

Emergency Operations Plan

Evacuation Annex

Town of Truckee, CA | March 2025

The Town of Truckee Evacuation Annex is designed to provide the Town of Truckee with information on evacuation protocols to safely and efficiently move a population out of a hazardous area. While no plan can provide a complete set of actions for every conceivable emergency situation, the procedures in this plan are intended to be flexible enough to account for a wide variety of scenarios with varying responsibilities for emergency response personnel.

PREPARED BY



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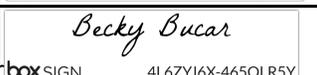
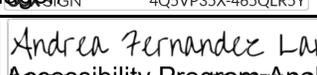
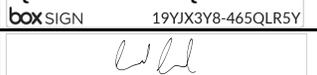
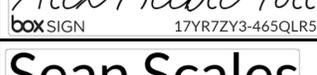
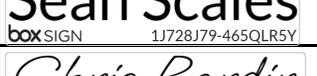
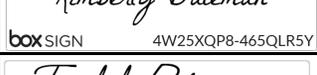
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FOREWARD

The Town of Truckee Evacuation Plan (the Plan) is designed to provide the Town of Truckee with information on evacuation protocols. While no plan can provide a complete set of actions for every conceivable emergency situation, the procedures in this Plan are intended to be flexible enough to account for a wide variety of scenarios with varying responsibilities for emergency response personnel. Officials within the Town of Truckee’s public safety agencies and Office of Emergency Services have the authority to modify the procedures established in this Plan during an emergency situation to improve the Town’s response, as needed. The Plan is a living document and can be updated as needed by contacting the Town of Truckee’s Office of Emergency Services.

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PLAN REVISIONS

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Section 1: Introduction, Assumptions, Responsibilities

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Introduction

Purpose

This Evacuation Plan (the Plan) provides guidance for the evacuation, relocation, or shelter in place of an affected population within the Town of Truckee during an emergency event. These events could include natural disasters, homeland security emergencies, and technical fault incidents. The Plan addresses the roles and responsibilities of emergency responders as well as references to the Alert and Warning Annex for the alert and warning systems that should be utilized to notify the affected population. This plan is designed for use by public safety personnel as a guide and resource for developing incident-specific evacuation plans. Community members should refer to the Evacuation Guides that have been produced by the Town of Truckee Office of Emergency Services in developing their own family-specific plans of what to do in an emergency.

Goals

Incident Commanders should consider these overarching goals during an emergency incident:

- The safety of first responders and public safety personnel, including recognized volunteers and staff from other Town departments, who are involved in evacuation, security, and repopulation operations.
- The timely notification of the public, with clear and accurate messaging, of the intended protective actions the affected population should take.
- The need to safely and efficiently guide and move the affected population from the area of danger to an area of safety.

Objectives

The objectives of this Evacuation Plan are to provide a comprehensive guide that:

- Provides for the safety of emergency personnel and recognized volunteers based on industry best practices for the personnel and recognized available Personal Protective Equipment (PPE).
- Guides the development of an incident-specific plan that moves people out of the threatened areas to safe locations in an efficient and safe manner.
- Pre-plans potential evacuation traffic control points to ensure a rapid, smooth exit from the threatened areas based on expected and historical events.
- Provides a method to plan for transportation of individuals with limited mobility, including those with disabilities and individuals lacking access to personal vehicles, out of the threatened area.
- Provides information to assist with rapid identification of Temporary Evacuation Points (TEPs) and Evacuation Shelter sites.
- Provides information to develop incident-specific Temporary Refuge Areas when necessary.
- Provides for the protection and security of evacuated areas.
- Provides a method to procure, allocate, and use additional personnel and resources from mutual aid or other sources to the extent needed.
- Provides a method to develop a collaborative repopulation plan working with both public and private entities that allows return to the affected areas as soon as practical and safe.

Background & Assumptions

The most probable large-scale evacuation scenario facing the Town of Truckee is a wildfire event, with a hazardous materials incident being next. A complete evacuation of the Town is unlikely for either of these scenarios given the topography, prevailing weather conditions, fuel loading, and transportation corridors in the area. A more likely scenario is an evacuation of a neighborhood or subdivision (Evacuation Management Zone); however, planning must account for a complete evacuation of the town.

Other scenarios such as a winter weather event or earthquake would more likely result in a shelter-in-place response versus an immediate evacuation. A winter weather event could also include flooding, however widespread flooding such as was seen in 1997 has largely been mitigated with stream channel realignment and improvements. Localized stormwater flooding still exists in many parts of the Town, but widespread evacuations would not be expected from these events. Less likely events are dam failures (unrelated to an earthquake) or terrorist-type activities. Events of these types are impossible to completely discount as many of the dams in the area are classified as “High Hazard” by the US Army Corp of Engineers and Bureau of Reclamation. There also exists large, high-value terrorist target infrastructure in the area and events striking one of these targets would follow similar plans as noted above.

It is also important to understand when developing evacuation assumptions that the Town of Truckee lies at the intersection of 2 major state highways providing access from Interstate 80 to the northern half of the Lake Tahoe basin and surrounding areas. For winter reference, historically the Truckee area becomes gridlocked during winter events when I-80 (westbound) over Donner Summit is closed or has chain restrictions. This is primarily due to most visitors to the Truckee and Lake Tahoe areas wanting to leave to the west, towards Sacramento, along with restricted roadway access due to winter storms.

During the summer months when the threat of wildfires is greatest, outside of construction projects these traffic conditions do not exist and I-80 is generally available in both directions for egress from not only the Town of Truckee but from the surrounding communities and North Lake Tahoe basin area. Traffic engineers use a theoretical model of approximately 1,600 vehicles an hour per lane for carrying capacity on Interstate and State Routes, providing a capacity of 6,400 vehicles an hour on Interstate 80 in both directions using all lanes. A key for the use of this capacity is the establishment of traffic control points for the orderly flow and movement of vehicles out of the area from surface streets to the Interstate. During a summer emergency event, traffic will be forced to use the routes selected by law enforcement to exit the area safely, not necessarily the route drivers would normally choose for return to their primary residence.

Wildfires

As a rural mountain community, wildfire events pose the greatest risk to Truckee, particularly if a fire ignition occurs in conjunction with a strong wind event. The community is built in the Wildland Urban Interface (WUI) which is where structures and other human development meet or intermingle with undeveloped wildland or vegetative fuels.

Large, damaging, and costly wildfires have occurred in the Truckee area. Recent wildfires significant in terms of acreage are the Donner Ridge Fire (1960 – 44,812 acres) and Martis Fire (2001 – 14,126 acres). Several smaller fires and fires of a more historical nature have burned through the Truckee area with almost all of the

areas within the Town of Truckee having had a wildfire event in the past 100+ years. The CAL FIRE Fire Hazard Severity Zone maps (2007 FHSZ) show that much of the Town sits in the highest classified severity zone, “Very High”, and the recommended 2025 zone updates only increased the area under this severity zone.

Wildfire risks are even more pronounced in certain parts of the community, particularly where homes are located within areas of dense vegetation and where steep slopes and other similar conditions exist. CAL FIRE and Truckee Fire Protection District, which provide a joint wildland fire response to the Town of Truckee, identify a number of high-risk areas in the community based on topography and prevailing weather conditions:

- The southwest aspect of the Glenshire and Juniper Hills subdivisions above the Martis Valley
- The area to the west of the Tahoe Donner subdivision in the path of the Donner Burn (1960)
- The Interstate 80 corridor
- The Coldstream Canyon area to the south of the Town limits
- Any fire ignition within a subdivision (WUI area)

Hazardous Materials

Several hazardous materials incidents have occurred within the Town of Truckee and nearby areas including a large underground Liquefied Propane Gas (LPG) leak in the center of the Town (tank since removed), an LPG building explosion, a chlorine release from the sewer treatment plant, service line failure resulting in natural gas leaks in the Glenshire area, a diesel fuel release from the Kinder Morgan pipeline on Donner Summit, and a large gasoline tanker spill on I-80 that flowed into Donner Lake. While none of these incidents resulted in large-scale evacuations of residents and mostly resulted in localized impacts, they are reminders of the potential for hazardous materials incidents within the Town limits and surrounding areas.

- **Interstate 80** runs through roughly the centerline of the Town from west to east. Traffic volumes, the winding character of the Interstate, and snow and ice make this corridor especially dangerous during the winter months. In addition to the character of the interstate, the remoteness of the Town creates even greater potential for a rapidly expanding major incident due to delayed specialized hazardous material team response. Assistance from areas outside the Town could be unavailable for a period of four to eight hours with no weather issues and potentially unreachable in the winter months.
- **Union Pacific Railroad** runs through Truckee, crossing Donner Summit from Reno to the Roseville area. Currently, it is estimated that 20-30 trains per day travel through Truckee, with approximately 7% of UPRR’s overall commodity loads being hazardous materials. UPRR has retrofitted the Donner Summit rail line to carry additional cargo and now lists the Donner Summit rail line as a hazardous materials route for crude oil.
- **Kinder-Morgan Pipeline** carries refined petroleum oils from Richmond/Benicia refineries to their Reno/Sparks terminal via an 8” pipeline crossing Donner Summit and then running on the southern edge of town along the south side of Donner Lake. The pipeline then runs along the UPRR track to the area of the SR-267 by-pass bridge where it turns north and exits Town limits under Prosser Reservoir ultimately running to the Reno/Sparks terminal.
- **Stationary Hazardous Materials** are stored in bulk quantities at the West River St. bulk fuel plant (primarily gasoline and diesel fuels), the Truckee - Tahoe Airport facility (primarily aviation fuel), and

the Tahoe-Truckee Sanitation Agency (Martis Valley - primarily inhalation chemicals such as Chlorine). Other smaller bulk fueling stations exist in several locations in the Town.

Earthquakes

Major earthquakes could cause significant damage to Truckee, which historically has experienced several local earthquakes including a magnitude 6+ in 1966, a magnitude 3.6 in 1998, a magnitude 4.5, centered six miles south of Truckee, in June of 2004, and a swarm of 28 earthquakes with the largest being 3.9 in June of 2017. While none of these faults are designated as Alquist-Priolo Special Study Zones, which identify fault areas considered to be of greatest risk in the state, several pipelines, including sewage, vehicle fuel, and natural gas, run across many of the local faults, along with several bridges and dams. There are approximately 30 buildings, primarily located within the Historic Downtown, that are identified in the Hazard Mitigation Plan as unreinforced masonry and are vulnerable to an earthquake.

Evacuation Planning

For planning purposes, as a general rule, a lane of traffic on a 2-lane residential type street can accommodate 500 vehicles per hour. Experience has shown this can be increased to approximately 1,000 vehicles per hour with active traffic control. The US Census Bureau reports that the average full-time household in Truckee contains 2.62 people with approximately 2.0 cars per household¹. Approximately 50% of the residences in Truckee (out of a total of 12,936) are owner-occupied. This leaves approximately 6,500 homes as secondary residences². This secondary population and associated vehicle count will fluctuate depending on the time of year. The majority of these secondary residences are located in the Tahoe Donner subdivision (approximately 5,400 or 85% of the secondary homes)³ and Donner Lake areas.

The amount of time for a population group to evacuate will fluctuate considerably based on a range of variables noted above. These variables include full-time population versus visitors, knowledge of the area, situational awareness, emergency notification message reach, evacuation route knowledge, and perception of danger. Within each population range exist different actions by evacuees. For instance, a visitor not familiar with the area and given a pre-event warning may leave sooner based on a perception of danger than a full-time resident with the same information who is familiar with the area and feels less of a perception of danger. While some research has been conducted in this area, there are no concrete studies for planners to use in determining the different group's evacuation times. To advance this knowledge, the Town is actively partnering with academia to provide funding and support to provide avenues for research in this area.

Other factors that could change evacuees' behaviors include when there may be multiple days of notice that an emergency situation may occur, such as during a winter weather event. In other instances, such as a wildfire, a community may not receive any advanced notice to evacuate. Evacuation planning needs to take all these possibilities into account.

¹ U.S. Census Quick Facts - <https://www.census.gov/quickfacts/truckeetowncalifornia>

² www.townoftruckee.com

³ Tahoe Donner Home Owner's Association

When planning for an evacuation, whether short-range event-driven or long-range scenario-based planning, the following should be considered by Incident Commanders or Emergency Managers:

- What is the nature of the area to be evacuated?
- Is the evac area predominately primary or secondary homes?
- Is it daytime or night-time?
- What percentage of the population was notified?
- Why is the evacuation needed (e.g., what is the risk to community members, and is the risk sufficient that other options, such as sheltering in place, are not feasible)?
- What areas may need to be evacuated?
- How many people will need to be evacuated in each instance?
- What are the best evacuation routes out of the impacted area?
- What is the current population level (residents and tourists) and how long will it reasonably take to clear the impacted area?
- What personnel and resources (including mass transit-type transportation) are needed to evacuate the impacted area(s) safely and effectively?
- How will access to the evacuated area(s) be controlled once people are evacuated?
- Where can/should evacuees be directed?
- What communication methods can/should be used to issue the evacuation information?

Roles and Responsibilities

Town of Truckee

Police Department

The Town of Truckee Police Department (TPD) personnel are responsible for coordinating evacuation efforts in the Town of Truckee, including drafting and issuing evacuation warnings and orders. TPD personnel will provide evacuation notifications, traffic control, and perimeter control, in coordination with other Town Departments such as the Office of Emergency Services, Public Works, and other law enforcement agencies. Once evacuations are complete, TPD has the responsibility for protecting private and public property in all areas that were evacuated within its jurisdiction. TPD will assist with the Repopulation Plan when requested by the Incident Commanders. TPD personnel should be equipped with visual aids or tools to communicate evacuation orders to the deaf and hard of hearing, people with cognitive disabilities, and non-English speakers.

In order to effectively carry out these duties, TPD will likely need mutual aid assistance. Surrounding law enforcement agencies may assist on an emergency mutual aid basis prior to a formal request through the Nevada County Sheriff's Office for mutual aid. If a mutual aid request cannot be met with Nevada County Operational Area resources, a Mission Number will be obtained from the Region level through the Cal-OES Law Enforcement Branch and additional resources obtained through the Sheriff's Office and Cal-OES. This includes out-of-state level assistance. A proclamation of a local emergency is not required to request mutual aid resources.

In the event resources are requested from the State of Nevada (primarily in the event resources are blocked from responding from west of Truckee), a request must be made through the CalOES Law Enforcement Branch and the Governor's Office for out-of-state mutual aid resources.

Office of Emergency Services

The Office of Emergency Services (OES) will ensure information is shared among all active departments, activate and staff the Emergency Operations Center (EOC) as appropriate, and lead the public alert and warning group in conjunction with the Public Information Officer (PIO) as outlined in the Town's Emergency Operations Plan (EOP) and the Incident Command System (ICS). The EOC will maintain contact with the Incident Command Post (ICP) to provide requested assistance and supplies. In the event the EOC has not been opened, OES will contact the ICP for an initial briefing and determine the need for an EOC activation. Once the EOC is activated, OES will brief the EOC Policy Group.

Public Works

Public Works personnel will assist with road closures and traffic control as requested by Incident Command or the Emergency Operations Center (EOC). Public Works will provide traffic control signs and devices as designated in the pre-plans where possible to each intersection in the affected areas. The use of contract traffic control services may be needed to meet incident demand.

Public Information Officer (EOC)

The EOC Public Information Officer (EOC - PIO), when activated, will ensure that information on evacuation orders, status of the wildfire, safety information, and repopulation plans are shared with the public as soon as possible through close collaboration with the Town OES, Incident Commanders (IC), and Incident PIO's. Information releases will be pre-approved by the ICs or Town Emergency Services Program Manager unless it is an emergency lifesaving message. The EOC-PIO, in conjunction with the Incident PIOs, will organize a Joint Information Center (JIC) as needed and ensure personnel are assigned to monitor social media and other feedback loops from the public.

Truckee Fire Protection District

The Truckee Fire Protection District (TFPD) provides an "all-risk" response to the Town of Truckee and surrounding areas. The District has 8 stations, 6 of which are in the Town limits, and has specialists in the areas of emergency medical services, structural firefighting, vehicle extrication, confined space rescue, airport rescue firefighting, hazardous materials response, urban search and rescue, high angle rescue, swift water, and ice rescue, dive rescue operations, and wildland firefighting.

TFPD, along with CAL FIRE and United States Forest Service (USFS) assets, adheres to the closest resource philosophy, and responds to all wildland fires in the Town limits and surrounding areas, regardless of whether the fire is on Local Responsibility Area (LRA), State Responsibility Area (SRA), or Federal Responsibility Area (FRA). The ICS command structure is used on all incidents and an Incident Command Post (ICP) will be jointly staffed by fire and law enforcement under unified command as appropriate.

CAL FIRE Wildland Protection Agreement (wildfire response)

The Town of Truckee and TFPD annually sign a contract with CAL FIRE to provide wildland fire suppression and response for designated areas within the Town of Truckee's jurisdictional boundary. The coverage

includes the same CAL FIRE wildland fire response levels provided to the State Responsibility Area (SRA) to pre-identified Local Responsibility Area (LRA). As of July 2024, the wildland protection agreement includes 8,644 acres of LRA within the Town limits. Generally, a Cal-Fire Battalion Chief will assume the Incident Command role for Fire for wildfire incidents within the Town of Truckee and surrounding SRA wildfires, however TFPD or USFS Command Officers may assume this role initially as needed. A Unified Command of Fire and Law Enforcement will be developed as soon as possible to ensure the best use of resources and the sharing of information and decision-making.

Humane Society of Truckee-Tahoe & Town of Truckee Field Animal Services

The Town of Truckee contracts animal services to the Humane Society of Truckee-Tahoe (HSTT) but maintains field animal services through the Police Department's Community Services Officer program. While TPD field services will lead the effort to evacuate animals during evacuation warnings and orders, HSTT will lead associated domestic animal sheltering support efforts if necessary. HSTT will also help support emergency evacuation shelter animal co-location services as needed. HSTT maintains memorandums of agreement, emergency plans, and standard operating procedures which will be activated, as needed, during evacuation events. HSTT will provide a representative to the EOC, once activated, to assist with the coordination of animal-related sheltering and services.

Community Volunteers (VIPs, CERT, Spontaneous Volunteers)

Community volunteers may be managed or directed by any designated Town or Fire District employee. Volunteers will be utilized as needed, ensuring for their safety. Volunteers should not be used in any area where Personal Protective Equipment (PPE), other than CERT gear, is required.

Nevada County Office of Emergency Services – Operational Area

The Nevada County Office of Emergency Services (NCOES) serves as the Operational Area Coordinator for all agencies within the County and as such are key partners during evacuations. NCOES will support the Town as needed during an emergency and can do so through emergency notifications (CodeRED, IPAWS), updating of public-facing evacuation zones (Genasys), coordination of shelter services with the American Red Cross and Nevada County Public Health Department, and coordination with surrounding counties. NCOES is also the conduit to CalOES for any State or Out-of-State resources and mutual aid. NCOES may or may not activate their EOC to support the Town based on their activation criteria. If evacuation warnings or orders are issued or anticipated, notification to NCOES should be made as soon as feasible.

American Red Cross

The American Red Cross (ARC) may be available to provide resources for a Temporary Evacuation Point (TEP) or full shelters upon request in the Truckee area for smaller-scale incidents. Generally, any medium to large-scale incident will involve evacuation out of the immediate Town area either to Reno or the Sacramento area. Reno and Gold Country ARC managers are aware of this and have agreed to provide support in those locations as needed. Support can be requested via the National Disaster Dispatch at (855) 891-7325. If evacuating out of Town limits, ICs should ensure the affected county(ies) Office(s) of Emergency Services (Nevada, Placer, and Washoe) is/are notified.

Evacuations to the State of Nevada (Reno, Sparks, Washoe County) will require notification of those

emergency managers in order to determine shelter locations and responsibilities. This should be done as early as possible when an event occurs that could necessitate the use of resources to provide the most time possible to develop these plans. Additionally, CalOES and NCOES must also be notified as soon as possible.

Whole Community Approach

The Town of Truckee strives to incorporate the Whole Community perspective in emergency planning. By planning for and with the Whole Community, complexities in the diversity of the Town of Truckee and Nevada County are assimilated into the Town's planning strategy.

The U.S. Census Bureau estimated that in 2023 approximately 3.7% of Truckee's full-time population had some form of disability⁴. In addition, 16.5% of full-time residents were at least 65 years of age⁵. The most common disability in Truckee is an ambulatory difficulty, but other forms of disabilities may include hearing or vision challenges, cognitive difficulties, or difficulties with self-care and independent living. Some community members may have multiple disabilities, while others may not be officially recognized as having a disability but may still have special care needs. In approximately 18.4% of the households, a language other than English is spoken⁶.

As a community that places a high importance on inclusion and meeting the needs of all individuals, Truckee is committed to ensuring disaster planning and emergency response and recovery operations take into consideration of the Town's access and functional needs (AFN) population. Furthermore, the Town of Truckee is committed to maximizing compliance with the Americans with Disabilities Act (ADA) and providing the best service to our residents and visitors. As such, the Town of Truckee adheres to the guidelines outlined below:

- Disabilities will not prevent access to services or facilities provided by the Town of Truckee.
- The Town of Truckee will not exclude or deny benefits of any type based on a disability or access or functional need.
- The Town of Truckee will work to accommodate people with disabilities and those with access and/or functional needs in the most integrated setting possible.
- During all phases of disaster response, the Town of Truckee will make reasonable modifications to policies, practices, and procedures, if necessary, to ensure programmatic and architectural access to all.
- The Town of Truckee, through the American Red Cross or other recognized shelter groups, will shelter people with disabilities and those with access and/or functional needs with their families, friends and/or neighbors when feasible in the most integrated setting possible.

Access and/or Functional Needs

Evacuation of people with access and/or functional needs takes more time than the general population, so early evacuation triggers are an important aspect of effectively evacuating these residents. When possible, Incident Commanders and Emergency Managers should pre-plan with appropriate agencies for the different

⁴ U.S. Census Quick Facts - <https://www.census.gov/quickfacts/truckeetowncalifornia>

⁵ U.S. Census Quick Facts - <https://www.census.gov/quickfacts/truckeetowncalifornia>

⁶ U.S. Census Quick Facts - <https://www.census.gov/quickfacts/truckeetowncalifornia>

needs of these populations. Agencies such as Sierra Senior Services, Meals on Wheels, Tahoe Forest Hospital District, Sierra Community House, Truckee Donner Public Utility District, Liberty Electric, and Nevada County Public Health maintain lists of service users that may provide Incident Commanders and Emergency Managers valuable information in planning for special needs. These lists are available from the different agencies and the Town of Truckee Office of Emergency Services.

- People with disabilities are not necessarily among the portion of the population that may need evacuation assistance. Many people with disabilities live independently, are fully self-sufficient, and will self-evacuate.
- People with disabilities can lose their support system and become dependent on assistance if separated from their mobility device or durable medical equipment. Such equipment is essential to maintaining independence and will be evacuated with the user whenever possible.
- Situations may arise where attempting to transport certain types of medical equipment or devices with an individual is impractical due to the physical size or volume of the equipment and the space available on the evacuation vehicle. In these cases, responders should be prepared with additional vehicles specifically for the transport of such equipment. Those vehicles should closely follow the evacuation vehicle of the affected individual(s).
- Many people who are ordinarily self-sufficient may have functional needs due to physical or emotional trauma or a temporary lack of resources or accommodations.
- Transit-dependent populations will likely require public transportation to evacuate.
- Transportation able to accommodate people in wheelchairs, scooters, or other mobility aids must be made available. Mobility devices and durable medical equipment should be transported with the evacuee. Evacuees will only be separated from their mobility device(s) and durable medical equipment under the most life-threatening conditions. If these conditions exist, appropriate plans will be in place to ensure durable medical equipment and mobility devices are available at the destination. A coordinated equipment labeling and tracking system will be necessary to ensure individuals are not separated from their mobility devices. Service animals will always be transported with their owner.
- People who are blind or have low vision will need additional assistance during transport because they cannot rely on their traditional orientation and navigation methods. Evacuees with cognitive disabilities, as well as people with dementia, should be transported with their caregivers or other mental health professional, when possible, for their own safety.
- Buses and paratransit vehicles will most likely be the primary resources used to evacuate people with critical transportation needs. Medical transportation should be reserved for those with injuries and acute medical issues.

Evacuation of Animals

The resources needed to evacuate and shelter animals during an emergency often exceed local resource levels. As such, to assist with the evacuation and sheltering of both large and small domestic animals, the town and HSTT maintain agreements with partner agencies and professional services to bolster response levels. To ensure a coordinated response between HSTT and Town animal field services, any changes made to town evacuation plans or HSTT sheltering plans should be promptly shared with each agency for review and input. Additionally, familiarity with these plans should be maintained through new employee orientation and ongoing cooperative training for all field animal services and HSTT shelter staff.

Additionally, because those with animals are recommended to evacuate while under an evacuation warning, whenever an evacuation warning or order is anticipated by Incident Command, prompt notification to HSTT should be made to ensure HSTT can properly prepare for any possible sheltering support needs.

Service animals are essential to the continued independence of AFN persons and should be evacuated with the person. The Americans with Disabilities Act (ADA) requires service animals be permitted in any area accessible to the general public. This includes public transportation, shelters, and any other location where evacuees may be present.

The Pets Evacuation and Transportation Standards (PETS) Act of 2006 was established and amends the Stafford Act. PETS require evacuation plans to take into account the needs of individuals with household pets (specifically small animals such as dogs and cats) and service animals, prior to, during, and following a major disaster or emergency. Livestock, exotic pets, and other large animals are not covered by the PETS Act.

If local resources become overwhelmed, the EOC will request assistance through the OA EOC, who may request assistance from the CalOES Regional EOC and subsequently from the California Department of Food and Agriculture, which is the lead agency for the California Animal Response Emergency System.

Evacuation of Schools and Child Care Centers

Public schools and school districts are required to have safe school and emergency plans in place to safeguard students, staff, and visitors. Public schools may or may not have adequate resources, including transportation, depending on the specific incident to support their students and staff during an evacuation order. Public schools may evacuate or relocate to another school site during an emergency. Parent and student reunification orders are the responsibility of the school district and must be obtained and communicated to others in an expeditious and inclusive way.

Private schools may need additional assistance in a large-scale evacuation due to the limited number of transportation resources available during an emergency. Institutions without pre-existing plans and transportation resources may be dependent on public transportation for evacuation.

Pre-school and Child Care Centers are required to communicate with the California Department of Social Services Community Care Licensing Division in the event of a facility evacuation or other unusual incident. Some Child Care Centers may require additional transportation support. Some local childcare centers, such as Discovery Pre-School and Playdate, have excellent community networks for notifying parents and other daycare providers during an incident and can be a good resource for ICs to use in an incident.

If any portion of the Town is evacuated, the Tahoe-Truckee Unified School District (TTUSD) should be advised so they do not release children in an evacuation area and end up with unaccompanied minors without a home to go to. Many schools draw from cross-town or even cross-region students, meaning students may not live in the area directly surrounding a school site. Depending on specific incident evacuation plans, schools may keep the children on campus, if safe, until guardians arrive to pick them up. If a school site is unsafe, or parents cannot enter an area, the school, in conjunction with the ICs will determine a reunification location and notify parents of this location. Law Enforcement personnel should be assigned to these locations to assist with resource management and to ensure the ICP is aware of needs or concerns.

Public Schools

Name	Age Range	Address	Phone Number
Truckee High School	9-12 th Grade	11725 Donner Pass Rd	(530) 582-2600
Alder Creek Middle School	6-8 th Grade	10931 Alder Dr.	(530) 582-2750
Truckee Elementary	TK-5 th Grade	11991 Donner Pass Rd	(530) 582-2650
Glenshire Elementary	TK-5 th Grade	10990 Dorchester Dr	(530) 582-3720
Sierra Continuation High School	9-12 th Grade	11661 Donner Pass Rd	(530) 582-2640
Coldstream Alternative School	9-12 th Grade	11661 Donner Pass Rd	(530) 582-2640
Truckee River Program	9-12 th Grade	10100 Estates Dr	(530) 582-2640

Private and Charter Schools (some may border the Town)

Name	Age Range	Address	Phone Number
Sierra Expeditionary Learning School	K-8 th Grade	11603 Donner Pass Rd	(530) 582-3701
Forest Charter School	TK-12 th Grade	10725 Pioneer Trail	(530) 550-7205
Tahoe Expeditionary Academy	TK-12 th Grade	9765 Schaffer Mill Rd.	(530) 546-5253
Waldorf – Wild River (Haskatasun)	4-14	12640 Union Mills Rd	(530) 536-0502
Waldorf – Wild River (Coldstream)	4-14	12315 Deerfield Dr	(530) 536-0502

Pre-Schools and Child Care Centers

Name	Address	Phone Number
Discovery Pre-School	10063 Highway Rd.	(530) 587-6966
Play Date	10114 Dorchester Dr.	(530) 582-0441
TFH Pre-school	10121 Pine Ave.	(530) 587-6011
Lengua Viva Pre-school	1070 Frates Ln.	(530) 582-9434
Headstart at Truckee Pines	10100 Estates Dr.	(530) 587-3062
TDRPD Before/After-School Programs	Elementary Schools 10981 Truckee Way (Rec Center)	(530) 582-7720
TDRPD Preschool	10981 Truckee Way (Rec Center) 10046 Church St (Com. Arts Center)	(530) 582-7720
Waldorf – Little Gems of the Sierra	501 Northstar Drive 12716 Northwoods Blvd	(530) 386-9275

Colleges

Name	Address	Phone Number
Sierra College, Tahoe-Truckee Campus	11001 College Trail.	(530) 550-2225

Special Needs Populations

Tahoe Forest Hospital District

Hospitals are required to develop and implement a hospital evacuation plan as part of their Emergency Operations Plan (EOP). Hospitals are generally responsible for coordinating with Emergency Medical Services (EMS) and receiving facilities to provide ongoing medical care for evacuated patients through Control Facilities (CF) and Medical Health Operational Area Coordinators (MHOAC).

Tahoe Forest Health System provides a wide variety of programs and services, including 24-hour emergency care, urgent care, cancer care, primary and specialty care, a family center for women and newborn care, an ambulatory surgery center, intensive care, medical/surgical unit, long term care center, home health and hospice, children's center, rehabilitation and sports therapy, and a variety of community health and wellness programs.

Tahoe Forest Health System provides medical services to six rural counties, two states, and approximately 3,500 square miles, reaching the communities of Truckee, North Lake Tahoe, Donner Summit, the Sierra Valley in California, and Incline Village in Nevada.

Tahoe Forest Hospital (TFH), located in Truckee, CA, is designated as a critical access hospital with 25 acute care beds and 36 extended care center (ECC) beds, while Incline Village Community Hospital (IVCH), located in Incline Village, NV, is a 4-bed critical access.

TFH is a Level III Trauma Center and the EMS Control Facility for eastern Sierra, Nevada, and Placer counties.

Tahoe Forest Hospital

(Hospital, Emergency Department, Extended Care Center)

10121 Pine Ave., Truckee, CA 96161

(530) 587-6011

Tahoe Forest Hospital Outpatient Services

(Cancer Center, Urgent, Primary, & Specialty Clinics, Lab, Pharmacy, etc.)

Located on or near the hospital campus. Additional clinics are operated near the Truckee Airport, in Tahoe City, and at several ski resorts on a seasonal basis.

In the event of an incident locally, or regionally, that could affect the hospital, TFH will normally activate its Hospital Incident Command System (HICS) team, including an onsite Emergency Operations Center (EOC) for the hospital, based on their Emergency Operations Plans. Rapid communication from the Incident Commander/Town EOC to TFH is critical to ensure TFH can activate their emergency protocols on a timely basis. TFH, TFPD, and TPD/Town EOC will share information through a co-located liaison group either in the hospital EOC or the Town EOC as is most appropriate for the incident.

If an Evacuation Warning is issued for the area of the hospital, TFH will evaluate the need to reduce patient census levels, appointments, procedures, and non-essential personnel as appropriate under the hospital's evacuation plans. The Town EOC, if activated, will assist with locating transportation for patients and ECC

residents as appropriate.

Depending on the incident, the goal will be to shelter in place patients who cannot be discharged or otherwise released from the hospital's care. Sheltering in place will depend on the nature of the incident, the defensibility of the facility, and the ability to inhabit the facility. The decision to shelter in place or institute an evacuation will be made between the HICS IC and the incident IC through the liaison group. If an Evacuation Order is expected, as much notice will be provided to the HICS team as possible.

If an Evacuation Order for the area of the Hospital is given, and shelter in place is determined to not be a viable alternative, the event IC will ensure a Fire Command Officer is assigned to coordinate medical (EMS) transports. TFH will be responsible for implementing their hospital evacuation plan and will communicate needs and status updates to the Incident Commander, or Town EOC if activated. Updates may include patient census, number of patients requiring transport with associated level of care needs.

The Law Enforcement Branch will be responsible for ensuring adequate traffic control personnel for ambulance ingress and egress. The expected route for ambulance ingress will be from I-80 (westbound) to the Central Truckee exit to Donner Pass Rd. to Levon Av. to the Emergency Department ambulance bay. The expected ambulance egress route will be Donner Pass Rd. to SR-89 to I-80 east or westbound as appropriate to reach the receiving facility.

In the event of a No Notice immediate evacuation of the hospital (such as an internal fire in the building), the event IC will assign a Fire Command Officer to coordinate the transportation of patients. The Fire Command Officer will attempt to match the level of care to the transportation available, however, it may be necessary to select an intermediate location (such as a school or other public building) to initially transport to and then arrange transport with the appropriate level of care to a receiving facility. The LTC unit will follow their plans, however EMS units may need to provide transport as an Inter-Facility Transfer to a receiving destination in a No Notice situation.

Tahoe Forest Hospital Home Healthcare and Hospice Program

Patients enrolled in the TFH Home Healthcare and Hospice programs are likely to require assistance during evacuations and should be accounted for when planning for and implementing evacuations. If lacking the resources to assist these patients, TFH will notify the Incident Commander or Truckee EOC, if activated. TFH should provide details including the number of patients, transportation needs, durable medical equipment that will need to follow the patient, and location(s).

Homeless

The unhoused population in Truckee is highly variable and this variability is often dependent on weather and seasons. Many of the local homeless encampments are in areas with a high potential for wildfire issues and responding personnel should be aware of the potential effects of a wildfire could have on the encampments.

The Truckee area does not have an unhoused full-time shelter locally. During the winter, at certain times based on expected weather, a short-term emergency warming center may be opened. Several day programs exist to provide meals, showers, and limited clothing supplies for the unhoused. In the event of an evacuation of an unhoused population, they will be transported and sheltered with general evacuation populations following emergency procedures detailed in this plan. Incident Commanders should realize that a Shelter in

Place Order will likely be ineffective for a homeless encampment and other arrangements will need to be made. Additionally, TPD and TFPD should maintain knowledge and familiarity with frequented encampment locations to ensure these populations are notified and evacuated.

Truckee-Donner Senior Apartments

The Senior Apartments are located at 10400 Estates Dr. and are a combination of 1 and 2-bedroom single-story residences grouped in several unconnected buildings. There is a kitchen and day-use area located on-site that serves lunch and is part of the Sierra Seniors Meals on Wheels program. The apartments have a manager who does not live on-site. Many of the residents are elderly and over the age of 55, however, some residents have medical issues allowing them to live in the apartments under the age of 55. There is no full-time medical or assistance staff onsite and this is considered an independent living facility.

While some of the residents have transportation, many do not. Many of the residents are medically dependent on oxygen and other similar medical devices and have pets, some that are service animals. The buildings are in a well-protected area with appropriate defensible space and TFPD has identified this location as one that would likely qualify for a Temporary Refugee Area (TRA). TRA's are areas where fire units would shelter in place the residents rather than attempt to evacuate them. This would be an event-specific decision based on circumstances at the time. See the section on Temporary Refugee Areas for further details on these locations.

Sierra Seniors and Meals on Wheels Programs

The Sierra Seniors and Meals on Wheels program works closely with the Town of Truckee Office of Emergency Services to provide services to this population. The Sierra Seniors and Meals on Wheels are co-located in the Truckee Donner Senior Apartments; however, they have no affiliation with the apartments. The Meals on Wheels program serves over 100 people in the Truckee and North Lake Tahoe area with approximately 40-60 of those in the Truckee basin. The program shares its user list with the Town of Truckee OES as needed in the event of an emergency so the location of these people is known to first responders. Sierra Seniors and the Town of Truckee OES have worked with the clients to understand the issues surrounding an evacuation and the lack of resources, however, ICs should be ready to assist this group as needed.

Nevada County Sheriff's Office Truckee Jail

The Nevada County Sheriff's Office Truckee Jail is a type 1 Holding facility with 12 beds. The jail takes in arrests from the Truckee Police Department, CHP, Nevada, Placer, and Sierra counties, along with other state and federal law enforcement agencies. All local arrestees are processed and held, if necessary, at the facility for up to a maximum of 96 hours. 2 inmate workers (Nevada and Placer Counties) can be housed at the facility for extended periods of time.

Truckee Jail Evacuations

The Sheriff's Office has the responsibility to evacuate the inmates and will coordinate as necessary with the Truckee Police Department and other supporting law enforcement agencies.

Section 2: Notification, Evacuation, Shelters

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Notification & Warning

Evacuation Notices & Terminology

The Town of Truckee Police Department and Office of Emergency Services utilize the following terminology when issuing public notices related to emergencies (this terminology is also located in the Alert and Warning Annex of the Town's EOP):

In all scenarios, it should be reiterated that the public does not wait for official notification. If they feel threatened, they should leave immediately.

Pre-Event Advisories:

- Typically issued prior to a known imminent event by a responsible agency where the potential for life-threatening conditions is expected. These events can be weather events (Red Flag Warnings and Watches, Blizzard Warnings, and Watches, etc.) or other large-scale disaster-type events that are imminent and likely to occur.
- These advisories may originally be issued by partner agencies such as the National Weather Service or Truckee Fire Protection District and may be rebroadcasted by Town agencies.
- After receiving these Advisories, community members should be prepared to take action as directed and closely monitor the developing situation in case evacuations are necessary.
- If at any time the public feels threatened, they should take immediate action.

Evacuation Warning:

Defined as an event with a potential threat to life and/or property. Those who require additional time to evacuate, and those with pets and livestock should leave when an evacuation warning is issued.

- The Town of Truckee Police Department may issue an Evacuation Warning strongly urging persons and their animals in designated evacuation areas to relocate to safer locations when a high risk for loss of life and property exists and future evacuation of the designated area is possible or likely.
- Personal discretion is allowed, but not advised. People with access and functional needs and those with large animals or others needing additional time to evacuate should begin to leave when they receive the Evacuation Warning.
- While the Town will use the official terminology adopted by CalOES, which is "Evacuation Warning", the terms "Voluntary Evacuation", "Recommended Evacuation", "Level 2", "Be Set" are sometimes used in different regions or states, and mean the same thing.
- If at any time the public feels threatened, they should take immediate action.

Evacuation Order:

Defined as an event with an immediate threat to life. This is a lawful order. The area is lawfully closed to public access.

- Truckee Police Department may issue evacuation orders telling all persons in designated evacuation areas to relocate for their own safety immediately, without delay.
- Evacuation Orders mean extreme risk for loss of life and property exists.
- While the Town will use the official terminology adopted by CalOES, which is “Evacuation Order”, the terms “Mandatory Evacuation”, “Mandatory Evacuation Order”, “Go Now”, “Level 3”, are sometimes used in different regions or states, and mean the same thing.
- Persons who refuse to comply with an Evacuation Order will not be forcibly removed from their homes. However, they should not expect rescue or other lifesaving assistance after the onset of the emergency event. Those refusing to evacuate should be noted by field personnel and communicated to the Law Branch or Incident Command.
- The public will not be allowed to return to an evacuation area once they have left or if not in the area when it is evacuated.

Shelter-In-Place:

Defined as an event where the safest action is to go indoors, shut and lock doors and windows, and prepare to self-sustain until further notice and/or contacted by emergency personnel for additional direction.

- A Shelter-in-Place order advises people to stay secure at their current location. This tactic shall only be used if evacuation will cause a higher potential for loss of life and is most likely to be used in hazardous materials scenario or similar situation where sheltering in place provides a significant safety advantage to evacuating due to airborne issues. Other common shelter-in-place events are related to violent threats.
- The concept of Sheltering-in-Place is an available option in those instances where physical evacuation is impractical. This procedure may be effective for large facilities that house a high percentage of non-ambulatory persons; i.e., hospitals and convalescent homes. In this case, consideration should be given to assigning incident personnel to monitor the safety of citizens remaining in place.
- Sheltering in Place attempts to provide a safe haven within an impacted area. When using structures, this involves closing all doors and windows, shutting off outside air supply to the facility, and waiting for the hazard to pass.

Temporary Refuge Area (TRA)

- A TRA is a designated location that is considered to provide a greater level of survivability than staying in place when unable to evacuate due to road or environmental conditions.
- A TRA may be used by incident personnel to shelter a group of people otherwise unable to evacuate. If unable to make it to a designated evacuation route, civilians may be directed to seek shelter at a TRA.
- TRA locations are generally not planned prior to an event. They are developed when no other exit is possible and are used during an event to increase survivability chances of otherwise trapped civilians.
- Civilians should not expect a TRA will be developed and should leave as soon as Evacuation Warnings and Orders are received rather than relying on a TRA.

- Although the decision to use a TRA ultimately rests with the Incident Commander, situations may arise where incident personnel must take immediate action to protect civilians.

Temporary Evacuation Point (TEP)

- A TEP is a safe, temporary location where evacuees can go to and await the establishment of an evacuation shelter, or until evacuation warnings and orders have been lifted. Parking lots are often used as TEPs.
- A TEP is not a TRA and should be located well outside the hazard area.
- A TEP should be identified whenever an evacuation warning or order is issued
- Whenever possible, the TEP should be at the planned evacuation shelter site to limit the travel needs for evacuees.
- The American Red Cross can support staffing a TEP, however typically only have enough staffing resources to support either a TEP or an evacuation shelter, but not both.
- Whenever possible, Incident command should send a liaison to the TEP to help provide updates to evacuees. Public Information Officers are often good resources for this role.

Evacuation Shelter

- An evacuation shelter is a safe, temporary place to stay for people who have been displaced or are in a evacuation order zone.
- Typically, these shelters are operated by the American Red Cross, however, the Nevada County Social Services department may be used to support or stand up a shelter independent of the ARC.
- Evacuation Shelters are accessible to all to ensure accommodation to those with disabilities, access, and functional needs.

Public Alerting and Warning Systems

When the decision to announce an Evacuation Warning, Order, or Shelter in Place has been made, Town personnel assigned to the PIO section should follow the procedures outlined in the Alert & Warning Annex of the Town's Emergency Operations Plan (EOP). The Annex follows the California State Alert and Warning Guidelines for Emergency Notifications. The public will be alerted through the following systems:

Reverse 9-1-1 and Opt-In Notification Systems - Landline, Cell, Text, Email, Teletypewriter (TTY)

- **CodeRED** – The system is maintained by the Nevada County Office of Emergency Services and may be accessed by the Town of Truckee OES, Town PIO, Watch Commanders, or Nevada County Office of Emergency Services personnel to send emergency messages to inform the public of recommended protective actions, evacuation orders, and the Town's emergency response activities. To activate Code

Red call the Town of Truckee OES first, unless there is an immediate threat to life. If unable to reach OES, contact a TPD Lieutenant, or County OES personnel. It is likely during a large-scale evacuation the dispatchers in the Regional Dispatch Center will not have the staff to send Code-Red notifications.

IPAWS Alerts

- **Wireless Emergency Alert (WEA)** – This system may be activated by the Town of Truckee OES, identified and trained TPD staff, Town Public Communications Manager, or County OES. Geolocated emergency messages will be sent by cell tower location to cell phones, no system registration is required for the end user. These messages can be sent in English and Spanish through the CodeRED platform.

Cell phone messages will reach the majority of people with cell phones in the Town and there will likely be an overreach, resulting in a larger-than-expected response to the suggested protective action in the message.

- **Emergency Alert System (EAS)** – The system for notifying the public by AM/FM radio (Reno and Truckee stations), local television (Reno and Sacramento stations), and freeway message boards can be activated by OES, identified and trained TPD staff, or County OES. These messages can be sent through the CodeRED platform.

Other Alerts

- **Genasys Protect Evacuation Zones** – The Town of Truckee utilizes a zone-based evacuation platform called “Genasys Protect”. This application provides public-facing dashboards and applications that show the public where evacuation warnings, evacuation orders, or shelter-in-place orders have been issued. Users of the Genasys Protect Mobile App can register for notification whenever the status changes on a given zone.
- **AM 1670 – Truckee Community Advisory Radio Emergency System (CARES)** – The Town of Truckee OES or identified and trained TPD staff have the ability to place a message on the local low-power community AM radio channel. This can be done via the internet and will cover most of the main part of the Town. If needed the transmitter is portable and can be moved to a better coverage area.
- **Local Media** – The PIO or JIC will make contact with television, radio, and print media to request message distribution. Evacuation Orders and Warnings will generally be made a priority by media groups.

In Person Alerts

- **Public Address (PA) Systems** – Police, Fire, and Public Works vehicles have public address systems that may be used.
- **Vehicle Sirens (Hi-Lo)** – Police and Fire vehicles are outfitted with a distinctive Hi-Lo siren to warn the public of the need to seek further information. Police and fire units may drive through an affected area with these sirens activated to warn residents, however there is no guarantee this will be done and residents should not wait to hear these sirens to leave.
- **Electronic Message Boards** – Electronic signage can be used to alert residents of hazards, evacuation orders, and protective actions.
- **Door-to-Door Canvassers** – Police and fire personnel may do door-to-door notifications, however, there is no guarantee this will be done and residents should not wait for these notifications to leave.

Incident Commanders and OES can supplement staff by utilizing the Community Emergency Response Team (CERT), Volunteers in Police Services (VIPS), Town Employees, and other organized/uniformed groups where and when it is safe to do so.

Social Media & Town Website

- The Incident and EOC PIOs may post to the Town and Police Department’s social media sites: Facebook, Twitter, Nextdoor, Instagram, and/or websites.
- Incident and EOC PIOs may activate the emergency banner on the Town’s website to pass along emergency/evacuation information.
- The Regional Truckee PIO group should be leveraged to rebroadcast the authority having jurisdiction’s posts.
- To help reach community members who do not subscribe to traditional town notification platforms and websites, EOC staff should work with community partners such as the Tahoe Truckee Community Organizations Active in Disasters (COAD), Sierra Community House, and 2-1-1 to communicate through other platforms, including but not limited to WhatsApp.

Press Conference

- The Incident and EOC PIOs may conduct a press conference on the Town’s response efforts to provide public information on the evacuation process, shelter locations, and evacuation routes. The press conference should have American Sign Language and Spanish interpreters.

Traffic Movement & Control

Evacuation Routes

When an Evacuation Warning or Order is issued, the Law Enforcement Branch will select the best routes from the threatened area to safe locations, ideally with a goal to clear not just the immediate area, but adjoining subdivisions and evacuation routes in case further evacuations are needed. To the extent possible, evacuation routes should be selected before emergency conditions develop. As such, Evacuation Management Zones have been developed with specific traffic control plans as detailed in Attachment IV, “Traffic Control Points and Evacuation Management Zone Special Considerations”. In furtherance of this goal, the Town of Truckee Office of Emergency Services, in collaboration with the Truckee Fire Protection District has developed a two-page Emergency Evacuation Guide that is available to the community both in printed form and on the Town’s websites. A copy is also attached as an attachment to this Evacuation Plan.

For areas not covered by site-specific plans, the best evacuation routes will be selected at the time of the hazard event. As the emergency situation progresses, the Law Enforcement Branch will receive regular updates on the condition of the road network from field personnel, adjusting the designated evacuation routes accordingly. All changes in evacuation routes must be clearly and immediately communicated to traffic control staff, transportation staff, access control personnel, the EOC, and the Public Information Officers.

When evacuation activities begin, the appropriate personnel will assist with evacuating community members away from the threatened areas. Initial evacuations may be of small, targeted areas and civilians will be

directed out of the area to any local shelters or TEPs that are established. Targeted traffic control and door-to-door notifications, along with P.A. systems can be used at this level. Nevada County OES will be notified by town OES if an evacuation warning or order is issued.

As soon as an evacuation reaches a moderate size (50 - 100 homes, or 100-300 people) or more, Incident Commanders and OES will evaluate (1) the anticipated duration, and (2) the long-term viability of a local shelter to assess whether a local versus non-local evacuation destination will be used. If the decision is made to direct evacuees out of the area, the goal will be to move people to Sacramento, or Reno where appropriate large-level services are available for evacuees. In the event this occurs, emergency managers of these areas (Washoe County and Placer County, along with the Inland Region of Cal-OES) will be notified of the evacuation so they may start preparing to receive evacuees. The Nevada County Office of Emergency Services may assist with these notifications.

Ideally, moderate to large-scale evacuations out of the area should be clearly routed to I-80 using traffic control points to the extent possible with a goal to clear not just the immediate area, but adjoining subdivisions and evacuation routes in case further evacuations are needed. The number of routes and roadway capacity needed to accommodate evacuating community members will depend on the time and day of the evacuation activities, and the number of people evacuating. At this point in the process, priority will be given to staffing Traffic Control Points (see Attachment IV) to ensure gridlock does not develop or is reduced as much as possible.

Tahoe Basin Evacuation Support

In the event of a Tahoe Basin evacuation, traffic flow will likely move through Truckee via two main transportation arteries, State Route 89 from Tahoe City and State Route 267 from Kings Beach. Due to the potentially large volume of vehicles traveling from Lake Tahoe, it may become necessary to implement traffic control points within the town of Truckee. Traffic should be directed towards I-80 where evacuees can travel East or West, depending on the desired destination or established shelter sites. CHP should be contacted to help support the traffic control points. The following intersections will likely be the traffic control points in this type of scenario:

- State Route 89
 - West River Street (Placer County)
 - Deerfield Drive (Truckee)
 - Eastbound Interstate 80 Roundabout (Truckee)
 - Westbound Interstate 80 Roundabout (Truckee)
- State Route 267
 - Schaffer Mill Road (Placer County)
 - Brockway Road / Soaring Way (Truckee)
 - Eastbound Interstate 80 on/off ramps (Truckee)
 - Westbound Interstate 80 on/off ramps (Truckee)

Possible evacuation routes include:

- **Interstate 80 (East and Westbound)** – providing access to communities east and west of Truckee. I-80 generally, based on traffic capacity, has sufficient capacity in either direction to handle most evacuation scenarios, including a town-wide evacuation. If there is construction on the freeway at the time of an evacuation, Caltrans should be contacted to remove as much construction impacts as possible.
- **State Route 89 (North)** – Provides access to communities north of Truckee and is a potential secondary route to Reno. Primary eastern egress route from the Tahoe Donner subdivision. Primary egress route for Prosser Lakeview Estates and Prosser Heights areas.
- **State Route 89 (South)** – providing access to communities south of Truckee and a potential secondary route via US-50 to Sacramento. Depending on conditions may be providing egress from the west shore of Lake Tahoe. If using SR-89 (South) Placer County Sheriff and CHP should be immediately notified so as to assist with traffic control in their area and potentially stop inbound traffic to Truckee from the north and west shores of Lake Tahoe.
- **State Route 267** – providing access to communities south and east of Truckee and a potential secondary route to Sacramento via US-50 or Reno via NV SR-431 (Mt Rose Highway). Depending on conditions may be providing egress from the north shore of Lake Tahoe. If using SR-267 Placer County Sheriff and CHP should be immediately notified so as to assist with traffic control in their area and potentially stop inbound traffic to Truckee from the north shore of Lake Tahoe.
- **Donner Pass Rd.** – a major arterial road running east-west across Truckee.
- **Northwoods Blvd.** – a major arterial road for egress from the western side of the Tahoe Donner subdivision to Donner Pass Rd.
- **Alder Creek Rd** – a major arterial road for egress from the eastern side of the Tahoe Donner subdivision to SR-89 (North).
- **Brockway Rd.** – a major arterial road running east-west from downtown Truckee to SR-267 providing egress to subdivisions located on the south side of Town.
- **Glenshire Dr.** – a major arterial road for egress from Glenshire and Olympic Heights subdivisions to I-80 (both east and west of these subdivisions).

Evacuation routes themselves may be affected by an emergency situation, which can reduce their capacity or render them impassable. Law enforcement officers may patrol evacuation routes if sufficient staffing levels exist to ensure that they are safe for community members. Additionally, because some of the possible evacuation routes run through surrounding communities, the capacities of these routes are likely to be impacted if the communities surrounding Truckee are also compelled to evacuate. The Law Enforcement Branch shall coordinate with representatives of other communities to minimize congestion on these routes.

General evacuation routes have been pre-planned and approved by TPD, TFPD, and CAL FIRE. Incident Commanders will determine which areas will be evacuated depending on the exact event and the Traffic Group will develop specific evacuation routes. If a Traffic Group has not been formed, the Law Branch or Law Incident Commander will be responsible for making these decisions.

In general, the following evacuation routes exist for each of the areas of the Town:

Donner Lake and Deerfield areas

- **Donner Lake:** Donner Pass Rd. to Donner Lake Rd. to I-80
- **Deerfield:** Deerfield Dr. to SR-89 northbound to I-80

Tahoe Donner, Prosser Heights, China Camp

- **West Side of Tahoe Donner:** Northwoods Blvd. to Donner Pass Rd. westbound to I-80
- **East Side of Tahoe Donner:** Alder Creek Rd. to SR-89 southbound to I-80
- **Prosser Heights, China Camp:** SR-89 southbound to I-80

Prosser Lakeview Estates, Grey's Crossing, Old Greenwood, and surrounding areas

- Exit to SR-89 southbound to I-80.

Old Greenwood, and surrounding areas

- Overland Trail to I-80

Glenshire, Olympic Heights, and surrounding areas

- **East side of Glenshire and The Meadows:** Glenshire Dr. eastbound to I-80
- **West side of Glenshire and Olympic Heights:** Glenshire Dr. westbound to Donner Pass Rd eastbound to I-80

Gateway Area, West River St. corridor, and Downtown West

- Exit to I-80

Downtown East, Railyard, and E. River St.

- Donner Pass Rd. eastbound to I-80

Sierra Meadows, Ponderosa Palisades, and surrounding areas

- **Sierra Meadows:** Martis Valley Rd. to Brockway Rd. eastbound to SR-267 northbound
- **Ponderosa Palisades:** Palisades Dr. to Brockway Rd. Eastbound to SR-267 northbound

Public Transportation

The US Census Bureau reports that 10.3% of households in Truckee do not have access to a private vehicle, and even households with access to a private vehicle may require evacuation assistance. It is the responsibility of the Law Enforcement Branch to determine how many vehicles must be provided and of what type. This information will be passed to the Logistics Section of the EOC, which will locate and request the vehicles and their operators through mutual aid or other methods. Tahoe-Truckee Area Regional Transit (TART) and local school districts may be able to provide buses. When transportation is being provided to western Nevada County or to the Reno area for shelters, it may be necessary to establish Transportation Assembly Points, where individuals needing transportation can gather in centralized locations, due to the long turnaround times for buses going out of the area.

Public Transportation (Initial Collection)

Buses and paratransit vehicles can be requested from Tahoe-Truckee Area Regional Transit (TART) and Tahoe Truckee Unified School District (TTUSD) depending on the time of day and year. Either could be available during an emergency, however TTUSD buses may have limited availability if school is in session. At other times of the year, drivers will likely need to be called in to staff the buses. TART capacity has been reduced with the advent of micro-transit services in the Town of Truckee town limits. The micro-transit system could provide additional resources, especially for AFN groups.

Additional transportation may be available from local and regional operators such as Nevada County Connects, Plumas Transit Systems, Tahoe Donner HOA, Northstar CSD, and Olympic Valley CSD. Out-of-state resources include the Washoe County Regional Transportation Commission (RTC), and Incline Village Senior Transportation Program. Any resources needed beyond the Town's jurisdictional boundary, and without a pre-existing memorandum of understanding or agreement, should be coordinated through the Nevada County EOC. Once the Town EOC is open, the Logistics section is responsible for locating vehicles based on reported incident needs. A "Mass-Evacuation Transportation Resource Plan" is available in the Town EOC activation guide to help identify and secure transportation resources.

In the event buses are used inside the different subdivisions, consideration should be given to using the Special Events routes shown on the attached map. These routes have been used previously and are effective at making relatively quick loops through subdivisions with pre-determined stop locations. Buses will return to a Transportation Assembly Point (TAP) to drop passengers before making return trips. The goal of the bus routes is to move people out of the affected areas as efficiently as possible and may not include bringing them to a final destination, particularly if the buses are not filled to capacity during the initial trip.

Transportation Assembly Points (TAPs)

Transportation Assembly Points (TAPs) can serve as transportation hubs where evacuees can be picked up by family, friends or be transported to shelters by public transportation. Evacuees may arrive at TAPs by bicycle, public transit, paratransit, or private vehicles. An example of a TAP is the Truckee Airport which has large spaces for riders, is an identified secondary pet shelter, and offers basic amenities until evacuees can be moved to a final destination. An additional suitable example of a TAP is the Truckee Rail Yard Mobility Hub, as it was specifically developed as a transportation hub.

Key criteria for these sites include:

- Not encumbered by current evacuation operations plans (i.e. schools and other public facilities may already be committed as shelters, staging areas, etc.)
- Availability of parking, and ease of ingress and egress for the public
- Ease of ingress and egress for transit and paratransit vehicles (e.g., appropriate and accessible passenger loading areas, turning radius greater than 50 feet)
- Accessible to individuals with disabilities and those with access and/or functional needs
- Restroom facilities, nighttime lighting, and water supply when possible
- Space for holding pets awaiting evacuation

Evacuation Shelters & Temporary Evacuation Points

Procedures for Establishing an Evacuation Shelter in Truckee

In the event community members are displaced by emergency situations, shelters may be established to provide a temporary place to stay. Incident Commanders will contact the Town of Truckee Office of Emergency Services if an evacuation shelter needs to be opened. There are 12 designated facilities in the American Red Cross (ARC) in Truckee that can serve as shelters for community members. It will take approximately 2 to 4 hours from the confirmation of the request by the American Red Cross to begin accepting community members.

Shelters in the Town of Truckee are primarily run and staffed by the ARC, which has supplies for sheltering stored in Truckee (approximately 75-100 beds, with additional ADA-style beds). In order for the Town to receive cost recovery for shelter services, any shelter must be designated as an official shelter. A shelter can be designated as such by being opened and operated by the American Red Cross, or if the American Red Cross officially sanctions a shelter that is operated by the Town of Truckee or another organization.

A congregate evacuation shelter activation workflow is located in the Town EOC Activation Guide, which contains key contact information.

Temporary Evacuation Points (TEP)

When an evacuation order is given, a Temporary Evacuation Point (TEP) should be established as soon as possible and communicated through public alert and warning messages, incident updates, and the Genasys Protect dashboard. When possible, the TEP should be co-located with the planned evacuation shelter due to efficiencies with staffing and reducing the need for additional travel for evacuees. If shelter identification delays are anticipated, or if an evacuation shelter is not expected to be needed, a TEP location should be determined based on (1) being well outside the impact area with a low risk of later becoming within the impact area, (2) accessibility, (3) limiting traffic impacts, and (4) nearby availability of a public restroom and amenities.

Whenever possible, the Incident command should send a liaison to the TEP to help provide updates to evacuees. Public Information Officers are often good resources for this role. The TEP liaison should also work to gather information for incident command such as the number of evacuees, the total that may need shelter should the evacuation order remain in place overnight, and any potential special needs.

The ARC can assist with staffing a TEP, however, they likely will only have enough staffing to support either a TEP or an evacuation shelter. If an evacuation shelter is needed, or has the high potential of being needed, ARC staff should focus on that effort with other personnel being assigned to the TEP.

Truckee Possible Shelter Sites

Name	Address	Estimated Capacity
Alder Creek Middle School	10931 Alder Creek Dr., Truckee	341 ¹ / 170 ²
Community Arts Center	10046 Church St., Truckee	70 ¹ / 35 ²
Community Recreation Center	8924 Donner Pass Rd., Truckee	371 ¹ / 185 ²
Glenshire Elementary School	10990 Dorchester Dr., Truckee	320 ¹ / 160 ²
Sierra Bible Church	11460 Brockway Rd., Truckee	25 ¹ / 12 ²
Sierra High School	11661 Donner Pass Rd., Truckee	45 ¹ / 22 ²
TTUSD School District Office	11603 Donner Pass Rd., Truckee	375 ¹ / 187 ²
Tahoe Forest Church	10315 Hirschdale Rd., Truckee	120 ¹ / 47 ²
Truckee Elementary School ³	11911 Donner Pass Rd., Truckee	320 ¹ / 160 ²
Truckee High School	11725 Donner Pass Rd., Truckee	455 ¹ / 227 ²
Veterans Building	10214 High St., Truckee	79 ¹ / 39 ²
Total Capacity		2,521¹ / 1,244²

1 – Capacity for “Temporary Sheltering” without cots or sleeping areas

2 – Capacity with cots or sleeping areas. A “0” means the facility has not been surveyed, Local American Red Cross personnel and supplies will limit this to approx. 75 persons total.

3 – Based on Glenshire Elementary School, confirm with ARC and TTUSD prior to use.

Section 3: Evacuated Area Security

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Curfew and Other Laws – Proclamation of a Local Emergency

If the Town Manager, or their designee, proclaims a Local Emergency, he/she may also institute a curfew or other laws and rules to assist in the securing of an evacuated area. A Local Emergency Proclamation also provides for limited immunity of emergency actions of public employees and governing bodies to assist in dealing with the incident. If the Town Manager, or their designee, proclaims the Local Emergency, the Town Council must, within 7 days, ratify the action.

Access Control

Once an area has been evacuated, the Truckee Police Department is responsible for providing security and controlling access to the evacuated area(s). This helps to reduce exposure to hazardous conditions that are present in the impacted area(s) and helps protect personal property and buildings that are unattended. Security activities will be carried out with manned access control points and barricades at key locations around the perimeter of the area, such as main roads into the evacuated area. Barricades should be established at all entry points, regardless of whether they are manned or unmanned, and all unmanned areas of the perimeter shall be patrolled periodically. The Police Department will issue special entry passes allowing authorized personnel access to evacuated areas, if necessary, in accordance with established policies.

The Police Department, with or without a Local Emergency proclamation, may request mutual aid through the Nevada County Sheriff's Office to assist in securing an evacuated area. If a mutual aid request cannot be met with Nevada County Operational Area (OA) resources, a Mission Number will be obtained from the Region level through the Cal-OES Law Enforcement Branch and additional resources obtained through the Sheriff's Office and Cal-OES. This includes state-level assistance such as the CHP or other State agencies.

In the event resources are requested from the State of Nevada (primarily in the event resources are blocked from responding from west of Truckee), a request must be made through CalOES Law Enforcement Branch and the Governor's Office for out-of-state mutual aid resources.

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Section 4: Repopulation

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Repopulation Planning

Coordination with assisting and cooperating agencies is critical to the success of repopulation planning. Ultimately it is a law enforcement decision based on TFPD / CAL FIRE input to approve repopulation of citizens back into an area previously closed or evacuated. While input may be received from a variety of resources, repopulation meetings are generally held with only law and fire command staff to facilitate decision-making.

For most natural disasters and hazardous materials-related incidents, TFPD / CAL FIRE will be the lead on repopulation planning with assistance from Truckee Police personnel, OES, American Red Cross, PIO, and Public Works.

Repopulation criteria shall take into account emergency worker safety and community needs. Control of repopulation to an evacuated area shall be accomplished during planning meetings and coordinated with media releases and incident action plan instructions. Residents may be allowed to repopulate with escorts or while mop-up operations and infrastructure repair continue if the situation allows. Consideration should be given as to whether sufficient medical services, especially if Tahoe Forest Hospital has been evacuated, exist before repopulating the area.

Public Communications and outreach related to repopulation will be essential throughout an evacuation event. Ensuring evacuees have the most up-to-date and available repopulation information will help reduce public demand for information and unrest. During extended evacuations (more than 1 day), a community meeting may be necessary to keep evacuees informed and to provide a venue for residents to raise questions or voice concerns. These meetings should include American Sign Language and Spanish interpreters. Transparency will help maintain public trust during and after an evacuation.

Site Safety Assessments

The impacted areas must be thoroughly inspected to ensure essential infrastructure services have been restored and it is safe for residents to return to their homes.

When the Incident Commander(s) determine(s) the incident risk has passed, they will coordinate with affected jurisdictions and the EOC to conduct a safety assessment of the evacuated area including:

- Structural integrity of buildings, roads, and trees
- Integrity of gas lines, water lines, and sewer lines
- Assessment of debris and contaminant hazards
- Assessment of drinking water quality
- Assessment of the availability of medical services
- Assessment of accessibility of travel paths for people with disabilities, including residents and recovery personnel

Phased Re-entry

Re-entry may be phased to manage the number of people entering the disaster area, and prioritized for public safety purposes.

Phase I

Allows the re-entry of personnel playing key roles in restoring normal services and ensuring public safety in the impacted area following a disaster. Phase I agencies and groups may include:

- Law Enforcement and security agencies (including private security for facilities and residential communities)
- Fire/Emergency Medical Services (EMS)/Search and Rescue Teams
- Animal Care Officers
- Official damage assessment teams
- Infrastructure and utilities repair personnel
- Facility/industry emergency response teams
- Debris clearing and removal crews
- Non-profit partners with a direct service responsibility
- Other personnel at the direction of the EOC

Phase II

Allows for the re-entry of residents and business owners who can prove they live, own, rent, lease, or otherwise need access to the restricted areas. In some cases, re-entry during this phase may be temporary as safety and security issues warrant.

Phase III

Allows for the re-entry of additional groups that are critical to long-term recovery. These groups may include, but are not limited to the following:

- Relief workers
- Health and Human Services
- Insurance agents
- Retail Store Management and Staff
- Hotel/Motel Staff (to prepare for receiving State and Federal relief agencies)

Phase IV

Allows for the resuming of normal access for residents and the demobilization of checkpoints and emergency personnel.

The public will be notified of the re-entry status through emergency broadcast radio, television, press

releases, CodeRED, Red Cross, Internet, informational phone lines such as 211, community briefings, and informational updates at shelters.

Checkpoints and Routes

Law enforcement will establish/maintain Traffic Control Points along access routes to facilitate re-entry and maintain the security of evacuated areas.

Transportation resources will have to be coordinated to return evacuees requiring transportation assistance from evacuation points or shelters back to their communities.

Identification will be required of anyone wishing to re-enter evacuation zones. If possible, a mobile credentialing system for all evacuees and emergency workers will be implemented. To expedite the identification process while maintaining security, credentials should identify the individual, agency (if applicable), specific level of access, and the timeframe of allowed access.

Relief workers should have an identification card from their organization and be able to prove they are fulfilling an assigned role or mission.

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Section 5: Attachments

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Attachment I -- Incident Responsibility Checklist

Responsible Department/ Agency	Actions
Incident Command / Unified Command	<ul style="list-style-type: none"> ▪ Notify OES which Evacuation Management Zones (EMZ) will be evacuated. ▪ Request EOC activation as needed. ▪ Ensure initial community notifications are delivered & Genasys Protect is updated. ▪ Develop Evacuation Plan and Traffic Control Points as necessary. ▪ Continue to update OES of significant events related to the event ▪ Create a repopulation plan before allowing residents to return.
Office of Emergency Services (OES)	<ul style="list-style-type: none"> ▪ Receive notification on emergency/disaster location and status. ▪ Update Genasys Protect ▪ Activate mass notification systems (CodeRED, IPAWS) and send out evacuation notifications as appropriate in conjunction with ICs and PIO. ▪ Notify Nevada County OES ▪ Activate EOC, if requested. ▪ Contact neighboring jurisdictions' Emergency Managers to provide information updates and advise of possible Mutual Aid requests. ▪ Disseminate current status information and EOC activation level to the Police Operations Commander, Chief of Police, and Town Manager ▪ Send current information to the general public to the PIO to post on social media.
TPD Command Staff	<ul style="list-style-type: none"> ▪ Monitor information received from the Town's OES and ICs. ▪ Ensure TPD personnel respond as needed for evacuation, traffic control, and security of Evacuation Zones.
Public Information Officer	<ul style="list-style-type: none"> ▪ Monitor information received from the Town's OES. ▪ Activate mass notification system in conjunction with OES. ▪ Disseminate information on event status, evacuation routes, Temporary Evacuation Point location(s), shelter location(s), etc. as necessary. ▪ Post current event information for the general public to Twitter, Website, Facebook, and Nextdoor. ▪ Monitor social media for rumors, questions, and information. ▪ Request that OES to open a hotline and activate 211, as needed ▪ Ensure public information is available in Spanish.
Public Works	<ul style="list-style-type: none"> ▪ Monitor information received from the Incident Commanders and ESM. ▪ Support evacuations as requested (i.e. provide personnel, barricades for traffic control/road closures, cones, signage, etc.). ▪ Support the Temporary Evacuation Point (TEP) as requested.

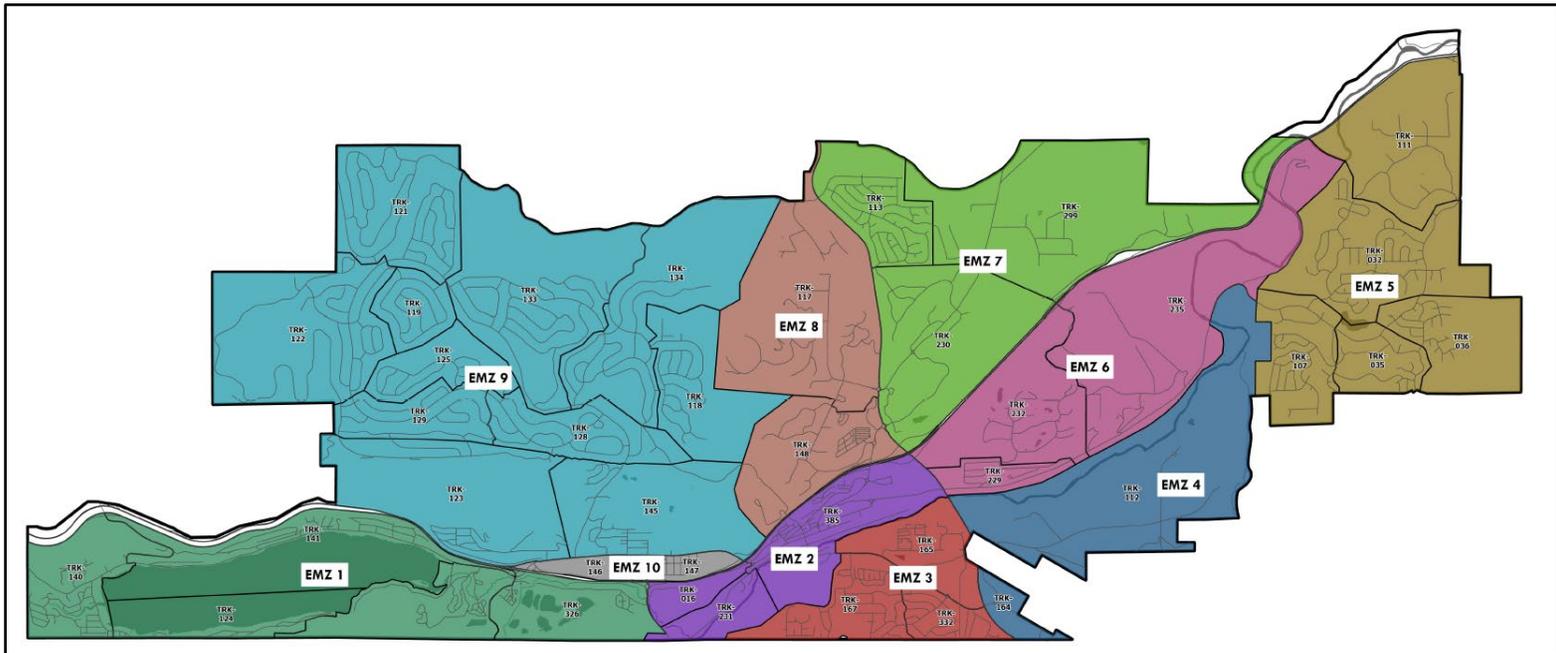
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Attachment II -- Evacuation Management Zones (EMZ)

The Town of Truckee utilizes zone-based evacuations for both planning purposes and real-world events. These pre-determined zones assist incident command in quickly identifying evacuation areas, assist public information officers in communicating evacuation areas to the public, and assist the public in rapidly understanding evacuation areas and status. A total of 39 evacuation zones have been identified within the town boundary. To further assist with planning, especially with large-scale evacuations, these 39 zones have been separated into 10 different Evacuation Management Zones.

The average full-time household in Truckee contains 2.45⁷ people with approximately 2.0⁸ cars per household. The vacancy rate town-wide is estimated to be 50.5%⁹. These statistics were used to estimate the population and vehicle count estimates which are based on primary residents to establish baseline estimates, and do not reflect transient populations (second homeowners, tourists, business travelers, migrant workers, and unhoused populations). These populations should be considered when conducting large-scale evacuations. The biggest contributor to transient populations is within EMZ 9 (Tahoe Donner), which accounts for approximately 80% of the Town's 2nd homes.

Town of Truckee Evacuation Management Zone Map:



⁷ Town of Truckee Facts (<https://portal.laserfiche.com/Portal/PDF10/297e00e8-9ea0-4427-ab15-f96af76a3982/59734252>)

⁸ <https://datausa.io/profile/geo/truckee-ca/#housing>,

⁹ <https://data.census.gov/table/DECENNIALPL2020.H1?q=Truckee%20town,%20California%20Housing>

Town of Truckee
EOP Evacuation Annex
March 2025

EMZ	Area Descriptions	Evacuation Zones	Approx # of Residential Properties ¹⁰	Approximate Nighttime Population	Approximate Daytime Population	Approximate Minimum # of Cars ¹¹
1	Donner Lake, Coldstream, Deerfield	TRK-E124, 140, 141, 326, CSP-E323	1,516	1,212	1,985	1,516
2	West River, Downtown, Railyard	TRK-E016, 231, 385	226	548	1,753	1,096
3	Sierra Meadows, Ponderosa Palisades	TRK-E165, 167, 332	1,068	2,725	1,346	1,870
4	Airport, Joerger Rd.	TRK-E112, 164	5	45	817 ⁷	681
5	Glenshire, Juniper Hills, The Meadows	TRK-E032, 035, 036, 107, 111	1,550	4,120	3,026	2,715
6	Olympic Heights, Old Greenwood, Overland Trail	TRK-E229, 232, 235	310	698	371	543
7	Grays Crossing, Prosser Lakeview, Pannonia Ranchos	TRK-E113, 229, 230	917	2,053	1,135	1,606
8	Prosser Heights, Pioneer	TRK-E117, 148	312	1,475	1,829	1,346
9	Tahoe Donner, Armstrong Tract	TRK-E118, 119, 121, 122, 123, 125, 128, 129, 133, 134, 145	1,500 Full-Time 4,973 Part-Time 6,473 Total ¹²	3,638 Full-Time ¹³ 2,696 Part-Time 6,334 Total	1,589 Full-Time 937 Part-Time 2,526 Total	3,000 Full-Time 1,348 Part-Time 4,348 Total
10	Gateway	TRK-E146, 147	69	227	2,866	1,121
Town of Truckee		39 Total	12,446¹⁰	16,741¹⁴	16,716¹⁴	14,391¹⁴

¹⁰ Nevada County Assessors data - # of residential units

¹¹ Based on primary occupancy population vehicles, with the exception of EMZ 9 (Tahoe Donner). Additional vehicles added to EMZ 1, 2, 4, 8, and 10 to account for significant # of commercial businesses and recreation. Assumes the nighttime # of vehicles for residential properties and the daytime number of vehicles for commercial and recreation properties.

¹² Per Tahoe Donner HOA on 12/16/24, Approximately 1,500 of the 6,473 homes (23%) are owner-occupied in Tahoe Donner

¹³ FT= Full time, PT = Part time, Tot = Total

¹⁴ This figure does not include 2nd home populations.

Attachment III – Critical Facilities in Truckee

A critical facility is a building or site that is important to meet community needs and provide government services. These facilities can include local government buildings and sites, private facilities, and key pieces of infrastructure. Critical facilities help provide basic needs and ensure continuity of government functions following an emergency.

Name	Address	Function
Town of Truckee Town Hall	10183 Truckee Airport Rd.	Town Governance
Truckee Police Department	10183 Truckee Airport Rd.	Public Safety and Law Enforcement
Town of Truckee Corp Yard	10969 Stevens Ln.	Roads, Maintenance, Infrastructure, Fleet
Town of Truckee Maintenance Yard	14528 Northwoods Boulevard	Roads, Maintenance, Infrastructure
Transportation Depot	10065 Donner Pass Road	Public Transportation
Animal Shelter	10961 Stevens Ln.	Animal Services
USFS – Truckee Ranger District Headquarters	10811 Stockrest Springs Rd	Forest Land Management
Caltrans Yard	10152 Keiser Ave.	Transportation - Interstate and Highway
Tahoe Forest Hospital & Extended Care Center	10121 Pine Ave	Healthcare
Tahoe Forest Gene Upshaw Cancer Center	10121 Pine Ave	Healthcare
Tahoe Forest Hospital Medical Office Building	10956 Donner Pass Road	Healthcare
Tahoe Forest Hospital Gateway West	10978 Donner Pass Road	Healthcare
Nevada County Superior Court	10075 Levon Ave.	Judicial

Nevada County Detention Fac.	10879 Donner Pass Rd	Public Safety and Law Enforcement
California Highway Patrol Ofc.	10475 Pioneer Trail	Public Safety and Law Enforcement
Donner Pass Commercial Vehicle Enforcement Fac.	12800 I-80	Public Safety and Law Enforcement
Truckee High School	11725 Donner Pass Rd	Education
Truckee Elementary	11911 Donner Pass Rd	Education
Sierra High School	11661 Donner Pass Rd	Education
TTUSD District Office & Warehouse	11603 Donner Pass Rd	Education
Alder Creek Middle School	10931 Alder Dr.	Education
Glenshire Elementary	10990 Dorchester Dr.	Education
Sierra Expeditionary Learning School (K-8)	11603 Donner Pass Rd.	Education
TTUSD Bus Facility	12485 Joerger Dr	Education
Truckee Tahoe Airport	10356 Truckee Airport Rd	Transportation - Air
TDRPD – Main Office & Pool	10981 Truckee Way	Parks, Recreation, and Education
TDRPD Community Center	10981 Truckee Way	Recreation and Education
TDRPD Community Arts Center	10046 Church St.	Recreation and Education
TDRPD Veterans Hall	10214 High St.	Recreation, Public Meeting
TDRPD Regional Park	10500 Brockway Rd	Parks & Recreation
TDRPD Riverview Sports Park	12200 Joerger Dr.	Parks & Recreation

TDRPD West End Beach	15888 S Shore Dr	Parks & Recreation
TDRPD Boat Launch	15509 Donner Pass Rd	Lake Access
TFPD Station #91	10049 Donner Pass Road	Public Safety, Fire, EMS
TFPD Station #92	11473 Donner Pass Road	Public Safety, Fire, EMS
TFPD Station #93	15572 Donner Pass Road	Public Safety, Fire, EMS
TFPD Station #94	12986 Northwoods Blvd	Public Safety, Fire, EMS
TFPD Station #95	10900 Manchester Drive	Public Safety, Fire, EMS
TFPD Station #96	10277 Truckee Airport Road	Public Safety, Fire, EMS
Senior Center	10040 Estates Dr.	Senior Services
TDPUD Main Office	11570 Donner Pass Rd.	Water and Electric Utility
TDPUD Wells and Substations	Consult TDPUD for locations	Water and Electric Utility
Truckee Sanitary District (TSD) Main Office	12304 Joerger Dr	Wastewater Utility
TSD pump stations	Consult TSD for locations, available via public Online Map: https://www.truckeesan.org/gis-and-mapping/	Wastewater Utility
TTSA Sewer Treatment Facility	13720 Butterfield Dr.	Wastewater Utility
UPRR Railyard	Lat. 39.330398635742014, Long -120.17528517268133	Transportation - Rail

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Attachment IV – Traffic Control Points and Evacuation Management Zone Special Considerations

Traffic Control Points (TCPs) will be established at key intersections and access points for evacuation routes, to help ensure a smooth flow of traffic. In some situations, traffic control personnel may need to control vehicle flow outside of the hazard area in order to minimize conflicts with evacuating traffic. These preselected TCP's can be adjusted during the evacuation as needed.

Traffic control personnel will monitor the progress of evacuation activities and implement any changes in traffic control strategies in consultation with the Traffic Group Supervisor. The Town should have towing services on standby to assist disabled vehicles and ensure that they do not impede the flow of traffic. Public Works will provide barricades and signs as needed.

A list of the primary traffic control point locations in town are provided below. These TCPs will have an associated diagram within each Evacuation Management Zone traffic control plan, which is included later in this attachment. In addition to these TCPs, each EMZ will also list additional TCPs that may assist in expediting evacuation as resources allow. The ability to execute these traffic control point plans is dependent on resource availability, and incident priorities as dictated by Incident Command.

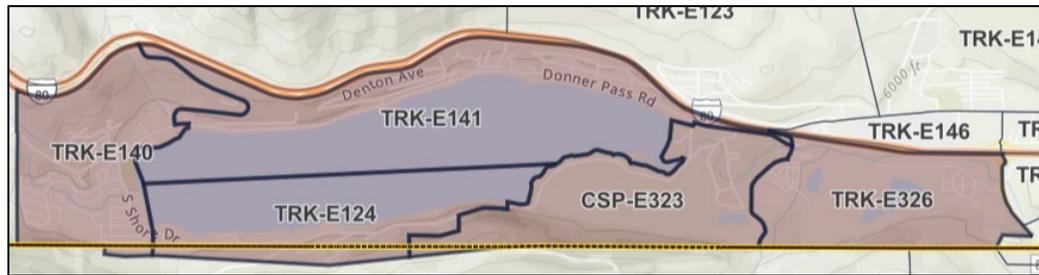
Primary Town Traffic Control Point Locations

- Alder Creek Road at Schussing Way (TCP #1)
- Brockway Road at:
 - Palisades Rd (TCP #2)
 - Martis Valley Rd (TCP #3)
 - SR-267 (TCP #4)
- Donner Pass Road at:
 - South Shore Dr. (TCP #5)
 - Donner Lake Rd (TCP #6)
 - I-80 (Donnergate) (TCP #7)
 - Northwoods Blvd (TCP #8)
 - SR-89 (TCP #9)
 - Mclver Crossing (TCP #10)
 - Bridge St (TCP #11)
- Glenshire Drive at:
 - Church St. (TCP #12)
 - Dorchester (West) (TCP #13)
- Glenshire Drive at (continued):
 - Dorchester (East) (TCP #14)
 - Martis Peak Rd (TCP #15)
- Hirschdale Rd at I-80 & Glenshire (TCP #16)
- Northwoods Blvd at Northwoods (TCP #17)
- State Route 89 at:
 - Alder Creek Rd. (TCP #18)
 - Rainbow Dr. (TCP #19)
 - Prosser Dam Rd/Alder Dr. (TCP #20)
 - Henness Rd/Truckee Way (TCP #21)
 - SR-267 and I-80 (TCP #22)
- Truckee Way at:
 - Pioneer Trail (TCP #23)
 - I-80 (TCP #24)
 - E Jibboom St (TCP #25)
 - Glenshire Dr (TCP #26)

Additional Traffic Control Point Locations – Outside Town limits

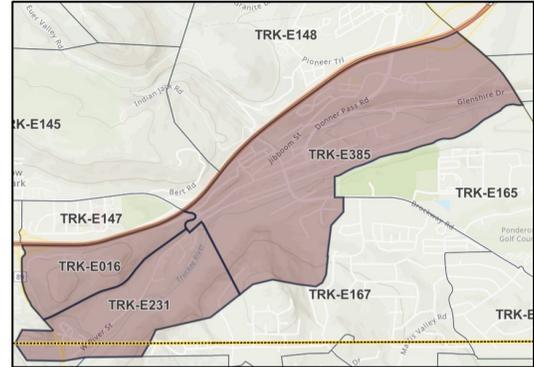
- Interstate 80
 - E/B west of Town (summit area) – stop eastbound traffic to allow for egress from Town
 - W/B east of Town (Stateline) – stop westbound traffic to allow for egress from Town
- State Route 267
 - At Schaffer Mill Rd. – control traffic as needed to prevent gridlock northbound SR-267
 - At Northstar Dr. – stop northbound traffic and turn back to Northstar and Kings Beach
- State Route 89
 - At Squaw Valley Rd. – stop northbound traffic and return to Tahoe City

Evacuation Management Zone 1: Donner Lake, Coldstream, Deerfield



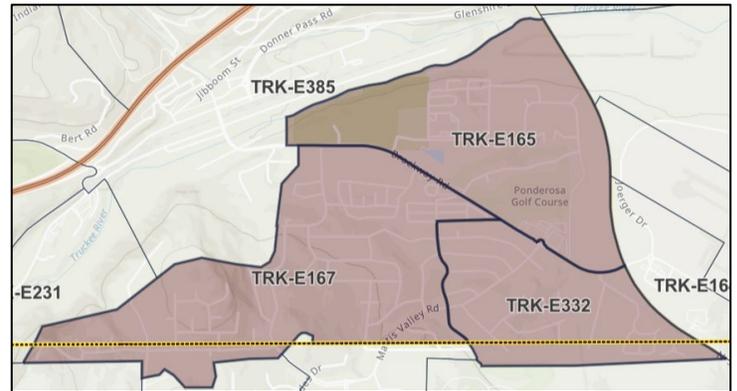
Approximate Minimum Demographics	Number of Residential Properties		Nighttime Population	Daytime Population	Average Number of Vehicles
		1,516		1,212	1,985
Genasys Evacuation Zones	TRK-E124, TRK-E140, TRK-E141, TRK-E326, CSP-E323				
Special Considerations & Critical Facilities	<ul style="list-style-type: none"> • State Parks Campground • High-Density Housing & Vulnerable Populations: <ul style="list-style-type: none"> ○ Coldstream Commons (13051 Sawmill Road) • Limited Egress: <ul style="list-style-type: none"> ○ South Shore Drive, one-way in, one-way out beginning at Donner Pass Road ○ Deerfield Neighborhood, one-way in, one-way • Truckee Fire Protection District Station 93 (15572 Donner Pass Rd.) • Donner Lake Boat Launch (15509 Donner Pass Rd) 				
Priority Traffic Control Points	<ol style="list-style-type: none"> 1. Donner Pass Rd and South Shore Dr. – TCP # 5 2. Donner Pass Rd and I-80 (Donnergate Area) – TCP # 7 3. Donner Pass Rd. and Donner Lake Rd. – TCP # 6 				
Secondary Traffic Control Points	<ol style="list-style-type: none"> 1. Deerfield Dr. and SR-89 2. Donner Pass Rd. and S Shore Dr (State Park Entrance) 				
Additional Traffic Control Points	<ol style="list-style-type: none"> 1. South Shore Dr. and Pine St. 2. Donner Pass Rd. and James Ave. 				
Minimum Recommended Resources	Officers	Non-Sworn Personnel	Cones	Barricades	CMS Boards
	4	3	50	8	2

Evacuation Management Zone 2: West River, Downtown, Railyard



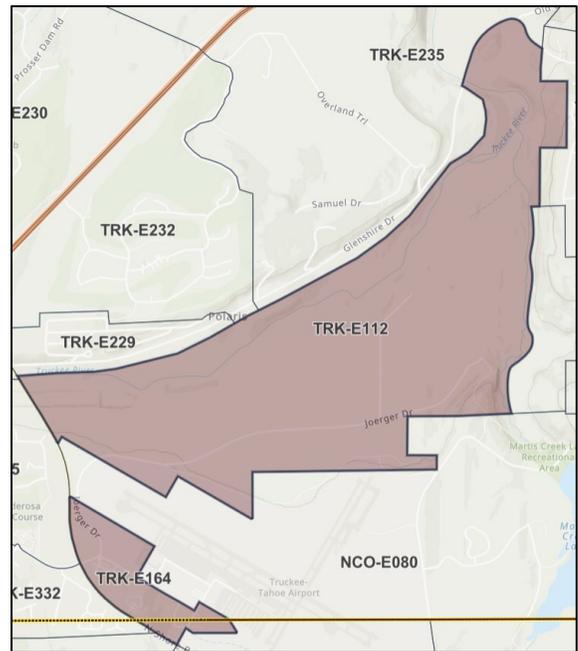
Approximate Minimum Demographics	Number of Residential Properties		Nighttime Population	Daytime Population	Average Number of Vehicles
		226		548	1,753
Genasys Evacuation Zones	TRK-E016, TRK-E231, TRK-E385				
Special Considerations & Critical Facilities	<ul style="list-style-type: none"> High-Density Housing & Vulnerable Populations: <ul style="list-style-type: none"> Artist Lofts (9848 Donner Pass Rd) Colburn Crossing (10551 E Jibboom St) Animal Shelter / Humane Society (10961 Stevens Ln.) Early-Childhood Care / Pre-School: Community Art Center (10046 Church St) Community College: Sierra College (11001 College Trail) Town of Truckee Corporation Yard (10969 Stevens Ln) Transportation Depot (10065 Donner Pass Rd.) USFS Truckee Ranger District Headquarters (10811 Stockrest Springs) Caltrans Maintenance Yard (10152 Keiser Ave) Truckee Fire Protection District HQ Station 91 (10049 Donner Pass Rd) 				
Priority Traffic Control Points	<ol style="list-style-type: none"> Donner Pass Rd. and McIver Crossing – TCP # 10 Donner Pass Rd. and Bridge St. (including RR Cross) – TCP # 11 Truckee Way and E Jibboom St. – TCP # 25 				
Secondary Traffic Control Points	<ol style="list-style-type: none"> West River St and SR-89 Truckee Way and Glenshire Dr. – TCP #26 Truckee Way and I-80 – TCP #24 Glenshire Dr. and Church Street – TCP #12 McIver Crossing and W River St. Truckee Way and Pioneer Trail – TCP # 23 SR-89 and Truckee Way/Hennessy Rd – TCP # 21 				
Additional Traffic Control Points	<ol style="list-style-type: none"> East River St and Bridge St. Donner Pass Rd. and Spring St. Jibboom St. and Bridge St. Church St. and Truckee Way 				
Minimum Recommended Resources	Officers	Non-Sworn Personnel	Cones	Barricades	CMS Boards
	14	7	220	21	0

Evacuation Management Zone 3: Sierra Meadows, Ponderosa Palisades



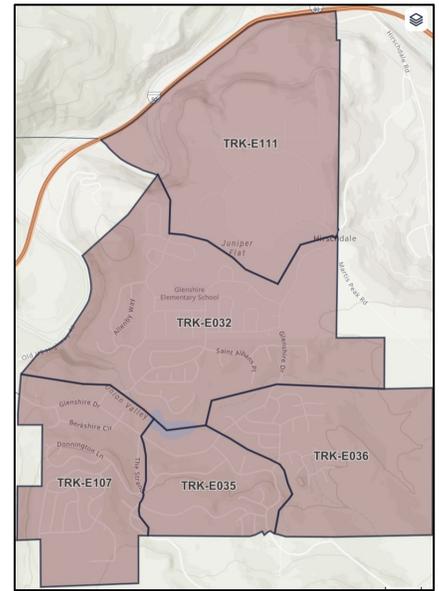
Approximate Minimum Demographics	Number of Residential Properties		Nighttime Population	Daytime Population	Average Number of Vehicles
		1,068		2,725	1,346
Genasys Evacuation Zones	TRK-E165, TRK-E167, TRK-E332				
Special Considerations & Critical Facilities	<ul style="list-style-type: none"> • High-Density Housing & Vulnerable Populations: <ul style="list-style-type: none"> ○ Truckee-Donner Senior Apartments (10040 Estates Dr) ○ Village Green Mobile Home Park (11070 Brockway Rd.) ○ Truckee Pines Apartments (10100 Estates Dr) ○ Sierra Village Apartments (10081 Martis Valley Dr) • Education and Childcare <ul style="list-style-type: none"> ○ Regional Park, 10100 Estates Drive. <ul style="list-style-type: none"> ▪ Truckee River Program (Single portable grades 9-12) ▪ Camp Trudaca – Summer Only, Elementary ages 				
Priority Traffic Control Points	1. Brockway Rd and SR-267 – TCP # 4 2. Brockway Rd and Palisades Dr. – TCP # 2 3. Brockway Rd. and Martis Valley Rd. – TCP # 3				
Secondary Traffic Control Points	1. Brockway Rd and Estates Dr. 2. Brockway Rd and Reynold Way 3. SR-89/SR-267 and I-80 – TCP #22				
Additional Traffic Control Points	1. Palisades Dr. and Torrey Pine Rd. 2. Martis Valley Rd. and Star Pine Rd.				
Minimum Recommended Resources	Officers	Non-Sworn Personnel	Cones	Barricades	CMS Boards
	7	7	165	11	0

**Evacuation Management Zone 4: Airport,
 Joerger Rd.**



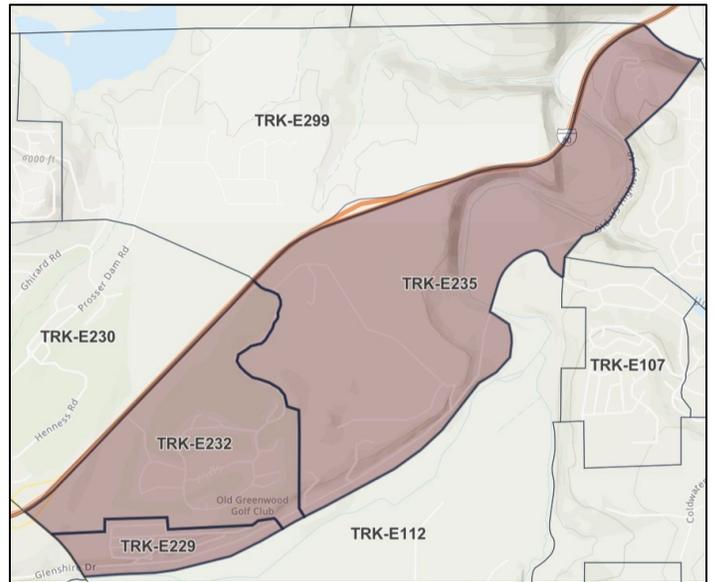
Approximate Minimum Demographics	Number of Residential Properties		Nighttime Population	Daytime Population	Average Number of Vehicles
		5		45	817
Genasys Evacuation Zones	TRK-E112, TRK-E164				
Special Considerations & Critical Facilities	<ul style="list-style-type: none"> • Town Hall & Police Department (10183 Truckee Airport Rd.) • School District Fleet (12485 Joerger Dr) • Wastewater Facilities <ul style="list-style-type: none"> ○ Collections - Truckee Sanitary District Main Office (12304 Joerger Dr) ○ TTSA Sewer Treatment Facility (13720 Butterfield Dr.) • Truckee Fire Protection District Station 96 (10277 Truckee Airport Rd) 				
Priority Traffic Control Points	1. Soaring Way and SR-267 – TCP # 4				
Secondary Traffic Control Points	1. Joerger Dr. and Soaring Way 2. Truckee Airport Rd and SR-267 3. SR-89/SR-267 and I-80 – TCP #22				
Additional Traffic Control Points	1. Soaring Way and Truckee Airport Rd.				
Minimum Recommended Resources	Officers	Non-Sworn Personnel	Cones	Barricades	CMS Boards
	4	4	85	6	0

Evacuation Management Zone 5: Glenshire, Juniper Hills, The Meadows



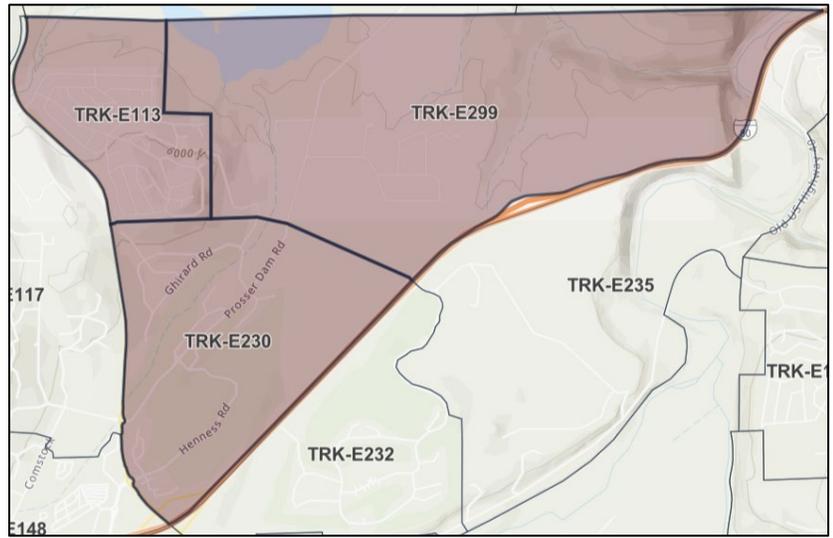
Approximate Minimum Demographics	Number of Residential Properties		Nighttime Population	Daytime Population	Average Number of Vehicles
		1,550		4,120	3,026
Genasys Evacuation Zones	TRK-E032, TRK-E035, TRK-E036, TRK-E107, TRK-E111				
Special Considerations & Critical Facilities	<ul style="list-style-type: none"> Elementary School: Glenshire Elementary (10990 Dorchester Dr.) Early-Childhood Care / Pre-School: Playdate (10114 Dorchester Dr) Limited Egress: <ul style="list-style-type: none"> Regency Circle Neighborhood: One-Way In, One-Way Out Donnington Lane & Royal Way Neighborhood: One-Way In, One-Way Out Truckee Fire Protection District Station 95 (10900 Manchester Dr.) Zone NCO-E004 South of Glenshire likely also needing evacuation. 				
Priority Traffic Control Points	<ol style="list-style-type: none"> Glenshire Dr. and Dorchester (West) – TCP # 13 Glenshire Dr. and Dorchester (East) – TCP # 14 Glenshire Dr. and Martis Peak Rd. – TCP # 15 Glenshire Dr. / Hirschdale Rd and I-80 – TCP # 16 				
Secondary Traffic Control Points	<ol style="list-style-type: none"> Glenshire Dr. and The Strand Glenshire Dr. and Somerset Dr. Glenshire Dr. and Rolands Way Donnington Lane and The Strand Glenshire Dr. and Church St. – TCP # 12 Glenshire Dr. and Truckee Way – TCP #26 				
Additional Traffic Control Points	<ol style="list-style-type: none"> Donnington Ln and Royal Way 				
Minimum Recommended Resources	Officers	Non-Sworn Personnel	Cones	Barricades	CMS Boards
	8	3	115	17	0

Evacuation Management Zone 6:
 Olympic Heights, Old Greenwood,
 Overland Trail



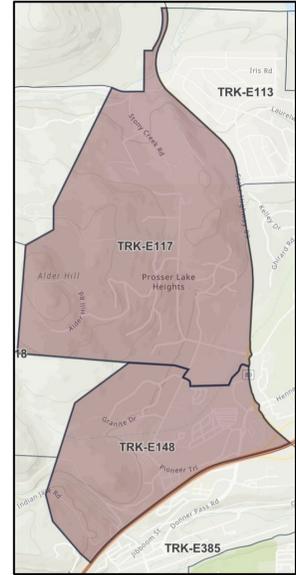
Approximate Minimum Demographics	Number of Residential Properties		Nighttime Population	Daytime Population	Average Number of Vehicles
	310		698	371	543
Genasys Evacuation Zones	TRK-E229, TRK-E232, TRK-E235				
Special Considerations & Critical Facilities	Limited Egress: Old Greenwood, EVA point between Old Greenwood and Olympic Heights at Olympic Blvd.				
Priority Traffic Control Points	1. Glenshire Drive and Truckee Way – TCP #26				
Secondary Traffic Control Points	1. Lookout Loop and Fairway Dr. (NE, near Clubhouse) 2. Glenshire Drive and Olympic Blvd 3. Truckee Airport Rd. / Overland Trail and I-80 4. Glenshire Drive and Church St. – TCP # 12				
Additional Traffic Control Points	1. Glenshire Drive and Highland Ave. 2. If EVA is used for evacuation – Olympic Blvd. and Floriston Ct. 3. Truckee Way and I-80 – TCP #24				
Minimum Recommended Resources	Officers	Non-Sworn Personnel	Cones	Barricades	CMS Boards
	4	2	80	7	0

Evacuation Management Zone 7:
 Grays Crossing, Prosser Lakeview,
 Pannonia Ranchos



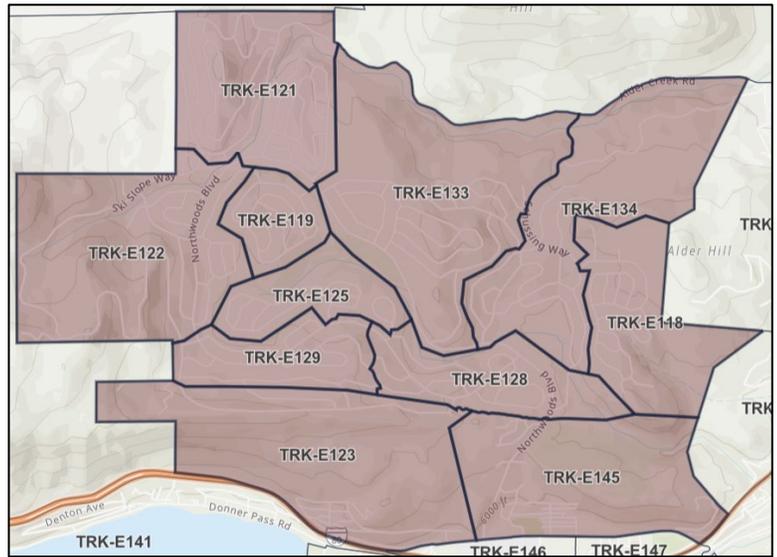
Approximate Minimum Demographics	Number of Residential Properties		Nighttime Population	Daytime Population	Number of Vehicles
		917		2,053	1,135
Genasys Evacuation Zones	TRK-E113, TRK-E229, TRK-E230				
Special Considerations & Critical Facilities	<ul style="list-style-type: none"> • Early Childhood Care/Private Elementary: Union Mills Wild River School (12640 Union Mills Rd) • Limited Egress: Mt. Rose View Dr. Neighborhood One way in, One Way out. • High-Density Housing & Vulnerable Populations: Henness Flats Apartments (11929 Waters Way) 				
Priority Traffic Control Points	<ol style="list-style-type: none"> 1. E Alder Creek Rd. and SR-89 – TCP #18 2. Rainbow Dr. and SR-89 – TCP #19 3. SR-89 / SR-267 and I-80 – TCP #22 4. Henness Rd and SR-89 – TCP #21 5. Prosser Dam Rd and SR-89 – TCP #20 				
Secondary Traffic Control Points	1. Henness Rd and Prosser Dam Rd.				
Additional Traffic Control Points	<ol style="list-style-type: none"> 1. Prosser Dam Rd and Ghirard Rd. 2. Pine Forest Rd. and Rainbow Dr. 				
Minimum Recommended Resources	Officers	Non-Sworn Personnel	Cones	Barricades	CMS Boards
	6	5	60	7	1

Evacuation Management Zone 8: Prosser Heights, Pioneer



Approximate Minimum Demographics	Number of Residential Properties	Nighttime Population	Daytime Population	Average Number of Vehicles	
		312	1,475	1,829	1,346
Genasys Evacuation Zones	TRK-E117, TRK-E148				
Special Considerations & Critical Facilities	<ul style="list-style-type: none"> • Middle School: Alder Creek (10931 Alder Dr.) • Early Childhood Care / Pre-School: Community Recreation Center (10981 Truckee Way) • High-Density Housing & Vulnerable Populations: <ul style="list-style-type: none"> ○ Coachland RV Park & Village (10100 Pioneer Trail) ○ Frishman Hollow Apartments (11188 Rue Ivy) • Limited Egress: <ul style="list-style-type: none"> ○ China Camp Neighborhood: One-Way in, One Way Out ○ Alder Dr. Neighborhood: One-Way in, One Way Out beginning at Comstock Dr. • California Highway Patrol (10475 Pioneer Trail) 				
Priority Traffic Control Points	<ol style="list-style-type: none"> 1. SR-89 / SR-267 and I-80 – TCP #22 2. Alder Dr. and SR-89 – TCP #20 3. Truckee Way and SR-89 – TCP #21 4. Pioneer Trail and Truckee Way – TCP #23 				
Secondary Traffic Control Points	<ol style="list-style-type: none"> 1. Alder Dr. and Comstock Dr. 2. Alder Creek Rd. and SR-89 – TCP #18 				
Additional Traffic Control Points	<ol style="list-style-type: none"> 1. Granite Dr. and Comstock Dr. 2. Coachland Dr. and Pioneer Trail. 3. Alder Creek Rd. and Stony Creek Ct. 				
Minimum Recommended Resources	Officers	Non-Sworn Personnel	Cones	Barricades	CMS Boards
	7	6	70	9	0

**Evacuation Management Zone 9:
Tahoe Donner, Armstrong Tract**



Approximate Minimum Demographics	Number of Residential Properties		Nighttime Population	Daytime Population	Average Number of Vehicles
		6,473		6,334	2,526
Genasys Evacuation Zones	TRK-E118, TRK-E119, TRK-E121, TRK-E122, TRK-E123, TRK-E125, TRK-E128, TRK-E129, TRK-E133, TRK-E134, TRK-E145				
Special Considerations & Critical Facilities	<ul style="list-style-type: none"> • Tahoe Donner Equestrian Center (15275 Alder Creek Rd) • Recreation Trails • Large 2nd Home Demographic (approx. 75%), significantly fluctuating population numbers • Limited Egress <ul style="list-style-type: none"> ○ Tahoe Donner due to the high number of households ○ Swiss Lane Neighborhood, one way in, one way out ○ Baden Rd. Neighborhood, one way in, one way out. • Town of Truckee Maintenance Yard (14528 Northwoods Blvd) • Truckee Fire Protection District Station 94 (12986 Northwoods Blvd) 				
Priority Traffic Control Points	<ol style="list-style-type: none"> 1. Northwoods Blvd. and Donner Pass Rd. – TCP #8 2. Alder Creek Rd. and SR-89 – TCP #18 3. Northwoods Blvd and Northwoods Blvd. – TCP #17 4. Alder Creek Rd. and Schussing Way – TCP #1 				
Secondary Traffic Control Points	<ol style="list-style-type: none"> 1. Donner Pass Rd and I-80 (Donnergate Area) – TCP #7 2. Donner Pass Rd and SR-89 – TCP #9 3. SR-89/267 and I-80 – TCP #22 				
Additional Traffic Control Points	<ol style="list-style-type: none"> 1. Northwoods Blvd. and Swiss Ln. 2. Alder Creek Rd and Fjord Rd. 3. Northwoods Blvd. and Lausanne Way 				
Minimum Recommended Resources	Officers	Non-Sworn Personnel	Cones	Barricades	CMS Boards
	12	10	240	16	1

Evacuation Management Zone 10: Gateway



Approximate Minimum Demographics	Number of Residential Properties		Nighttime Population	Daytime Population	Average Number of Vehicles
		69		227	2,866
Genasys Evacuation Zones	TRK-E146, TRK-E14				
Special Considerations & Critical Facilities	<ul style="list-style-type: none"> • Tahoe Forest Hospital, Long-Term Care Facility, and Cancer Center (10121 Pine Ave) • Medical Facilities including Urgent Care (10956 Donner Pass Rd.) • Schools (11000 Block of Donner Pass Rd. South Side): <ul style="list-style-type: none"> ○ Truckee Elementary ○ Sierra Expeditionary Learning School (Elementary & Middle) ○ Truckee High School ○ Sierra High School • Nevada County Superior Court (10075 Levon Ave.) • Nevada County Detention Center (10879 Donner Pass Rd.) • Truckee Fire Protection District Station 92 (11473 Donner Pass Rd.) • Truckee Donner Public Utility District Headquarters (11570 Donner Pass Rd.) 				
Priority Traffic Control Points	<ol style="list-style-type: none"> 1. Donner Pass Rd. and SR-89 – TCP #9 2. Donner Pass Rd. and McIver Crossing Roundabout – TCP #10 3. Donner Pass Rd and I-80 (Donnergate Area) – TCP #7 				
Secondary Traffic Control Points	<ol style="list-style-type: none"> 1. Northwoods Blvd. and Donner Pass Rd. – TCP #8 2. SR-89 and I-80 Roundabouts 3. Meadow Way and Donner Pass Rd. 				
Additional Traffic Control Points	<ol style="list-style-type: none"> 1. Levon Ave and Donner Pass Rd. 				
Minimum Recommended Resources	Officers	Non-Sworn Personnel	Cones	Barricades	CMS Boards
	9	10	215	14	1

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Traffic Control Points

TCP #1: Alder Creek Road at Schussing Way

Associated Evacuation Management Zone(s): 9 (Tahoe Donner)

Goals:

1. Ensure a steady flow of traffic exiting Tahoe Donner towards Highway 89.
2. Prevent intersection and roadway gridlock.

Strategies:

1. Flow of traffic traveling northbound Schussing Way onto eastbound Alder Creek Road by alternating between Schussing traffic and eastbound Alder Creek traffic.
2. Prevent traffic from entering southbound Schussing Way.

Recommended Resources:

1. Personnel
 - a. 1 Officer
2. Equipment
 - a. 8 Traffic Cones
 - b. 1 Barricade

Supporting Traffic Control Points:

1. TCP # 18 - State Route 89 at Alder Creek Road



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TCP #2: Brockway Road at Palisades Dr.

Associated Evacuation Management Zone(s): 3 (Sierra Meadows, Ponderosa Palisades)

Goals:

1. Ensure a steady flow of traffic exiting Palisades Dr. and traveling on Brockway Rd
2. Prevent intersection and roadway gridlock.

Strategies:

1. Flow of traffic traveling northbound Palisades Dr. onto eastbound Brockway Road toward State Route 267
2. Prevent traffic from entering southbound Palisades Dr. into subdivisions.
3. Prevent Traffic from turning westbound Brockway Rd. into Downtown area.

Recommended Resources:

1. Personnel
 - a. 2 Officers
 - b. 2 non-sworn personnel
2. Equipment
 - a. 65 Traffic Cones
 - b. 2 Barricades

Supporting Traffic Control Points:

1. TCP 3: Brockway Rd and Martis Valley Rd.
2. TCP 4: Brockway Rd and SR-267



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TCP #3: Brockway Road at Martis Valley Road

Associated Evacuation Management Zone(s): 3 (Sierra Meadows, Ponderosa Palisades)

Goals:

1. Ensure a steady flow of traffic exiting Martis Valley Rd. and traveling on Brockway Rd.
2. Prevent intersection and roadway gridlock

Strategies:

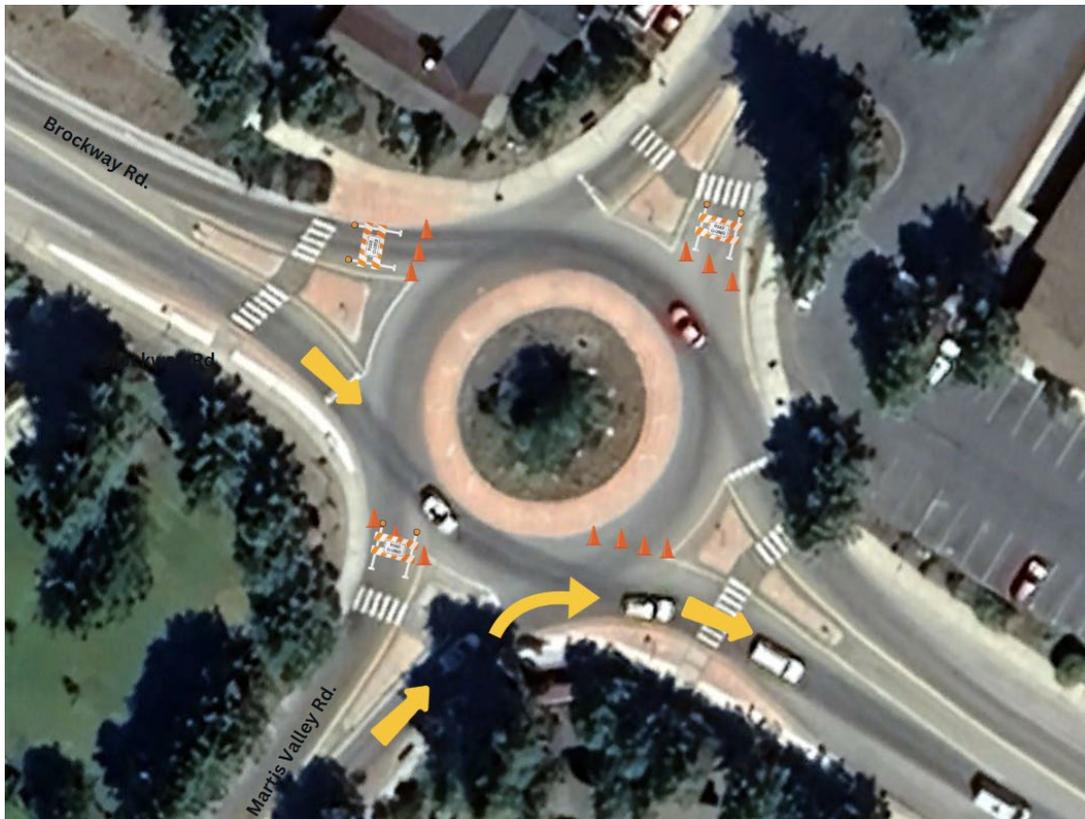
1. Flow of traffic out of subdivision using Martis Valley Rd to SR-267.
2. Prevent traffic from entering Martis Valley Rd and subdivision, continuing down westbound Brockway Rd. into downtown area, and commercial area.

Recommended Resources:

1. Personnel
 - a. 1 Officer
 - b. 1 Non-sworn personnel
2. Equipment
 - a. 13 Traffic Cones
 - b. 3 Barricades

Supporting Traffic Control Points:

1. TCP 2: Brockway Rd. at Palisades Dr.
2. TCP 4: Brockway Rd. at SR-267



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TCP #4: Brockway Road at State Route 267

Associated Evacuation Management Zone(s): 3 (Sierra Meadows, Ponderosa Palisades), 4 (Soaring Way, Airport, Joerger)

Goals:

1. Ensure a steady flow of traffic.
2. Provide priority flow to most affected traffic direction
3. Prevent intersection and roadway gridlock

Strategies:

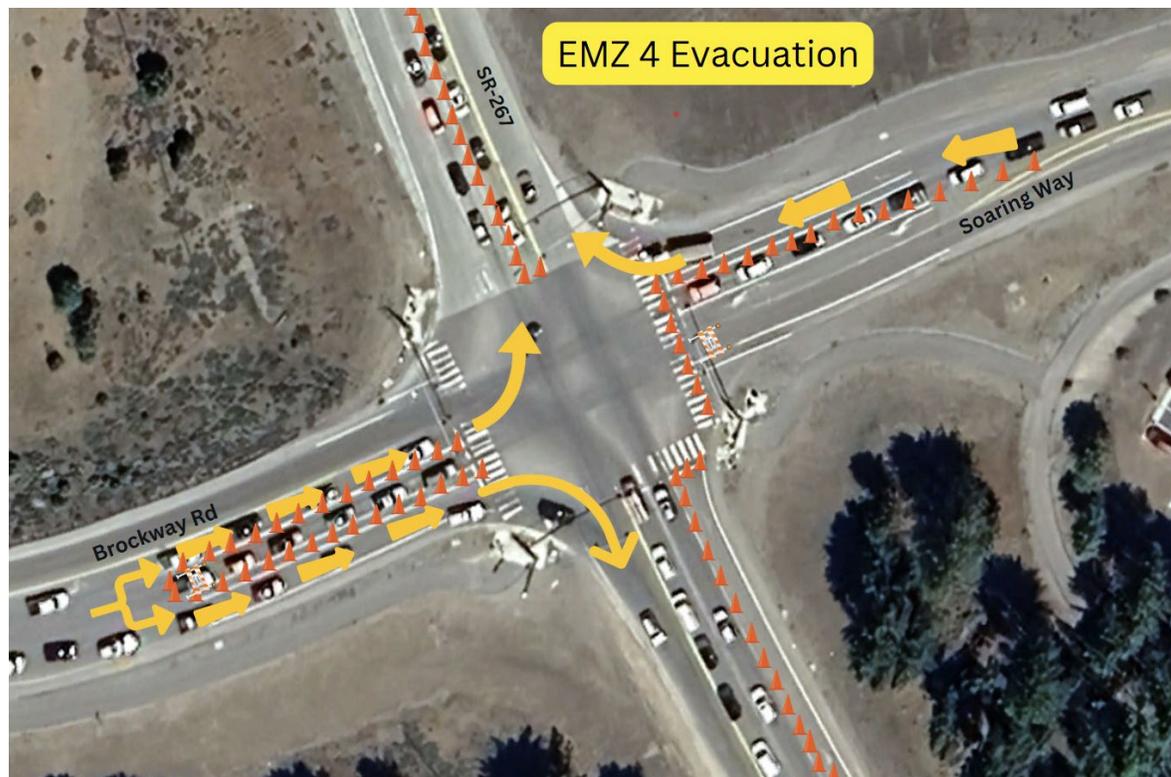
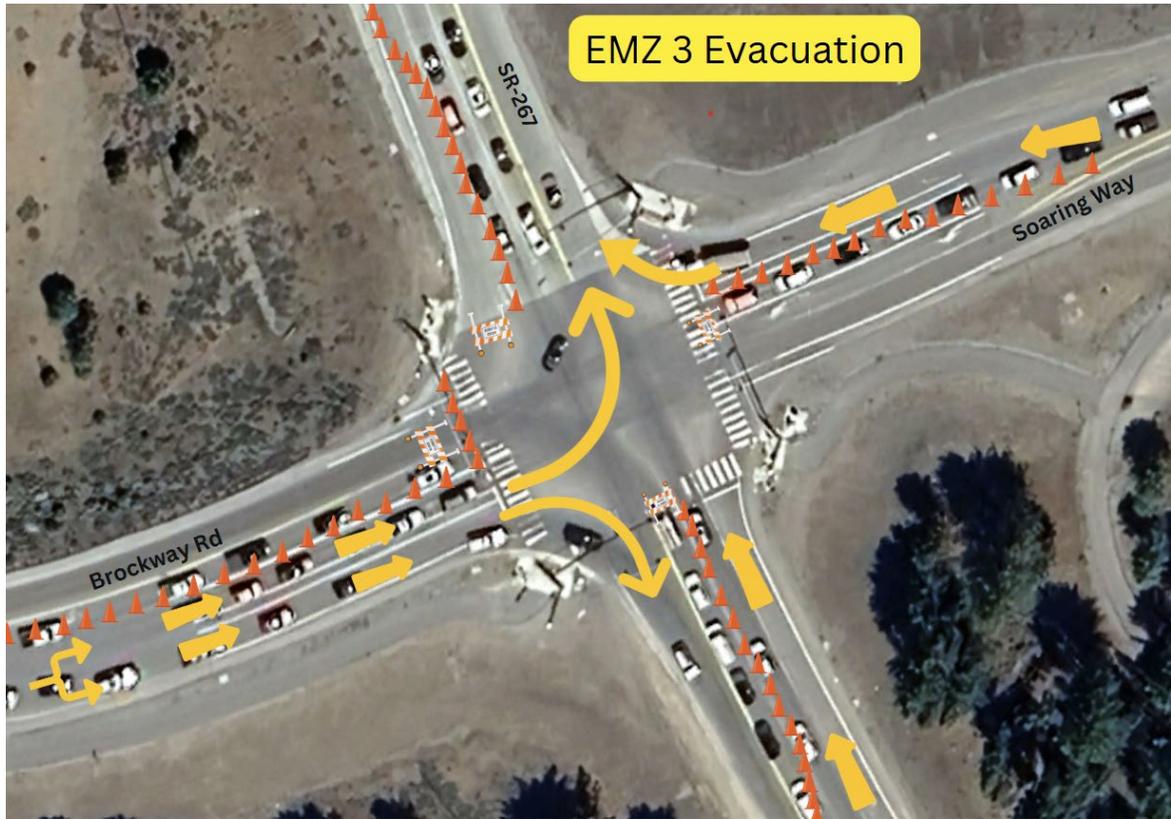
1. EMZ 3 Evacuation:
 - a. Alternating traffic flow based on congestion levels, giving priority to area most impacted by hazard.
 - b. Ensure eastbound Brockway traffic uses both directions of SR-267, as long as conditions allow.
 - c. Prevent right eastbound Brockway right turn lane traffic from merging into northbound SR-267 traffic.
 - d. Prevent traffic from entering Brockway Dr.
2. EMZ 4 Evacuation:
 - a. Flow Traffic exiting EMZ 4 onto SR-267 North towards I-80.
 - b. Give priority to traffic on Soaring Way and NB SR-267 over traffic exiting Brockway Rd.
 - c. Prevent Traffic from entering Soaring Way.

Recommended Resources:

1. Personnel
 - a. 2 Officers
 - b. 2 Non-sworn personnel
2. Equipment
 - a. 75 Traffic Cones
 - b. 4 Barricades

Supporting Traffic Control Points:

1. TCP 22: SR-267 and I-80



TCP #5: Donner Pass Road at South Shore Drive

Associated Evacuation Management Zone(s): 1 (Donner Lake)

Goals:

1. Ensure a steady flow of traffic exiting South Shore Dr.
2. Prevent intersection and roadway gridlock.

Strategies:

1. Flow of traffic traveling northbound South Shore Drive onto eastbound Donner Pass Rd towards Donner Lake Road.
 - a. Based on conditions, alternate South Shore Drive Traffic towards both eastbound and westbound Donner Pass Rd.
2. Prevent traffic from entering South Shore Dr.

Recommended Resources:

1. Personnel
 - a. 1 Officer
2. Equipment
 - a. 4 Traffic Cones
 - b. 1 Barricade

Supporting Traffic Control Points:

1. TCP #6: Donner Pass Rd and Donner Lake Rd.
2. TCP #7: Donner Pass Rd. and I-80 (Donnergate/Cold Stream)
3. Donner Lake Interchange (Donner Lake Road / Interstate 80)



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TCP #6: Donner Pass Road at Donner Lake Road

Associated Evacuation Management Zone(s): 1 (Donner Lake)

Goals:

1. Ensure a steady flow of traffic onto northbound Donner Lake Rd.
2. Prevent intersection and roadway gridlock

Strategies:

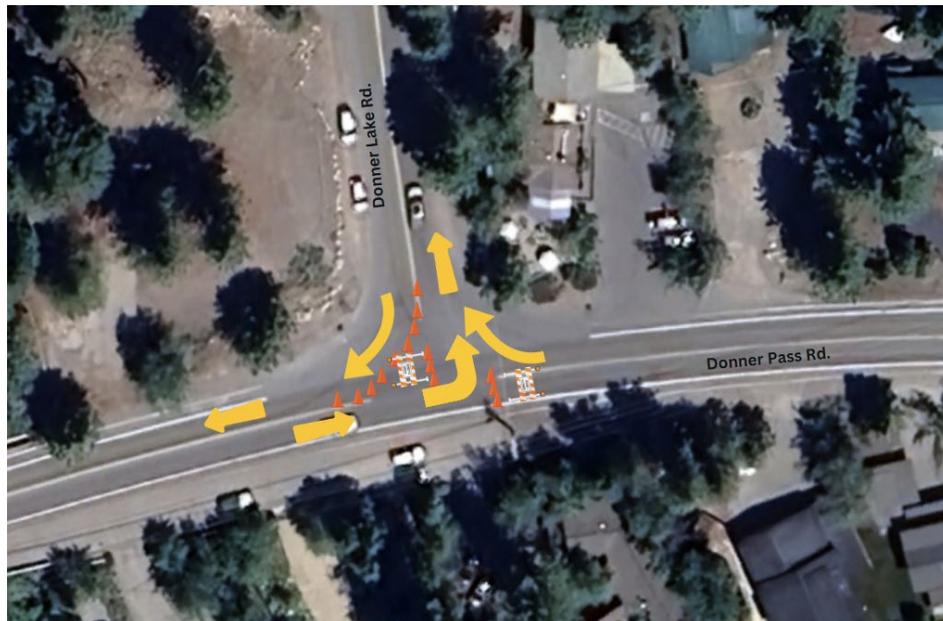
1. Flow of traffic traveling westbound Donner Pass Rd onto Donner Lake Road toward I-80
2. Flow of traffic traveling eastbound Donner Pass Rd onto Donner Lake Road toward I-80
3. Provide priority to traffic traveling from most impacted area
4. Prevent eastbound Donner Pass Rd traffic from continuing on Donner Pass Rd.
5. Prevent westbound Donner Pass Rd. traffic from continuing on Donner Pass Rd.

Recommended Resources:

1. Personnel
 - a. 1 Officer
 - b. 1 Non-sworn Personnel
2. Equipment
 - a. 15 Traffic Cones
 - b. 2 Barricades

Supporting Traffic Control Points:

1. TCP #5: Donner Pass Rd and South Shore Dr.
2. TCP #7: Donner Pass Rd. and I-80 (Donnergate/Cold Stream)
3. Donner Lake Interchange (Donner Lake Road / Interstate 80)



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TCP #7: Donner Pass Road at Interstate 80 (Donnergate/Cold Stream)

Associated Evacuation Management Zone(s): 1 (Donner Lake), 9 (Tahoe Donner), 10 (Gateway)

Goals:

1. Ensure a steady flow of traffic off Donner Pass Road onto Interstate 80.
2. Prevent intersection and roadway gridlock.

Strategies:

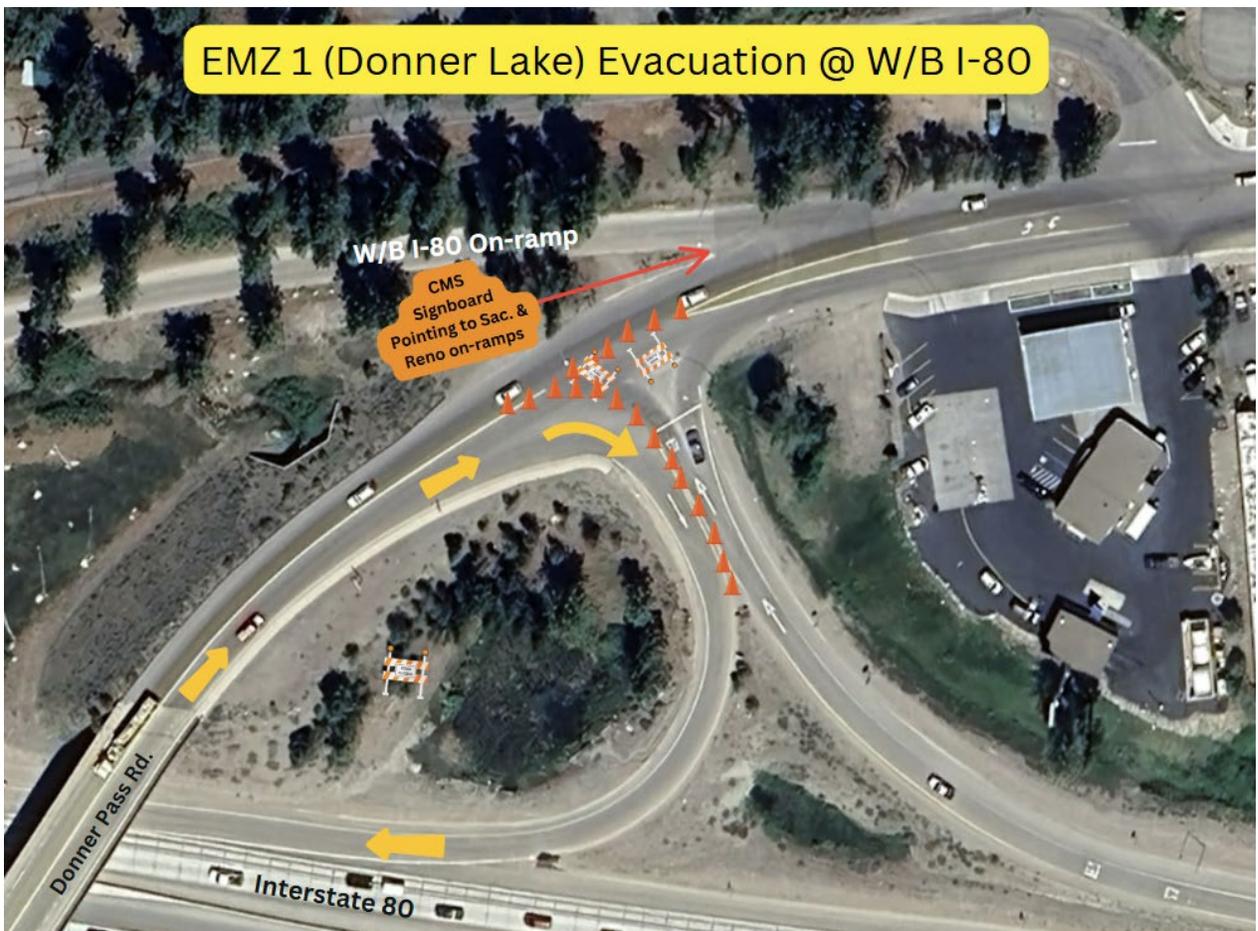
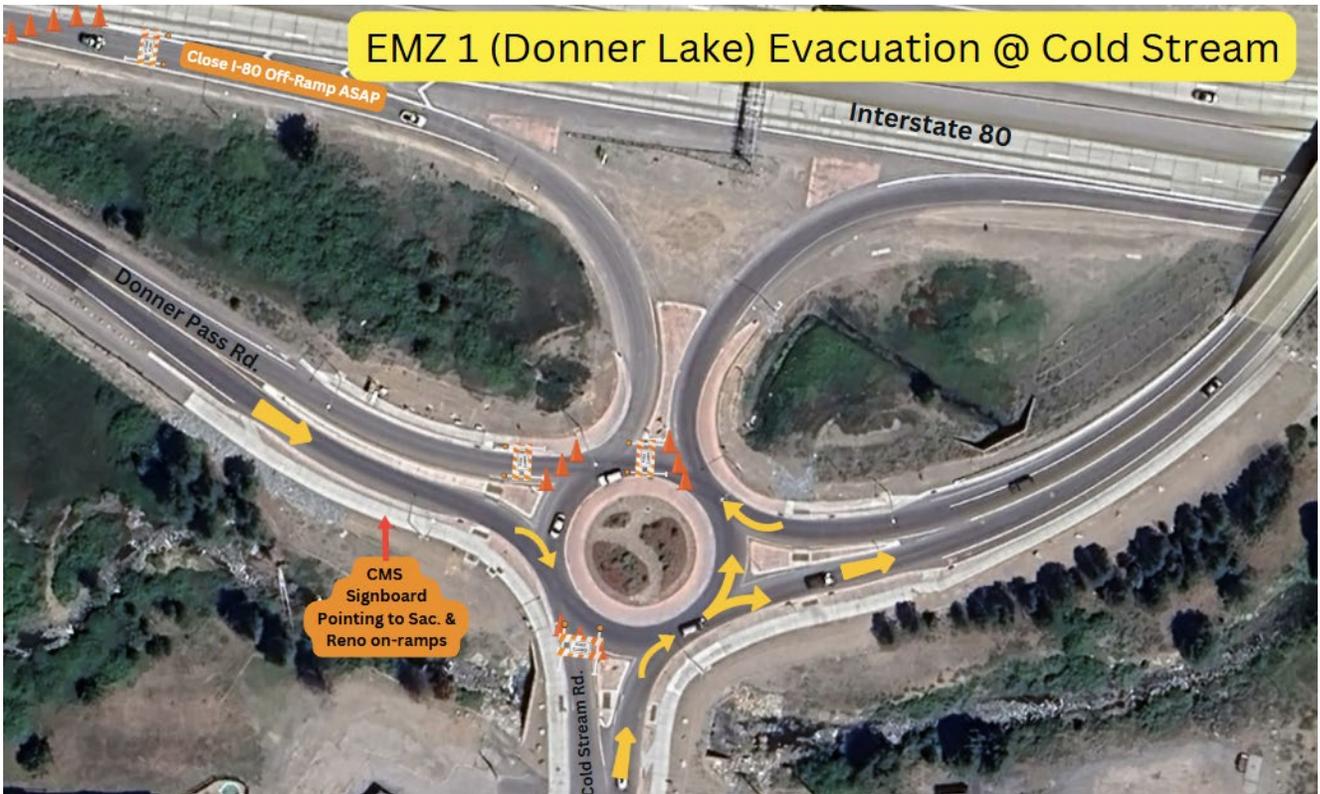
1. EMZ 1 Evacuation
 - a. Flow of traffic traveling eastbound Donner Pass Road onto I-80.
 - b. Prevent traffic from entering Cold Stream Rd.
 - c. Prevent traffic from flowing on Donner Pass Road passed I-80 onramp
 - d. Prevent westbound Donner Pass Road traffic from using Southern W/B I-80 on-ramp
 - e. Close E/B I-80 off-ramp ASAP
2. EMZ 9 and/or 10 Evacuation
 - a. Flow of traffic traveling westbound Donner Pass Road onto I-80.
 - b. Prevent traffic from continuing on Donner Pass Rd west of Cold Stream Rd.
 - c. Flow eastbound traffic west of Cold Stream Rd onto E/B I-80
 - d. Allow W/B traffic on Donner Pass Road to utilize both W/B on-ramps and E/B on-ramps.
 - i. If one on-ramp becomes gridlocked, prioritize traffic based on route with best pace of traffic
 - e. Close Interstate 80 off-ramps ASAP
3. Adjust flow of I-80 traffic as needed based on emergency conditions and viability of route.

Recommended Resources: (not including I-80 off-ramp closure(s))

1. EMZ 1 Evacuation
 - a. Personnel
 - i. 2 Officers
 - ii. 2 Non-sworn personnel
 - b. Equipment
 - i. 30 Traffic Cones
 - ii. 5 Barricades
 - iii. CMS Boards: 2
2. EMZ 9 and/or 10 evacuation
 - a. Personnel
 - i. 2 Officers
 - ii. 2 Non-sworn personnel
 - b. Equipment
 - i. 25 Traffic Cones
 - ii. 3 Barricades
 - iii. CMS Boards: 1

Supporting Traffic Control Points:

1. W/B Interstate 80 – Stateline
2. E/B Interstate 80 – Summit Area





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TCP #8: Donner Pass Road at Northwoods Boulevard

Associated Evacuation Management Zone(s): 9 (Tahoe Donner), 10 (Gateway)

Goals:

1. Ensure a steady flow of traffic for emergencies impacting Evacuation Management Zones 9 (Tahoe Donner) and 10 (Gateway).
2. Prevent intersection gridlock.

Strategies:

1. Both EMZ 9 and EMZ 10 / EMZ 9 Only ~ Phase 1
 - a. Flow southbound traffic from Northwoods Blvd. onto westbound Donner Pass Rd. to Interstate 80.
 - b. Flow all other traffic eastbound on Donner Pass Road toward State Route 89 / Interstate 80
 - c. Prevent traffic from entering Northwoods Blvd.
2. EMZ 9 Only Evacuation ~ Phase 2
 - a. Flow southbound traffic from Northwoods Blvd. onto westbound Donner Pass Rd. to Interstate 80.
 - b. Flow Truckee High School Traffic to eastbound Donner Pass Rd.
 - c. Flow southbound traffic from Northwoods Blvd. onto eastbound and westbound Donner Pass Rd. to Interstate 80
 - d. Prevent traffic from entering Northwoods Blvd.
 - e. Prevent Donner Pass Rd. traffic from entering Donner Pass Rd. and Northwoods Blvd. intersection.

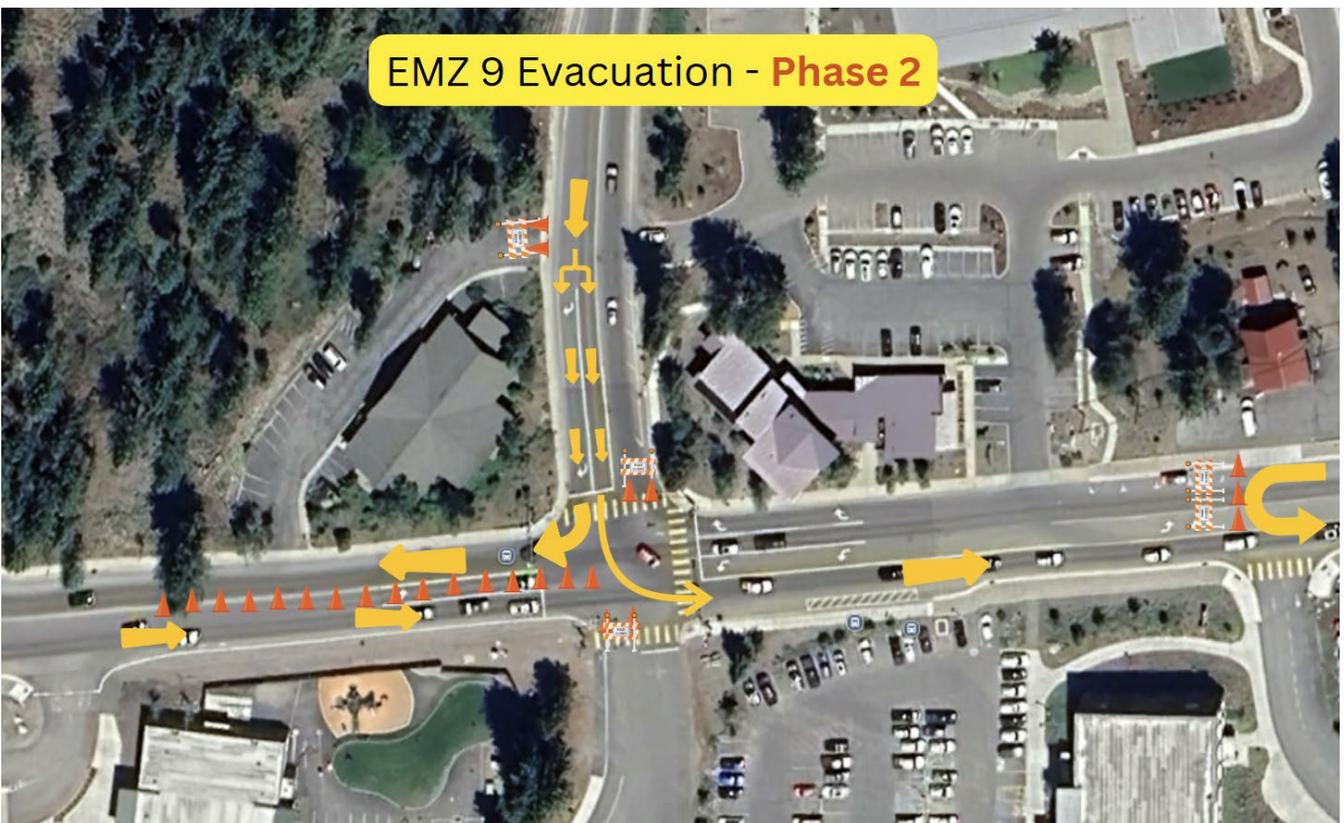
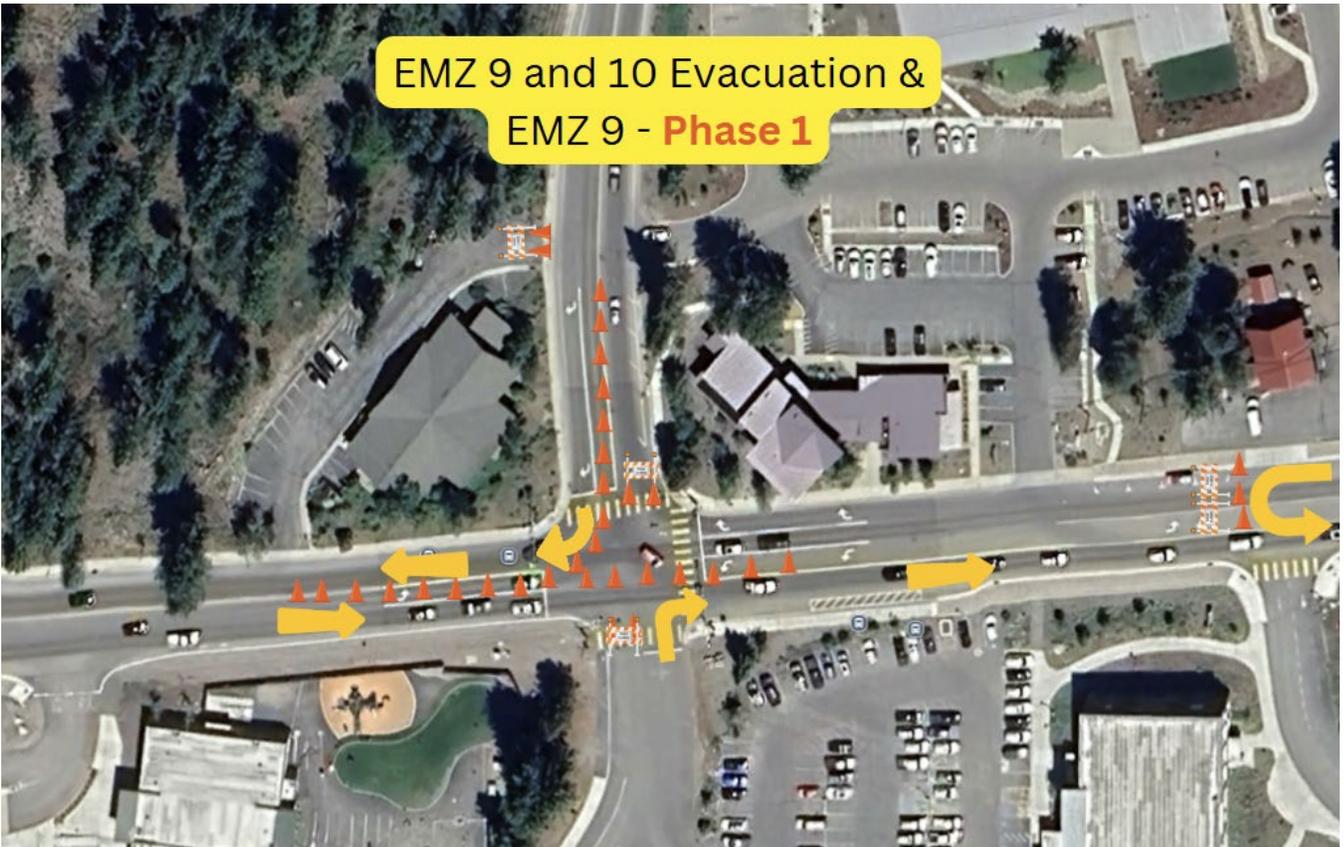
Recommended Resources:

1. Personnel
 - a. 2 Officers
 - b. 2 Non-sworn personnel
2. Equipment
 - a. 75 Traffic Cones
 - b. 5 Barricades

Supporting Traffic Control Points:

1. TCP # 9 - Donner Pass Road at State Route 89
2. TCP # 7 - Donner Pass Road at Interstate 80 (Donnergate / Cold Stream)

DIAGRAMS ON NEXT PAGE



TCP #9: Donner Pass Road at State Route 89

Associated Evacuation Management Zone(s): 9 (Tahoe Donner), 10 (Gateway)

Goals:

1. Expedite clearance of traffic traveling from eastbound and westbound Donner Pass Road and subdivision north of the intersection.
2. Prevent intersection and roadway gridlock.

Strategies:

1. Flow of traffic traveling on Donner Pass Road and exiting the subdivision via Frates Ln. to SR-89 South and Interstate 80.
2. Alternate flow of traffic based on (1) most heavily impacted area from which the traffic is traveling from and (2) congestion levels.
3. Prevent additional N/B SR-89 traffic from continuing to travel past the W/B I-80 Roundabout.
4. Flow any N/B SR-89 Traffic onto Eastbound Donner Pass Road.
5. Close W/B I-80 Off-ramp ASAP
6. Prevent traffic from traveling west on Donner Pass Road or into subdivision via Frates Ln.

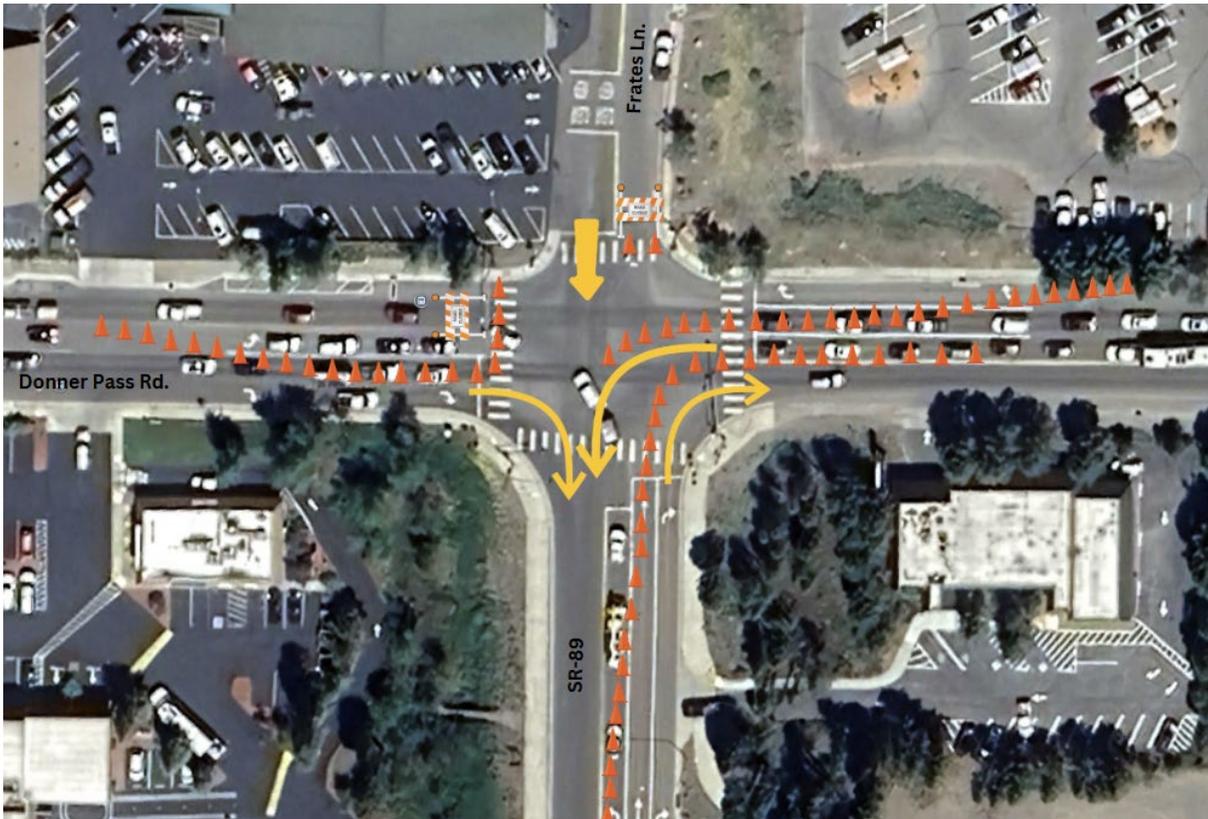
Recommended Resources: (Not including I-80 Off-Ramp Closure)

1. Personnel
 - a. 3 Officers
 - b. 2 Non-Sworn Personnel
2. Equipment
 - a. 100 Traffic Cones
 - b. 3 Barricades

Supporting Traffic Control Points:

1. SR-89 / Interstate 80 Roundabouts

DIAGRAMS ON NEXT PAGE



TCP #10: Donner Pass Road at Mclver Crossing

Associated Evacuation Management Zone(s): 2 (Downtown & West River), 10 (Gateway)

Goals:

1. Ensure a steady flow of traffic out of the impacted Evacuation Management Zone.
2. Prevent intersection and roadway gridlock.

Strategies:

1. EMZ-2 Evacuation
 - a. Flow eastbound Donner Pass Rd. north of I-80 underpass onto W/B I-80.
 - b. Flow westbound Donner Pass Road traffic onto W/B I-80 or continue along Donner Pass Rd. based on gridlock conditions.
 - c. Close I-80 off-ramps ASAP.
 - d. Prevent Traffic from entering Downtown or onto West River St.
 - e. If W/B I-80 is compromised, flow westbound Donner Pass Rd. Traffic to West River St and initiate traffic control at Mclver Crossing and West River St.
2. EMZ-10 Evacuation
 - a. Flow traffic traveling eastbound Donner Pass Rd. onto W/B I-80.
 - b. Prevent Downtown traffic from traveling eastbound Donner Pass Rd. beyond Mclver Crossing Roundabout.
 - c. Close I-80 off-ramps ASAP.
 - d. If W/B I-80 is compromised, flow westbound Donner Pass Rd. Traffic to West River St and initiate traffic control at Mclver Crossing and West River St.

Recommended Resources: (not including I-80 off-ramp closures)

1. EMZ-2 Evacuation:
 - a. Personnel
 - i. 2 Officers
 - ii. 1 Non-sworn Officer
 - b. Equipment
 - i. 16 Traffic Cones
 - ii. 4 Barricades
2. EMZ-10 Evacuation:
 - a. Personnel
 - i. 2 Officers
 - b. Equipment
 - i. 15 Traffic Cones
 - ii. 3 Barricades

Supporting Traffic Control Points:

1. West River St. and Mclver Crossing

DIAGRAMS ON NEXT PAGE



TCP #11: Donner Pass Road at Bridge Street

Associated Evacuation Management Zone(s): 2 (Downtown)

Goals:

1. Ensure a steady flow of traffic clearing downtown.
2. Prevent intersection and roadway gridlock.

Strategies:

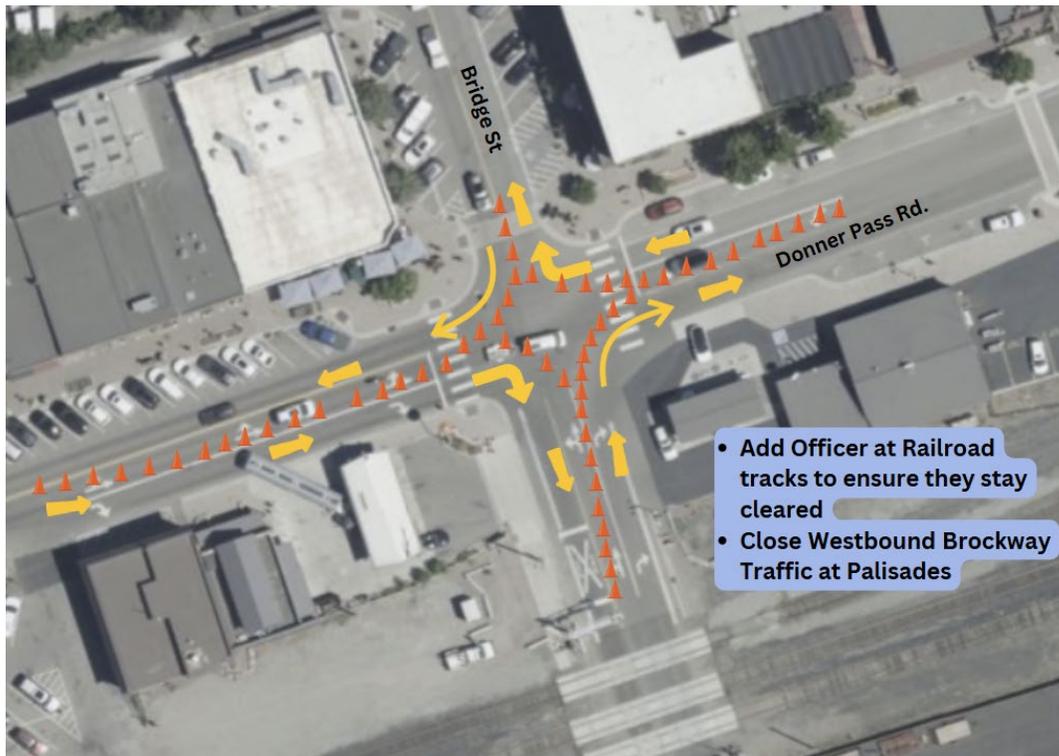
1. Flow eastbound Donner Pass Road Traffic to southbound Bridge St. towards Brockway/SR-267
2. Flow westbound Donner Pass Road Traffic to northbound Bridge St. towards Jibboom St.
3. Flow northbound Bridge Street Traffic to eastbound Donner Pass Rd. toward Truckee Way
4. Flow southbound Bridge Street Traffic to westbound Donner Pass Rd.
5. Prevent traffic from blocking the railroad tracks

Recommended Resources:

1. Personnel
 - a. 3 Officers
 - b. 1 non-sworn personnel
2. Equipment
 - a. 60 Traffic Cones

Supporting Traffic Control Points:

1. TCP #10: Donner Pass Rd. at McIver Crossing
2. TCP #2: Brockway Rd. at Palisades Rd.
3. TCP #25: Truckee Way at Jibboom St.
4. TCP #26: Truckee Way at Glenshire Dr.



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TCP #12: Glenshire Drive at Church St

Associated Evacuation Management Zone(s): 2 (Downtown), 5 (Glenshire), 6 (Olympic Heights)

Goals:

1. Ensure a steady flow of traffic exiting evacuation area.
2. Prevent intersection and roadway gridlock.

Strategies:

1. EMZ #2 (downtown) Evacuation
 - a. Flow traffic traveling N/B on Church Street east on Glenshire Dr. to help alleviate Truckee Way congestion.
 - b. Continue traffic traveling E/B Glenshire Dr. east on Glenshire Dr.
 - c. Prioritize traffic flow based on (1) the most impacted area and (2) observed congestion levels.
 - d. Prevent traffic from entering downtown via Church St.
 - e. Prevent traffic from entering W/B Glenshire Dr towards Traffic Way.
 - f. Consider closing W/B Glenshire Dr at Dorchester (West) to reduce congestion.
2. EMZ #5 (Glenshire) & EMZ #6 (Olympic Heights) Evacuation
 - a. Continue traffic traveling W/B on Glenshire Dr. on Glenshire Dr.
 - b. Flow N/B Church St. traffic onto W/B Glenshire Dr.
 - c. Prioritize flow of traffic from Glenshire Dr.
 - d. Prevent traffic from entering E/B Glenshire Dr.
 - e. Consider closing Church St. at Roundhouse Wy.

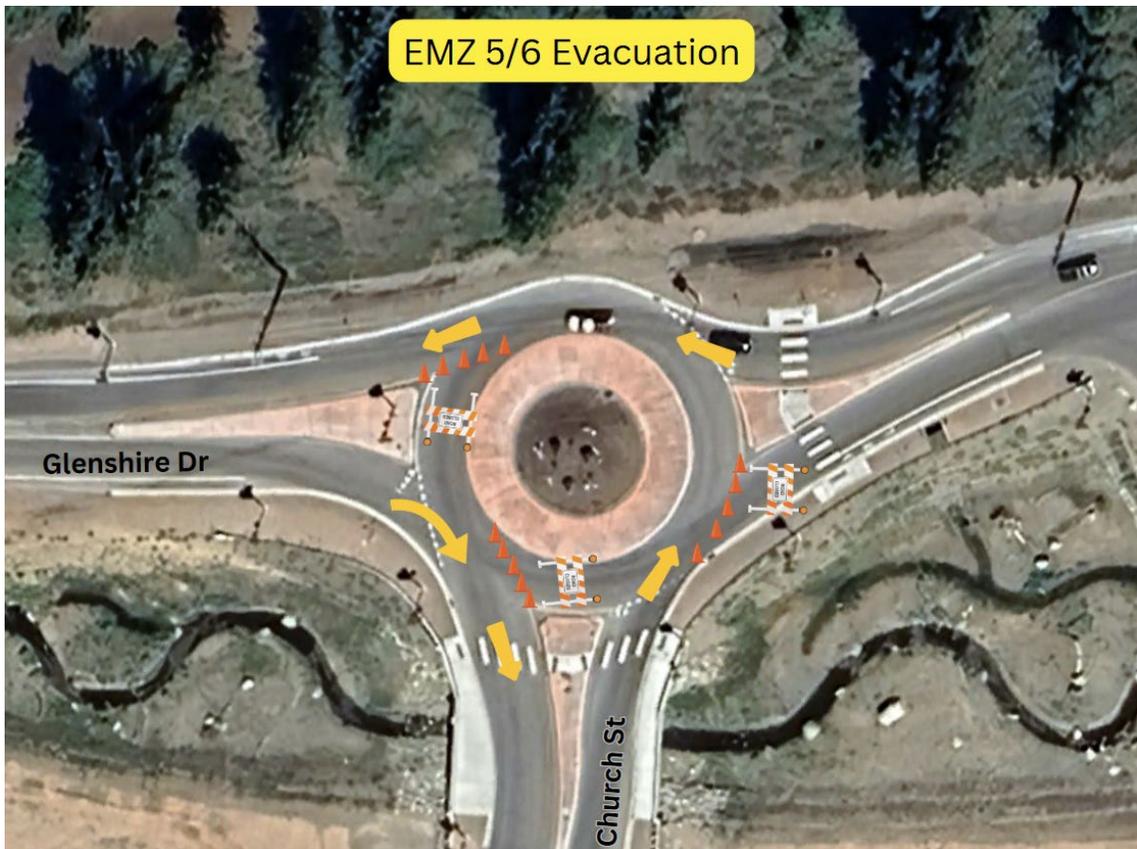
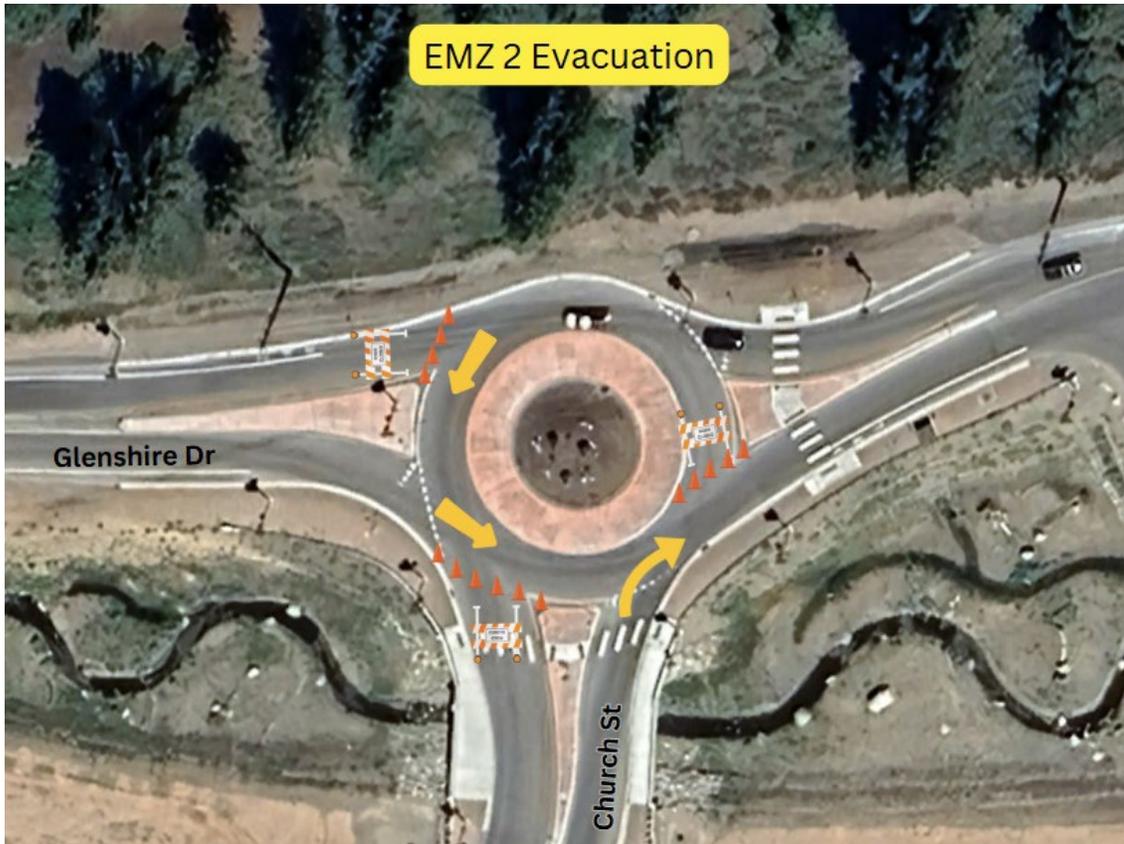
Recommended Resources:

1. Personnel
 - a. 1 Officer
 - b. 1 Non-sworn officer
2. Equipment
 - a. 15 Traffic Cones
 - b. 3 Barricades

Supporting Traffic Control Points:

1. TCP #26: Traffic Way and Glenshire Dr.
2. TCP #25: Truckee Way at Jibboom

DIAGRAMS ON NEXT PAGE



TCP #13: Glenshire Drive at Dorchester Drive (West)

Associated Evacuation Management Zone(s): 5 (Glenshire, Juniper Hills, The Meadows)

Goals:

3. Ensure a steady flow of traffic exiting Evacuation Management Zone 5
4. Prevent intersection and roadway gridlock.

Strategies:

3. Flow traffic traveling southbound Dorchester Dr onto westbound Glenshire Dr.
4. Continue westbound Glenshire Dr. traffic along Glenshire Dr.
5. Prioritize flow of traffic between Dorchester Dr and Glenshire Dr based on conditions .
6. Prevent traffic from entering Dorchester Dr from Glenshire Drive.
7. Prevent eastbound Glenshire drive traffic from continuing past Dorchester Dr.
8. Close eastbound Glenshire Dr. traffic at the Church St. Roundabout.
9. Post CMS Board along eastbound Glenshire Drive east of Olympic Heights showing a closure of Glenshire Drive

Recommended Resources:

3. Personnel
 - a. 1 Officer
4. Equipment
 - a. 8 Traffic Cones
 - b. 2 Barricades

Supporting Traffic Control Points:

3. Glenshire Drive at Church St. Roundabout
4. TCP #26: Traffic Way and Glenshire Dr.



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TCP #14: Glenshire Drive at Dorchester Drive (East)

Associated Evacuation Management Zone(s): 5 (Glenshire, Juniper Hills, The Meadows)

Goals:

1. Ensure a steady flow of traffic exiting Evacuation Management Zone 5
2. Prevent intersection and roadway gridlock.

Strategies:

1. Flow traffic traveling eastbound Dorchester Dr onto eastbound Glenshire Dr.
2. Continue eastbound Glenshire Dr. traffic along Glenshire Dr.
3. Prioritize flow of traffic between Dorchester Dr and Glenshire Dr based on conditions .
4. Prevent traffic from entering Dorchester Dr from Glenshire Drive.
5. Prevent westbound Glenshire drive traffic from continuing past Dorchester Dr.
6. Close southbound Hirschdale traffic at the I-80 intersection.
7. Close Glenshire Dr at Hirschdale
8. Close I-80 offramps at Hirschdale

Recommended Resources:

1. Personnel
 - a. 1 Officer
2. Equipment
 - a. 8 Traffic Cones
 - b. 2 Barricades

Supporting Traffic Control Points:

1. TCP # 15: Glenshire Drive at Martis Peak Rd.
2. TCP # 16: Hirschdale Rd at I-80 and Glenshire Dr.



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TCP #15: Glenshire Drive at Martis Peak Rd.

Associated Evacuation Management Zone(s): 5 (Glenshire, Juniper Hills, The Meadows)

Goals:

1. Ensure a steady flow of traffic exiting Evacuation Management Zone 5
2. Prevent intersection and roadway gridlock.

Strategies:

1. Flow traffic traveling southbound Whitehorse Rd onto eastbound Glenshire Dr.
2. Flow traffic traveling northbound Martis Peak Rd onto eastbound Glenshire Dr.
3. Continue eastbound Glenshire Dr. traffic along Glenshire Dr.
4. Prioritize flow of traffic between based on conditions and heaviest impacted areas.
5. Prevent traffic from entering Whitehorse Rd from or Martis Peak Rd.
6. Prevent westbound Glenshire drive traffic from continuing past the intersection.
7. Close southbound Hirschdale traffic at the I-80 intersection.
8. Close Glenshire Dr at Hirschdale
9. Close I-80 offramps at Hirschdale

Recommended Resources:

1. Personnel
 - a. 1 Officer
2. Equipment
 - a. 9 Traffic Cones
 - b. 3 Barricades

Supporting Traffic Control Points:

1. TCP # 16: Hirschdale Rd at I-80 and Glenshire Dr.



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TCP #16: Hirschdale Rd at I-80 & Glenshire Dr.

Associated Evacuation Management Zone(s): 5 (Glenshire, Juniper Hills, The Meadows)

Goals:

1. Ensure a steady flow of traffic exiting Evacuation Management Zone 5
2. Prevent intersection and roadway gridlock.

Strategies:

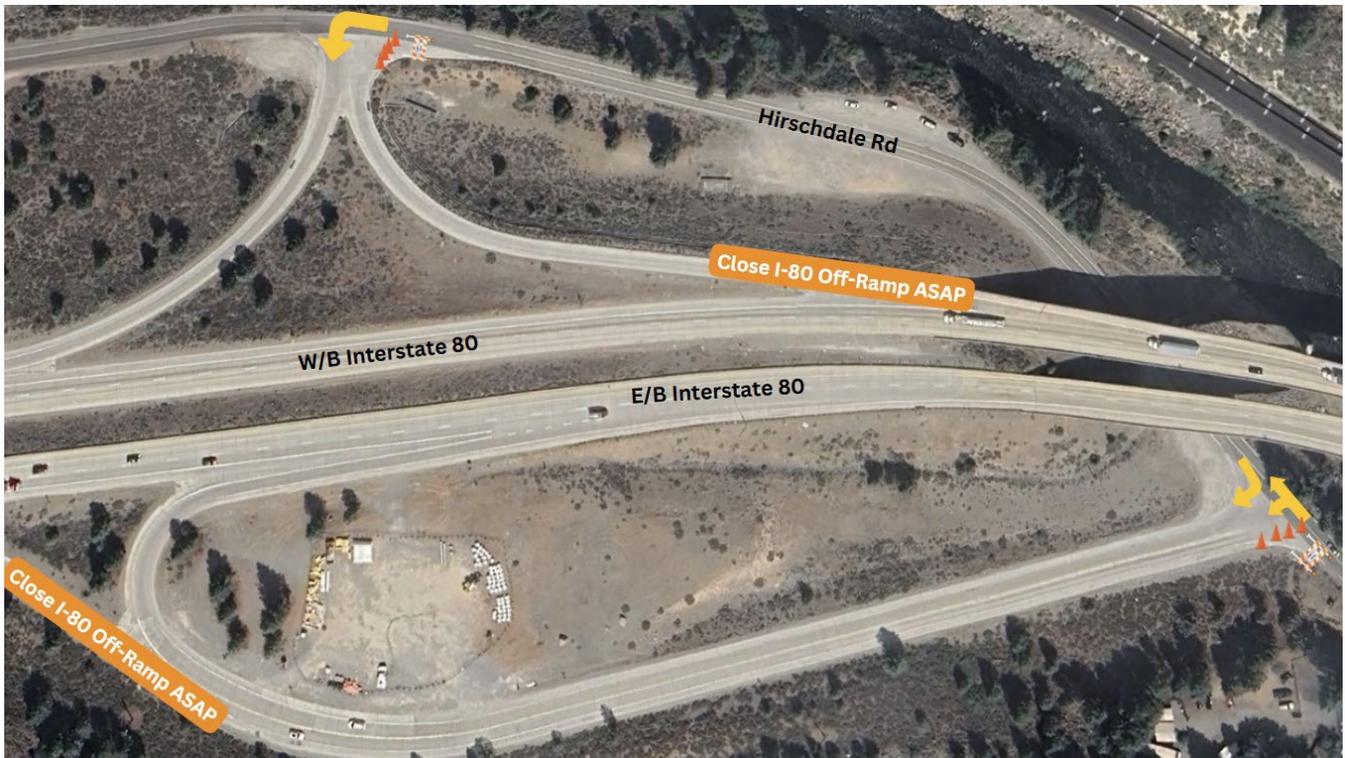
1. Flow traffic to eastbound and westbound I-80 as incident conditions dictate and allow.
2. Prevent traffic from entering southbound Hirschdale Rd. beyond I-80 offramps.
3. Prevent traffic from entering Glenshire Dr at Hirschdale.
4. Close I-80 offramps as soon as possible

Recommended Resources: (Not including I-80 off-ramp closures)

1. Personnel
 - a. 3 Officers
 - b. 1 Non-sworn personnel
2. Equipment
 - a. 23 Traffic Cones (8 for I-80 area, 15 for Glenshire Dr. Area)
 - b. 5 Barricades (2 for I-80 area, 3 for Glenshire Dr. Area)

Supporting Traffic Control Points:

1. W/B Interstate 80 – Stateline



ADDITIONAL DIAGRAM ON NEXT PAGE



TCP #17: Northwoods Boulevard at Northwoods Boulevard

Associated Evacuation Management Zone(s): 9 (Tahoe Donner)

Goals:

1. Ensure a steady flow of traffic exiting Tahoe Donner towards Donner Pass Rd.
2. Prevent intersection and roadway gridlock.

Strategies:

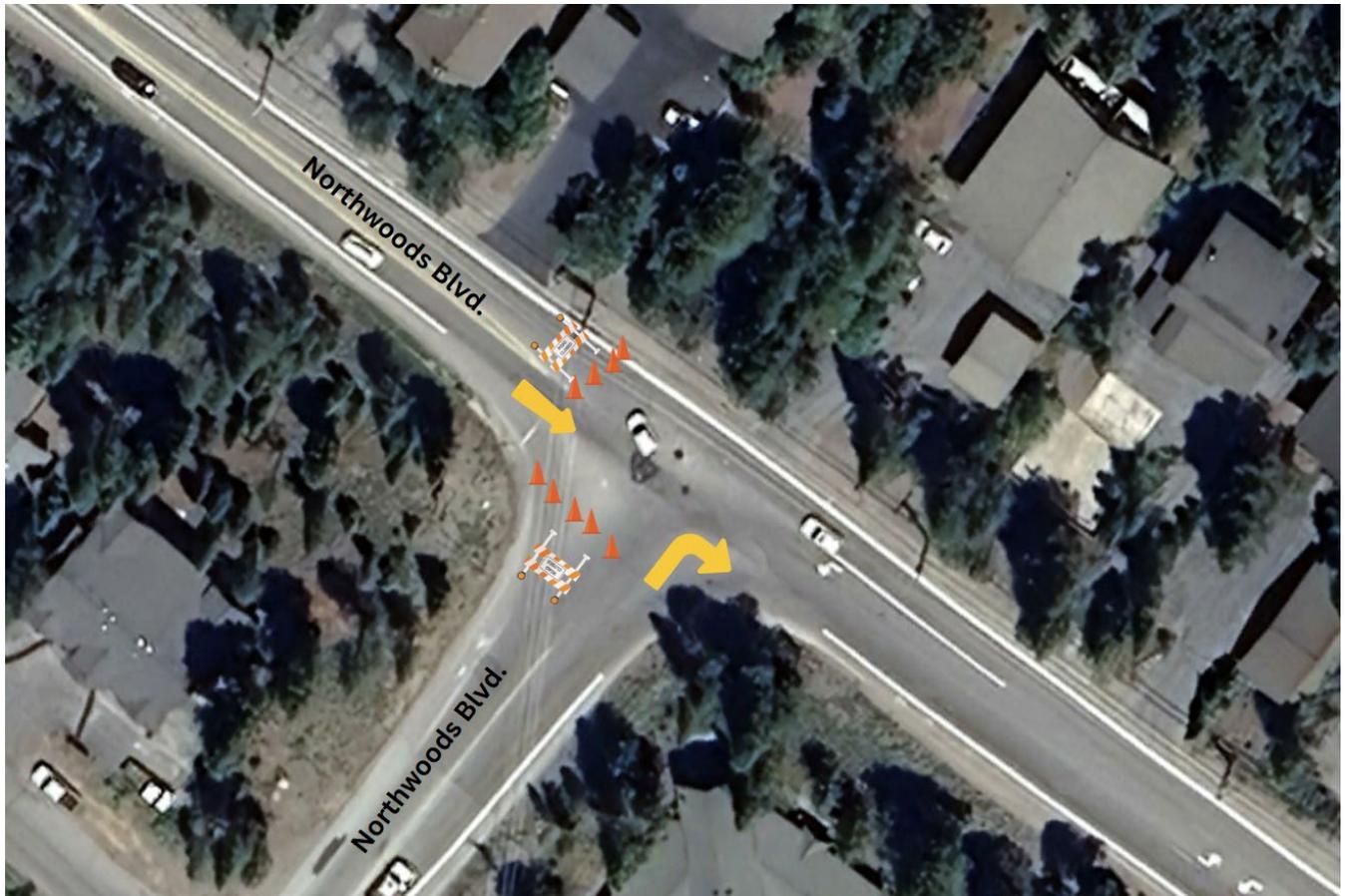
1. Flow of traffic toward Donner Pass Rd. giving priority to the area most impacted by the emergency.
2. Prevent traffic from continuing on Northwoods Blvd beyond the intersection.

Recommended Resources:

1. Personnel
 - a. 1 Officer
 - b. 1 Non-sworn personnel
2. Equipment
 - a. 10 Traffic Cones
 - b. 2 Barricades

Supporting Traffic Control Points:

1. TCP #8: Northwoods and Donner Pass Rd.
2. Northwoods and Lausanne Way



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TCP #18: State Route 89 at Alder Creek Road

Associated Evacuation Management Zone(s): 9 (Tahoe Donner), 7 (Prosser Lakeview), 8 (Prosser Heights)

Goals:

1. Ensure a steady flow of traffic exiting the impacted Evacuation Management Zone.
2. Prevent intersection and roadway gridlock.

Strategies:

1. EMZ-7 Evacuation
 - a. Flow of traffic traveling westbound E Alder Creek Rd out of subdivision onto SR-89.
 - b. Prioritize traffic flow towards southbound SR-89 and I-80 as conditions allow. If vehicles wish to go N/B, accommodate as possible.
 - c. Prevent Traffic from entering E Alder Creek Rd into subdivision.
2. EMZ-9/8 Evacuation
 - a. Flow of traffic traveling eastbound Alder Creek Rd onto SR-89.
 - b. Prioritize traffic flow towards southbound SR-89 and I-80 as conditions allow. If vehicles wish to go N/B, accommodate as possible.
 - c. Prevent traffic from entering Alder Creek Rd.

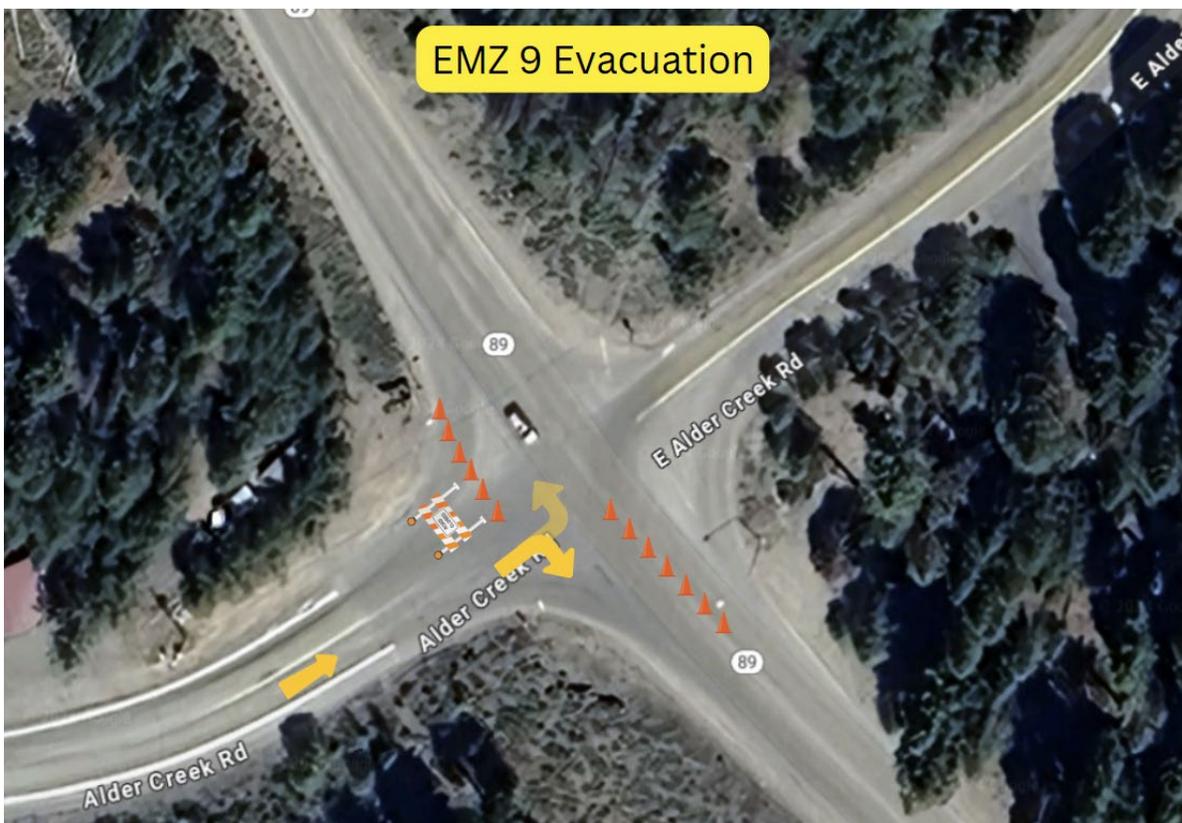
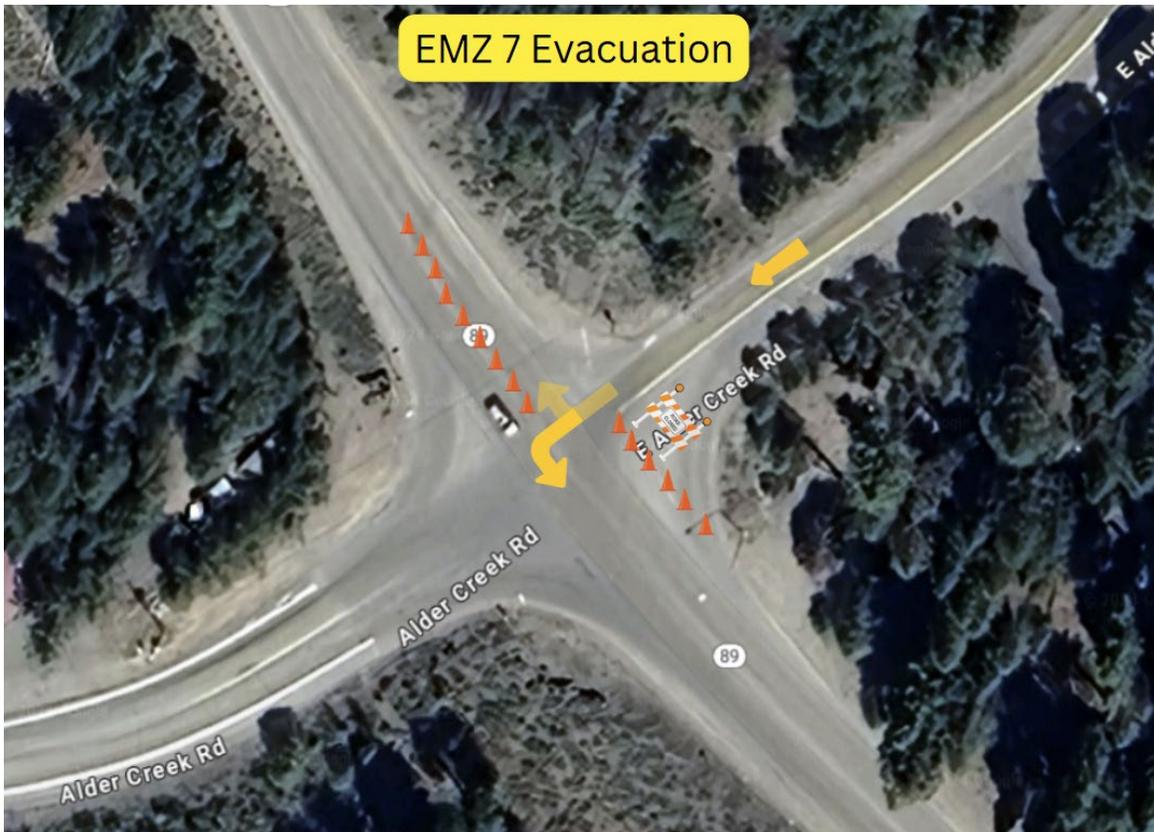
Recommended Resources:

1. Personnel
 - a. 1 Officer
 - b. 1 Non-sworn personnel
2. Equipment
 - a. 15 Traffic Cones
 - b. 1 Barricade

Supporting Traffic Control Points:

1. TCP #19: SR-89 and Rainbow Rd.
2. TCP #22: SR-267/SR-89 and I-80

DIAGRAMS ON NEXT PAGE



TCP #19: State Route 89 at Rainbow Dr.

Associated Evacuation Management Zone(s): 7(Prosser Lakeview)

Goals:

1. Ensure a steady flow of traffic for exiting Prosser Lakeview subdivision onto Highway 89.
2. Prevent intersection and roadway gridlock.

Strategies:

1. Flow traffic traveling westbound Rainbow Dr. out of subdivision onto SR-89.
2. Prioritize traffic flow towards southbound SR-89 and I-80 as conditions allow. If vehicles wish to go N/B, accommodate as possible.
3. Prevent Traffic from entering Rainbow Dr. into subdivision

Recommended Resources:

1. Personnel
 - a. 1 Officer
2. Equipment
 - a. 6 Traffic Cones
 - b. 1 Barricade
 - c. 1 CMS Board

Supporting Traffic Control Points:

1. TCP #21: SR-89 and Henness Rd/Truckee Way.
2. TCP #20: SR-89 and Prosser Dam Rd/Alder Dr.
3. TCP #22: SR-267/SR-89 and I-80



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TCP #20: State Route 89 at Prosser Dam Road / Alder Drive (Roundabout)

Associated Evacuation Management Zone(s): 7 (Grays Crossing, Prosser Lakeview, Pannonia Ranchos), 8 (Prosser Heights)

Goals:

1. Ensure a steady flow of traffic for exiting via Highway 89
2. Prevent intersection and roadway gridlock.

Strategies:

1. EMZ #7 Evacuation
 - a. Flow traffic traveling south on SR-89, exiting Prosser Dam Rd. on SR-89 toward I-80 as conditions allow.
 - b. Prevent traffic from entering northbound SR-89.
 - c. Prevent Traffic from entering Prosser Dam Rd.
2. EMZ #8 Evacuation
 - a. Flow traffic traveling south on SR-89, exiting Alder Dr. on SR-89 toward I-80 as conditions allow.
 - b. Prioritize traffic flow towards southbound SR-89 and I-80 as conditions allow. If vehicles wish to go N/B 89, accommodate as possible.
 - c. Prevent Traffic from entering Alder Dr.

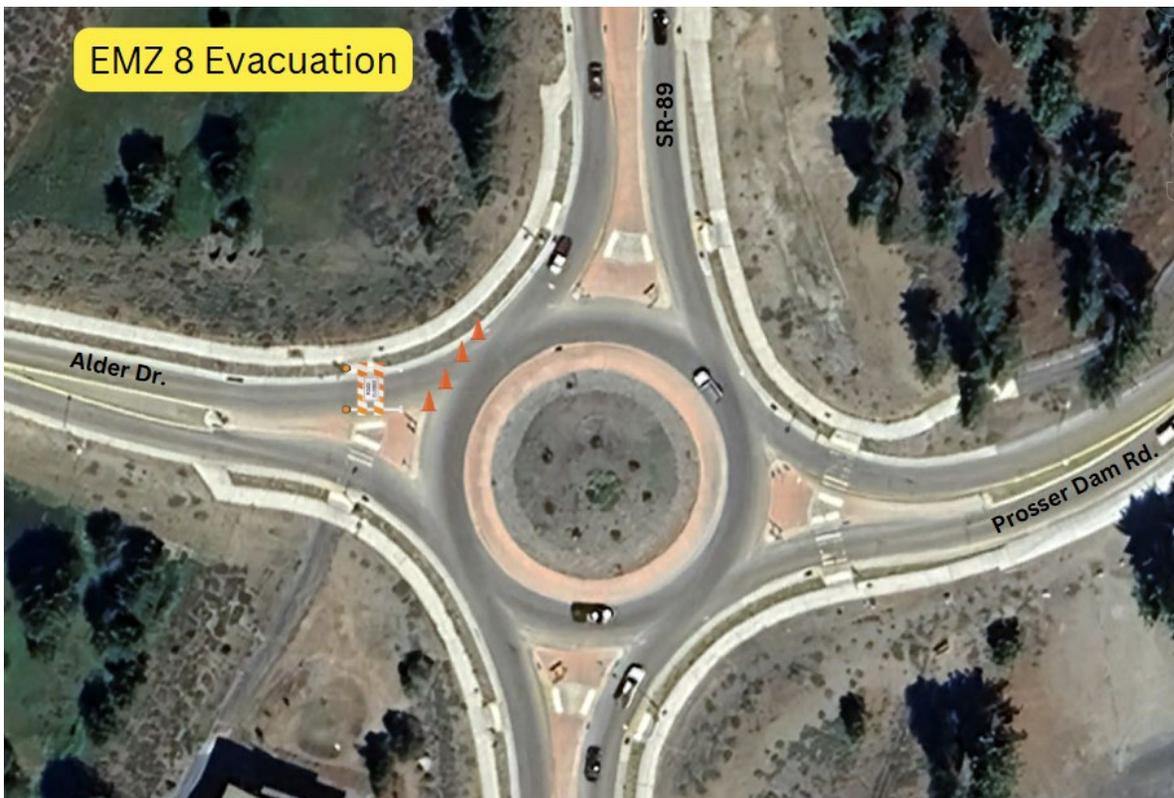
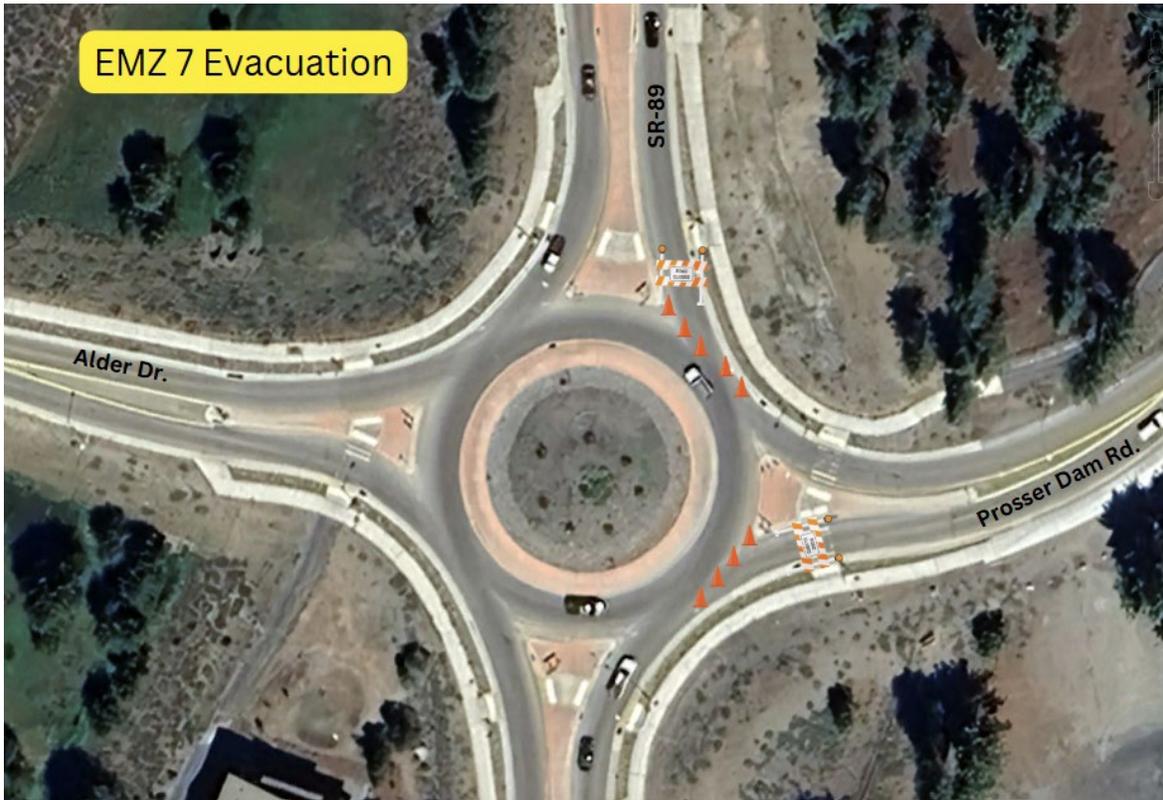
Recommended Resources:

1. Personnel
 - a. 1 Officer
 - b. 1 Non-sworn personnel
2. Equipment
 - a. EMZ #7 Evac:
 - i. 10 Traffic Cones
 - ii. 2 Barricades
 - b. EMZ #8 Evac:
 - i. 5 Traffic Cones
 - ii. 1 Barricades

Supporting Traffic Control Points:

1. TCP #21: SR-89 and Henness Rd/Truckee Way.
2. TCP #22: SR-267/SR-89 and I-80

DIAGRAMS ON NEXT PAGE



TCP #21: State Route 89 at Henness Road / Truckee Way (Roundabout)

Associated Evacuation Management Zone(s): 7 (Grays Crossing, Prosser Lakeview, Pannonia Ranchos), 8 (Prosser Heights, Pioneer), 2 (Downtown)

Goals:

3. Ensure a steady flow of traffic for exiting via Highway 89
4. Prevent intersection and roadway gridlock.

Strategies:

3. EMZ #7 Evacuation
 - a. Flow traffic traveling south on SR-89, exiting Henness Rd. on SR-89 toward I-80 as conditions allow.
 - b. Prevent traffic from entering northbound SR-89.
 - c. Prevent Traffic from entering Henness Rd.
 - d. Close the second N/B SR-89 roundabout entrance lane to prevent merge congestion
4. EMZ #8 / EMZ #2 Evacuation
 - a. Flow traffic traveling south on SR-89, exiting Truckee Way on SR-89 toward I-80 as conditions allow.
 - b. Prevent traffic from entering northbound SR-89.
 - c. Prevent Traffic from entering Truckee Way.
 - d. Close the second S/B SR-89 roundabout entrance lane to prevent merge congestion

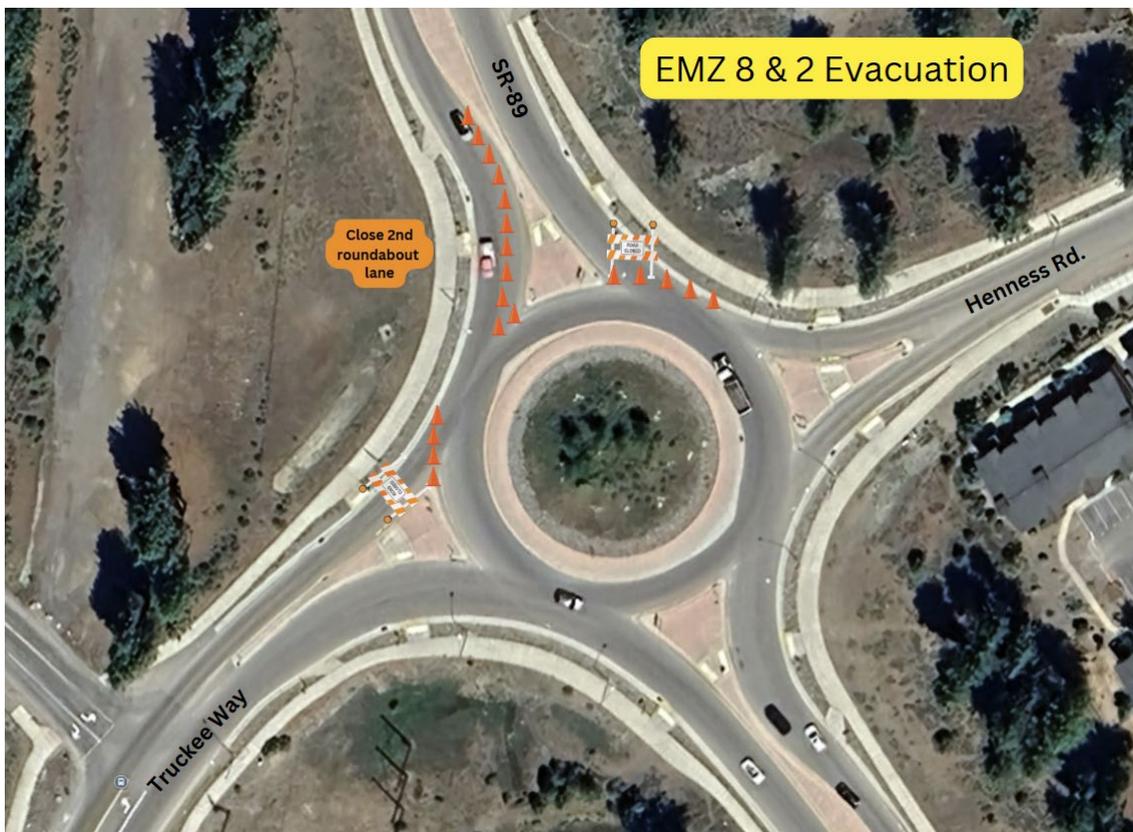
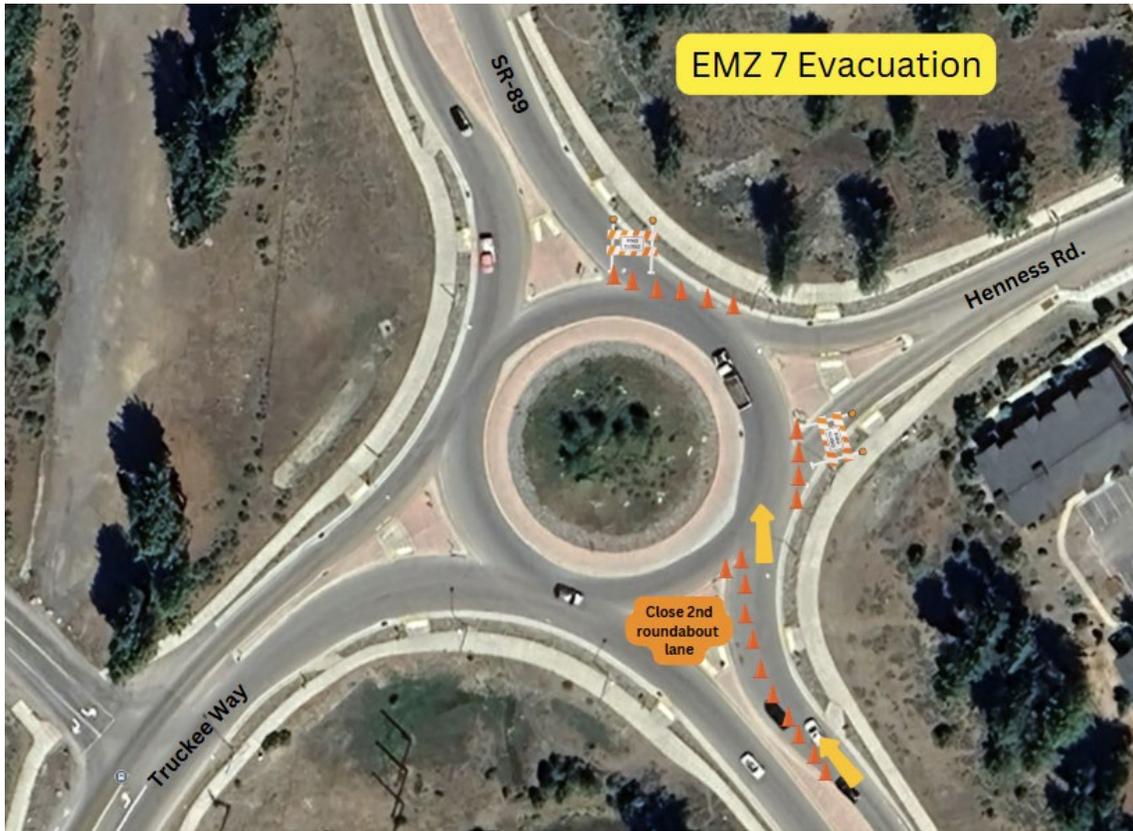
Recommended Resources:

3. Personnel
 - a. 1 Officer
 - b. 1 Non-sworn personnel
4. Equipment
 - a. 22 Traffic Cones
 - b. 2 Barricades

Supporting Traffic Control Points:

3. TCP #22: SR-267/SR-89 and I-80
4. TCP #23: Truckee Way to Pioneer Trail

DIAGRAMS ON NEXT PAGE



TCP #22: State Route 89 at State Route 267 & Interstate 80

Associated Evacuation Management Zone(s): 7 (Grays Crossing, Prosser Lakeview, Pannonia Ranchos), 8 (Prosser Heights, Pioneer), 3 (Sierra Meadows), 4 (Soaring Way/Joerger), 9 (Tahoe Donner)

Goals:

1. Ensure a steady flow of traffic out of Truckee surface streets onto the interstate.
2. Prevent intersection and roadway gridlock.

Strategies:

1. Evacuations flowing from SR-267 (Primarily EMZ 3, and/or 4)
 - a. Flow traffic exiting via SR-267 onto westbound and eastbound I-80, giving priority to routes with the highest capacity.
 - b. Allow vehicles to choose direction on I-80 as conditions allow.
 - c. Prevent vehicles from continuing on southbound SR-267
2. Evacuations flowing from SR-89 (Primarily EMZ 7, 8 and/or 9)
 - a. Flow traffic exiting via SR-89 onto westbound and eastbound I-80, giving priority to routes with the highest capacity.
 - b. Allow vehicles to choose direction on I-80 as conditions allow.
 - c. Prevent vehicles from continuing on northbound SR-89

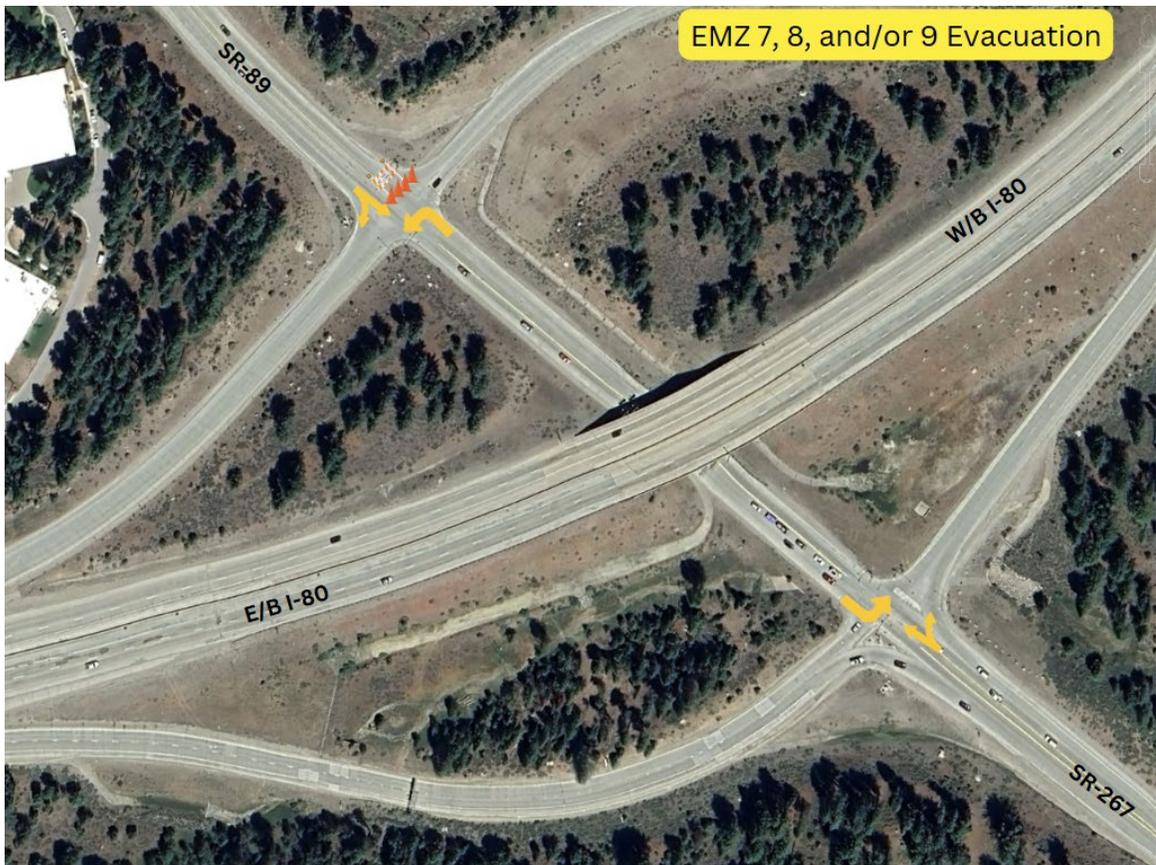
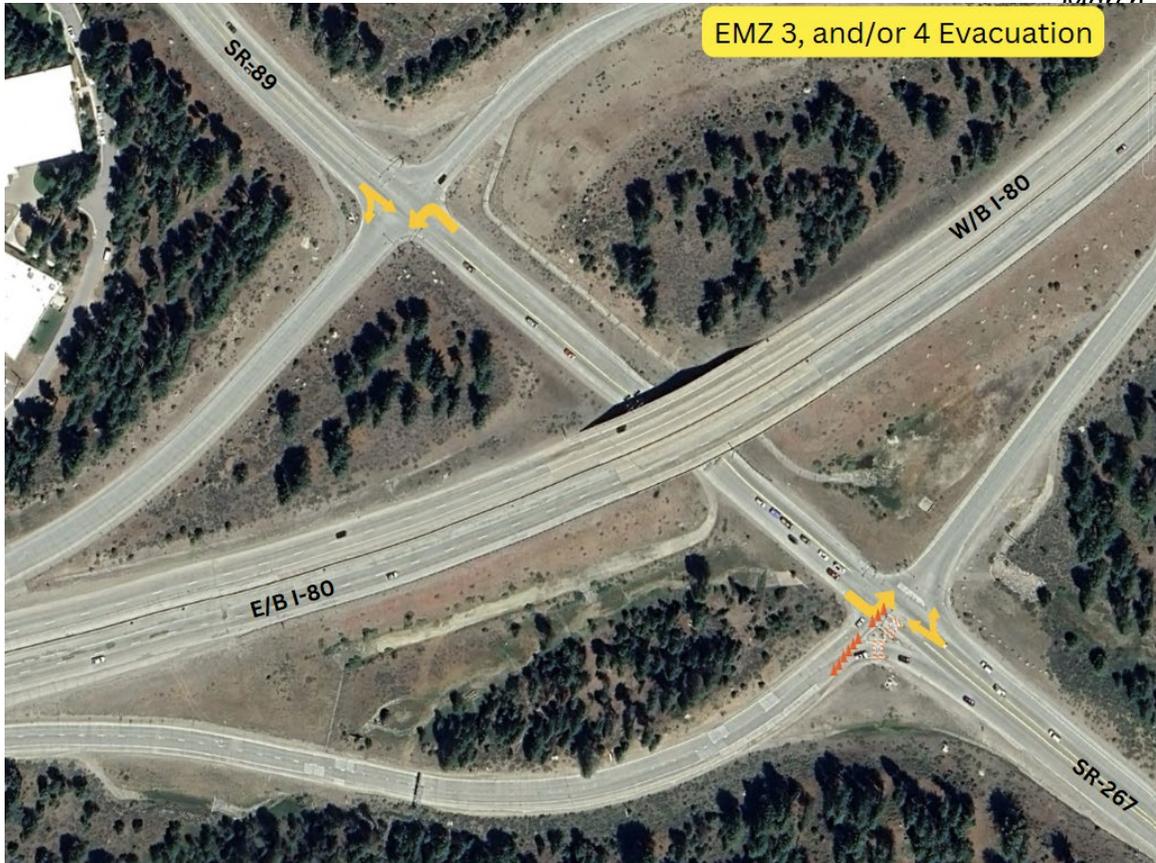
Recommended Resources:

1. Personnel
 - a. 2 Officers
 - b. 2 Non-sworn personnel
2. Equipment
 - a. Evacuations flowing from SR-267 (Primarily EMZ 3, and/or 4)
 - i. 9 Cones
 - ii. 2 Barricades
 - b. Evacuations flowing from SR-89 (Primarily EMZ 7, 8 and/or 9)
 - i. 4 Cones
 - ii. 1 Barricade

Supporting Traffic Control Points:

1. W/B Interstate 80 – Stateline, or Ag Station/Scales
2. E/B Interstate 80 – Summit Area

DIAGRAMS ON NEXT PAGE



TCP #23: Truckee Way at Pioneer Trail (Roundabout)

Associated Evacuation Management Zone(s): 8 (Prosser Heights, Pioneer), 2 (Downtown)

Goals:

1. Ensure a steady flow of traffic towards W/B I-80 onramp and SR-89.
2. Prevent intersection and roadway gridlock.

Strategies:

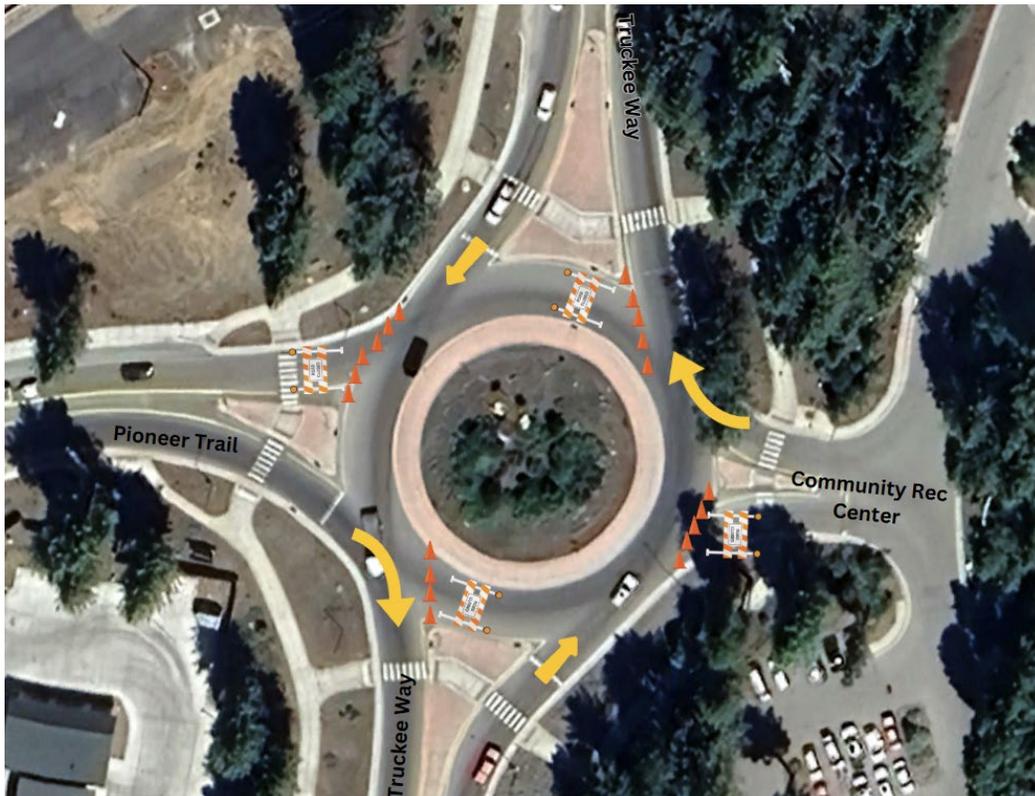
1. Flow Pioneer Trail and S/B Truckee Way traffic to W/B I-80.
2. Flow N/B Truckee Way and Community Rec Center Traffic to SR-89
3. Prevent traffic from entering Pioneer Trail, or the Community Rec Center Parking Lot

Recommended Resources:

1. Personnel
 - a. 2 Officers
 - b. 1 Non-sworn personnel
2. Equipment
 - a. 20 Traffic Cones
 - b. 4 Barricades

Supporting Traffic Control Points:

1. TCP #20: SR-89 and Prosser Dam Rd/Alder Dr.
2. TCP #21: SR-267/SR-89 and I-80
3. TCP #23: Truckee Way and I-80
4. TCP # 24: Truckee Way and Jibboom St.



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TCP #24: Truckee Way at I-80

Associated Evacuation Management Zone(s): 2 (Downtown), 8 (Prosser Heights, Pioneer),

Goals:

1. Ensure a steady flow of traffic out of evacuation zone.
2. Prevent intersection and roadway gridlock.

Strategies:

1. EMZ 2 Evacuation
 - a. Flow all traffic onto W/B I-80 as conditions allow.
 - b. Close S/B Truckee Way Traffic at the Pioneer Trail Roundabout.
 - c. Close E/B I-80 Offramp ASAP
2. EMZ 8 Evacuation
 - a. Flow all traffic onto W/B I-80 as conditions allow.
 - b. Close N/B Truckee Way Traffic at the Jibboom Roundabout.
 - c. Close E/B I-80 Offramp ASAP
3. Prevent traffic from entering southbound Schussing Way.

Recommended Resources:

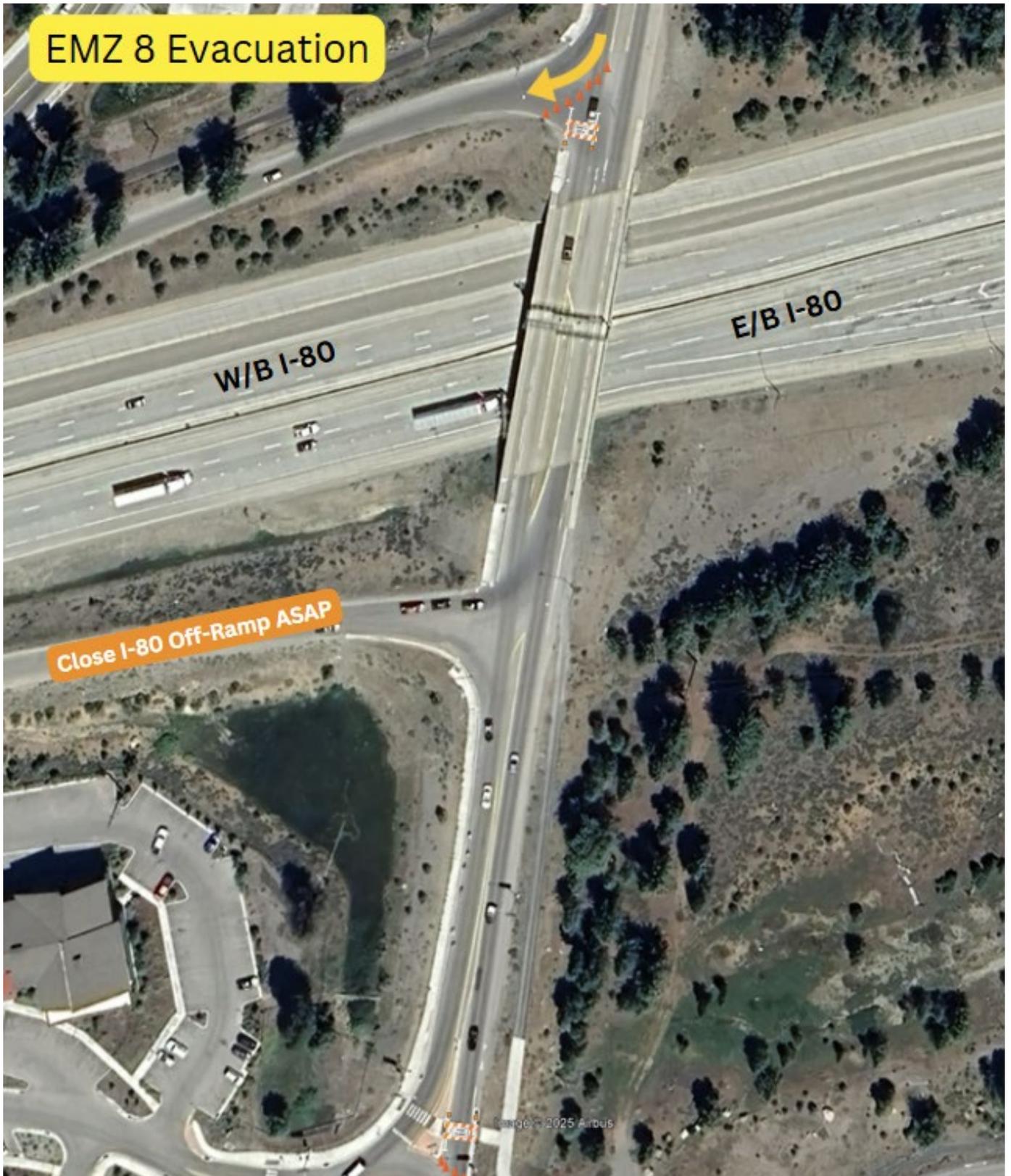
1. Personnel
 - a. 2 Officers
2. Equipment
 - a. 15 Traffic Cones
 - b. 2 Barricades

Supporting Traffic Control Points:

1. TCP #23: Truckee Way at Pioneer Trail
2. TCP #25: Truckee Way at Jibboom
3. I-80 E/B Off-Ramp at Truckee Way

DIAGRAMS ON NEXT TWO PAGES





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TCP #25: Truckee Way at E Jibboom Street (Roundabout)

Associated Evacuation Management Zone(s): 2 (Downtown)

Goals:

3. Ensure a steady flow of traffic for exiting Downtown.
4. Prevent intersection and roadway gridlock.

Strategies:

4. Flow all traffic toward I-80 W/B onramp
5. Prevent traffic from entering:
 - a. E. Jibboom St.
 - b. Stockrest Springs Rd.
 - c. S/B Truckee Way

Recommended Resources:

3. Personnel
 - a. 2 Officers
 - b. 1 Non-sworn personnel
4. Equipment
 - a. 22 Traffic Cones
 - b. 4 Barricades

Supporting Traffic Control Points:

4. TCP #24: Truckee Way at I-80
5. TCP #23: Truckee Way at Pioneer Trail



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TCP #26: Truckee Way at Glenshire Drive

Associated Evacuation Management Zone(s): 2 (Downtown), 5 (Glenshire), 6 (Olympic Heights)

Goals:

1. Ensure a steady flow of traffic for exiting evacuation area.
2. Prevent intersection and roadway gridlock.

Strategies:

1. EMZ 5 and/or 6 Evacuation
 - a. Flow of traffic exiting Glenshire Dr onto N/B Truckee Way towards I-80
 - b. Prevent traffic from entering Glenshire Dr.
 - c. Give priority to traffic exiting Glenshire Dr over traffic exiting Downtown
 - d. Consider closing access to Truckee Way at Donner Pass Rd./Church St Roundabout
 - e. Consider closing the road at Church Street and Roundhouse Way
2. EMZ 2 Evacuation
 - a. Flow of traffic to N/B Truckee Way towards I-80
 - b. Prevent traffic from entering Glenshire Dr.
 - c. Give priority to traffic exiting Downtown unless congestion from Glenshire Dr is impacting downtown congestion, then give priority to most impacted route.
 - d. Close S/B Truckee Way at Jibboom Roundabout

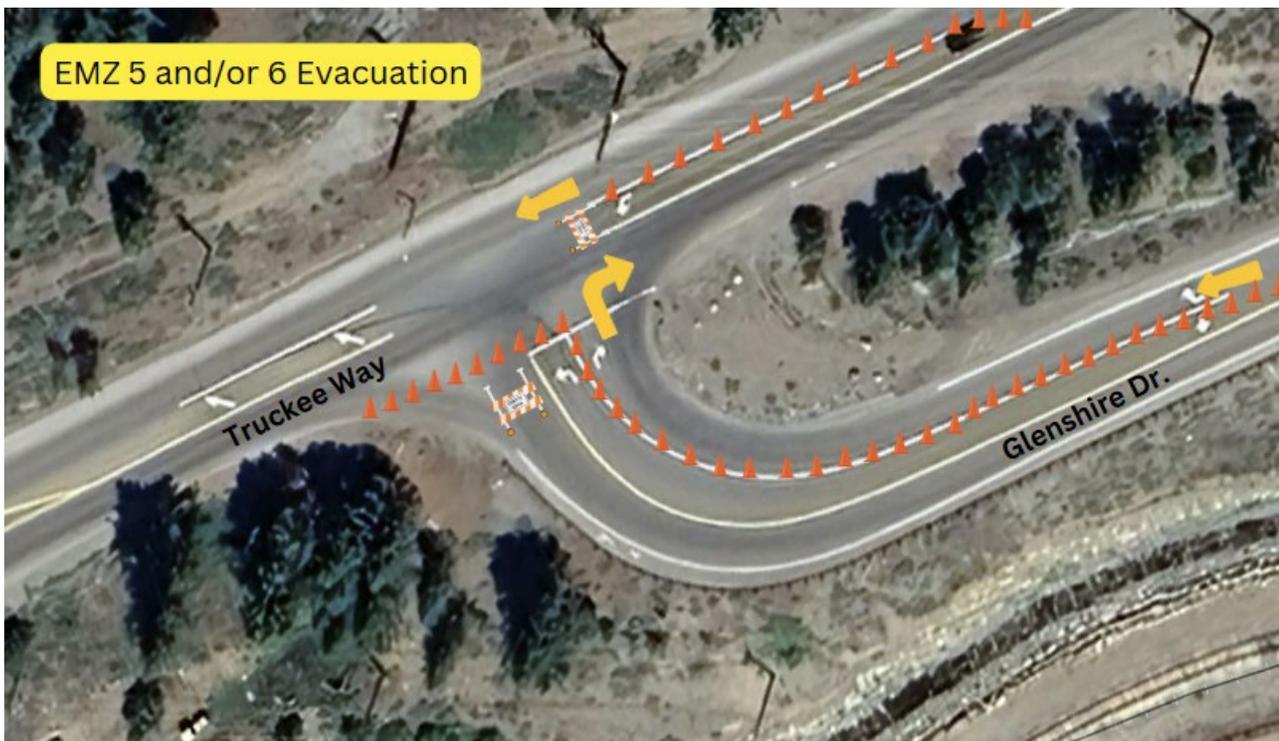
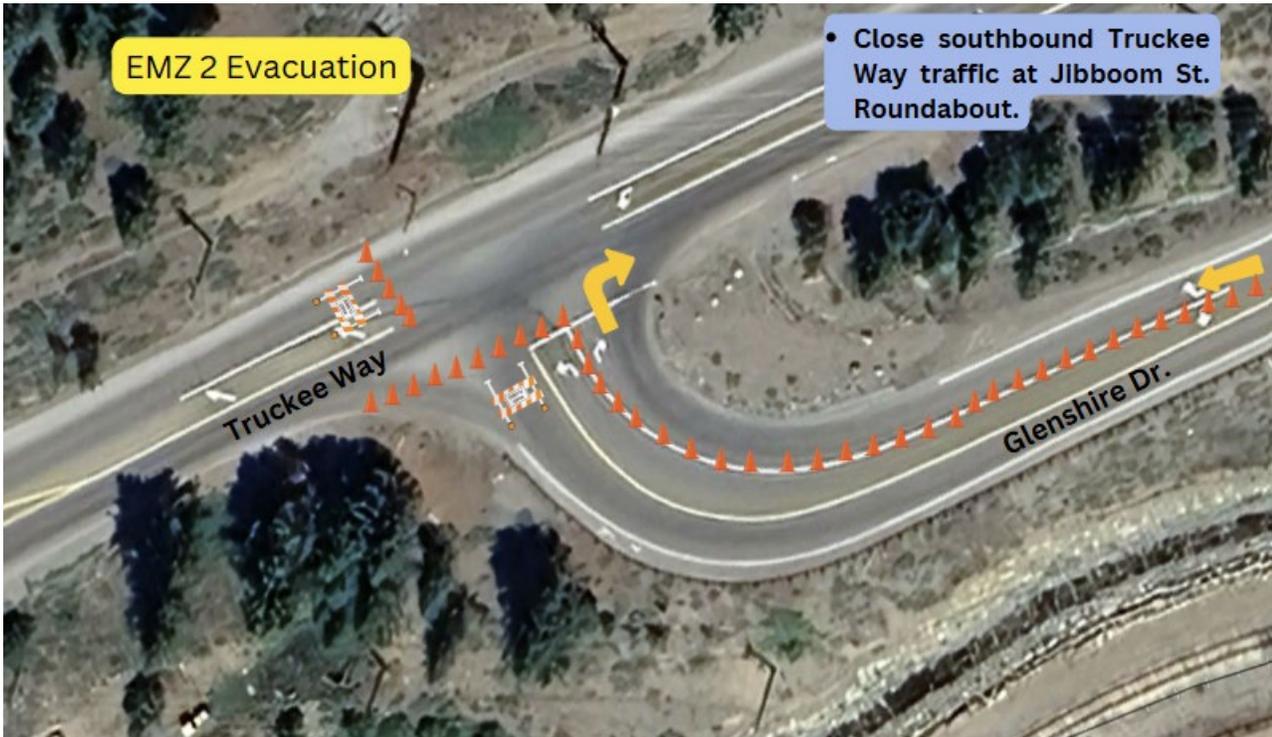
Recommended Resources:

1. Personnel
 - a. 1 Officer
 - b. 1 Non-sworn personnel
2. Equipment
 - a. 50 Traffic Cones
 - b. 2 Barricades

Supporting Traffic Control Points:

1. TCP #25: Truckee Way at Jibboom
2. TCP #24: Truckee Way at I-80

DIAGRAMS ON NEXT PAGE



Attachment V – Required Personnel and Equipment List – Interstate Closure

Closures of local highways and Interstate 80 will require assistance from both the California Highway Patrol (CHP) and Caltrans. The required personnel and equipment listed in the charts within this section may not be immediately available, and the required numbers may change based on incident conditions. To help properly plan for the arrival of CHP resources, the following timeframes can be used as estimates, pending incident & roadway conditions, and resource availability:

Immediate Response (local resources):

- 0530 to 0000 hours: 4 units
- 0000 to 0530 hours: 2 units

30 – 60 Minutes (regional resources):

- 0530 – 0000 hours: additional 6 units, 10 total
- 0000 – 0530 hours: additional 4 units, 6 total

1 – 2 Hours (divisional resources):

- 0530 – 0000 hours: additional 6 units, 16 total
- 0000 – 0530 hours: additional 3 units, 9 total

2+ hours (CHP Division Special Response Team):

- 50 – 75 units, depending on need

4+ hours (Additional/Adjacent Division Response Team):

- 50 – 75 units per team

Evacuation Warning

	Location	Agency	TPD Sworn Personnel	Town Personnel	CHP Personnel	Caltrans	Town Cones	Caltrans Cones	A-Frame Barricades	CMS
	Strike Teams (Pre-Position)	Multi	10		10	10	200	200		
1	I-80 @ Boca E/B On-Ramp	CHP								
2	I-80 @ Boca W/B On-Ramp	CHP								
3	I-80 @ Boca W/B Off-Ramp	CHP - Caltrans								1
4	I-80 @ Boca E/B Off-Ramp	CHP - Caltrans								
5	Glenshire @ Whitehorse	TPD								1
6	Glenshire @ Polaris Turnout	TPD								
7	Glenshire @ Highland	TPD								
8	Glenshire @ Olympic	TPD								
9	Glenshire @ Truckee Wy	TPD								1
10	I-80 W/B @ Overland	CHP - Caltrans								1
11	I-80 E/B @ Overland	CHP - Caltrans								
12	I-80 E/B @ 188A Off-Ramp (Truckee Wy)	CHP - Caltrans								1
13	I-80 E/B @ 188B Off-Ramp (SR 267)	CHP - Caltrans								
14	I-80 W/B @ SR 89(N) Off-Ramp	CHP - Caltrans								1
15	SR 267 @ I-80	TPD								
16	SR 89(N) @ I-80	TPD								
17	SR 267 @ Soaring Way	TPD								1
18	SR 267 @ Schaffer Mill	CHP								
19	Brockway @ Martis Valley	TPD								
20	Brockway @ Palisades	TPD								1
21	I-80 W/B @ Central	CHP - Caltrans								
22	I-80 E/B @ Central	CHP - Caltrans								
23	I-80 W/B Off-Ramp @ SR-89(S)	CHP - Caltrans								1
24	I-80 E/B Off-Ramp @ SR 89(S)	CHP - Caltrans								
25	SR 89(S) @ I-80 E/B On-Ramp	TPD								

Evacuation Warning

	Location	Agency	TPD Sworn Personnel	Town Personnel	CHP Personnel	Caltrans	Town Cones	Caltrans Cones	A-Frame Barricades	CMS
26	SR 89(S) @ I-80 W/B On-Ramp	TPD								
27	SR 89(S) @ Mousehole	TPD								1
28	SR 89(S) @ W. River St	CHP								
29	SR 89(N) @ Alder Creek	TPD								1
30	Northwoods & Northwoods	TPD								
31	DPR @ Northwoods	TPD								2
32	I-80 W/B @ Coldstream	CHP - Caltrans								
33	I-80 E/B @ Coldstream	CHP - Caltrans								1
34	DPR @ Donner Lake Rd	TPD								
35	DPR @ South Shore Dr	TPD								
36	I-80 W/B @ DLI	CHP - Caltrans								
37	I-80 E/B @ DLI	CHP - Caltrans								1
Totals			10	0	10	10	200	200		15

Evacuation Order

	Location	Agency	TPD Sworn Personnel	Town Personnel	CHP Personnel	Caltrans	Town Cones	Caltrans Cones	A-Frame Barricades	CMS
1	I-80 @ Boca E/B On-Ramp	CHP			1					
2	I-80 @ Boca W/B On-Ramp	CHP			1					
3	I-80 @ Boca W/B Off-Ramp	CHP - Caltrans			1	1				
4	I-80 @ Boca E/B Off-Ramp	CHP - Caltrans			1	1				
5	Glenshire @ Whitehorse	TPD	1							
6	Glenshire @ Polaris Turnout	TPD	2	1						
7	Glenshire @ Highland	TPD	1							
8	Glenshire @ Olympic	TPD	1							
9	Glensire @ Truckee Wy	TPD	3	2						
10	I-80 W/B @ Overland	CHP - Caltrans			1	1				
11	I-80 E/B @ Overland	CHP - Caltrans			1	1				
12	I-80 E/B @ 188A Off-Ramp (Truckee Wy)	CHP - Caltrans			1	1				
13	I-80 E/B @ 188B Off-Ramp (SR 267)	CHP - Caltrans			1	1				
14	I-80 W/B @ SR 89(N) Off-Ramp	CHP - Caltrans			1	1				
15	SR 267 @ I-80	TPD	2							
16	SR 89(N) @ I-80	TPD	2							
17	SR 267 @ Soaring Way	TPD	2	2						
18	SR 267 @ Schaffer Mill	CHP			2					
19	Brockway @ Martis Valley	TPD	1							
20	Brockway @ Palisades	TPD	1							
21	I-80 W/B @ Central	CHP - Caltrans			1	1				
22	I-80 E/B @ Central	CHP - Caltrans			1	1				
23	I-80 W/B Off-Ramp @ SR-89(S)	CHP - Caltrans			1	1				
24	I-80 E/B Off-Ramp @ SR 89(S)	CHP - Caltrans			1	1				

Evacuation Order

	Location	Agency	TPD Sworn Personnel	Town Personnel	CHP Personnel	Caltrans	Town Cones	Caltrans Cones	A-Frame Barricades	CMS
25	SR 89(S) @ I-80 E/B On-Ramp	TPD	1	1						
26	SR 89(S) @ I-80 W/B On-Ramp	TPD	1	1						
27	SR 89(S) @ Mousehole	TPD	2							
28	SR 89(S) @ W. River St	CHP			2					
29	SR 89(N) @ Alder Creek	TPD	1	1						
30	Northwoods & Northwoods	TPD	2							
31	DPR @ Northwoods	TPD	3	2						
32	I-80 W/B @ Coldstream	CHP - Caltrans			1	1				
33	I-80 E/B @ Coldstream	CHP - Caltrans			1	1				
34	DPR @ Donner Lake Rd	TPD	1	1						
35	DPR @ South Shore Dr	TPD	1	1						
36	I-80 W/B @ DLI	CHP - Caltrans			1	1				
37	I-80 E/B @ DLI	CHP - Caltrans			1	1				
Totals			28	12	21	15				

Post Evacuation Security

	Location	Agency	TPD Sworn Personnel	Town Personnel	CHP Personnel	Caltrans	Town Cones	Caltrans Cones	A-Frame Barricades	CMS
1	I-80 @ Boca E/B On-Ramp	CHP								
2	I-80 @ Boca W/B On-Ramp	CHP								
3	I-80 @ Boca W/B Off-Ramp	CHP - Caltrans			1	1				
4	I-80 @ Boca E/B Off-Ramp	CHP - Caltrans			1	1				
5	Glenshire @ Whitehorse	TPD	1							
6	Glenshire @ Polaris Turnout	TPD	1	1						
7	Glenshire @ Highland	TPD								
8	Glenshire @ Olympic	TPD	1							
9	Glensire @ Truckee Wy	TPD	2	2						
10	I-80 W/B @ Overland	CHP - Caltrans			1	1				
11	I-80 E/B @ Overland	CHP - Caltrans			1	1				
12	I-80 E/B @ 188A Off-Ramp (Truckee Wy)	CHP - Caltrans			1	1				
13	I-80 E/B @ 188B Off-Ramp (SR 267)	CHP - Caltrans								
14	I-80 W/B @ SR 89(N) Off-Ramp	CHP - Caltrans			1	1				
15	SR 267 @ I-80	TPD								
16	SR 89(N) @ I-80	TPD								
17	SR 267 @ Soaring Way	TPD	1	1						
18	SR 267 @ Schaffer Mill	CHP			2					
19	Brockway @ Martis Valley	TPD	1							
20	Brockway @ Palisades	TPD	1							
21	I-80 W/B @ Central	CHP - Caltrans			1	1				
22	I-80 E/B @ Central	CHP - Caltrans			1	1				
23	I-80 W/B Off-Ramp @ SR-89(S)	CHP - Caltrans			1	1				
24	I-80 E/B Off-Ramp @ SR 89(S)	CHP - Caltrans			1	1				
25	SR 89(S) @ I-80 E/B On-Ramp	TPD								

Post Evacuation Security

	Location	Agency	TPD Sworn Personnel	Town Personnel	CHP Personnel	Caltrans	Town Cones	Caltrans Cones	A-Frame Barricades	CMS
26	SR 89(S) @ I-80 W/B On-Ramp	TPD								
27	SR 89(S) @ Mousehole	TPD								
28	SR 89(S) @ W. River St	CHP			1					
29	SR 89(N) @ Alder Creek	TPD	1	1						
30	Northwoods & Northwoods	TPD								
31	DPR @ Northwoods	TPD	2	2						
32	I-80 W/B @ Coldstream	CHP - Caltrans			1	1				
33	I-80 E/B @ Coldstream	CHP - Caltrans			1	1				
34	DPR @ Donner Lake Rd	TPD								
35	DPR @ South Shore Dr	TPD	1	1						
36	I-80 W/B @ DLI	CHP - Caltrans			1	1				
37	I-80 E/B @ DLI	CHP - Caltrans			1	1				
		Totals	12	8	17	14				

Repopulation

	Location	Agency	TPD Sworn Personnel	Town Personnel	CHP Personnel	Caltrans	Town Cones	Caltrans Cones	A-Frame Barricades	CMS
1	I-80 @ Boca E/B On-Ramp	CHP								
2	I-80 @ Boca W/B On-Ramp	CHP								
3	I-80 @ Boca W/B Off-Ramp	CHP - Caltrans			1	1				
4	I-80 @ Boca E/B Off-Ramp	CHP - Caltrans			1	1				
5	Glenshire @ Whitehorse	TPD	1							
6	Glenshire @ Polaris Turnout	TPD								
7	Glenshire @ Highland	TPD								
8	Glenshire @ Olympic	TPD								
9	Glensire @ Truckee Wy	TPD	2	2						
10	I-80 W/B @ Overland	CHP - Caltrans								
11	I-80 E/B @ Overland	CHP - Caltrans								
12	I-80 E/B @ 188A Off-Ramp (Truckee Wy)	CHP - Caltrans								
13	I-80 E/B @ 188B Off-Ramp (SR 267)	CHP - Caltrans								
14	I-80 W/B @ SR 89(N) Off-Ramp	CHP - Caltrans								
15	SR 267 @ I-80	TPD								
16	SR 89(N) @ I-80	TPD								
17	SR 267 @ Soaring Way	TPD	1	1						
18	SR 267 @ Schaffer Mill	CHP								
19	Brockway @ Martis Valley	TPD								
20	Brockway @ Palisades	TPD								
21	I-80 W/B @ Central	CHP - Caltrans			1	1				
22	I-80 E/B @ Central	CHP - Caltrans			1	1				
23	I-80 W/B Off-Ramp @ SR-89(S)	CHP - Caltrans								
24	I-80 E/B Off-Ramp @ SR 89(S)	CHP - Caltrans								
25	SR 89(S) @ I-80 E/B On-Ramp	TPD	1							
26	SR 89(S) @ I-80 W/B On-Ramp	TPD	1							

Repopulation

	Location	Agency	TPD Sworn Personnel	Town Personnel	CHP Personnel	Caltrans	Town Cones	Caltrans Cones	A-Frame Barricades	CMS
1	I-80 @ Boca E/B On-Ramp	CHP								
27	SR 89(S) @ Mousehole	TPD								
28	SR 89(S) @ W. River St	CHP								
29	SR 89(N) @ Alder Creek	TPD	1	1						
30	Northwoods & Northwoods	TPD								
31	DPR @ Northwoods	TPD	2	2						
32	I-80 W/B @ Coldstream	CHP - Caltrans			1	1				
33	I-80 E/B @ Coldstream	CHP - Caltrans			1	1				
34	DPR @ Donner Lake Rd	TPD								
35	DPR @ South Shore Dr	TPD								
36	I-80 W/B @ DLI	CHP - Caltrans				1				
37	I-80 E/B @ DLI	CHP - Caltrans				1				
Totals			9	6	6	8				

Attachment VI – Emergency Evacuation Guide

READY TRUCKEE

Emergency Alerts & Evacuation Guide



Register for Emergency Alerts

Opt-in to receive emergency alerts from the Town of Truckee Police Department.
www.townoftruckee.gov/alerts



Gather Essential Supplies

Know where to quickly grab important documents, irreplaceable memorabilia, food, water, prescriptions, and money to help you leave quickly.



Know Your Evacuation Zone

Save time by knowing you zone before disaster strikes.
protect.genasys.com



Identify Evacuation Routes and Locations

Identify where you plan to go and multiple routes to get there.



Understand Evacuation Terminology

Warning means be ready to leave on a moment's notice, or leave now if you need extra time. Order means leave immediately.



Make a Communication Plan

Make a plan on how you can reach family when separated during an evacuation.



www.TownofTruckee.gov/Ready





Emergency Alerts & Evacuation Guide

Do YOU have a plan? Are YOU ready?

From wildfires, to haz-mat incidents, to flooding, disaster related devastation and loss of life recently witnessed is a stark illustration of why we as a community need to plan and be prepared for disasters we face in Truckee.

Here's where YOU come in

When evacuation warnings or orders are issued, we want you to get the alert. Truckee Police Department and the Truckee Fire Protection District use the CodeRED Emergency Alert System as our primary method of communication during emergencies. CodeRED is an opt-in notification system, and these alerts may be received as text, email, landline, cell phone, and TTY. Residents and visitors are encouraged to subscribe to CodeRED to stay informed in the event of an emergency. Register for CodeRED emergency alerts:

- Online at www.townoftruckee.gov/alerts
- Text "ReadyNevadaCounty" to 99411
- Call 211 or 1-833-DIAL211
- Placer County residents can register by going to TahoeAlerts.com

Do you have a "go" bag, enough gas in your car, or do you know where you're headed? Preparedness can save you precious minutes of time and can be the difference between life and death. In emergency management, "milling" is the time spent pondering if you should go, what things to bring, and how to pack it all into your car. Listen to our alerts in advance, have a plan, know where to go, and GO when we say GO!

- Emergency evacuation plans are geared toward the entire community. They are not individual plans for households in every scenario. Having a personal preparedness plan is critical for you to be able to react appropriately when told to GO!

When that alert is received, what should YOU do?

If an evacuation warning, order, or shelter in place is issued, follow the directions from public safety officials.

- Evacuation Warning: An event with a potential threat to life and/or property. Those who require additional time to evacuate, and those with pets and livestock should leave when an evacuation warning is issued.
- Evacuation Order: An event with an immediate threat to life. This is a lawful order. The area is lawfully closed to public access. All people and pets should leave immediately, without delay.

Know Your Evacuation Zone

Truckee and Nevada County use Zone Names in emergency alerts, media releases, and social media to help notify residents which areas are under an evacuation. Be prepared for emergencies and look up your address to get your evacuation zone information – BEFORE an emergency strikes! Our evacuation management program, "Genasys Protect" has a mobile APP in addition to the existing web-based platform giving the ability to sign up for zone notifications. You can find the Genasys Protect mobile App in the App Store and on Google Play.

Know Your Zone in 3 Easy Steps:

1. Visit protect.genasys.com – type your address in the search bar or use your current address.
2. Write your zone down and place it somewhere easily accessible by everyone in your house.
3. Click on Subscribe to Alerts to stay updated in case of an emergency.

Know where to get more information

In addition to using CodeRED the event of a local emergency the Town of Truckee will provide information to the community a number of ways.

- Follow Truckee Police Department and Truckee Fire Protection District Social Media site.
- Tune to the local radio stations 1670 AM, 101.5 FM - KTKE, or 780 AM - KOH for late breaking news.
- Call 211 or 1-833-DIAL211 (TTY: 1-844-521-6697)



READY TRUCKEE

Guía de evacuación y alertas de emergencia



Regístrese para recibir alertas de emergencia

Inscríbese para recibir alertas de emergencia del Departamento de Policía de Truckee.
www.townoftruckee.gov/alerts



Reúna los artículos de primera necesidad

Sepa dónde encontrar fácilmente documentos importantes, recuerdos irremplazables, comida, agua, prescripciones médicas y dinero que le ayuden a salir rápidamente.



Conozca su zona de evacuación

Ahórrese tiempo conociendo su zona antes de que ocurra un desastre.
protect.genasys.com



Identifique rutas y lugares de evacuación

Determine a dónde tiene previsto ir y las múltiples rutas para llegar hasta allí.



Conozca la terminología de evacuación

Alerta significa estar preparado para salir en cualquier momento, o salir ahora si necesita más tiempo. Orden significa salir inmediatamente.



Haga un plan de comunicación

Haga un plan sobre como puede ponerse en contacto con su familia si se separan durante una evacuación.





Alertas de Emergencia y Guía de Evacuación

¿Tiene un plan? ¿Está preparada(o)?

Desde los incendios forestales, hasta los incidentes de materiales peligrosos y las inundaciones, la devastación y la pérdida de vidas relacionadas con desastres que hemos presenciado recientemente son una clara ilustración de por qué, como comunidad, necesitamos planificar y estar preparados para los desastres que enfrentamos en Truckee.

Aquí está lo que USTED puede hacer

Cuando se emiten advertencias u órdenes de evacuación, queremos que usted reciba la alerta. El Departamento de Policía de Truckee y el Distrito de Protección contra Incendios de Truckee utilizamos el Sistema de Alerta de Emergencia CodeRED (Código ROJO) como nuestro principal método de comunicación durante emergencias. CodeRED es un sistema de notificación al que hay que suscribirse, y estas alertas pueden ser recibidas como texto, correo electrónico, teléfono fijo, teléfono celular y TTY (teletipo). Animamos a los residentes y visitantes a suscribirse a CodeRED para mantenerse informados en caso de emergencia. Regístrese para recibir alertas de emergencia CodeRED:

- En línea en www.townoftruckee.gov/alerts
- Enviando por texto "ReadyNevadaCounty" al 99411
- Llamando al 211 o 1-833-DIAL211
- Los residentes del condado de Placer pueden inscribirse en TahoeAlerts.com

¿Tiene una bolsa de emergencia para evacuar, suficiente gasolina en su coche o sabe adónde ir? Estar preparada(o) puede ahorrarle valiosos minutos de tiempo y puede ser la diferencia entre la vida y la muerte. En manejo de emergencias, se le llama "miling" al tiempo que se pasa pensando si debe evacuar, qué cosas hay que llevarse y cómo guardar todo en el coche. Esté atenta(o) a nuestras alertas, tenga un plan, sepa a dónde ir y ¡EVACÚE cuando le digamos que EVACÚE!

- Los planes de evacuación de emergencia están dirigidos a toda la comunidad. No son planes individuales para los hogares en todos los escenarios. Tener un plan de emergencia personal es fundamental para poder reaccionar adecuadamente cuando le digan ¡EVACÚE!

Cuando reciba una alerta, ¿qué es lo que USTED debe hacer?

Si se manda una advertencia o una orden de evacuación, o se le pide que se refugie en el lugar, siga las instrucciones de los funcionarios de seguridad pública.

- Aviso de evacuación: Un evento con una amenaza potencial para la vida y/o la propiedad. Las personas que necesiten más tiempo para evacuar, así como las que tengan mascotas y ganado, deben marcharse cuando reciban un aviso de una evacuación.
- Orden de evacuación: Un evento con amenaza inmediata para la vida. Se trata de una orden legal. La zona está legalmente cerrada al acceso público. Todas las personas y mascotas deben salir inmediatamente, sin demoras.

Conozca su zona de evacuación

Truckee y el Condado de Nevada utilizan los Nombres de las Zonas en alertas de emergencia, en comunicados de prensa y en las redes sociales para ayudar a notificar a los residentes de las áreas que están bajo evacuación. Prepárese para emergencias y busque su dirección para obtener información sobre su zona de evacuación - ¡ANTES de que ocurra una emergencia! Nuestro programa de manejo de evacuaciones, "Genasys Protect", cuenta con una aplicación móvil, además de la plataforma en línea existente, que ofrece la posibilidad de suscribirse a notificaciones de la zona. Puede encontrar la aplicación móvil Genasys Protect en la App Store y en Google Play.

Conozca su zona en 3 sencillos pasos:

1. Visite el sitio protect.genasys.com: escriba su dirección en la barra de búsqueda o utilice su ubicación actual.
2. Anote su zona y póngala en un lugar accesible para todos en su casa.
3. Haga clic en Suscribirse a las Alertas para mantenerse informada(o) en caso de emergencia.

Sepa dónde obtener más información

Además de utilizar el CodeRED en caso de una emergencia local, el Ayuntamiento de Truckee proporcionará información a la comunidad de varias maneras.

- Siga las redes sociales del Departamento de Policía de Truckee y del Distrito de Bomberos de Truckee.
- Para estar al tanto de las últimas noticias, sintonice las estaciones de radio locales 1670 AM, 101.5 FM - KTKE, o 780 AM - KOH
- Llame al 211 o al 1-833-3425-211 (TTY: 1-844-521-6697)

