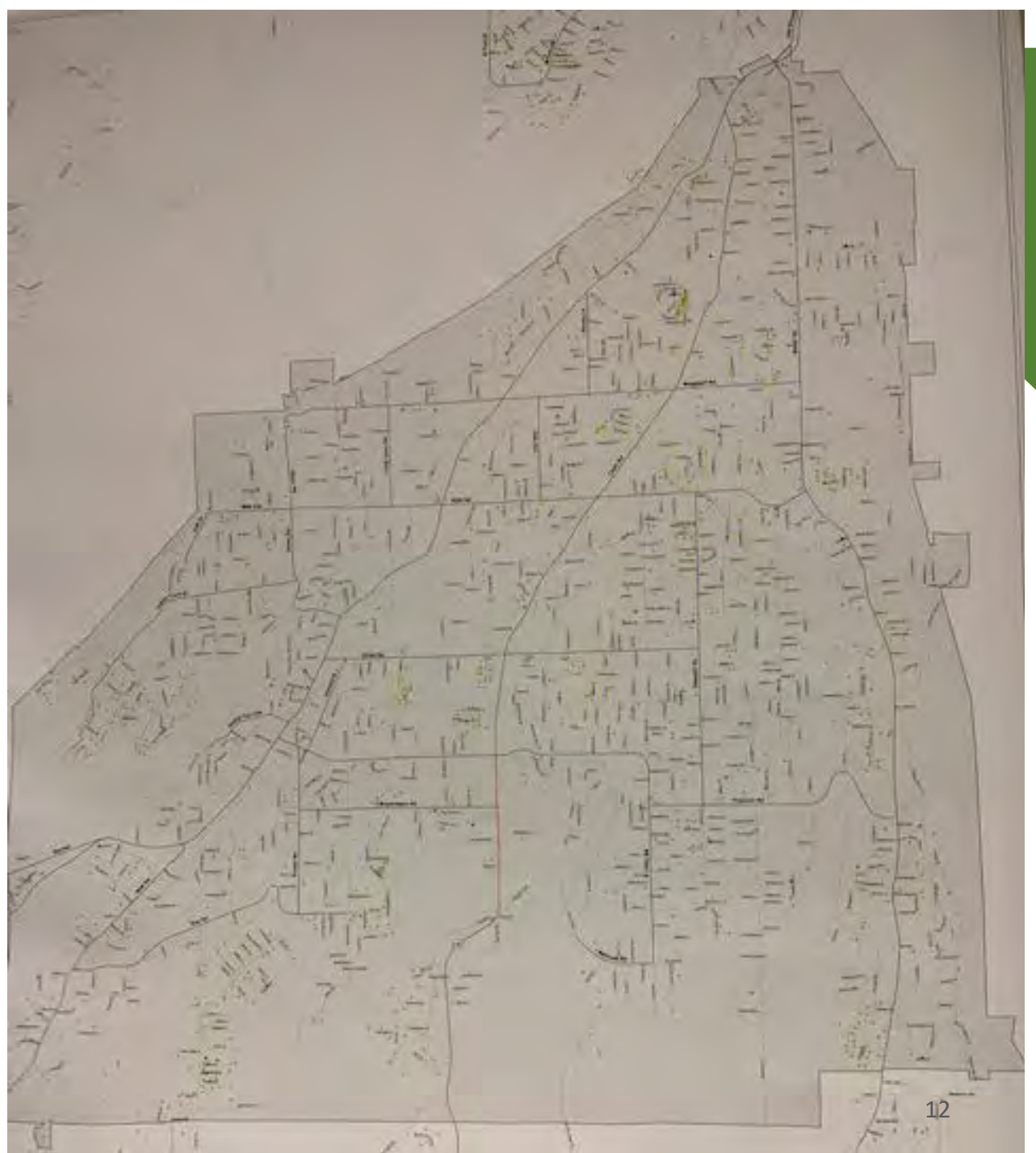


Edgewood Ln – Long, dead end street with only one exit route.

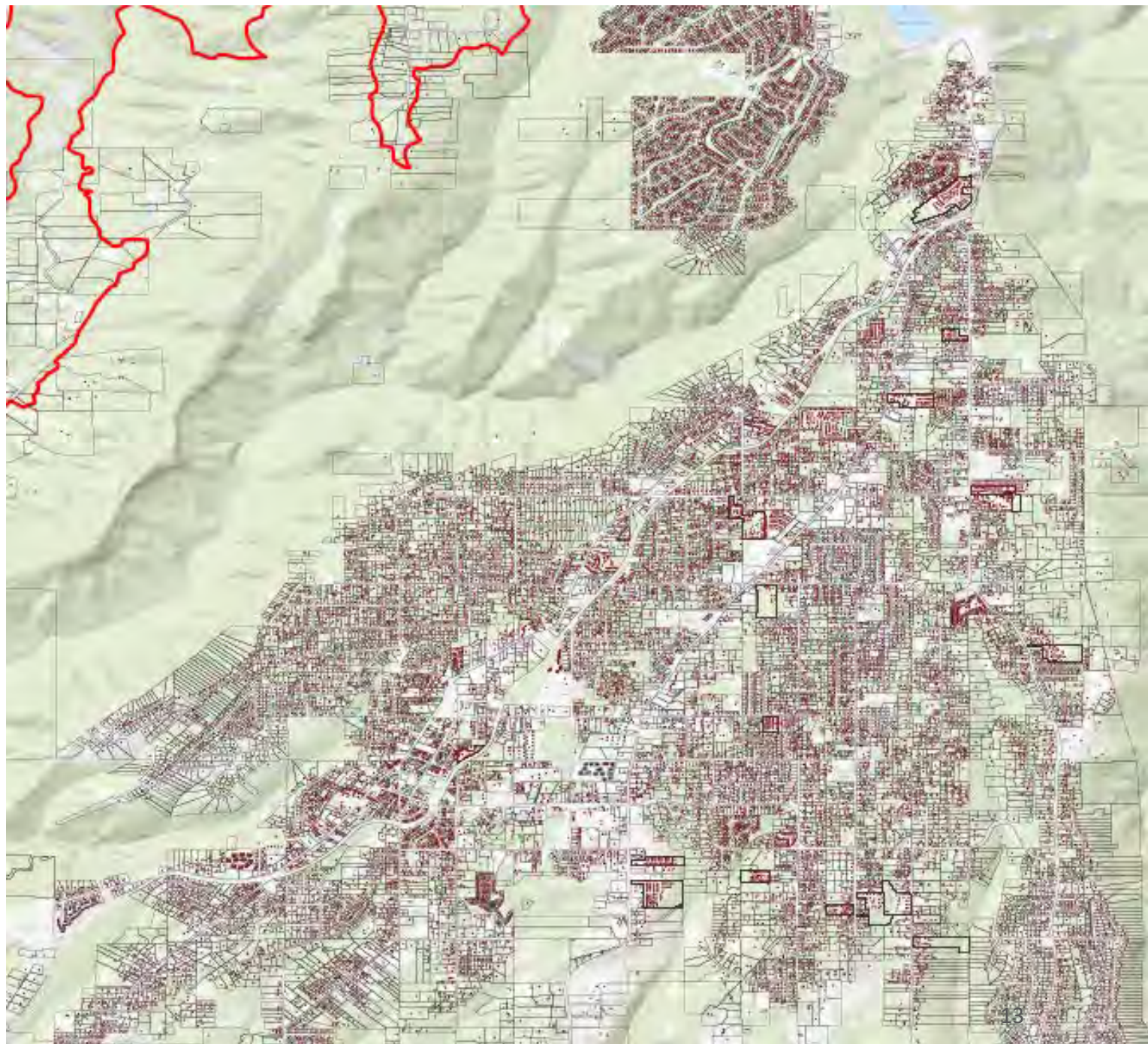
Edgewood Ln was overcome by fire at 11:30 am.



Standing Structures



Destroyed Structures



Long Term Recovery Plan

- 40 Recovery Projects Identified
- Important Transportation Projects include:
 - Evacuation Routes
 - Missing Road Segments
 - Long Dead-End Streets



EVACUATION ROUTES



Recovery Priority



Tier 1

Evacuation routes in Paradise are the main roads into and out of town. They were tested in the Camp Fire. Residents ranked improvements as a Tier 1 priority.

Project Description

All roads in Paradise serve as either primary or secondary ingress/egress routes. The town should commission a traffic study that would provide the empirical data needed to seek funding for improvements along main evacuation routes. Implementation projects along these routes could include:

- Addressing choke points
- Making improvements to roadway widths
- Eliminating ditches
- Adding direction and message signs

In addition, utility poles should be eliminated along all roads (both public and private) as they can burn and block egress. A setback to trees should also be established for the same reason.

Lead

- Town of Paradise

Action Steps

- Secure funding for traffic study
- Request for proposals
- Complete traffic study
- Implement recommendations

Cost Estimate

Traffic Study \$150,000-300,00
 Implementation To be determined based on recommendations from the study

Potential Resources

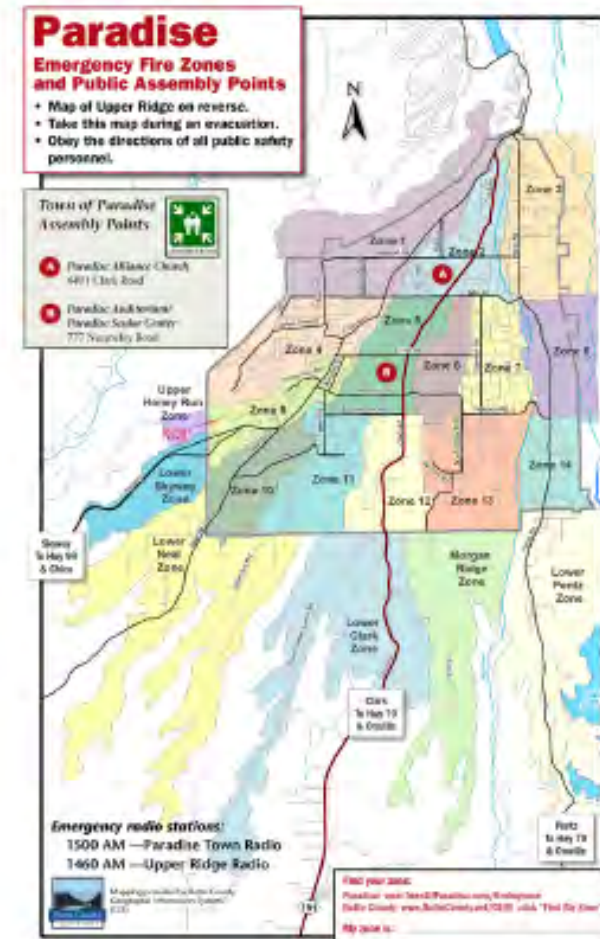
- California Department of Transportation (CalTrans)
- Federal Highway Administration (FHA)
- Public Assistance (PA)
- U.S. Department of Agriculture (USDA)

Return on Investment

Increased life safety.

Timeline

Funding and Study 1 to 1.5 years
 Implementation 1.5 to 5 years



MISSING ROAD SEGMENTS

Recovery Priority



Tier 1

Completing the primary road network is a Tier 1 priority as it is central to improving evacuation alternatives.

Project Description

Missing road segments in the public street network, such as Elliot Road between Sawmill and Pentz, should be added to improve circulation and evacuation options.

Lead

Town of Paradise

Action Steps

- Identify preferred alignments
- Acquire right-of-way
- Secure funding
- Implement

Cost Estimate

Right-of-way acquisition	\$0
Design and construction	\$750,000

Potential Resources

- California Department of Transportation (CalTrans)
- U.S. Department of Agriculture Rural Development (USDA RD)

Return on Investment

Safety associated with improved road connections.

Timeline

Identify Preferred Alignments	0 to 1 year
Funding and Implementation	3 to 5 years



LONG DEAD-END STREETS



Recovery Priority



Tier 1

Establishing a policy related to long dead-end streets goes hand in hand with fire and life safety. Short-term implementation is important as residents make plans to rebuild. This is a Tier 1 priority.

Project Description

Requiring two means of ingress and egress for long dead-end streets would increase safety by doubling the evacuation options. The town should establish standards for a safe length/number of houses where an additional means of access is required.

Lead

- Town of Paradise

Partners

- Paradise Police Department
- Cal FIRE
- Paradise Fire Department

Action Steps

- Identify already existing long-dead end streets that need to be fixed
- Research and scoping with law enforcement and fire personnel
- Recommend a policy
- Council Action

Cost Estimate

Not applicable

Potential Resources

Not applicable

Return on Investment

Improved life safety.

Timeline

Identify Already Existing
Long-Dead End Streets

0 to 1 year

Setting a Policy

0 to 2 years





Questions?

