

Evacuation Plan

Soda Bay Corridor and Surrounding Communities

March 15, 2024

PREPARED FOR:

**County of Lake
&
Konocti Fire Safe Council**

PREPARED BY:



EXECUTIVE SUMMARY

This plan documents evacuation procedures and recommendations for the Soda Bay Corridor in Lake County, CA. It is primarily designed to assist in short-term disaster preparedness and to outline improvements that will facilitate future evacuation-related needs. The Soda Bay Corridor consists of Soda Bay Road, State Route 281 (Soda Bay Road turns into SR 281 from Konocti Bay Road to SR 29), Point Lakeview Road, and the connecting routes. These roads serve as the evacuation route for the communities of Soda Bay, Kelseyville Riviera, Konocti Shores, Riviera West, Buckingham, Riviera Heights, and other neighborhoods/communities. The plan area is shown in **Figure 1**.

The evacuation plan was developed to address the needs of the Soda Bay Corridor by incorporating the following:

- ▶ Public Outreach feedback
- ▶ Collaboration with partnering agencies (multiagency workshop)
- ▶ Evacuation plans from other jurisdictions
- ▶ Past studies, plans, and other resources specific to the area



The primary goals of this plan are:

- ▶ Provide the public with straightforward, key information to prepare their personal evacuation plan.
- ▶ Facilitate multiagency coordination and communication.
- ▶ Provide a guide for emergency responders to aid in real-time evacuation decision making.
- ▶ Identify short-term and long-term improvements to facilitate evacuations including, but not limited to, the roadway network, vegetation (fuel) reduction projects and maintenance, community preparedness, and information dissemination.
- ▶ Provide information and resources to assist with public education and emergency action simulations.

The highest priorities for a safe and efficient evacuation of the area will be:

- ▶ Public:
 - » Have an evacuation plan that includes knowing zones and evacuation routes.
 - » Be aware of sources for emergency information.
 - » Follow instructions from emergency personnel.
 - » Evacuate when an Evacuation Order is called for your area.
 - » Individuals needing additional time to evacuate should leave when an Evacuation Warning is called in their area, as instructed by emergency personnel.



- ▶ Emergency Response:
 - » Multiple, consistent communication methods (for redundant communication lines)
 - » Staggered evacuations as possible
 - » Manned control at pinch points
 - » Keep roadways clear of debris

Two main concerns from the public outreach were lack of evacuation routes and evacuation of aging and vulnerable populations. The public outreach also identified common themes regarding personal evacuation plan concerns, including pinch points/traffic jams, excess vegetation (fuel) along evacuation routes, debris or vehicles in roadways, as well as receiving alerts. The outreach also identified concerns about receiving alerts in adequate time to evacuate, accessing information without power or internet, and ability to hear stationary community warning sirens. Additionally, many respondents expressed concerns about those who live along the corridor and do not have regular access to the internet and other technology.

This plan includes:

- ▶ An assessment of [current evacuation protocols](#) and plans including communication, personal preparedness, evacuation routes, and shelters/temporary refuge areas.
- ▶ An evaluation of the [roadway network](#), primary and secondary routes, potential pinch points, single access areas, and mitigation strategies and recommendations.
- ▶ [Multiagency collaboration](#) and [public engagement](#)
- ▶ The [current initiatives](#) underway to facilitate evacuation preparedness.
- ▶ Guidance and recommendations for [vulnerable populations](#)
- ▶ An evaluation of [alternate modes of transportation](#), including evacuation by boat using Clear Lake.
- ▶ A [summary of potential projects and recommendations](#) by category – roadway network, vulnerable populations, communications, etc.



Ultimately, *it is the responsibility of each person to have a personal evacuation plan*. In order to facilitate an evacuation, it is critical that residents adhere to instructions to evacuate, routes to use, and any other instructions from the Sheriff's Office. Preparation leads to quicker evacuations. It is essential that residents, workers, and visitors to an area have an evacuation plan that includes:



- ▶ Awareness of multiple evacuation routes
- ▶ Awareness of locations that could provide temporary shelter if an evacuation is not possible
- ▶ A packed emergency supply go-bag/kit
- ▶ A plan for family and pets
- ▶ Coordination with neighbors and vulnerable persons that you are assisting in an evacuation (see *Section 4: Vulnerable Populations* for more detail)
- ▶ A plan in place for Fire Watches and Red Flag Warnings, when the potential for an evacuation exists, such as ensuring vehicles are fueled or charged, etc.

Figure 3 details the evacuation routes and plan information. Key intersections may be staffed to prioritize evacuation flow, while contraflow is a potential tool to be used if the benefits outweigh the risks and resources are available as determined by the Incident Commander.



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SECTION 1: INTRODUCTION

This plan documents evacuation procedures and recommendations for the Soda Bay Corridor in Lake County, CA. This evacuation plan is designed to assist in short-term disaster preparedness and to plan for improvements that will facilitate future evacuation-related needs. The Soda Bay Corridor consists of Soda Bay Road, State Route 281 (Soda Bay Road turns into SR 281 from Konocti Bay Road to SR 29), Point Lakeview Road and the connecting routes. These roads serve as the evacuation route for the communities of Soda Bay, Kelseyville Riviera, Konocti Shores, Riviera West, Buckingham, Riviera Heights, and other neighborhoods/communities. The plan area is shown in **Figure 1**.

The Soda Bay Corridor has several challenges relating to evacuation. Many neighborhoods have limited evacuation routes with narrow lanes and steep grades presenting a challenge for evacuating traffic and emergency vehicles. Additionally, the area has vulnerable populations (seniors, disabled, and transit-dependent users) which will require additional coordination and thoughtful solutions.

Purpose and Goals

The primary goals of this plan are:

- Provide the public with straightforward, key information to prepare an evacuation plan.
- Provide a guide for emergency responders to aid in real-time evacuation decision making.
- Identify short-term and long-term improvements to facilitate evacuations including, but not limited to, the roadway network, community preparedness, and information dissemination.

The goal of this plan is to assist the Soda Bay community in the event of a disaster in the short term, while also identifying projects and opportunities to build resiliency into the roadway network long-term. Identifying long-term roadway projects will help prime Lake County and its partners to apply for grant funding. The recommendations outlined in this plan will position Lake County and its partners for practical and straightforward implementation for many years to come. While this report is primarily focused on transportation and evacuation response, it naturally includes other correlated elements such as fire safety. However, other fire safety measures such as fire prevention, fire safety from defensible space to shelter at home procedures and/or emergency supply go-bags (kits), are addressed in other plans.

This plan is geared toward evacuation for wildfire as that is the predominant threat to the area. However, the guidelines are intended for any natural disaster (wildfire, flooding, earthquake, etc.) or manmade (hazmat spill, etc.) event that initiates an evacuation.



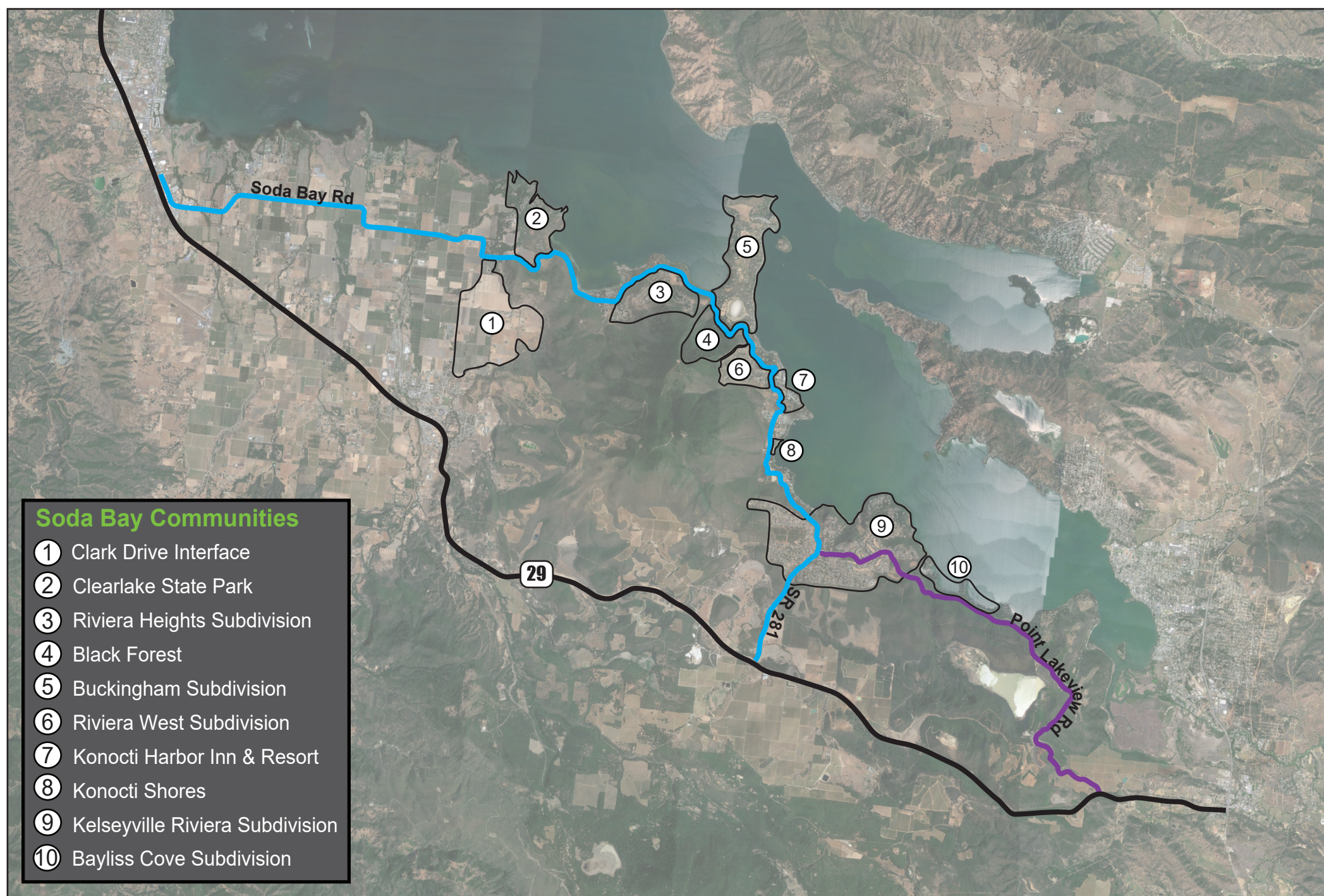


Figure 1

Soda Bay Corridor Evacuation Plan
Plan Area

- - Soda Bay Road / SR 281 (Evacuation Plan Corridor)
- - Point Lakeview Road (Evacuation Plan Corridor)



Partnering Agencies and Associations

The plan was prepared in close coordination with Lake County Public Works, Lake County Sheriff's Office of Emergency Services (OES), the Konocti Fire Safe Council, and Neighborhood Associations. Other partnering agencies participated and contributed guidance, recommendations, and key information. A full list of participating agencies is provided in **Appendix A**.

Partnering Agency: The Konocti Firesafe Council

"The Konocti Fire Safe Council is a 501 c(3) non-profit corporation that was created to increase wildfire resilience in the Soda Bay Road corridor in Lake County, CA. Our efforts are centered on preparation, mitigation, education, and evacuation in the 8 Zonehaven districts that make up our service area. We work to achieve our goals by using the resources of the four homeowner's associations and the firewise communities in the area."

Source: <https://www.konoctifiresafe.org/about-us>

Public Involvement

Public Meeting #1

The Soda Bay Corridor Evacuation Planning meeting was held on September 25, 2023 at the Riviera Heights Clubhouse. The project team presented the plan and answered questions from attendees. Lake County OES had an informational



Public Outreach feedback focused primarily on traffic congestion and receiving information.

table to encourage residents to sign up for LakeCo Alerts, and attendees were invited to fill out a survey to gather additional information for the plan. The purpose of the survey was for those who live, work, and/or visit the Soda Bay Corridor area to provide feedback related to evacuation or the roadway network.

Many of the survey respondents live within the Soda Bay Corridor area. Many respondents have a personal evacuation plan, are aware of which routes they would use in an evacuation and are aware of information/resources available through the Konocti Fire Safe Council. Some respondents already knew how to access safety information using Genasys Protect (previously Zonehaven). Genasys Protect along with LakeCo Alerts are the most popular ways that people typically receive emergency information. Most survey respondents indicated LakeCo Alerts is the preferred method for receiving emergency information.

Common themes that arose among respondents were personal evacuation concerns regarding pinch points/traffic jams, excess vegetation (fuel) along evacuation routes, debris (such as falling trees) in roadways, and the ability to receive alerts. When asked about concerns about receiving important safety information, many respondents noted concern about receiving alerts with enough time to evacuate, the ability to access information without power or internet, and being able to hear stationary community warning sirens. Additionally, many respondents expressed concerns about those who live along the corridor that do not have regular access to the internet and other technology. Finally, survey respondents were asked about the roadway network. The most common concerns were roadway congestion, debris and broken-down cars blocking the roadway, and areas with single access roadways in and out.



The meeting presentation and details of the public outreach survey responses (personal information withheld) are provided in **Appendix B**.

Public Meeting #2/ Public Comment Period

The second public meeting took place on February 28, 2024, at the Konocti Harbor Resort as part of the public comment period. The draft plan was released on the Lake County website on February 8, 2024. The public comment period was open for 30 days. The plan could be downloaded from the website or viewed in person at the Public Works main office, or at the public meeting. Comments could be provided online, by mail or in person at the Public Works main office or at the public meeting. The public meeting included a presentation, exhibits, printed copies of the draft report and team members on hand for discussion and questions.

Current/Past Public Outreach Efforts

Members of the Konocti Fire Safe Council (KFSC) actively engage the community through outreach efforts. This group has gone door-to-door to talk to community members and educate residents on preparing for an evacuation in the event of wildfire. The council has also distributed educational materials to Konocti area residents, including Genasys Protect (formally Zonehaven) magnets, how to access information from LakeCo Alerts and Watch Duty, as well as instructions on how to prepare “Emergency Go Bags”.

Multiagency Coordination

Multiple agencies are involved in preparing for an evacuation and an evacuation event. This collaboration was established to bring together multiple agencies that would be



Multiple agencies working together creates a comprehensive discussion regarding evacuation procedures and local needs.

involved in an evacuation to have group discussions, share ideas, and discuss resource needs and operations. With the framework established, this group can continue to meet on a regular basis.

The Multi-Agency Evacuation Workshop was held on Friday, June 9, 2023 at 1 pm CST. The meeting was held as a Video Conference via Zoom and lasted 1.5 hours. Invited agencies included:

- | | |
|---|---|
| ▶ Lake County Animal Control | ▶ Konocti Fire Safe Council* |
| ▶ Buckingham neighborhood* | ▶ Konocti Harbor Resort |
| ▶ Cal Fire* | ▶ Lake County Board of Supervisors* |
| ▶ Caltrans* | ▶ Lake County Office of Climate Resiliency* |
| ▶ California Highway Patrol* | ▶ Lake County Fire Protection District |
| ▶ Clear Lake Environmental Research Center* | ▶ Lake County Sheriff's Office of Emergency Services* |
| ▶ Coast Guard 8 (Auxiliary 8-8) | ▶ Lake County Public Works* |
| ▶ Kelseyville Fire Protection District | ▶ Lake County Sheriff* |
| ▶ Kelseyville Riviera neighborhood* | |



- | | |
|------------------------------------|----------------------------------|
| ▶ Lake County Social Services* | ▶ Red Cross |
| ▶ Lake Links (non-profit) | ▶ Riviera Heights neighborhood* |
| Transportation Program) | ▶ Riviera West neighborhood* |
| ▶ Lake Transit Authority/Lake APC | ▶ Sheriff's Marine Patrol |
| ▶ Mountain Engineering | ▶ Lake County Special Districts* |
| ▶ Northshore Fuels Crew/Northshore | |
| Fire Protection District | |

**Attended. It is noted that other agencies not in attendance of the meeting participated in other ways throughout the development of this plan.*

The two main topics discussed during the meeting included internal and external communication strategies and short- to long-term projects for the roadway network. The first discussion focused on the existing communication framework for an evacuation. The group discussed the step-by-step protocol and the traffic control responsibilities of the Sheriff and Highway Patrol. The group also identified local vulnerable populations and the unique challenges in reaching these communities during an evacuation.

The second discussion focused on how the current roadway network is used during an evacuation. Discussion of the roadway network identified the limited ingress and egress areas of the Soda Bay Corridor and the pinch points along Highway 29. The possibility of water-based evacuation was also discussed. The group acknowledged that while it is an option for individual evacuations, water evacuation is not suitable for a mass effort under Incident Command (*Section 5: Alternate Modes of Transportation* evaluates water evacuation in greater detail).

Resources and additional action items from the meeting included:

- ▶ Comprehensive plan for vulnerable populations
- ▶ Evacuation signage (educational, CMS signage, etc.)
- ▶ Pre-planned safety zones and Temporary Refuge Areas (TRAs)
- ▶ Fire hydrant inventory and maintenance
- ▶ Vegetation management
- ▶ Partial Zone Evacuation (Genasys Protect, formally Zonehaven)
- ▶ Educational materials for tourists
- ▶ Coordination of lake-based evacuation efforts

Plan Development

The evacuation plan was developed specific to the needs of the Soda Bay Corridor and incorporates the following:

- ▶ Public Outreach feedback
- ▶ Collaboration with partner agencies
- ▶ Evacuation plans from other jurisdictions



- Past studies, plans, and other resources specific to the area

This plan draws from evacuation plans from neighboring agencies, best practices, public feedback, and local experts to create a tailored approach unique to the needs of the Soda Bay Corridor.

The following plans and resources were referenced in developing this plan for the Soda Bay Corridor:

- » Lake County Emergency Operations Plan (2020)
- » Lake County Community Wildfire Protection Plan, September 2023
- » Lake County Local Road Safety Plan
- » 2022 Lake County Regional Transportation Plan/Active Transportation Plan
- » 2022 Pavement Management Program Update, Lake County
- » Lake County 10-Year Work Plan
- » Konocti Fire Safe Council Website
- » Lake County Fire Safe Council Website

Area Overview

The Evacuation Plan area encompasses over 23 miles and over 45 connecting streets, along Soda Bay Road, SR 281, and Point Lake View Road. **Figure 1** depicts the Evacuation Plan area. **Exhibit 1** shows the Genasys Protect zones. Many neighborhoods have limited evacuation routes with narrow lanes and steep grades which presents a challenge for evacuating traffic and emergency vehicles. Additionally, the primary evacuation routes – Soda Bay Road and Point Lakeview Road – have risk factors. *Section 3: Roadway Network* assessment provides additional detail on the roadway and intersection characteristics.



Area Fire Hazard Rating maps are provided by CAL FIRE forestry and the most current ratings of the plan area are shown in **Exhibit 2**. Much of the Soda Bay plan area is in a ‘Very High’ Fire Hazard rating area. *This map will become effective on April 1, 2024.*

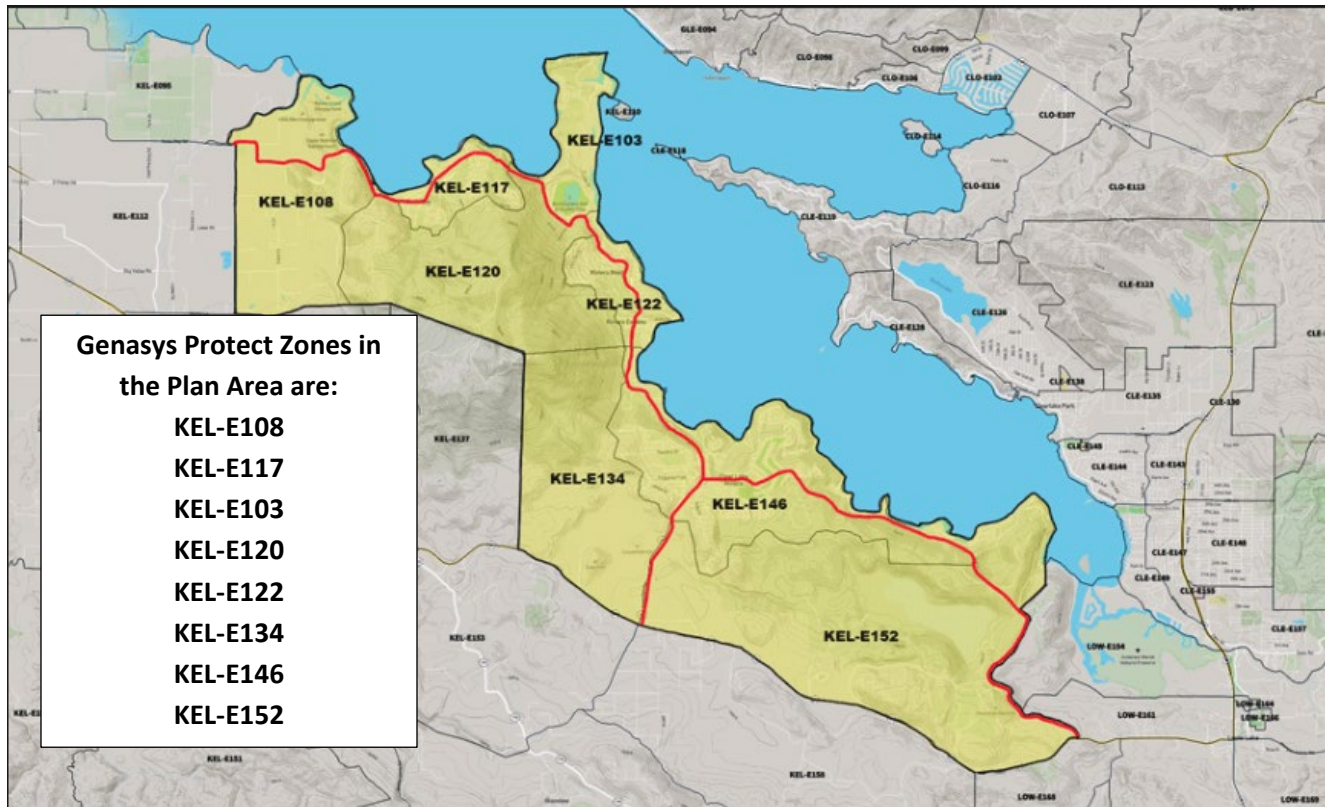


Exhibit 1. Plan Area Genasys Protect Zones
Source: <https://www.konoctifiresafe.org/about-us>

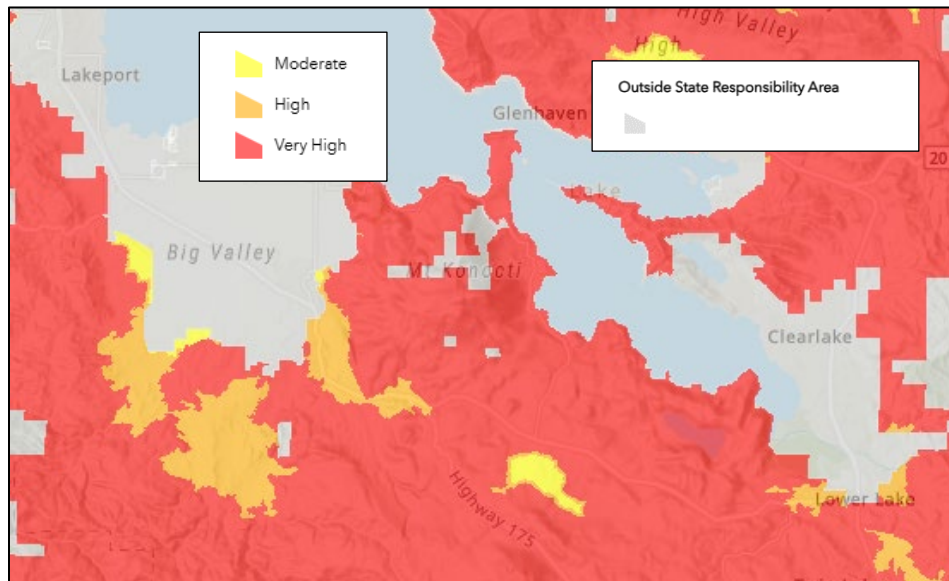


Exhibit 2. CAL FIRE Hazard Rating Map¹ detail of the Soda Bay Corridor plan area.

¹ [Fire Hazard Severity Zones | OSFM \(ca.gov\)](https://www.osfm.ca.gov/fire-hazard-severity-zones/)

The Soda Bay Corridor plan area consists of eight evacuation zones, several communities, neighborhoods, and recreational areas. An overview of areas and their access roadways are identified below.

Clark Drive Interface – Area primarily consisting of residential and agricultural land uses. Clark Drive serves as the primary connection to Soda Bay Road for several other roadways.

Clearlake State Park – State Park with approximately 150 campsites and eight rental cabins. The primary access points to Soda Bay Road include multiple State Park Road connections.



Riviera Heights – Residential area at the northern base of Mt. Konocti. This area contains 628 parcels, approximately 325 have been developed. The primary access points to Soda Bay Road include Bergesen Drive, Aqua Vista Way, Riviera Heights Drive, and Marina View Drive.

Buckingham Subdivision – Residential area on the Buckingham peninsula. The primary access points to Soda Bay Road include Westlake Drive, Madrone Drive, Golf Drive, Buckingham Drive, Little Borax Road, and Crystal Drive.

Riviera West Subdivision – Residential neighborhood at the eastern base of Mt. Konocti. Riviera West Drive serves as the primary connection to Soda Bay Road for several other roadways. A second emergency access to Soda Bay Road is in place.

Konocti Harbor Resort – 137-acre resort with 124 rooms, a marina, three restaurants, a theater/concert hall, and an outdoor pool area. Nelson Drive serves as the primary connection to Soda Bay Road.

Konocti Shores – Private residential area. The primary access points to Soda Bay Road include multiple private road connections.

Kelseyville Riviera Subdivision – Large subdivision containing residential, commercial, and a school. The primary access points to Soda Bay Road include Tenaya Way, Fairway Drive, and Tenino Way. The primary access points to Point Lakeview Road are Konocti Bay Road, Emerald Drive, Fairway Drive, and Sunset Ridge Drive. The potential pinch points during an evacuation could be Soda Bay Road/Point Lakeview Road, and primary neighborhood access points.

Bayliss Cove Subdivision – Residential neighborhood along Point Lakeview Road. The primary access point to Point Lakeview Road is Konocti Vista Drive.

In addition to the above, many other communities and neighborhoods exist along the Soda Bay Corridor. **Figure 2.1-2.2** provides an overview of the corridor, showing the area roadways, connecting side streets, single access point areas, multiple access point areas, and key access intersections.

Riviera Heights

Buckingham

S. Lake Dr

Riviera West & Riviera Estates

Summary of plan area. Areas served by access roadways are approximate, and not all driveways and roadways are shown.

One primary entrance, and one emergency access



- Soda Bay Road (Evacuation Plan Corridor)
- Connecting Roads
- Single Access Point Zone
- Multiple Access Point Zone
- Access Points

NO SCALE

Figure 2.1
Soda Bay Corridor Evacuation Plan
Corridor Overview



- Soda Bay Road / SR 281 (Evacuation Plan Corridor)
 - Point Lakeview Rd (Evacuation Plan Corridor)
 - Connecting Roads
 - Single Access Point Zone
 - Multiple Access Point Zone
 - Access Points
 - Potential Pinch Point
 - Stop Controlled Intersection
- NO SCALE

Figure 2.2
Soda Bay Corridor Evacuation Plan
Corridor Overview

Community Considerations

The communities along the Soda Bay Corridor consists of a mix of residents and visitors. The communities have a significant population of vulnerable persons (seniors, disabled, and transit-dependent users) who often require assistance in preparing for an emergency (see *Section 4: Vulnerable Populations* section for additional details). The communities also have an active tourist population, visiting the many attractions Lake County has to offer including Clear Lake, the state park, harbors, marinas, resorts, hotels, and local wineries.



Many of the communities, associations, and local Soda Bay Road residents – Kelseyville Riviera, Riviera West, Buckingham, and Riviera Heights – are Firewise communities and came together to form the Konocti Fire Safety Council. Firewise communities are those that have taken appropriate measures to become more resistant to wildfire².

SECTION 2: CURRENT EVACUATION PROTOCOLS AND PLANS

The *Emergency Operations Plan / Lake Operation Plan and Annexes (2020)* documents the full set of roles/responsibilities and procedures used by Lake County. The following section provides an overview relative to the plan area of the general/anticipated roles and protocols, acknowledging that each event is unique, and this can vary by situation.

Agencies and Primary Roles

- ▶ **Incident Commander** – Responsible for the overall management of the incident based on the nature of the event. For example, the fire chief assumes command in a fire event.
- ▶ **The Sheriff's Department and OES (division of Sheriff's Department)** – Generally responsible for issuing alerts and warnings, including evacuation orders by zone and facilitating the evacuation flow.
- ▶ **Local Fire District/CAL FIRE** – Firefighting; protecting people, structures, and properties from fire.
- ▶ **Public Works** – Generally provides support as requested, typically assisting with securing roadways and traffic flow.

The Emergency Operations Plan and Annexes provides a full responsibility matrix.

² For more information on Firewise Communities: <https://www.nfpa.org/Public-Education/Fire-causes-and-risks/Wildfire/Firewise-USA>



Evacuation Protocols Overview

Every incident is different. Each situation requires different instructions, actions, resources, and communication, as directed by the Incident Commander. This section outlines the general protocols to be followed; however, the nature of an event or evacuation will govern the protocol. The Office of Emergency Services (OES), Sheriff's Office, and other related agencies continuously engage in training exercises and update emergency plans.

At the initiation of an event, a command post is set up and coordination takes place between fire and law. The Incident Command Post is determined by the agency with jurisdiction over the incident and is typically communicated via radio. The Incident Command reviews and decides on the zones to evacuate using Genasys Protect (formally Zonehaven) to determine affected zones.

The fire department(s) and the Sheriff's Office are typically the first to respond. Fire dispatch and Sheriff's Office communication is radio based. Public information is typically disseminated via [LakeCo Alerts](#) to those opted in (including text/email/phone call) and landline reverse 911, posted on [Genasys Protect](#) and social media, simultaneously.

Deputies respond to the area that has been designated to be evacuated, may go door-to-door, and use Hi-Lo Sirens and public address systems to alert residents and visitors. In addition, stationary, community warning sirens located in and around residential areas may be activated. These stationary sirens are located in [select communities](#) and have limited range.



During an evacuation, multiple agencies work together, and information is disseminated multiple ways.

The Sheriff's Office coordinates with California Highway Patrol (CHP) to coordinate traffic control. Law enforcement may request support from Public Works and Caltrans for help with needs such as barricades, signage, etc.

Lake County has mutual aid agreements in place with neighboring agencies to pull in resources for large-scale events as needed.

In general, the areas in the most danger are evacuated first. When possible, evacuations may be staggered and called by zones to prevent traffic congestion. It is noted that shadow evacuations are likely to occur when only specific zones are evacuated. Shadow evacuations occur when residents not in the zones called for evacuation leave anyway out of caution.

Residents are typically allowed to use all roadways and intersections unless Incident Command determines that certain roadways or directions of travel need to be closed. In this scenario, closed roads or intersection movements will be barricaded and traffic will be redirected.

Each incident may move at its own pace and advance warning may not be possible. Maintaining individual situational awareness is important, as is leaving if threatened, with or without an official evacuation order.



Weather Alerts and Warnings

Per the National Weather Service³:

- ▶ “A *Fire Weather Watch* or *Red Flag Warning* is issued when the combination of dry fuels and weather conditions support extreme fire danger. These products are written for land and fire managers to highlight the increased fire danger. Each NWS office creates local criteria for fire weather watches and red flag warnings.”



- ▶ A *Red Flag Warning* is further defined as “warm temperatures, very low humidities, and stronger winds are expected to combine to produce an increased risk of fire danger.” This typically includes a list of activities to avoid sparking fires.

Evacuation Terminology

The evacuation status levels are defined as follows⁴:

- ▶ **Evacuation Order:** An immediate threat to life. This is a lawful order to leave now. The area is lawfully closed to public access.
- ▶ **Evacuation Warning:** A potential threat to life and/or property exists. Those who require additional time to evacuate, and those with pets and livestock should leave now.
- ▶ **Shelter In Place:** An order to go indoors. Shut and lock doors and windows. Prepare to self-sustain until further notice and/or contacted by emergency personnel for additional direction.
- ▶ **Evacuation Order(s) Lifted:** The term used to formally announce lifting evacuations in an area currently under evacuation.

Time of Day and Considerations for Evacuation Warnings and Orders

An incident can occur or escalate at any time. Furthermore, at no time will all residents be at their home at the same time. Residents should make emergency preparations ahead of “fire season” and be ready to activate their personal evacuation plan for the duration of the season (typically June through October but varies based on conditions annually). Heightened awareness and caution should be utilized during Fire Watches and Red Flag Warning events.

³ <https://www.weather.gov>

⁴ <https://calalerts.org/evacuations.html>



Residents are not allowed to access areas under an evacuation order when threat to life is immediate. Therefore, each individual's personal evacuation plan should include preparations for if an evacuation occurs while they are away from their home. This includes (but is not limited to) preparing for the following: if a child is home alone, pets, personal belongings, etc. In the case of an emergency, such as a child left at home and the area is restricted, residents should communicate with emergency officials.

If an evacuation warning or order is called during school hours, parents are alerted by the school (at the direction of OES) if they need to pick up their children or if students will be transported to an assembly point.

Genasys Protect⁵ (formally Zonehaven)

Genasys Protect (formally Zonehaven) is a platform that provides evacuation zone information including status of zone (order/warning/none) and information as the incident evolves such as road closures and shelter locations. Residents can access information regarding their evacuation zone, and stay informed before, during, and after an evacuation.

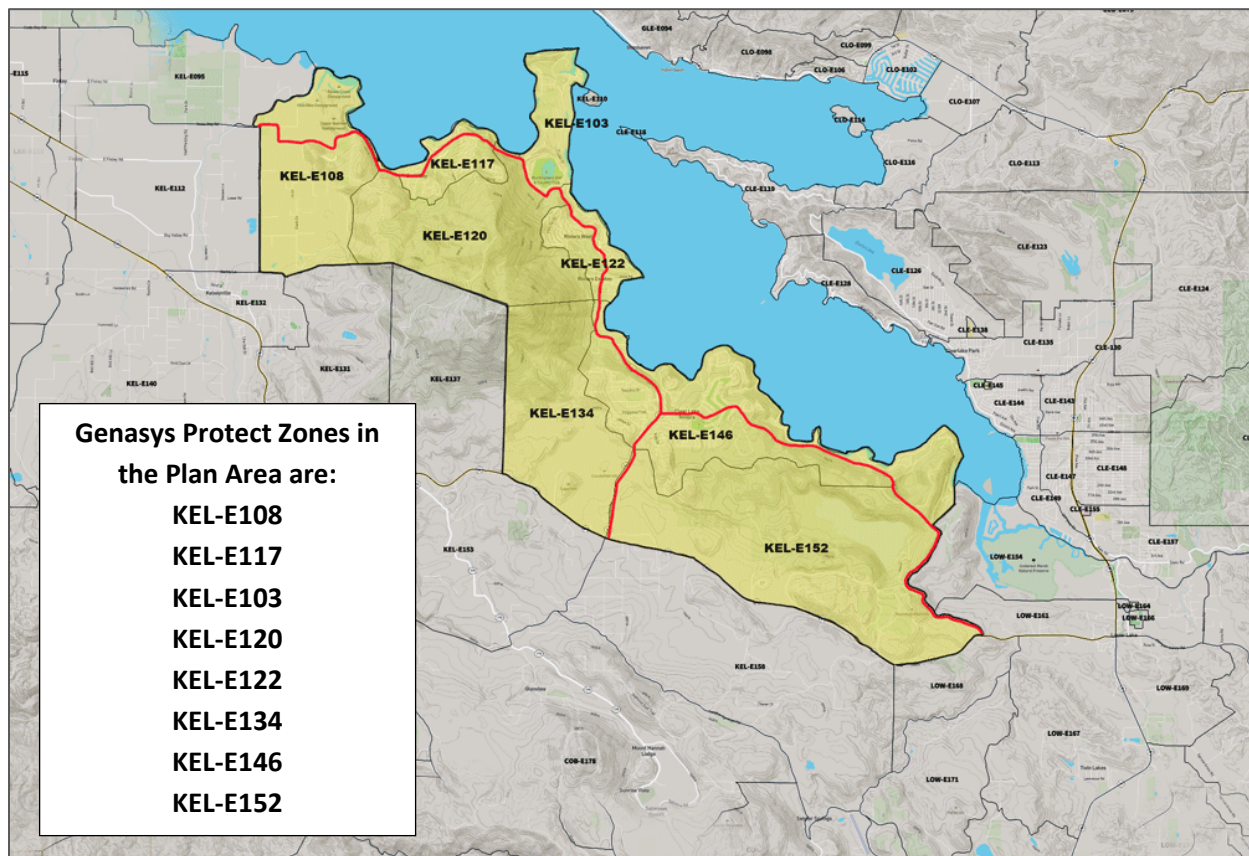


Exhibit 3. Soda Bay Corridor evacuation zones per Genasys Protect as shown on konoctifiresafe.org.

⁵ <https://app.zonehaven.com/>



Public Preparedness – Having a Personal Plan

It is the responsibility of each person to have a personal evacuation plan. In order to facilitate an evacuation, it is critical that residents adhere to instructions to evacuate, routes to use, and any other instructions provided by the Sheriff's Office. Preparation leads to quicker evacuations. It is essential that residents, workers, and visitors to an area have an evacuation plan that includes:

- ▶ Awareness of multiple evacuation routes
- ▶ Awareness of locations that could provide temporary shelter if an evacuation is not possible.
- ▶ A packed emergency supply go-bag (kit)
- ▶ A plan for family and pets
- ▶ Coordination with neighbors and/or vulnerable persons that you are assisting in an evacuation (see *Section 4: Vulnerable Populations* for more detail)
- ▶ A plan for Fire Watches and Red Flag Warnings events, when a potential for an evacuation exists, such as making sure vehicles are fueled or charged, etc.

Several sources of information provide up-to-date guidance on preparing an evacuation plan/go-bag:

- ▶ CAL FIRE: <https://www.fire.ca.gov/prepare/get-set>
- ▶ CAL FIRE: <https://plan.readyforwildfire.org/>
- ▶ Lake County: <https://www.lakecountycalifornia.gov/927/Disaster-Preparedness>

Communication Channels

- ▶ **LakeCoAlerts** is a tool for electronic alert and warning. LCSO uses this tool for urgent matters (i.e., missing persons, evacuation orders) so that when an alert is received, the recipient understands that the information is urgent. LakeCoAlerts allows information to be simultaneously sent via e-mail, text, phone call and posted to social media. Registration is important to ensure that the most contact information is used.
- ▶ **Genasys Protect** (formally Zonehaven) is a tool that the public can use to look up their zone number ahead of an emergency. LCSO and OES use zone numbers when sending evacuation orders, shelter in place warnings and other emergency information via LakeCoAlerts. During an emergency, information can be viewed at protect.genasys.com. No account is required and no "sign-up" is required to use it.
- ▶ **Lake County Sheriff's Office, OES, and DPW Social Media accounts** may include information.

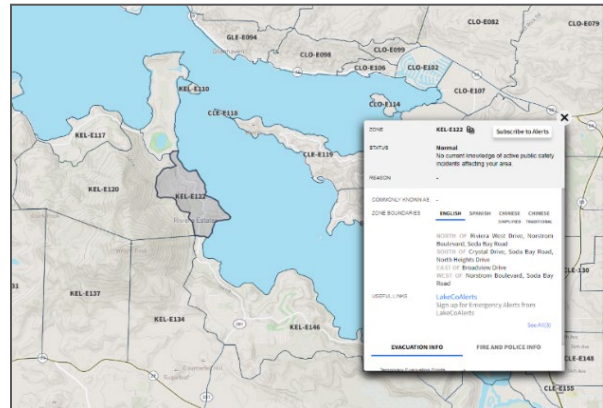


Exhibit 4. Evacuation status can be viewed by zone via Genasys Protect.

- ▶ **Community Warning Sirens** are installed in some areas including Kelseyville Riviera and Riviera West, and surrounding areas such as Loch Lomond, Cobb, Anderson Springs, Middletown, and Hidden Valley Lake. Sirens are the responsibility of Homeowners Associations (HOAs) to install and maintain. They may be activated by OES.
- ▶ **Traditional (Terrestrial) Radio** via local stations may broadcast emergency information; however, this is not guaranteed and reliant upon staff training/availability and other resources (such as signal strength, power back up, etc). The Sheriff's OES continues efforts to coordinate with local media to ensure emergency information is available. Local radio stations include:
 - » KPFZ-FM 88.1
 - » KNTI -FM 99.5
 - » KXBX-FM 98.3
 - » KXBX-AM 1270
 - » KWNE -FM 94.5
 - » KUKI-FM 103.3 / 107.1
 - » KQPM-FM 105.9
- ▶ **Lake County Amateur Radio Society:** Lake County Amateur Radio Society (LCARS) is a group of more than 300 ham radio operators that can help with communications during an emergency event. This is a valuable resource for information sharing. The primary purpose of the LCARS is to help with communications in the event of a major emergency like wildfire. There is a repeater on top of Mt. Konocti that covers 400 square miles in Lake County. There are 25 members countywide that make up the LCARS, and over 300 more amateur ham radio operators around the lake who will help in the event of a major emergency.
- ▶ **Watch Duty:** A nonprofit organization that alerts users of nearby wildfires and firefighting efforts. Watch Duty is operated by volunteers from multiple disciplines including retired firefighters, dispatchers, first responders, and reporters, that provide information typically by monitoring radio communications. The group gathers information from official sources and notifies users through "push" notifications about wildfires in their area. It is noted that Watch Duty is not an official means of emergency response communication to the public and is not guaranteed to be accurate.

Pre-Evacuation

Public Works may consider preemptively staging resources (message signs, barricades, public works vehicles for street clearing, etc.) during Red Flag Warning events. There is potential that in the future, Fire Safe Councils may be involved in deploying message signs.

Evacuation Plan

Due to the nature of wildfire threat and evacuation, there is no "one size fits all" approach. Many factors can influence evacuation decisions made by the Incident Command. These include, but are not limited to,



fire location, time of day, areas to be evacuated, and usable roadways. **Figure 3** provides an overview of the Evacuation Plan.

Evacuation Routes

Any roadway that can move people to safety in an emergency can be an evacuation route. Primary evacuation routes are typically arterials and collectors that are likely to be used to move traffic from harm's way to major routes. Evacuation routes are assigned based on the nature of the emergency and can change during an event as the situation evolves or routes become unusable. Those evacuating should listen to the instructions of emergency personnel on which routes to use.



Contraflow

Contraflow, also known as lane reversing, is the reversal of traffic flow in the inbound lane(s) to increase outbound traffic capacity. Contraflow is typically used for special events or evacuations on limited-access roadways and is a powerful tool with the potential to significantly increase capacity on evacuation routes and move people to safety in less time. However, contraflow can use significant resources to setup and maintain, and can restrict access for emergency vehicles.

Recommended Practices for Contraflow

Contraflow should be used on limited-access (highly access controlled) roadways such as freeways since contraflow routes should be secured to prevent access and wrong-way driving.

With contraflow, all inbound lanes are typically reversed to the outbound direction. It is possible to reverse only one lane of a multilane section, to allow one lane for entry/emergency services; however, this complicates the setup and increases the potential for crashes.

Contraflow should begin at a controlled location, such as a median crossover. The starting point should be at a location with adequate capacity, to prevent traffic flow from becoming a bottleneck. The contraflow termini should also be chosen at a location that can be controlled with adequate capacity to return traffic flow back to normal and to avoid creating a bottleneck. Thus, in many cases the capacity at the beginning and endpoints dictates the capacity of the contraflow segments.

Prior to implementing contraflow:

- ▶ The beginning and endpoints should be secured and prepared.
- ▶ The segment should be fully cleared of opposing vehicles. In some areas, not necessarily this plan area, sweeps can be conducted via helicopter to ensure the route is secure.



- ▶ All access points to the contraflow sections should be secured with personnel and/or equipment to prohibit vehicles from entering and driving in the wrong direction.

Given the steps for implementation, it is common for contraflow to take hours to set up properly. It is acknowledged that in an extreme emergency adequate time and resources may not be available. In general, contraflow should only be implemented if:

- ▶ It can be set up safely, the route is cleared, and side streets and driveways are managed to prevent wrong way flow. This is challenging given the number of access points on both roadways.
- ▶ The benefits outweigh the risks in an emergency situation.

The potential roadway and intersection plans are shown on **Figure 3**, and outlined briefly below. Additional details of roadway and intersection capacities are provided in *Section 3: Roadway Assessment*.

- ▶ Key intersections where Soda Bay Road and Point Lakeview Road (**orange circles**) tie into major roadways may be staffed to facilitate traffic flow out of threatened areas.
- ▶ Major neighborhood outlet streets may be staffed to move traffic flow out.
- ▶ Soda Bay Road and Point Lakeview Road are both evacuation routes (**green arrows**). Soda Bay Road is the preferred route to carry heavier loads of evacuating traffic since Point Lakeview has narrow sections.
- ▶ The section of Soda Bay Road from Point Lakeview to SR 29 (**purple line**) is a potential section to contraflow since:
 - » It is a short segment with relatively few access points.
 - » Contraflow may allow for Point Lakeview Road traffic and Soda Bay Road traffic to flow simultaneously.
 - » The signalized intersection at SR 29/Red Hills Road would be manageable to end the contraflow section. Start and end sections of contraflow must be staffed.
- ▶ At the intersections with SR 29, potentially send evacuation traffic away from the area to prevent congestion.

Shelters

Shelters are typically designated for short-term accommodation of evacuated residents. Shelters are established by the Department of Social Services, under the direction of OES, and with support from American Red Cross. Shelters are typically designated at facilities with ample space, parking, and accommodations/services such as schools, parks, places of worship, casinos and big-box retailers, and are located well away from active danger.

Shelter locations evolve over time as they typically require agreements with partnering agencies and availability is dependent on the day of the week, time of year and other factors unique to the location. If a shelter is needed, it is chosen at the time based on the availability and circumstances of the event. Shelter locations and other key information, such as if the location accepts pets, are communicated.





- Soda Bay Communities**
- ① Clark Drive Interface
 - ② Clearlake State Park
 - ③ Riviera Heights Subdivision
 - ④ Black Forest
 - ⑤ Buckingham Subdivision
 - ⑥ Riviera West Subdivision
 - ⑦ Konocti Harbor Inn & Resort
 - ⑧ Konocti Shores
 - ⑨ Kelseyville Riviera Subdivision
 - ⑩ Bayliss Cove Subdivision

Point Lakeview Rd has sections of narrow lanes, which may impede evacuations to the east toward SR 29.



- - Soda Bay Road / SR 281 (Plan Corridor)
- - Point Lakeview Road (Plan Corridor)
- - Potential Contraflow
- ↔ - Primary Evacuation Route
- - Key Intersections at Major Roadways

Figure 3
Soda Bay Corridor Evacuation Plan
Evacuation Plan Overview

Safety Zones and Temporary Refuge Areas

The use of a Safety Zone or Temporary Refuge Area (TRA) is a last resort situation when evacuation is no longer possible.

A safety zone should be a suitable location where people can go for protection from approaching fire without special training or equipment **IF** the location is large enough to protect the number of people using it. Safety zones are usually large open areas free of ground and aerial vegetation or areas located near large bodies of water. A Safety Zone should require no special action be taken as a fire moves around the zone. The Buckingham Golf & Country Club is an example of a potential Safety Zone.



A Temporary Refuge Area (TRA) is an area where people can immediately take refuge for temporary shelter if emergency egress to an established evacuation area is compromised. A TRA may require Fire Department staffing to help protect the area from advancing fires and move people within the TRA to avoid excessive heat and flame impingement. In general, TRA locations are the least dangerous short-term locations immediately available with the best protection as a fire front passes. Potential TRA locations may include sturdy structures that may need to be evacuated soon after the main body of fire passes.

Candidates for Safety Zones and/or TRAs are golf courses, parking lots, fields, and other large clearings. It is noted that:

- ▶ Each person's personal plan should include a list of potential nearby locations that could be used if evacuation is not possible.
- ▶ Locations are not guaranteed to be safe, be staffed by emergency personnel, or provide adequate parking.
- ▶ These locations are often on private property, and therefore, cannot be guaranteed to be accessible or in adequate condition to provide protection.
- ▶ These locations may already be occupied by other residents and possibly overloaded, not allowing enough space between evacuees and the hazard (fire front) no longer making the TRA effective.

Potential Safety Zone and TRA locations along the Soda Bay Corridor include the following:



- ▶ Point Lakeview Road (Quarry) – Point Lakeview Rock and Redi-Mix
- ▶ Kelseyville Riviera (School Campus) – Riviera Elementary School
- ▶ Buckingham (Golf Course) – Buckingham Drive/Little Borax Lake Road
- ▶ Riviera Heights (Field) – Marina View Drive/View Drive
- ▶ County Park
- ▶ Konocti Harbor Resort

Additional Evacuation Resources


Several websites exist providing information on the Soda Bay communities related to fire safety and evacuation.

- ▶ **Office of Emergency Services:** The Lake County Sheriff's OES provides a wealth of information on preparedness, response, and recovery. The site also provides links to key services such as LakeCoAlerts and Genasys Protect. [Lake County OES Link](#)
- ▶ **Konocti Fire Safe Council:** This non-profit organization is dedicated to increasing wildfire preparedness in the Soda Bay Corridor. This group focuses on preparation, mitigation, education, and evacuation in Kelseyville, CA. [KFSC Link](#)
- ▶ **Lake County Fire Safe Council:** This council provides educational material to increase wildfire preparedness among Lake County residents. This website provides a collection of evacuation preparedness resources such as fire weather information, evacuation maps and information for evacuating families, pets, and livestock. In addition, residents can obtain information regarding defensible space, home hardening, and other wildfire protection programs through this website. [LCFSC Link](#)
- ▶ **Lake Evacuation and Animal Protection (LEAP):** LEAP is a disaster response group for animals, consisting of Animal Care and Control Staff, and volunteers. LEAP is activated by emergency responders and can offer a variety of assistance including potentially setting up staging areas, removing animals from evacuation areas, and assisting with sheltering animals in place. [LEAP Link](#).

Recommendations – Protocols and Procedures

- ▶ Public Works and supporting agencies should pre-deploy resources during Red Flag Warning or Fire Weather Watch events as needed and feasible. This could be the responsibility of volunteers to deploy and reduce the load on emergency officials. Resources should include:



- » Electronic Signage: Permanent message signs on SR 29 and surrounding areas could be used for Red Flag Warning events or other warnings
 - » Public Works vehicles with plow to clear streets
 - » Traffic cones and/or barricades
- As funds allow, agencies should procure and maintain equipment that can be used to facilitate evacuation flow, and store materials in a manner in which they can be quickly and easily transported. This equipment might include the following:
- » Portable, changeable message signs. These can be placed to guide motorists away from restricted routes, show prioritized evacuation movements, or utilized to temporarily adjust intersection controls, etc.
 - » Equipment to clear the roadways or moved stalled vehicles.
 - » Equipment should be mobilized or staged as possible during as during Red Flag Warning events or if an evacuation is imminent.
- The Multiagency coordination established through the development of this plan is designed to continue for future collaboration. It is the role of these public agencies to continually practice and train on procedures and protocols, and it is recommended that partnering agencies continue exercises related to evacuation in the Evacuation Plan area. Agencies can communicate training activities to the public to increase awareness of ongoing efforts. Recommendations for future Multiagency coordination includes:
- 
- » Continuation of all current initiatives, including the pre-season exercise and training meetings.
 - » Facilitated Tabletop Exercise (TTX) for agencies to continue to discuss roles during an emergency. This exercise may include:
 - Representatives from multiple agencies meeting in person with printed or electronic large-scale maps for discussion.
 - Evaluation of several scenarios for an evacuation – changing the evacuation area/ fire parameters, time-of-day, advance notice, etc.
 - Discussion how each scenario would play out – communication, resource allocation, roles, and assignments.
 - » Facilitated Functional Exercise (FE) to allow agencies to validate plans and readiness by performing duties in a simulated operational environment. This exercise may include:
 - Agency staff meeting at assigned locations – either the EOC or in the field.

- Practice of evacuation communication procedures and assignments without public involvement or disruption to traffic.
 - » Full Scale Exercise (FSE) which takes place on location using, as much as possible, the equipment and personnel that would be called upon in a real event. Potentially coordinate the FSE with “Wildfire Preparedness Week” in May of each year.
- ▶ Agencies should continue efforts to identify additional shelters and TRAs, work with landowners, and educate the public on TRAs and how they should be used.
- ▶ Appropriate organizations and residents should consider furthering *Community Emergency Response Team (CERT)* efforts and training.
- ▶ Agencies should work with shelter locations to accommodate pets and communicate to the public which shelters permit pets.

SECTION 3: ROADWAY NETWORK ASSESSMENT

FLEET Analysis

High-level evacuation analysis was performed to identify roadways that may have higher capacities and/or congestion during an evacuation. **Fast Local Emergency Evacuation Times Model (FLEET)** is an online analysis tool available to the public via a website⁶ in which the user can create various “scenarios” for evacuation and run travel time estimates. The FLEET website describes the program as:

“The Fast Local Emergency Evacuation Times Model (FLEET) simulation provides quick and accurate estimates of evacuation clearance times for user-defined areas anywhere in the United States. FLEET is best used in short notice evacuations such as those for wildfires, flash floods, or human-caused disasters. With FLEET, communities can quickly assess evacuation plans and accurately estimate evacuation clearance times even when trained, dedicated emergency management teams are not available.”

Some of the various elements that can be used to test different evacuation scenarios are:

- Evacuation area, whether it be townwide or only within certain zones
- Seasonal factors to adjust population estimates
- Response times to evacuation and starting hours
- Destination/endpoint and the percentage of evacuating traffic to each
- Roadway modifications such as closed routes and contraflow

The analysis is high-level and is not used to determine the duration to evacuate an area, as too many variables would influence this. The analysis is used to run several scenarios with the aim to identify patterns, potential roadways, or intersections that may be pinch points in an evacuation. The analysis identified the following roadways as having the highest densities and delays during an evacuation:

- Point Lakeview Road
- Soda Bay Road
- Main Street
- SR 29



Soda Bay Road

Soda Bay Road is classified as a Major Collector. The roadway has two lanes, one in each direction. From SR 175 to State Park, Soda Bay Road is generally flat, has sections with shoulders, lined with side streets and driveways. From State Park to Point Lakeview Road, Soda Bay Road has changes in elevation, and is

⁶ <https://fleet.vmasc.odu.edu/>



winding with narrow sections lined by guardrails. From Point Lakeview Road to SR 29, there are changes in elevation, shoulders for the majority of the segment, and minimal side streets and driveways.

The most common crash type along Soda Bay Road is “Hit-Object”⁷. Several risk factors were identified for the roadway. Shoulders either do not exist or are narrow (varying between pavement and gravel). The roadway primarily serves residential areas. There are sections where the roadway curves with heavy vegetation and utility poles on either side.



Point Lakeview Road

Point Lakeview Road is classified as a Major Collector. Point Lakeview Road has two lanes, one in each direction and narrow lanes with no shoulders from Wheeler Drive to Miller Road. The most common crash type along Point Lakeview Road is “Hit-Object”⁸. Similar to Soda Bay Road, risk factors for Point Lakeview Road include limited shoulders and vegetation and utility poles immediately adjacent to the roadway. Additionally, narrow lane widths (8-9 feet) present risks. Terrain and steep drop-offs may prevent road widening. It should be noted that previous efforts to improve safety on this roadway have included signing and striping projects.

Roadway Traffic Volumes and Capacity

Caltrans reports traffic volumes for state highways. **Table 1** below shows the volumes reported along the Soda Bay Corridor. Daily traffic or peak hour provides an indication of traffic in the corridor but does not equate to evacuation traffic. The evacuation traffic volumes would be dependent on the number of residents, business, schools, etc. accessing the roadway network, the number of areas evacuated, persons per vehicle/number of vehicles per household, and the times of evacuation.

Table 1. Caltrans Traffic Volumes for Soda Bay Corridor

State Highway	Location	Peak Hour (Vehicles/Hour)	Daily Traffic (Vehicles/Day)
SR 281	BEGIN ROUTE 281	210	2100
SR 281	POINT LAKEVIEW ROAD	620	7100
SR 281	JCT. RTE. 29	620	7100

Source: Caltrans

⁷ Source: TIMS, Years 2018-2022

⁸ Source: TIMS, Years 2018-2022



The population of evacuation traffic is estimated based on the following:

- Caltrans ADT for Soda Bay Road = 7,100 vpd
- District 5 population (majority of plan area)⁹ = 12,708
- This may result in an estimated 3,000-4,000 vehicles evacuating in the plan area, varying based on numerous factors.

Roadway capacity is generally defined as an upper limit of 1,900 vehicles per hour. Roadway characteristics such as density of driveways, grades, and shoulders can reduce the hourly capacity. Notably, emergency events such as wildfires can reduce visibility and alter driver behavior, all of which impacts roadway capacity. It is expected that intersections will set limits for the capacity of the network.

Key Intersection Capacity and Potential Pinch Points

Intersections within and adjacent to the plan corridor with the potential to become pinch points in the event of an evacuation were identified. These intersections were identified based on their existing congestion levels during regular commuting traffic. **Figure 3** showed the potential pinch point intersections. **Table 2** documents potential temporary and permanent modifications, and the benefit to the intersection capacity.

Table 2. Potential Pinch Points – Temporary Modifications

Intersection	Control	Potential Temporary Modification During An Evacuation	Potential Increase in Evacuation Traffic Capacity
SR 29 / SR 175	Signal	Staffed Control to restrict non-critical movements and prioritize movements from Soda Bay Road. When exiting Soda Bay Road, traffic should be directed away from the evacuation area and away from other potential pinch point intersections.	35%
Soda Bay Road / SR 175	All-way stop		35%
Subdivision Streets / Soda Bay Road	Side-street stop	Staffed control as needed to allow traffic to exit neighborhood.	70%
Point Lakeview Road / Soda Bay Road	Side-street stop (Point Lakeview Road)	Staffed Control to prioritize evacuating movements and allow Point Lakeview Road traffic or emergency vehicles to enter as needed.	60%
SR 29 / SR 281 / Red Hills Road	Signal	Staffed Control to restrict non-critical movements and prioritize movements from Soda Bay Road. When exiting Soda Bay Road, traffic should be directed away from the evacuation area and away from other potential pinch point intersections.	35%
Point Lakeview Road / SR 29	Side-street stop (Point Lakeview Road)	Staffed Control to restrict non-critical movements and prioritize movements from Point Lakeview Road. When exiting Soda Bay Road, traffic should be directed away from the evacuation area and away from other potential pinch point intersections.	80%

⁹ Source: <https://www.lakecountycalifornia.gov/1160/Communities-of-Interest>



Intersection Control and Potential Mitigations/Temporary Controls

Plan for manned control potentially restricting non-critical movements, and non-essential traffic into the evacuation area at expected pinch points. Manned control should prioritize the flow of evacuation traffic.

Side-Street Stop (Non-evacuation Route) – Manned control at neighborhood access points to assist with allowing residents to exit if the traffic flow on Soda Bay Road or Point Lakeview Road does not allow for gaps.

Side-Street Stop (Evacuation Route) – Manned control. For example, at Point Lakeview Road/SR 29, temporary stop signs, portable message signs, and staff may be necessary to stop traffic on the free-flow approach (SR 29) and have Point Lakeview Road be free flow during the active evacuation.



Signalized Intersections – Emergency signal timing plans or flash yellow/red to prioritize evacuation could be activated and may adequately control the flow. If the evacuating movements begin to queue and become a hinderance, manned control can be used to prioritize and flush out evacuating traffic.

All-Way Stop – Manned control and portable message signs could be used to inform motorists on the evacuation route to keep moving without stopping.

Roundabout – It is noted that no roundabouts currently exist in the plan area; this information is provided in case roundabouts are constructed at any intersections in the future. Manned control and portable message signs could be used to inform motorists on the evacuation route to keep moving without stopping. Roundabouts have the potential to move more traffic than other types of intersections and can be advantageous. Roundabouts can also be manned to prioritize through movements and can be contra-flowed by restricting movements.

Potential Permanent Intersection Improvements

Table 3 shows potential permanent intersection improvements that would improve operations during an evacuation. **Figure 4** shows additional detail.

Table 3. Potential Pinch Points - Permanent Improvements

Note: The following are modifications that would be expected to improve evacuation flow and were not identified based on everyday capacity needs. See Figure 4 for detail.

Intersection	Control	Potential Permanent Improvements	Potential Increase in Capacity Evacuation Traffic (including temp control modifications as well)	Notes
SR 29/ SR 175	Signal	Add lanes on SR 175 between SR 29 and Soda Bay Road to facilitate evacuation flow. Provide emergency signal timing plans.	35%	
Soda Bay Road / SR 175	All-way stop		45%	
Subdivision Streets / Soda Bay Road and Point Lakeview Road	Side-street stop	Provide separate right and left turn lanes exiting to Soda Bay Road and Point Lakeview Road as possible	100%	
Point Lakeview Road / Soda Bay Road	Side-street stop (Point Lakeview Road)	Provide separate left and right turn lanes on Point Lakeview Road. Provide merge lanes on Soda Bay Road to improve flow at pinch point.	85%	KSFC Priority #3
SR 29 /SR 281 (Soda Bay Road) / Red Hills Road	Signal	Add a left turn lane on SR 281 and a right turn overlap at the signal. Provide emergency signal timing plans.	35%	KSFC Priority #1
Point Lakeview Road / SR 29	Side-street stop (Point Lakeview Road)	Provide separate left and right turn lanes on Point Lakeview Road. Provide merge lanes on SR 29.	180%	KSFC Priority #2





Figure 4

Soda Bay Corridor Evacuation Plan
Potential Intersection Improvements

Subdivisions with Single Access

Subdivisions with one egress point are a safety concern for evacuation. Subdivisions that lack secondary egress are identified by CAL FIRE forestry¹⁰ in a web-based map. It is noted that not all areas have been surveyed and this website should be reviewed for the most up-to-date information regularly. The website shows the results of subdivision surveys conducted by the Board of Forestry and Fire Protection (Board), including recommendations.

Figures 2.1-2.2 graphically show the roadway network and approximate:

- ▶ Subdivisions served by single access roadways to Soda Bay Road or Point Lakeview Road
- ▶ Subdivisions with multiple access and the approximate size of the area
- ▶ Access Points and potential pinch points

Recommendations – Roadway Network

- ▶ Explore and construct, as feasible, secondary access routes for communities with only one point of access.
- ▶ Prioritize roadway improvement projects, such as widening, shoulder construction, pavement upgrades, and clear zone expansion on potential evacuation routes.
- ▶ Prioritize intersection improvements at potential pinch points (see **Figure 4**).
- ▶ Provide permanent evacuation route signage to guide motorists toward evacuation routes (Soda Bay Road, SR 281 and Point Lakeview Road toward SR 29). It is noted that routes may become unusable in an evacuation, and signage may guide motorists to a restricted route. Place “Evacuation Route” signage at the approximately 40 lateral entry roads that dead end into primary evacuation routes. May include directional arrows and the Evacuation Zone Number from Genasys Protect.
- ▶ Add/clear shoulders on roadways. This provides a daily (non-evacuation related) safety benefit and would be beneficial during an evacuation in keeping roadways clear and by providing additional capacity for emergency vehicles.
- ▶ Improve clear zones on roadways. Vegetation along all primary and secondary evacuation routes should be cleared to current horizontal and vertical standards. This clearance will improve the ability of emergency resources to respond into the area, provide a firefighting control line, improve the ability of residents to safely evacuate, etc. Vegetation management should occur on an ongoing basis as needed (*Source: CWPP Action Plan Row 16 - Fire Safe Councils, FireWise® Communities, and Fire Protection Districts work with land management agencies to protect travel routes by removing hazardous trees and reducing fuel volumes. And CWPP Action Plan Row 17 - Fire Safe Councils, FireWise® Communities, and Fire Protection Districts work with land management agencies to treat roadside vegetation to provide*

¹⁰ <https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=a045e9e9c01c4dd7abdf14ad30646eaf>



emergency access and egress, remove hazard trees, and thin understory and coniferous canopy.)

- ▶ Continue efforts to create and maintain clear zones by removing debris, brush, and select trees from the side of roadways. Maintenance of primary and secondary emergency access and evacuation routes from CPWW, *Shaded Fuel Break, Fuel Reduction, or Prescribed Burn, Priority 1, Treat Regrowth*



- » Buckingham, Soda Bay Road (Black Forest – Soda Bay Road; Ingress/Egress) (Item #20 from CWPP)
 - » Kelseyville, Soda Bay, Buckingham, Riviera Heights, Riviera West, Kelseyville Riviera, Point Lakeview Soda Bay Road (Item #56 from CWPP)
 - » Point Lakeview (Item #123 from CWPP)
- ▶ Replace roadway centerline reflective markers that were destroyed by snowplows. Replace using the recessed technique to prevent loss during future snow events. Reflectors are a vital reference for both responders and the public and help to make the roadway more visible with smoke present. (Source: *CWPP Action Plan Row 40 - County and Cities' Public Works Departments work with Caltrans, APC, and interested partners to secure funding and other resources to repair priority ingress and egress sites.*)
 - ▶ Add shoulder reflectors as an added aid for both responders and evacuees during the night and zero visibility smoke events.
 - ▶ Add roadway lighting on evacuation routes as needed (including solar or battery operated for resiliency in an emergency).
 - ▶ Ensure planned and future projects and improvements are designed to facilitate evacuation efforts and consider evacuation needs in the design.
 - ▶ Avoid the use of vertical elements (raised medians, bulb outs, splitter islands) on future roadway projects along evacuation routes and remove them from existing roadways. These can be hinderances in an evacuation.
 - ▶ Encourage PG&E to prioritize the undergrounding of utilities on, or adjacent to, Soda Bay Road, Point Lakeview Road, and Clark Drive.

SECTION 4: VULNERABLE POPULATIONS

Vulnerable Populations

Lake County has higher percentages of certain vulnerable populations than the statewide average. Populations of seniors, individuals with disabilities, and low-income residents are all larger in Lake County than other communities across California. Additionally, data reviewed for the Soda Bay community indicates that residents in the area code covering most of the community account for 11 percent of the total county. **Table 4** shows the Lake County and statewide average percentages for these vulnerable populations.

Table 4. Lake County Demographics

Demographics	Lake County	Statewide Average
Senior Population	22.3%	14%
Disabled	20.1%	10.6%
Low-Income	18.3%	11.8%

There are a variety of vulnerable populations to consider in the event of an evacuation. Vulnerable populations have an increased risk of negative outcomes in the event of a hazard. Transit dependent individuals are those without access to a personal vehicle. Care-dependent populations include elderly individuals and those with medical needs that may require special accommodation during an evacuation. Populations without access to the internet and real-time information may not be reached through standard communication channels. Visitors and tourist populations are often unfamiliar with the area and may not know where to find evacuation information. Non-English-speaking persons may not be reached through standard signage and alerts. Lastly, schools and school-aged children may require specific accommodation and coordination.

Individual Responsibility

The focus of evacuation planning is that every individual is responsible for having a personal evacuation plan. The Vulnerable Populations plan focuses on providing resources and assistance to help individuals in forming their plan.

Current and Ongoing Initiatives

- ▶ Members of the Konocti Fire Safe Council (KFSC) actively engage the community through door-to-door outreach and community events to educate residents on preparing for an evacuation. This is key to helping residents with limited access to information.
- ▶ Department of Social Services, NGO (non-governmental organizations) actively work with vulnerable populations.
- ▶ Implementation of community warning sirens assist in providing audible alerts.



- ▶ As the Sheriff's Office conducts evacuations, multiple methods are used and may include door-to-door knocking, use of Hi-Lo Sirens, and/or public address systems to alert residents and visitors.
- ▶ A member of the KFSC is in training to be certified in *Community Emergency Response Team (CERT)*. This program educates volunteers about disaster preparedness, such as fire safety. Area residents are encouraged to participate.
- ▶ Residents are encouraged to participate in community events hosted by local government and NGOs geared toward evacuation planning/disaster preparedness in order to prepare and provide critical input.
- ▶ The *Lake County Emergency Operations Plan Access and Functional Needs Annex (2021)* provides additional information on alert and warning systems, transportation, evacuation, and shelter.

Evacuation Flyer

The ***Soda Bay Corridor Evacuation Guide*** is an informational flyer on evacuation routes in Soda Bay and the surrounding Lake County area. The flyer provides a map with potential evacuation routes and informational resources on evacuation status levels, local alerts, and Red Flag warnings. The primary purpose of the flyer is to distribute it to hotels, Airbnb's, the state park, and any other place where tourists and those unfamiliar with the area may congregate. The goal is to provide key information on evacuation routes, where to get information, and what various weather-related warnings mean. Although the flyer is geared towards tourists, it has valuable information and reminders for all people in the area, including those who are familiar. The resource guide flyer is presented in **Appendix C** for distribution. It is noted that the flyer should be reviewed and updated periodically to provide current information.

Recommendations – Vulnerable Populations

In order to accommodate vulnerable populations, affected groups and the most effective communication strategies for reaching them must first be identified. A registry is not recommended as it is difficult to populate and maintain and can also present legal liabilities. Vulnerable groups can be identified through HOAs, places of worship, social services, the Council on Aging, In-Home Supportive Services (IHSS), community events, libraries, senior services, and by going door-to-door.

Communications should focus on the individual responsibility for having a plan in place and the resources that local agencies can provide to help. Multilingual resources and promotional materials should be provided to social workers, Red Cross representatives, and any other professionals that work with vulnerable groups. These materials could also be distributed through public events such as a Firewise Fair.

Communicating should be through a variety of methods for the largest reach, both with and without the use of internet/technology. Web-based messaging could include email lists, social media posts, flyers with QR codes, and online local news outlets. Creating community email lists and email newsletters should be done in collaboration with neighborhood groups. Opportunities for people to engage without non-



internet-based communication forms should also be provided. This effort could be led by community members, the Konocti Firesafe Council, and the Red Cross. This could include:

- ▶ Build upon efforts established in this report to encourage “Neighbors Helping Neighbors” program (*Source: CWPP Action Plan Row #45 - County Social Services, OES, Senior Centers, Lake Transit Authority, Lake Family Resource Center, Law Enforcement, Fire Protection Districts, Redwood Coast Regional Center, Red Cross, Fire Safe Councils, Firewise® Communities, and other interested local, state, and federal agencies identify leadership and resources to develop evacuation programs for vulnerable populations.*)
- ▶ Include flyers in mailers and/or hang them in publicly accessible places such as community centers, senior homes, parks, hospitals, grocery stores, and schools which are all places where non-internet communication could be effective.
- ▶ Encourage hotels, short-term rentals, and other places where tourists stay to have emergency supply go-bags (kits) on hand.
- ▶ Continue efforts to have the Firesafe Council and the Red Cross be present at community events.
- ▶ Pursue grant opportunities for emergency supply go-bag/kits with the most current equipment and radio/communication devices.
- ▶ Supply bags handed out with in-home social service visits and to homeless persons.
- ▶ Establish HOA phone trees to distribute information.
- ▶ Establish Neighborhood Emergency Response Teams (NERT)¹¹ through HOAs or other communities.
- ▶ Install Flag poles at neighborhood entrances with flags to designate threat level. On a “Red Flag Day”, residents should exercise heightened awareness and be prepared to evacuate.
- ▶ Reach out to tribal communities in the area.
- ▶ Reach out to Mobile Home Park owners. There are approximately 10 mobile home parks within the Soda Bay Corridor area: *Westwind, Konocti Shores, Konocti Estates, Walnut Cove, Reel Inn, Bella Lago, Lakewood, Bayshore, Sybil L. Frances, and Jo Ella’s on the Lake*. The mobile home parks serve a total of approximately 276 spaces. This information is valuable as a neighbor-helping-neighbor resource as some of these parks have vans, boats, and other resources that may be helpful in an evacuation.

The messaging should center around:

- ▶ Individual responsibility to have an evacuation plan. Volunteers can assist by pointing people to resources in order to help them develop a plan.
- ▶ Neighbor-helping-neighbor. Be aware of and ready to help individuals who need assistance preparing a plan and/or evacuating. Contact these individuals if an evacuation is imminent.
- ▶ To address tourist/visitor populations, websites with tourist or travel information (such as the *Visit Lake County* website) should include links to emergency information and logins. Sites frequented by tourists should have emergency guidance, such as the evacuation flyer.

¹¹ <https://sf-fire.org/nert>



SECTION 5: ALTERNATE MODES OF TRANSPORTATION

Transit

Transit and school buses may be activated to assist as requested from Incident Command.

Boat/Water Assisted

The use of Clear Lake and boats to evacuate persons in the Soda Bay Corridor area has been a key topic for important reasons. The water provides an opportunity to evacuate people without solely relying on the roadway network. There are several marina and boat launch locations along the Soda Bay Corridor including *Braitos Buckingham Marina,*



Clearlake Marina RV and Mobile Home Park, Konocti Vista Marina, Clear Lake Lakeside Park Boat Launch, Clear Lake State Park Boat Ramp, Clear Lake Vista Resort Boat Launch, and Konocti Harbor Resort.

A 2008 Lake County Fire Protection District memorandum for Evacuation Plan by Water Resources identified 26 sites that may be utilized as “Pick Up or Drop Off” locations in the event of an emergency and/or disaster. The memorandum notes success of a water-based evacuation would depend on enhanced lines of communications with first responders, increased signage identifying these sites, and identification of the extent of the disaster (local or widespread). While the memorandum provides water evacuation guidance, it is important to note that the plan may be outdated and identified strategies may not be adequate for current evacuation needs.

While boats and marinas may provide support during an evacuation, water evacuation is not feasible for a coordinated plan to evacuate the masses. Marinas and HOA waterfront facilities do not have the parking lot capacity or accessibility needed for a large-scale evacuation. There are also concerns regarding boat capacity, availability, and lead times. Additionally, weather conditions that create significant fire behavior may also jeopardize water conditions and create large waves which may impede water evacuation. These factors make large scale water evacuation not viable with the current conditions.

The Coast Guard Auxiliary Flotilla 8-8, which serves Lake County, is a volunteer organization, with volunteers providing personal boats. This organization has very limited resources and not enough assets or personnel to effectively participate in an evacuation. At this time two boats are moored in the Kelseyville Riviera area, but the boat owners/operators are not local and may not be able to respond



timely in the event of an evacuation. Similarly, the Lake County Sheriff's Marine Patrol has very limited resources/personnel to man the boats that would be needed in an evacuation. Additionally, marinas cannot guarantee to be equipped and staffed to assist in a mass evacuation; therefore, this should not be relied upon.

However, boats and marinas may still play a vital role during an evacuation event. Coordination with Sheriff's Marine Patrol and the coast guard is part of the OES operation. Emergency personnel can contact these agencies to provide support. Boats could potentially be used for limited evacuations, transporting resources, and providing other emergency services.

The use of the lake or boats can also be part of an individual evacuation plan, especially for those who live on or by the water or have access to a boat. Marinas and those with boats may still use them to evacuate people. All people who for any reason may evacuate by water should be aware of safe boating and water procedures in an emergency, including, but not limited to, the potential for air firefighting resources and individuals potentially in the water. Aerial firefighting resources may utilize the lake as a water source for fire suppression activities, and heavy boat traffic near the shoreline may delay these efforts or require aircraft to go further from the incident to acquire water.

A list of public access marinas around Clear Lake can be found on CA.gov, the Division of Boating and Waterways¹².

The possibility of a coordinated mass evacuation using Clear Lake can still be pursued. For this to be a feasible solution, there should be viable routes to marinas that can support evacuation traffic and adequate parking. There would also need to be an adequate supply of boats and operators, as well as agreements on evacuating boat destinations. Additionally, proper jurisdictional agreements would need to be established between the Coast Guard, Sheriff's Marine Control, OES, and other affiliated agencies.

¹² <http://dbw.ca.gov/BoatingFacilities/Search?b=Clear+Lake>



SECTION 6: SUMMARY OF RECOMMENDATIONS

Highest priorities for a safe and efficient evacuation of the area will be:

- ▶ Public:
 - » Be prepared to evacuate by registering for alerts and warnings; knowing zones and evacuation routes; having a go-bag; and working with neighbors. A full list can be found at: [Disaster Preparedness | Lake County, CA \(lakesheriff.com\)](https://lakesheriff.com/Disaster-Preparedness)
 - » Be aware of sources for emergency information
 - » Follow instructions from emergency personnel.
 - » Evacuate when an Evacuation Order is called for your area.
 - » Those needing additional time to evacuate should leave when an Evacuation Warning is called for your area as instructed by emergency personnel.
- ▶ Emergency response:
 - » Use multiple, consistent communication methods (for redundant communication lines)
 - » Stagger evacuations as possible
 - » Implement manned control at pinch points
 - » Keep roadways clear of debris

Table 5 provides a summary of recommendations, and outlines implementation time, approximate costs, and potential funding sources.



Table 5. Summary of Recommendations

Notes:

Recommendation (Source If Applicable)	Approx. Timeline ¹ (Short, Medium, Long Term)	Approx. Costs ² (Low, Medium, High)	Potential Funding Sources Notes
Section 2: Protocols and Procedures Recommendations			
Pre-deployment of resources during Red Flag Warning/Fire Weather Watch events	Short	Low	CAL FIRE Evacuation Route Planning Grants
Additional Equipment for guiding motorist and clearing roadways	Medium	Medium	
Multiagency Exercises and Trainings	Short/Ongoing	Low	
Temporary Refuge Area outreach	Medium/ Ongoing	Low	
CERT Trainings	Short/Ongoing	Low	
Section 3: Roadway Improvements Recommendations			
Secondary Access Routes	Long	High	CAL FIRE Wildfire Prevention Grants Program, HSIP, Caltrans Grants, Hazard Mitigation Grants, Local Transportation Climate Adaptation Program (LTCAP)
Roadway widening and shoulder construction/widening/clearance	Long	High	
Intersection modifications	Long	High	
Evacuation Route Signage	Medium	Medium	
Clear Zones/ Vegetation management	Medium/ Ongoing	High	
Pavement reflectors	Medium	Medium	
Undergrounding of utilities	Medium	High	
Roadway Lighting	Medium	High	
Section 4: Vulnerable Populations Recommendations			
“Neighbor-helping-neighbor”	Short	Medium	FEMA, Red Cross
Identify which shelters will allow pets	Short	Short	
Increase non-internet-based correspondence	Short	Low	
Community Outreach	Short /Ongoing	Low	
Grants for emergency supply go-bags (kits)/radios	Medium	Low	
Flag poles at neighborhood entrances	Medium	Medium	
Distribute flyer/ materials at tourist locations	Short	Low	
Enhance tourist websites with evacuation information	Short	Low	

1. Timeline (estimated): Short = <1 yr, Medium = 1-3 yrs, Long = >3yrs
2. Costs (estimated): Low = <\$10k, Medium = \$10k-\$100k, High = >\$100k



Appendix A

List of Stakeholders



Soda Bay Evac. Plan
Participating Agencies/ Stakeholders

Agency
CALFIRE
California Highway Patrol
Caltrans
Clear Lake Env. Research Center
Clear Lake State Park
Coast Guard 8 (auxiliary 8- 8)
Kelseyville Fire Protection District
Konocti Fire Safe Council
Konocti Neighborhood Homeowners Associations
Lake County - Special Districts
Lake County Animal Control
Lake County Fire Protection District
Lake County Office of Emergency Services
Lake County Public Works
Lake County Sheriff
Lake County Social Services
Lake Links
Lake Transit Authority/Lake APC
Sheriffs Marine Patrol

Appendix B

Public Outreach



September 25, 2023

Soda Bay Corridor Evacuation Plan Public Meeting

Riviera Heights HOA Clubhouse
3040 Riviera Heights Dr
Kelseyville, CA 95451



What is the Purpose of This Plan?

The purpose is to create an evacuation plan to promote preparedness and facilitate an evacuation among communities located along the Soda Bay Corridor.

- ▶ With wildfire a frequent threat, being prepared to evacuate populous areas in an orderly manner is essential.
- ▶ This is a California Fire Safe Council grant-funded effort to develop a practical and straightforward plan to implement in an evacuation.
- ▶ This plan will serve the Soda Bay community in the event of a disaster in the short term and will also identify projects and opportunities to build resiliency into the roadway network long-term.

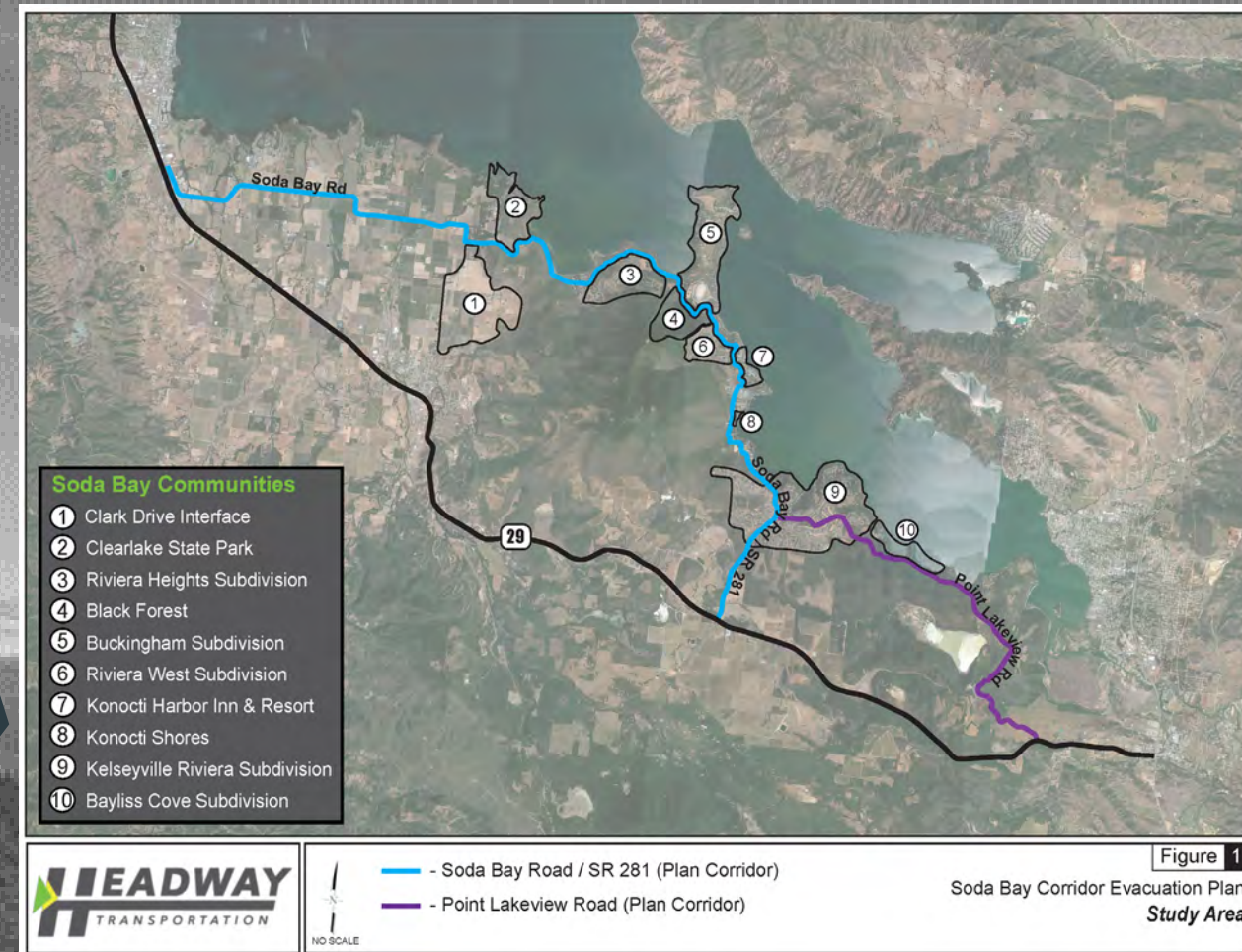


What Area Does the Plan Encompass?

The Soda Bay Corridor Evacuation Plan includes three main arterial roads:

- ▶ **SODA BAY ROAD**
- ▶ **POINT LAKEVIEW ROAD**
- ▶ **SR 281**

These roads serve as the primary evacuation routes for multiple densely-populated Riviera communities.



What will be included in the plan? (1 of 3)

► Area Overview

The evacuation area covered in the plan is over 23 miles between Soda Bay Road / SR 281 and Point Lakeview Road. These corridors are home to communities, neighborhoods, businesses, and recreational areas, most of which have a “Very High” Fire Hazard rating.

► Evacuation Protocols

The plan will outline procedures and protocols before and during an emergency event leading to an evacuation, as well as public communication resources.



What will be included in the plan? (2 of 3)

► Public Outreach

Community outreach efforts, such as this public meeting, and a survey will be used to tailor the plan to the specific needs of this unique community.

► Roadway Network

The plan will recommend strategies and projects for facilitating traffic flow during an evacuation. Recommendations will be developed for evacuation routes, single access subdivisions, potential intersection pinch points, and roadways.



What will be included in the plan? (3 of 3)

► Vulnerable Populations Plan

The plan will identify strategies and outreach to enable vulnerable populations in preparing their evacuation plans.

► Alternative Modes of Evacuation

The plan will identify strategies to engage all modes of transportation including public transit and marine.

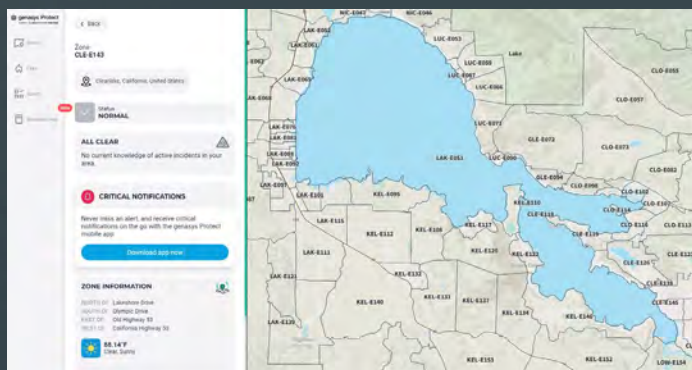


When will the plan be completed?

The plan is scheduled to be completed in March 2024

How can I stay informed?

- Sign up for LakeCo Alerts for real-time information.
- Visit the *Genasys Protect* (formally Zonehaven) website and know your zone. *Genasys Protect* provides evacuation status information by area/zone.
- Visit the Konocti Fire Safe Council website.
- Follow Lake County Sheriff, OES, and Public Works on social media.



How can I get involved?

- ▶ Visit a table and talk to a team member.
- ▶ Take the survey and leave your comments.

Fill out a paper form at the table or use your phone to scan the QR code.

The survey should take less than five minutes to complete.



We appreciate you!

Thank you for your participation in this important process. Your feedback is valuable and will help to deliver a plan tailored to the needs of your community.

Questions?

Contact:

lpicou@headwaytransportation.com



Soda Bay Corridor Evacuation Plan

Survey Results

Note: Personal Information - Question 1: Name (Optional) and Question 2: Email (Optional) - withheld

3. What is your connection to the Soda Bay Corridor area?	4. Do you have a personal evacuation plan?	5. Are you aware of which routes you would use in an evacuation?	6. Do you know how to access important safety info such as your "ZONE" through Genasys Protect (previously Zonehaven)?	7. Are you aware of the information and resources available through the Konocti Fire Safe Council?	8. How do you typically receive emergency information? Check all that apply	8. "Other" Response	9. How do you prefer to receive emergency information?	9. "Other" Response	10. What are your concerns regarding your personal plan for an evacuation?	11. What are your concerns about the most effective ways to receive important safety information and instructions	12. What are your concerns regarding the roadway network (roadways and intersections)
I live in the area	Yes	Yes	Yes	Yes	Lake Co Alerts, Genasys, Other: Watch Duty		Lake Co Alerts, Genasys, Other: Watch Duty		I may go in my boat rather than drive as that could be too crowded	N/A	N/A
I live in the area	Yes	Yes	Yes	Yes	Radio, Ham Radio		Lake Co Alerts, Genasys, Radio, Other: All		N/A	N/A	N/A
I work in the area, I visit the area, Other: I own about 50 parcels (vacant lots) in the corridor, I serve on the Kelseyville Riviera Board and am chairman of its Fire Safe Committee	Yes	Yes	No	Yes	Lake Co Alerts, Radio, Local News, Social Media, Friend/Relative		Lake Co Alerts, Genasys, Radio, Local News, Social Media, Friend/Relative, Other: Siren		Knowing it's an emergency	Knowing what to do/where to go under what circumstances	In an emergency Hwy 281 will likely be clogged. How will it be coordinated, organized, and kept moving?
I live in the area	Yes	Yes	No	Yes	Social Media, Other: Watch Duty		Other: I don't		Fire Notifications	We don't get any	We don't receive info
I live in the area, I work in the area	Yes	Yes	N/A	N/A	N/A		Other: Watch Duty		Traffic Jams	Time	Not Safe
I live in the area	Yes	Yes	Yes	Yes	Lake Co Alerts, Radio, Local News, Friend/Relative		Lake Co Alerts		Too many cars and people, too few roads out, locked gates (West Riv)	Siren and Watch Alert	People not allowing others to enter Soda Bay off connecting roads
I live in the area, Other: Active with the Lake County Amateur Radio Society (LCARS) KEGHMD. We do emergency communications, activated by the sheriff's dept.	Yes	Yes	Yes	Yes	Lake Co Alerts, Ham Radio		Lake Co Alerts, Ham Radio		Pinch points @ Soda Bay Road and Point Lake View and Soda Bay Road and Kits Corner, one evacuation it took me 1/5 hours to get to Kit's Corner from my home on Edgewater in Kul Riv.	1. home phone for those of us with no cell phones, 2. Facebook is not for everyone and not used by most elderly	Not enough room for the number of vehicles evacuating at one time
I live in the area, I work in the area	Yes	No	No	Yes	Lake Co Alerts, Local News, Social Media, Other: Watch Duty		Lake Co Alerts, Other: LCSD nixel		What others are doing, How to get funding for low income tree and brush abatement	Power outage	Route information
I live in the area	Yes	Yes	No	Yes	Lake Co Alerts		Lake Co Alerts		Too much fuel along the roadways, traffic stalls as we evacuate	N/A	Lots of fuel on Soda Bay Rd. and 281, especially between Point Lakeview and Galilee Lutheran as well as Black Forest
I live in the area, I work in the area, realtor in area	Yes	Yes	Yes	Yes	Lake Co Alerts, Radio, Local News, Social Media, Other: Watch Duty		Lake Co Alerts		Lake Co Alerts needs improvement, I get more from Watch Duty	Lake Co Alerts is not as good as the former Nixle	Soda Bay Road can't handle amount of traffic
I live in the area	Yes	Yes	Yes	Yes	LakeCo Alerts, Genasys, Social Media		Lake Co Alerts, Genasys, Social Media		Traffic Primarily	Power outages - fire related and PSPS	narrow roadways, no shoulder, no maintenance
I live in the area	Yes	Yes	Yes	No	Other: Watch Duty		Lake Co Alerts		Traffic issues	Need help	?
I live in the area	Yes	Yes	Yes	Yes	LakeCo Alerts, Genasys, Radio - KPFZ community radio, Friend/Relative, Other: online news		Lake Co Alerts		Only 1 way out - Soda Bay Rd	For people who do not use technology, I am very concerned how they will receive info	I am very concerned that people will be in vehicles bumper to bumper and not be able to escape from fire and falling trees and that emergency personnel won't be able to get in
I live in the area	Yes	Yes	Yes	No	Lake Co Alerts, Social Media		Lake Co Alerts		Alternative routes	N/A	Need to know what it is

**Soda Bay Corridor Evacuation Plan
Survey Results**

Note: Personal Information - Question 1: Name (Optional) and Question 2: Email (Optional) - withheld

3. What is your connection to the Soda Bay Corridor area?	4. Do you have a personal evacuation plan?	5. Are you aware of which routes you would use in an evacuation?	6. Do you know how to access important safety info such as your "ZONE" through Genasys Protect (previously Zonehaven)?	7. Are you aware of the information and resources available through the Konocti Fire Safe Council?	8. How do you typically receive emergency information? Check all that apply	8. "Other" Response	9. How do you prefer to receive emergency information?	9. "Other" Response	10. What are your concerns regarding your personal plan for an evacuation?	11. What are your concerns about the most effective ways to receive important safety information and instructions	12. What are your concerns regarding the roadway network (roadways and intersections)
I live in the area	Yes	Yes	Yes	Yes	Lake Co Alerts, Genasys, Friend/Relative		Lake Co Alerts, Genasys, Friend/Relative		Debris on Soda Bay		Too many people leave late and get stuck from either accident or lack of vision from the smoke
I live in the area	Yes	Yes	No	No	Lake Co Alerts		Lake Co Alerts		N/A	N/A	N/A
I live in the area	No	Yes	No	No	Genasys		Lake Co Alerts, Genasys, Radio, Local News, Social Media, Friend/Relative		Gas, Roads	cell phone emergency	yes, anything anywhere
See comments in folder	See comments in folder	See comments in folder	See comments in folder	See comments in folder	See comments in folder		See comments in folder		See comments in folder	See comments in folder	See comments in folder
I live in the area	Yes	Yes	Yes	Yes	LakeCo_Alerts,Genasys,Radio,Local_News		LakeCo_Alerts,Genasys		Same concerns mentioned in 3rd question.	The most effective ways to receive important safety info and instructions is through technology. Many people along this corridor do not use technology.	Concerned that Soda Bay Rd. will be clogged with traffic and that trees will fall across the road during evacuation limiting egress and ingress which very well could be life threatening. And concerned because of the reasons just stated that first responders will not be able to reach the fire to put it out.
other - I work with the County	No	Yes	Yes	No	LakeCo_Alerts		LakeCo_Alerts				
I work in the area	Yes	Yes	Yes	Yes	LakeCo_Alerts,Genasys,other	CALFIRE	LakeCo_Alerts,Genasys				
I live in the area	No	Yes	Yes	No	other	Watch Duty	Genasys,Local_News,Social_Media		Prioritization... forgetting something that is critical.	It knowing. We are new to the area.	Narrow roads that cannot handle the traffic.
I live in the area	Yes	Yes	No	No	LakeCo_Alerts,Social_Media		LakeCo_Alerts,Genasys,Social_Media		Lack of evacuation routes. Evacuation by water, how would one do this?	Cell phone service is not reliable. I suggest redundant emergency sirens on each mountain and each side of the mountain so that county residences can be manually notified. Each siren may have a different sound to identify which sirens is sending the warning. This worked well in the Sebastopol, Graton, Forresterville area where I grew up.	Soda Bay road can only accommodate a limited amount of vehicles for evacuation. A planned water evacuation system may be a good alternative, perhaps with ferries. The use of ferries may be justified and paid for by tourists that want to explore the lake by sightseeing shoreline activities such as wineries, snack shops (think Konocti, The Boathouse Richmond park etc). Please do not disregard these suggestions. We need forward thinking people who can make serious changes to our county AND make a profit with tourism.
I live in the area	Yes	Yes	No	Yes	LakeCo_Alerts,other	Watch Duty App	LakeCo_Alerts,other	Watch Duty App	Receiving enough notice. I live at the top of Mt. Konocti with my property backed against the woods and dense piles of cut wood. It would be possible for fire to come up over the mountain and ignite these fuel sources before I am aware.	Timeliness of alerts - I would feel safer knowing when a fire breaks out immediately. I think it would be helpful to include information about the anticipated direction the fire could take as it spreads. Perhaps cite wind speed and direction?	Traffic, fire, or debris blocking soda bay road, or access to it from connecting streets in Riviera Heights. There is high potential for accidents since Soda Bay is a cliffside road at points, and people already drive recklessly, even when not in an emergency.
I live in the area	No	Yes	No	No	LakeCo_Alerts,Radio,Local_News,Social_Media,Friend/Relative		LakeCo_Alerts,Radio,Local_News,Social_Media		Road congestion. Information regarding direction of any pending or potential fire.	Timing.	All of the obvious including down trees and electric lines.
I live in the area	No	No	No	No	LakeCo_Alerts,Radio,Local_News,Social_Media,Friend/Relative		LakeCo_Alerts,Radio,Social_Media,Friend/Relative,other	Emergency Text	One road in and one road out. Concerned if road is blocked by trees & broke down vehicles	No alarm to sound if the fire occurs at night when people are sleeping. No faith in local govt. and their ability to advise the community in a timely manner so that people have enough time to evacuate. Limited amount of emergency responders and medical staff to accommodate a large amount of injured in case of a catastrophe.	Concern the roads can easily be blocked by downed trees and disabled vehicles. Only one way in and one way out. Concern that because there is only one way in and one way out that the roads could be blocked by evacuees therefore blocked the road for emergency responders and firemen to put out the fires.
I live in the area	Yes	Yes	Yes	No	LakeCo_Alerts		LakeCo_Alerts,other	Warning sirens	That soda bay road will be gridlock or otherwise impassable due to falling trees or burning vegetation along the road. Konocti harbor inn is a fire hazard along soda bay road. PG&E have failed to underground the power along the corridor, though they got funding to do so years ago. Pls formulate a water evac plan that will get residents out of the area quickly & free up soda bay road for emergency personnel.	How do our neighbors sirens factor into the emergency protocols? Are they sounded at an evac "warning" or only when evac is mandatory? Are sirens coordinated with LakeCoAlerts personnel? Will LakeCo alerts instruct us which direction to go on soda Bay road, e.g. towards Kitts corner or toward Lakeport?	See comments regarding my evac plan above. Very concerned soda bay road could be gridlock or otherwise impassable & there doesn't appear to be another way out. It would be great if Konocti harbor in would be part of the solution for possible water evac. They have lots of paved parking & perhaps a grant could be secured for a large capacity water craft (with trained sheriff deputies to operate) to facilitate moving large numbers of residents to safety elsewhere around the lake.
I live in the area	Yes	Yes	Yes	No	LakeCo_Alerts,other	Watch Duty	LakeCo_Alerts,Social_Media		There are two ways to evacuate Soda Bay. Up the hill to the Riviera or down Soda Bay Road to Kelseyville or Lakeport.		The last time Riviera evacuated and I lived in Buckingham at the time, there was a terrible traffic jam that crept along Soda Bay Road to Clark Drive and out to Kelseyville. This was because the creek bridge was being reconstructed. Also at the time, Highway 29 was under construction, and there were HUGE HEAVY Fire Trucks roaring along that newly paved road. For better evacuation, we need Highway 29 to be expanded to a four-lane road between Kelseyville and Lakeport so people can be evacuated swiftly from the Riviera and all other communities along Soda Bay Road.

Appendix C

Evacuation Guidance Flyer



SODA BAY CORRIDOR EVACUATION GUIDE

For real-time information on evacuation status, routes...



EVACUATION ROUTES

- *Please review this map to be aware of primary roadways that may be designated as evacuation routes.*
- *Routes to be used in an evacuation will be determined by local officials based on the nature of the event.*
- *In an evacuation, drive carefully and follow instructions from law enforcement and emergency responders.*

■ Potential Evacuation Routes

● Town ● Neighborhood ● Park ● Hospital

GET INFORMATION



Konocti
Fire Safe Council



CAL FIRE
Ready For Wildfire



National Weather Service



Lake County Sheriff
Office of Emergency Services

KNOW YOUR ZONE

<https://protect.genasys.com>

My zone is _____

TUNE IN

Local radio stations:

KNTI 99.5 FM	KPFZ 88.1 FM	KQPM 105.9 FM	KXBX 98.3 FM	KXBX 1270 AM
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SIGN UP FOR ALERTS

<https://www.lakesheriff.com/869/LakeCoAlerts>


FOLLOW OFFICIAL CHANNELS

Facebook at <https://www.facebook.com/lakesheriff/> 

Facebook at <https://www.facebook.com/LakeCountyOES/>

Facebook at <https://www.facebook.com/groups/Lakecountypdw/>

Twitter at https://twitter.com/lake_sheriff 

Instagram at <https://instagram.com/lakesheriffca> 

RED FLAG WARNINGS

The National Weather Service (NWS) offices issue *Fire Weather Watches* and *Red Flag Warnings* for critical fire weather patterns that contribute to the extreme fire danger and/or fire behavior. The NWS Eureka office supports Lake County and issues heat advisories and extreme heat warnings based on High Risk values.

A *Fire Weather Watch* is used to alert agencies to the high potential for development of a Red Flag event in the 12-72 hour time frame. The Watch may be issued for all or selected portions of a fire weather zone.

Red Flag Warning/Fire Weather Watches informs land management agencies of the imminent or actual occurrence of Red Flag conditions. A Red Flag Warning will be issued when there is high confidence that Red Flag criteria will be met within the next 24 to 48 hours, or when those criteria are already being met or exceeded.



See full list of restrictions
during a Red Flag Warning

EVACUATION STATUS LEVELS

Evacuation Order: An immediate threat to life. This is a lawful order to leave now. The area is lawfully closed to public access.

Evacuation Warning: A potential threat to life and/or property. Those who require additional time to evacuate, and those with pets and livestock should leave now.

Shelter In Place: An order to go indoors. Shut and lock doors and windows. Prepare to self-sustain until further notice and/or contacted by emergency personnel for additional direction.

Evacuation Order(s) Lifted: The term used to formally announce lifting evacuations in an area currently under evacuation.