

**BUTTE COUNTY GRAND JURY REPORT 2008/2009  
WILDFIRE & SAFETY CONSIDERATIONS  
FOR BUTTE COUNTY GENERAL PLAN 2030**

**SUMMARY**

The wildfires in the foothills of Butte County during the summer of 2008 were the most severe in recent history. Some of the grim statistics were:

60,000 acres burned  
200 homes lost or heavily damaged  
One fire related death reported  
Injuries to fire personnel

By some miracle, the Humboldt Fire Incident did not cross the West Branch of the Feather River. Had this occurred, property damage could have been huge and thousands of lives could have been threatened in Paradise and the Upper Ridge.

Three of four major evacuation routes south from Paradise, Skyway, Neal and Clark Roads, were closed due to heavy smoke and fire. The fourth evacuation route, Pentz Road, was jammed with single-lane traffic, making the trip from Paradise to Highway 70 nearly three hours long.

Forest Route 171 north of Magalia, currently does not qualify as a viable evacuation route. This route includes ten miles of dirt road between Inskip and Butte Meadows. Even if upgraded as planned, this route will not be classified as an evacuation route. Additional evacuation routes are necessary.

The Grand Jury recommends that affected communities come together to form a Benefit Assessment District to address their safety needs.

While this report focused on the areas affected by the 2008 wildfires, the Grand Jury is equally concerned about other communities in the Butte County foothill areas, including Cohasset, Berry Creek, Forbestown, Forest Ranch, and others.

Butte County is in the process of developing General Plan 2030 to direct the growth of the County for the next two decades. It is imperative that safety considerations be adequately addressed in the referenced General Plan.

**GLOSSARY**

BCGP2030 - Butte County General Plan 2030

BCBS - Butte County Board of Supervisors

BCAG - Butte County Association of Governments

BCOES - Butte County Office of Emergency Services

Upper Ridge - areas above Paradise, including Paradise Pines and Magalia

Benefit Assessment District - A benefit assessment places an annual levy on property that receives a “special benefit” from the assessment.

## **BACKGROUND**

The foothill areas east of Highway 99 in Butte County are especially prone to disastrous wildfires. In the summer of 2008, Butte County experienced one of the worst wildfire seasons in its history. Many citizens lost their homes, and many had a difficult time evacuating from areas under immediate threat of fire.

It is the responsibility of the Butte County government and individual citizens to be prepared, and plan for any action necessary to limit the danger created by wildfires. It is important to incorporate these safety requirements into BCGP2030. The unpredictability, intensity, and locations of the 2008 wildfires near the towns of Magalia, Paradise, Concow, and Forest Ranch emphasized the critical shortcomings of the area’s readiness for extreme fire situations.

The major problems discovered as a result of the 2008 fires were limited evacuation routes and lack of compliance by the public concerning fire prevention regulations.

## **APPROACH**

The Grand Jury reviewed the BCGP2030 and interviewed several Butte County Supervisors, BCAG, Butte County department directors, managers, employees of fire and emergency services departments, and informed, concerned citizens. The Grand Jury concentrated on safety issues, evacuation possibilities in high fire-danger areas, and how the experiences from last year can be incorporated into BCGP2030.

## **DISCUSSION**

Paradise and the Upper Ridge have about 50,000 residents. It is a beautiful place to live with many desirable features such as:

- Clean air
- Secluded forest setting
- Above the fog line
- Nice views
- Light snow in the winter

There are less-desirable safety related features that must be considered when living on the Ridge such as:

- Limited water supply, including emergency water supply
- High population density
- Vast amounts of fire fuel on steep terrain
- Earthquake and flood concerns related to Magalia Dam
- Limited number of emergency evacuation routes

### **Development of a General Plan**

Each county in California is required by the state to develop a general plan for its future growth. Butte County has responded by initiating BCGP2030, which will govern the development of Butte County for the next twenty years. BCGP2030 is being prepared as a comprehensive update by Butte County Development Services, in cooperation with most departments of Butte County, the Citizens Advisory Committee, and individual citizens. Final approval of the plan rests with the BCBS.

There are specific land use requirements for specific unincorporated parts of the County. BCGP2030 is divided into thirty four functional areas called Preferred Land Use Alternatives (PLUA). Each area is being analyzed by many different agencies. In addition, information is being gathered from citizen comments at public meetings.

It is in the opinion of this Grand Jury that there is a need to modify some parts of BCGP2030 to pay specific attention to safety requirements for citizens of Butte County. A moratorium on all multi-home development in fire-prone areas is recommended until all fire safety, traffic, and emergency water supply issues are resolved.

The Upper Ridge currently has approximately 18,000 residents; however there is only one viable southbound evacuation route from Magalia over Magalia Dam. The road over the Dam is one lane in each direction and has width limitations. In the case of an accident on the Dam, traffic would be disrupted. Current building requirements state that a minimum of two exit roads should be provided from any developed area.

### **Summary of Foothill Roads**

As outlined in the road index in Appendix A and Table I below, all roads out of Paradise and the Upper Ridge, with the exception of Skyway below Paradise, have significant constraints, limiting their use as evacuation routes during a major event, especially another event of multiple fires. Even Skyway was closed during the summer 2008 fires due to fire and smoke. Constraints include:

- A single lane per direction
- Moderate to sharp curves
- Inadequate shoulders for parking disabled vehicles
- No surfacing to limited gravel surfacing

Fire hazard areas adjacent to the shoulders, due to dense fire fuel and steep slopes, which increases the fire danger and the possibility of being closed due to fire and or smoke

Even if passable, most of the roads have serious capacity limitations. A convoy of cars traveling bumper to bumper will necessitate all vehicles traveling the speed of the slowest vehicle in front of them. For example, Coutelenc Road has two sharp bends with a speed limit of 20 mph. A vehicle traversing the bends on this road will need to slow to 20 mph and, by chain reaction, all following vehicles on the entire length of the road will be forced to slow to 20 mph. Circumstances that may slow the chain of traffic are: merging traffic, disabled vehicles, and temporary closures to accommodate emergency vehicles. As an example, during the 2008 summer fires, all vehicles exiting Paradise and the Upper Ridge were directed to use Pentz Road, which has a posted speed limit of 40 mph. It took three hours for vehicles to travel from the intersection of Pentz Road and Skyway to Highway 70, a distance of about eleven miles. This is an effective speed of approximately 4 mph.

### **Evacuation Routes from Paradise**

Paradise currently has approximately 30,000 residents. There are four available southbound evacuation routes from Paradise, Skyway, Neal, Clark and Pentz Roads. There are no adequate northbound evacuation routes.

During the Humboldt Fire Incident, Skyway, Neal and Clark Roads were closed to all civilian traffic. This left only Pentz Road available for evacuation, with only one southbound lane being used. It took three hours to travel eleven miles from Paradise to Highway 70. Pentz Road has limited emergency pull off areas for temporarily parking disabled vehicles.

Skyway below Paradise is an existing high capacity road. If the fire fuel was removed in a few areas adjacent to the road between Paradise and Chico, and the grassed median and shoulders were disked in the late spring each year, the availability of this high capacity evacuation route would be improved.

### **Evacuation Routes from the Upper Ridge**

The condition of Skyway between the Magalia Dam and Clark Road is a constraint for vehicles attempting to evacuate the Upper Ridge going south. It should be improved by widening the shoulders and removing adjacent fire fuel.

There is no northbound evacuation route from Magalia, except Forest Road 171, which in some spots is passable by four-wheel drive vehicles only. Forest Road 171 is planned for upgrade starting in 2009. It is planned as a recreational access road only, not an evacuation route. The road is in a high fire-danger area and may not be available to use as an evacuation route. In addition, the road capacity is limited and when completed as proposed, Forest Road 171 will have a speed limit of 25 to 30 mph. A convoy of vehicles trying to evacuate Inskip, Stirling City, and the Upper Ridge on Forest Road 171 will most likely not be able to travel faster than 15 to 20 mph. Thus, the evacuation of 18,000 residents could take up to several hours.

| Table 1 Paradise and Upper Ridge Road Index |   |            |             |                       |                |                   |             |             |                  |                            |
|---|---|------------|-------------|-----------------------|----------------|-------------------|-------------|-------------|------------------|----------------------------|
| Road  | From / To   | Conditions |             |                       |                |                   |             |             |                  | Evacuation Route Potential |
|   |   | Miles      | Lanes (out) | Paving                | Shoulders      | Curves            | Speed (MPH) | Fire Hazard |                  |                            |
| <b>Exit Routes From Upper Ridge</b>         |   |            |             |                       |                |                   |             |             |                  |                            |
| Forest Highway 171 (current)                | Inskip to Butte Meadows                                       | 9.6        | One         | Dirt                  | none           | moderate to sharp | 5.-10       | High        | Not viable       |                            |
| Forest Highway 171 (future)                 | Inskip to Butte Meadows                                       | 9.6        | One         | Asphalt               | ?              | moderate          | 25-30       | High        | Low              |                            |
| Humboldt                                    | Butte Meadows to Highway 32                                   | 5.3        | One         | Asphalt               | None           | sharp to moderate | 20          | High        | Low              |                            |
| Skyway                                      | Magalia Dam to junction with Clark                            | 1.6        | One         | Asphalt               | none-narrow    | moderate          | 25-30       | High        | Moderate         |                            |
| Doe Mill                                    | Skyway near DeSabra to Highway 32 (via Powellton and Garland) | 7.2        | One         | Dirt w/ rocks         | none           | sharp to moderate | 5.-20       | High        | Moderate         |                            |
| Centerville / lower Honey Run               | Skyway near Nimshew to Chico                                  | 17         | One         | 4 mi. gravel/ Asphalt | none           | sharp             | 5.-20       | High        | Low              |                            |
| Coutelenc                                   | Skyway (Lovelock) to Skyway (Old Magalia)                     | 7          | One         | Asphalt               | none-narrow    | 2-sharp           | 20-30       | High        | Low to Moderate  |                            |
| Jordan Hill                                 | Coutelenc to Highway 70                                       | 17         | One         | Dirt                  | none           | sharp             | 5.-10       | High        | Not viable       |                            |
| Concow                                      | Connects Jordan Hill to Highway 70                            | 1          | One         | Asphalt               | none           | moderate          | 25          | High        | Moderate         |                            |
| <b>Exit routes From Paradise</b>            |   |            |             |                       |                |                   |             |             |                  |                            |
| Skyway                                      | Paradise to Chico   | 10         | Two         | Asphalt               | wide           | gentle            | 55          | Low         | High             |                            |
| Honey Run                                   | Skyway to Chico   | 11         | One         | Asphalt               | none           | sharp             | 15-20       | High        | Not viable       |                            |
| Neal  | Skyway to Highway 99  | 8          | One         | Asphalt               | none to narrow | moderate          | 35          | High to Low | Moderate         |                            |
| Clark                                       | Skyway to Durham Pentz  | 9.5        | One         | Asphalt               | none to narrow | moderate          | 45          | High to Low | Moderate to high |                            |
| Pentz                                       | Skyway to Highway 70  | 11         | One         | Asphalt               | none to narrow | moderate          | 45          | High to Low | Moderate         |                            |
| Durham Pentz                                | Highway 70 to Highway 99                                      | 9          | One         | Asphalt               | none to narrow | moderate          | 50-55       | Low         | Moderate         |                            |

Currently, all funds needed to finish Forest Road 171 are not available (See Appendix B). The development of additional evacuation roads, such as Doe Mill or Centerville Roads, should be a part of BCGP2030 (See Appendix A).

The Grand Jury recommends that the County plan for more than one road, suitable for use as an evacuation route, for the Upper Ridge. Possible routes to consider are Doe Mill and Centerville Roads.

### **Emergency Evacuation Plan**

An Emergency Evacuation Plan is a set of instructions and information used by the emergency services support team during a catastrophic event. Currently, there is an Emergency Evacuation Plan for the Upper Ridge. It is very detailed. All other areas need to have similar plans. BCOES should consider creating a synopsis of these plans to be available to fire crews from outside areas.

### **Emergency Broadcast System**

The Butte County Emergency Broadcast System provides taped information for citizens during emergencies. During the wildfires in 2008, this taped message was not updated frequently to match the conditions. More comprehensive, up to date information was available on the Butte County web site. Unfortunately, people without computers only had access to information from taped messages on the emergency radio broadcast. This lack of information could create panic among residents, which complicates the evacuation process.

### **Benefit Assessment District**

A benefit assessment places an annual levy on property that receives a “special benefit” from this assessment. The assessment may be used to pay for services and improvements which confer a benefit; however, the benefit is conferred on real property and not on a person.

There is currently a movement toward development of a Benefit Assessment District to include the areas of Paradise, the Upper Ridge, Concow and Centerville. The Grand Jury endorses this proactive approach.

### **Butte County Fire Code**

Currently, Butte County does not have a Fire Code Ordinance specific to Butte County. The Butte County Fire Marshal is using the California Fire Code.

### **Fire Safety Information**

CAL-FIRE, Butte County Fire Safety Councils, and other organizations publish and distribute pamphlets containing important information regarding: wildfire preparedness, what to do in case of wildfire, maps of possible evacuation routes, gathering locations, and how to obtain current information about wildfire status (See Appendix C). However, none of the members of the 2008/2009 Grand Jury, who live in Paradise and the Upper Ridge, recall receiving or seeing this important information. Printing and distributing these pamphlets on a regular basis are costly, and without guarantee that they will reach all citizens and newcomers to Butte County.

The pamphlets could easily be lost in other similar looking mail and not attain needed attention by all citizens. The Grand Jury believes that this information should be updated regularly and incorporated into documents distributed to residents on an annual basis such as in property assessments or phone books.

### **Housing Concentration in Foothill Areas**

BCGP2030 designates several areas in the foothills for increased development. Prior to increasing the number of residents at risk, measures should be taken to adequately plan for emergencies.

For example, BCGP2030 forecasts 3,400 additional units or approximately 15,000 people in foothill fire-prone areas. It designates a housing development consisting of 330 houses in PLUA13. The current design will place most of these homes directly on the canyon rim. In case of fire, this will increase the degree of danger for its residents. In an emergency, all residents of this development will have to evacuate by entering onto Pentz Road. Consideration of the increased evacuation requirements and fire safety should be met before the start of this development.

### **Other Butte County Foothill Communities**

This report discusses the problems associated with the 2008 wildfires that affected Paradise and the Upper Ridge. Other communities within Butte County, such as Cohasset, Forest Ranch, Berry Creek, Concow, and Forbestown are located in high fire-danger areas with limited road exits and could be similarly affected. Accordingly, the Grand Jury recommends that the BCGP2030 also address fire safety in all Butte County foothill communities.

## **FINDINGS**

- F1. The draft General Plan 2030 does not adequately address all fire and safety issues in the foothill areas of Butte County.
- F2. At present, there is only one major evacuation route south from the Upper Ridge and no viable routes north. There is a need for an additional evacuation route from Magalia and Paradise. The upgrade of Forest Road 171, classified as a recreational access road, is not fully funded, and even after completion, will not be sufficient as an evacuation route.
- F3. Skyway from Paradise to Chico could be upgraded and used in specific situations as an evacuation route.
- F4. With the exception of Skyway, evacuation routes do not have adequate shoulders for temporarily parking disabled vehicles.
- F5. An Emergency Evacuation Plan has been developed for the Upper Ridge (Magalia and Paradise Pines) only.
- F6. The development of new housing in fire-prone areas of the foothills is ongoing.

- F7. Butte County does not have a County Fire Code Ordinance specific to Butte County conditions.
- F8. During the recent wildfires, information on the County Emergency Broadcast System was often several hours old. Therefore, it did not provide timely information about the evacuation and fire status and locations.
- F9. Adequate funding is not in place for foothill evacuation routes. There is currently a movement toward development of a Benefit Assessment District to include the areas of Paradise, the Upper Ridge, Concow, and Centerville.
- F10. Fire safety information, about emergency evacuation routes and fire preparedness, is not reaching the public for whom it was intended.

## **RECOMMENDATIONS**

- R1. BCGP2030 needs to address emergency evacuation routes and fire preparedness for the foothill areas of Butte County.
- R2. Review the limitations of Forest Road 171 such as traffic speeds, volume of cars, and fire prone area and consider other feasible evacuation routes. Additional roads for evacuation of the Upper Ridge, such as Doe Mill Road, should be investigated.
- R3. Consider immediate modification of Skyway, from Paradise to Chico, as an emergency evacuation route, by removing trees and brush and creating fire barriers on both sides of the road.
- R4. BCGP2030 should address how to handle disabled vehicles on emergency evacuation routes and the use of both traffic lanes for evacuation.
- R5. Address the need for creation of Emergency Evacuation Plans for all high-risk fire areas in the Butte County foothills.
- R6. Put a moratorium on all multi-home development in fire prone areas until all fire safety, traffic, and emergency water supply issues are resolved.
- R7. The Butte County Board of Supervisors should request and implement a County Fire Code Ordinance specifically designed for the Butte County foothill's environment.
- R8. In cases of emergency, the County Emergency Broadcast System should update information frequently, with specific, current information about evacuation recommendations, location and status of the emergency, and the forecast of future actions.
- R9. The Board of Supervisors should encourage the formation of a Benefit Assessment District on the Ridge.

R10. Consider inserting, in the local phone directory or property assessments, information about emergency travel routes and public assembly points, as shown in Appendix C.

### **REQUEST FOR RESPONSES**

Pursuant to Penal Code Section 933.05, the Grand Jury requests responses as follows:

Butte County Department of Development Services

Butte County Association of Governments

Butte County Department of Public Works

Butte County Office of Emergency Services

Paradise Fire Department

Butte County Board of Supervisors

The governing bodies indicated above should be aware that the comment or response of the governing body must be conducted subject to the notice, agenda and open meeting requirements of the Brown Act.

Reports issued by the Civil Grand Jury do not identify individuals interviewed. Penal Code Section 929 requires that reports of the Grand Jury not contain the name of any person, or facts leading to the identity of any person who provides information to the Civil Grand Jury. The California State Legislature has stated that it intends the provisions of Penal Code Section 929 prohibiting disclosure of witness identities to encourage full candor in testimony in Civil Grand Jury investigations by protecting the privacy and confidentiality of those who participate in any Civil Grand Jury investigation.

## APPENDIX A

### Index of Routes from Paradise and the Upper Ridge

#### From the Upper Ridge

**Highway 171** extends from Inskip to Butte Meadows. At present it is a 9.6 mile long narrow, winding two-lane gravel road, only suitable for four-wheel drive vehicles in wet months. Portions of the road are in high fire-danger areas. There are plans to improve the road, but currently there are insufficient funds.

**Skyway** from Magalia and Paradise Pines to its intersection with Clark Road in Paradise is a twelve to fourteen foot wide paved road with shoulders and a 35 mph speed limit. There is heavy vegetation on both sides of the road. Where it crosses Magalia Dam, the shoulders are about two feet wide.

**Doe Mill Road/Garland Road** extends about seven miles from Powellton Road in Magalia to Highway 32 via Garland Road. Between Powellton Road and a narrow bridge, it is a very rough, winding road with protruding rocks in the road bed. The stretch also has steep side slopes, a few sharp curves, and heavy vegetation. Between the bridge and Highway 70 it is gravel surfaced with mild curves. The old steel girder bridge has a three-ton weight limit and is probably not safe for several vehicles at a time.

**Centerville Road/Honey Run Road** extends about seventeen miles from Nimsheew Road intersection with Skyway to join Honey Run Road, near the old covered bridge. The first four to five-mile stretch of Nimsheew Road is a winding, narrow, gravel surfaced road with no shoulders, steep side slopes, and heavy vegetation. The speed limit is probably about 20 mph. The second seven-mile portion is a winding gravel surface with no shoulders, with an approximate speed limit of 20-30 mph. This portion of the road also has steep side slopes and heavy vegetation. The four mile balance of the road to Skyway is a two-lane paved road with narrow shoulders, gently winding curves, and light to moderate vegetation, with a posted speed limit of 30-35 mph.

**Coutelenc Road** is a seven-mile long road which intersects Skyway below Stirling City, and reconnects to Skyway near upper Paradise. It traverses east of the Magalia reservoir and does not require crossing the Dam. It is a winding, paved, two-lane road with moderate curves. Two curves have a posted limit of 20 mph, but the balance of the road has a speed limit of about 30 mph. There is heavy vegetation on both sides of the road. Side slopes are flat to moderate.

**Jordan Hill Road** extends about seventeen miles from the Upper Ridge Coutelenc Road to Concow Road. It is narrow with no shoulders. A portion is dirt, and a portion has some gravel surfacing. It has one narrow bridge, sharp curves, no shoulders, heavy vegetation, and steep side slopes. The estimated speed limit of a convoy of vehicles is 10-20 mph. This road is not suitable for an evacuation route.

**Concow Road** is a winding, narrow paved road with a posted speed limit of 25 mph that extends from Concow to Highway 70. It has no shoulders with heavy vegetation on both sides.

#### From Paradise

**Skyway** is a four-lane, divided road with a wide grass median. It is essentially a straight road with a uniform, mild grade. The distance from Paradise to Chico is about ten miles. It has a 55 mph speed limit and wide shoulders for disabled cars. Portions of the road are essentially free of fire danger due to a golf course, graveled lookout, and residential developments. Fire fuel is essentially wild grass and a few trees. This route could be easily improved to further reduce fire danger.

**Neal Road** is a paved two-lane road, with mild curves extending about eight miles from Skyway to Highway 99. The road has non-existent, to narrow intermittent shoulders and a posted speed limit of 35 mph. The terrain on each side is flat to moderate slopes. Fire fuel is light to moderate. Residential units are sparse to frequent.

**Honey Run Road** extends from Skyway in Paradise to Skyway about three miles east of Chico. The upper portion near Paradise is a paved, winding, very narrow two-lane road with sharp curves, no shoulders, and a steep slope on the north side. There is heavy vegetation on both sides. The estimated speed of a convoy of vehicles would be less than 20 mph. The lower portion is a winding, two-lane paved road with a speed limit of about 30 mph. The upper portion is not suitable for an evacuation route.

**Clark Road (Highway 191)** is a paved, two-lane road with a few sharp curves and narrow shoulders. It extends ten miles from Paradise to the Durham-Pentz Road. The speed limit is 45 mph. Much of the upper portions of the road consist of steep slopes with dense vegetation.

**Pentz Road** is a paved two-lane road extending about eleven miles from upper Paradise to Highway 70 and the Durham-Pentz Road. The upper portions are winding, with narrow shoulders and steep slopes. Fire fuel is abundant.

**Durham/Pentz Road** is a two-lane paved road, with no shoulders extending from Highway 70 and Pentz Road to Highway 99. It has a posted speed limit of 55 mph. The terrain on both sides is flat and predominately covered with grass vegetation.

## **APPENDIX B**

### **Description of Project: Forest Highway 171**

#### **What is the Project?**

At the request of Butte County, the United States Department of Agriculture (USDA), Forest Service (FS), and the Central Federal Lands Federal Highway Division (CFLHD), BCAG completed a Project Reconnaissance and Scoping Report (August 16, 2002), investigating the widening and reconstruction of Forest Highway 171 (Upper Skyway).

In December of 2002, BCAG took the lead to develop the environmental document and begin the process of completing the Project Approval and Environmental Document (PA&ED) phase.

#### **Why is the Project being done?**

Beginning in late 1999, citizens and local officials living in and representing the communities above Paradise began expressing a concern that in the event of a fire or related natural disaster, there was only one way into and out of these communities. The southerly exit would be through the Town of Paradise on the Skyway. The northerly route would have to be over the Upper Skyway or FH 171 over a 9.6 mile section of dirt road extending between the community of Inskip and Butte Meadows.

The primary purpose of this project is improved safety for in excess of 25,000 residents living in and around these communities, also known as the Upper Ridge. Improvements to Forest Highway 171 (Upper Skyway) also substantially completes basic infrastructure necessary for the FS to effectively administer and manage the large amount of federal lands in the northeastern portion of Butte County by providing a through route.

The Humboldt, Palermo and Concow fires of 2008 have provided an increased awareness and further support the merits of completing this project.

#### **What is the current status of the Project?**

A CEQA Mitigated Negative Declaration was approved by the BCAG Board of Directors in September of 2005. A NEPA Categorical Exclusion was approved in November 2005.

BCAG, Butte County, FS, FHWA and Caltrans are currently working to continue looking for federal and state sources of funding in an effort to provide the additional dollars needed for the estimated \$12 - \$15 million construction project. FHWA and the FS have committed \$5 million to the construction phase of this project. An earmark for an additional \$5.8 million and another \$980,000 was authorized in the current federal transportation bill known as SAFETEA-LU.

\$1.3 million in Regional Improvement Program (RIP) was allocated in the 05/06 Fiscal Year (FY) to continue with development of the Plans, Specifications and Estimate (PS&E). Together with the upcoming completion of the project design, the acquisition of Right of Way is currently underway. If all right of way acquisition moves forward as planned a Phase One project could be delivered as soon as the Spring of 2009.

#### **Questions or comments:**

Should you have any questions or comments regarding the project please call or e-mail Andy Newsum, Project Manager at (530) 879-2468.

## **APPENDIX C**

Following are fire safety pamphlets for a few foothill communities.

These representative pamphlets were developed by local Fire Safety Councils and other organizations.

C-1 Paradise

C-2 Upper Ridge

C-3 Pulga, Concow, and Jarboe Gap

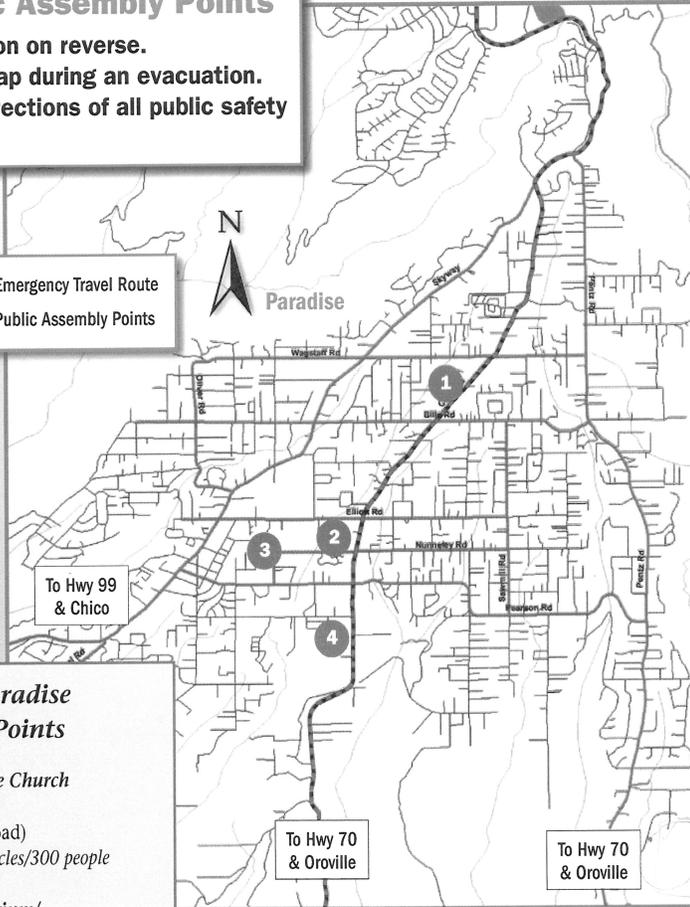
# Paradise

## Emergency Travel Routes and Public Assembly Points

- Map of region on reverse.
- Take this map during an evacuation.
- Obey the directions of all public safety personnel.

**Emergency radio stations:**  
 1500 AM —Paradise Town Radio  
 1460 AM —Upper Ridge Radio

Emergency Travel Route  
 1 Public Assembly Points



### Town of Paradise Assembly Points

- 1 Paradise Alliance Church**  
 6491 Clark Road  
 (North of Bille Road)  
 Room for 475 vehicles/300 people
- 2 Paradise Auditorium/  
 Paradise Senior Center**  
 777 Nunneley Road  
 Room for 216 vehicles/125 people
- 3 Seventh-day Adventist Church**  
 5720 Academy Drive  
 (North of Pearson Road)  
 Room for 400 vehicles/150 people
- 4 Tall Pines Entertainment Center**  
 5445 Clark Road  
 (South of Pearson Road)  
 Room for 150 vehicles/500 people

### If a wildfire approaches...

- Park your vehicle facing out. Put valuables in the car. Keep car keys accessible.
- Secure pets. Prepare them for transporting.
- Close shutters and drapes.
- Place a garden hose and buckets full of water around the house.
- Leave your electricity on and keep some inside lights on.
- Turn off gas at the meter or the propane tank.
- Dress in long pants, long-sleeved shirt, goggles or glasses, a bandanna to cover your face and a baseball cap. 100% cotton clothing is best.

### During evacuation:

- Have your checklist and map ready listing actions you will take prior to and during evacuation.
- If you become trapped by fire while evacuating in your car, park in an area clear of vegetation, close all vehicle windows and vents, cover yourself with a blanket or jacket and lie on the floor.
- If you are trapped by fire while evacuating on foot, lie face down in an area clear of vegetation or in a swimming pool or defensible structure.



# Upper Ridge

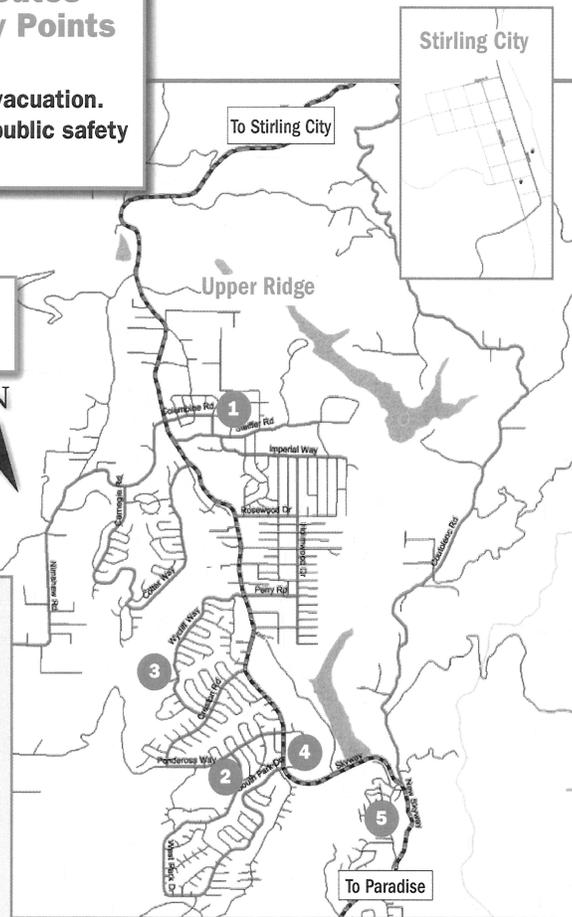
## Emergency Travel Routes and Public Assembly Points

- Map of region on reverse.
- Take this map during an evacuation.
- Obey the directions of all public safety personnel.

### Emergency radio stations:

- 1460 AM —Upper Ridge Radio
- 1500 AM —Paradise Town Radio

- Emergency Travel Route
- 1 Public Assembly Points



### Upper Ridge Assembly Points

- 1 Cedarwood School**  
6400 Columbine Road  
Can also be accessed off Steiffer  
Room for 70 vehicles/280 people
- 2 Pines Elementary/  
Mountain Ridge Middle Schools**  
13878 Compton/13835 West Park  
Access from two roads  
Room for 125 vehicles/500 people
- 3 Paradise Pines Property  
Owners' Association**  
14211 Wycliff Way  
Room for 80 vehicles/250 people
- 4 Holiday Market**  
14001 Lakeridge Circle  
Room for 80 vehicles/\_\_\_ people
- 5 Magalia Community Church**  
13700 Old Skyway  
(Old Magalia)  
Room for 200 vehicles/100 people

### If a wildfire approaches...

- Park your vehicle facing out. Put valuables in the car. Keep car keys accessible.
- Secure pets. Prepare them for transporting.
- Close shutters and drapes.
- Place a garden hose and buckets full of water around the house.
- Leave your electricity on and keep some inside lights on.
- Turn off gas at the meter or the propane tank.
- Dress in long pants, long-sleeved shirt, goggles or glasses, a bandanna to cover your face and a baseball cap. 100% cotton clothing is best.

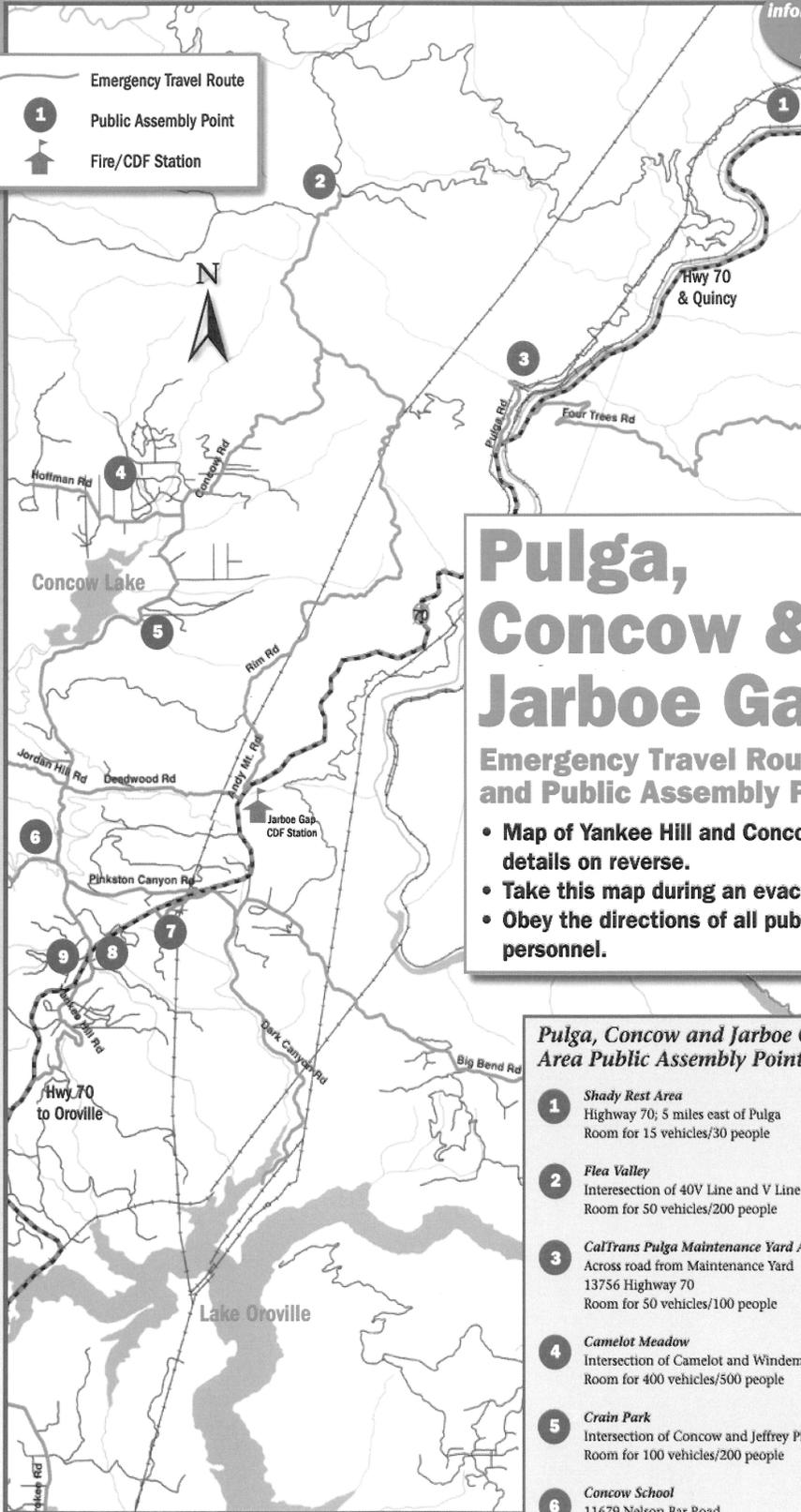
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- Have your checklist and map ready listing actions you will take prior to and during evacuation.
- If you become trapped by fire while evacuating in your car, park in an area clear of vegetation, close all vehicle windows and vents, cover yourself with a blanket or jacket and lie on the floor.
- If you are trapped by fire while evacuating on foot, lie face down in an area clear of vegetation or in a swimming pool or defensible structure.

Emergency Travel Route

1 Public Assembly Point

Fire/CDF Station



# Pulga, Concow & Jarboe Gap

## Emergency Travel Routes and Public Assembly Points

- Map of Yankee Hill and Concow details on reverse.
- Take this map during an evacuation.
- Obey the directions of all public safety personnel.

- ### Pulga, Concow and Jarboe Gap Area Public Assembly Points
- 1 Shady Rest Area**  
Highway 70; 5 miles east of Pulga  
Room for 15 vehicles/30 people
  - 2 Flea Valley**  
Intersection of 40V Line and V Line  
Room for 50 vehicles/200 people
  - 3 CalTrans Pulga Maintenance Yard Area**  
Across road from Maintenance Yard  
13756 Highway 70  
Room for 50 vehicles/100 people
  - 4 Camelot Meadow**  
Intersection of Camelot and Windemere  
Room for 400 vehicles/500 people
  - 5 Crain Park**  
Intersection of Concow and Jeffrey Pine  
Room for 100 vehicles/200 people
  - 6 Concow School**  
11679 Nelson Bar Road  
Room for 200 vehicles/500 people