

## **RESPONSE TO GRAND JURY FINDINGS**

### **F1. No single agency or jurisdiction is taking responsibility and authority for building infrastructure for safe evacuation routes across jurisdictions in Marin County.**

The responsibility for evacuation route infrastructure is shared because many factors contribute to evacuation readiness and safety. It is not yet clear that infrastructure in Marin is a material impediment to safe evacuation. In addition, slow evacuation is not necessarily unsafe. Residents sheltering in vehicles on paved surfaces, even in traffic, are in many cases safer.

The Ross Department of Public Works (DPW) and Ross Valley Fire Department are regularly engaged in hazard reduction along roadways. Vegetation fuel reduction along roadways is ongoing and increasing with new funding available since July 2020 through the Marin Wildfire Protection Authority (MWPA). Vegetation along the public right-of-way is the adjacent landowner's responsibility, not a public agency's in most cases. If vegetation and near-roadway combustibles (on private property primarily) were managed appropriately, hazard would be nearly eliminated on residential evacuation routes. Private property hazards are being addressed as part of the increased defensible space inspection program.

### **F2. There is confusion in the county as to who has ultimate responsibility and authority for ensuring that Marin has safe evacuation routes.**

Partially Disagree, there are many factors that contribute to safety and efficiency of evacuations, and responsibility for these factors may lie with multiple public agencies and/or private entities or landowners. The order to evacuate and responsibility lies with the law enforcement agency having jurisdiction. Since the early 2000's fire agencies and law enforcement have worked together to create pre-determined evacuation zones, regularly provided multi-jurisdictional exercises, common terminology and most recently the projected release of Zonehaven platform to assist local law, fire and residents in executing safer, timely evacuations.

### **F3. Marin County Board of Supervisors and town and city councils have the responsibility for safe evacuation routing, and they have not sufficiently considered evacuation as a criterion when approving improvements to roads and traffic infrastructure in their jurisdictions.**

Partially Disagree, Roads and traffic infrastructure has not been identified as the major factor in evacuation safety. Hence the need for the MWPA evacuation study and a fact-based approach to evaluate potential hazards and impediments. The Grand Jury does not adequately consider other non-traffic related improvements that might have even greater impacts on evacuation safety: home hardening, near home defensible space, roadside vegetation, roadside combustible structures (incl fences, homes, other structures that might impinge the roadway with flames/heat). Traffic related improvements with the greatest impact are likely to be intersection

related, including the ability to manage intersections effectively during power outages/PSPS, or when DPW and Law Enforcement availability is reduced (battery/generator backup for intersections, remote intersection control, real-time traffic monitoring, LEO control). Evacuation routes may have garnered less attention prior to 2017, since then regular coordination of fire agencies and public works has taken place. The MWPA is taking a proactive approach and is preparing to release a Request for Proposal (RFP) for a comprehensive evacuation study.

**F4. County and municipal administrators, public works, and traffic engineers have not adequately considered mass evacuation as a criterion for planning and funding traffic infrastructure improvements.**

Partially disagree, prior to 2017 fire evacuation was not in the forefront of consideration as it is today after several years of devastating wildfires. Funding of traffic infrastructure improvements was highly focused on improving traffic flow (often benefiting evacuation), pedestrian safety and quality of life. Today, traffic planners and engineers consult with fire professionals and consider evacuation in concert with daily traffic impacts, pedestrian safety, and a host of other traffic related considerations to best inform projects and spending priorities.

**F5. Most Marin jurisdictions have not yet included urgently needed evacuation plans in their general plans as required by state law and as recommended by the Governor's Office of Planning and Research.**

Agree, the Marin Wildfire Prevention Authority (MWPA) (Ross is one of 17 member agencies) will be conducting an extensive analysis of evacuation routes including hazards and risks. When complete (projected completion 2021) this study will include ratings of roads and contributing factors to evacuation impediments. It will provide the guidance necessary to inform the MWPA's annual workplan as well as local hazard mitigation plans, public works agencies, traffic engineers and others making infrastructure improvements.