

## APPENDIX 1 TO ANNEX E

### EVACUATION PLANNING CHECKLIST

CONTROL ACTIVITY	CONVENTIONAL MEASURES (To be applied in all instances)	CONTINGENT MEASURES (To be considered only if conventional measures prove inadequate)	CONTRAPRODUCTIVE MEASURES (To be avoided)
	ALWAYS	SOMETIMES	NEVER
<b>ROUTE ASSIGNMENT</b>	<ul style="list-style-type: none"> <li>• Use all available outbound resources</li> <li>• Balance flow to minimize clearance time</li> <li>• Inspect all evacuation routes</li> <li>• Develop contingency plans</li> <li>• Provide clear instructions</li> </ul>	<ul style="list-style-type: none"> <li>• Revise risk/reception assignments</li> <li>• Redefine risk areas</li> </ul>	<ul style="list-style-type: none"> <li>• Discourage individuals with personal reception area destinations</li> </ul>
<b>DEPARTURE SCHEDULING</b>	<ul style="list-style-type: none"> <li>• Broadcast traffic information</li> <li>• Encourage off-peak departures</li> <li>• Operate support services around the clock</li> <li>• Schedule departures of autoless and critical workers</li> </ul>	<ul style="list-style-type: none"> <li>• Schedule departure of all risk-area residents on a geographic basis (begin with densely populated core and work outward)</li> </ul>	<ul style="list-style-type: none"> <li>• Prepare off-again, on-again schedules with short time frames (i.e. hour-by-hour)</li> <li>• Use arbitrary scheduling rules (i.e. even/odd license plates)</li> <li>• Develop schedules requiring individual vehicle inspection</li> </ul>
<b>ROAD CAPACITY EXPANSION</b>	<ul style="list-style-type: none"> <li>• Use shoulders where feasible</li> <li>• Adjust signal timing</li> <li>• Post adequate signs</li> <li>• Encourage first auto use</li> </ul>	<ul style="list-style-type: none"> <li>• Establish wrong-way flow</li> <li>• Adopt vehicle occupancy restrictions on separate rights-of-way</li> </ul>	
<b>ENTRY CONTROL FOR OUTBOUND ROUTES</b>	<ul style="list-style-type: none"> <li>• Identify key control points</li> <li>• Assign officers to key merging points</li> <li>• Use barricades of heavy equipment where necessary to deny access and force geographic schedules</li> </ul>	<ul style="list-style-type: none"> <li>• Station police officers at barricades</li> <li>• Use police officers to meter flow of freeway entrance ramps</li> </ul>	<ul style="list-style-type: none"> <li>• Use moveable barricades (i.e. saw horses or cones) without police presence</li> <li>• Establish systems requiring individual vehicle inspection</li> </ul>
<b>PERIMETER CONTROL ON INBOUND ROUTES</b>	<ul style="list-style-type: none"> <li>• Establish control points on all routes (at reception/risk boundary and reception area outskirts)</li> <li>• Layout ample holding areas adjacent to control points</li> <li>• Intercept and interrogate all inbound traffic</li> </ul>		<ul style="list-style-type: none"> <li>• Use road shoulders for holding area parking</li> </ul>
<b>FLOW MAINTENANCE</b>	<ul style="list-style-type: none"> <li>• Prepare personnel deployment plans</li> <li>• Undertake dynamic surveillance of traffic patterns and redirect accordingly</li> <li>• Patrol all segments of evacuation routes (particularly bottleneck intersections)</li> <li>• Respond to all incidents, clearing stalled and disabled vehicles and reinstate flow ASAP</li> </ul>		<ul style="list-style-type: none"> <li>• Stop traffic flow to answer individual questions or redirect misrouted vehicles</li> </ul>
<b>DESTINATION</b>	<ul style="list-style-type: none"> <li>• Review reception area parking plans</li> <li>• Direct vehicle flow to parking area</li> <li>• Supervise parking activities</li> </ul>		<ul style="list-style-type: none"> <li>• Allow parking to back up onto evacuation routes</li> </ul>