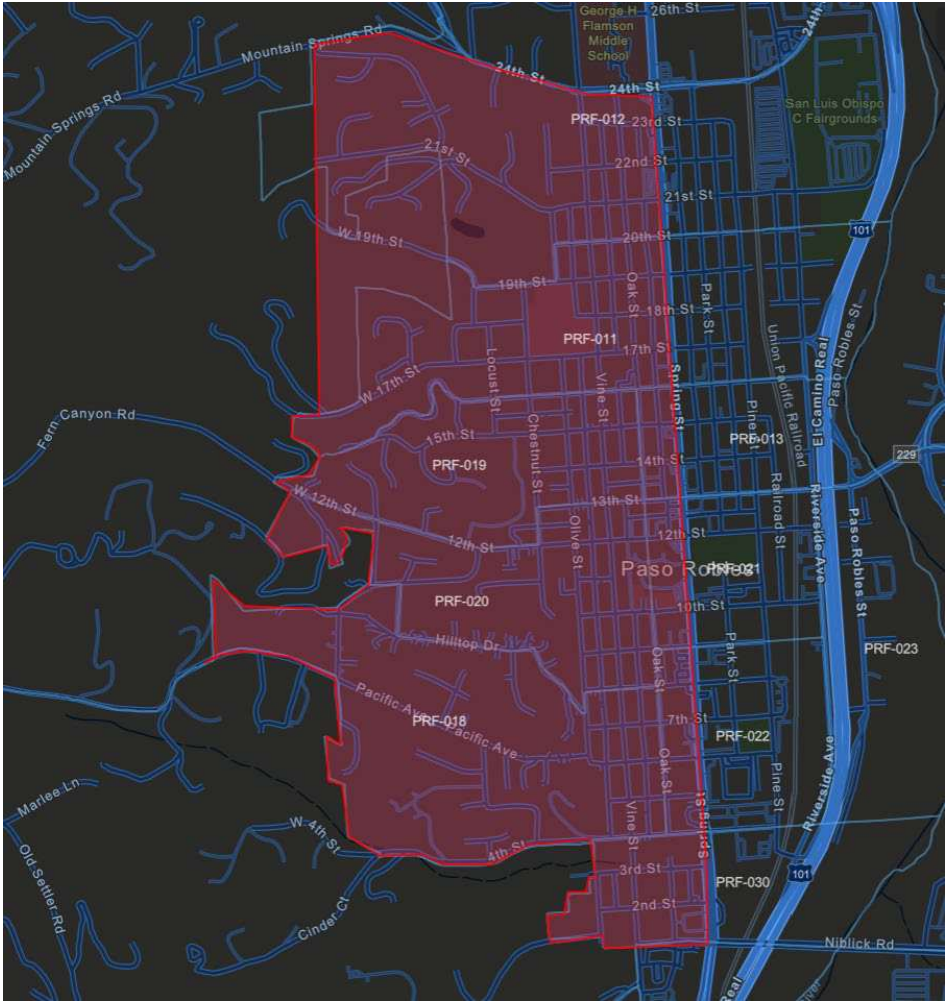


COMMUNITY WILDFIRE EVACUATION ASSESSMENT

West Paso Robles Firewise Community

Paso Robles, California



Assessment combines the Paso Robles Westside evacuation model with supplied wildfire hazard, ignition, fire history, and fire-spread simulation maps.

Evacuation Zones	Parcels / Addresses	Modeled Vehicles	Modeled Clearance
PRF-11, 12, 18, 19, 20, 30	1,383 / 1,363*	4,633	1 hr 11 min

*The source report text states 1,383 parcels; the LADRS output image shows 1,363 addresses evacuated. Both are retained as reported.

Prepared: August 2026

1. Executive Summary

This Community Wildfire Evacuation Assessment (CWEA) evaluates wildfire evacuation conditions for the West Paso Robles Firewise Community using the supplied Paso Robles Fire Department Westside Evacuation Analysis, fire-hazard mapping, historic fire perimeters, ignition-density mapping, and three wildfire-spread simulation images. The assessment is intended to support Firewise planning, resident education, evacuation preparedness, and coordination with public safety agencies.

KEY FINDING

The modeled westside evacuation clears in approximately 1 hour 11 minutes under the study assumptions, but traffic converges onto a limited number of arterial routes and Highway 101 access points. Wildfire mapping indicates the principal exposure is from the vegetated hills and interface areas west of the urban grid, where fire spread can move toward neighborhoods and evacuation routes. Early warning, phased evacuation, traffic control, and maintaining multiple usable east-west connections are therefore central to community preparedness.

Assessment Highlights

Topic	Finding
Study area	Generally 1st Street to 24th Street, western city limits east to Spring Street; evacuation zones PRF-11, PRF-12, PRF-18, PRF-19, PRF-20, and PRF-30.
Evacuation demand	4,633 modeled passenger vehicles under daytime conditions; visitor, tourism, and special-event traffic were not included.
Clearance performance	Modeled total clearance time is 1 hour 11 minutes; average modeled trip time is approximately 13 minutes.
Primary evacuation corridors	Spring Street, Niblick Road, and 13th Street provide critical access toward Highway 101 northbound and southbound.
Wildfire exposure	Supplied hazard and simulation maps show the greatest wildfire concern along the western interface and hills, with potential fire movement into neighborhood edges and toward the urban street network.
Operational concern	Congestion may develop as westside traffic converges on a limited number of arterial roadways and freeway access points, especially during broader regional evacuation.

2. Purpose, Scope, and Study Area

The purpose of this CWEA is to translate the available evacuation model and wildfire information into community-level preparedness priorities. It is not an evacuation order, incident action plan, engineering design, or guarantee of clearance performance. During an emergency, residents should follow official instructions from the City of Paso Robles, Paso Robles Fire and Emergency Services, law enforcement, and San Luis Obispo County emergency management authorities.

Study Area

The source evacuation analysis evaluates the west side of Paso Robles, generally bounded by 1st Street to 24th Street and extending from the western city limits east to Spring Street. The modeled area includes evacuation zones PRF-11, PRF-12, PRF-18, PRF-19, PRF-20, and PRF-30. Land use is primarily residential, with supporting commercial and mixed-use corridors. The road network directs a substantial share of evacuation traffic east toward the Highway 101 corridor.

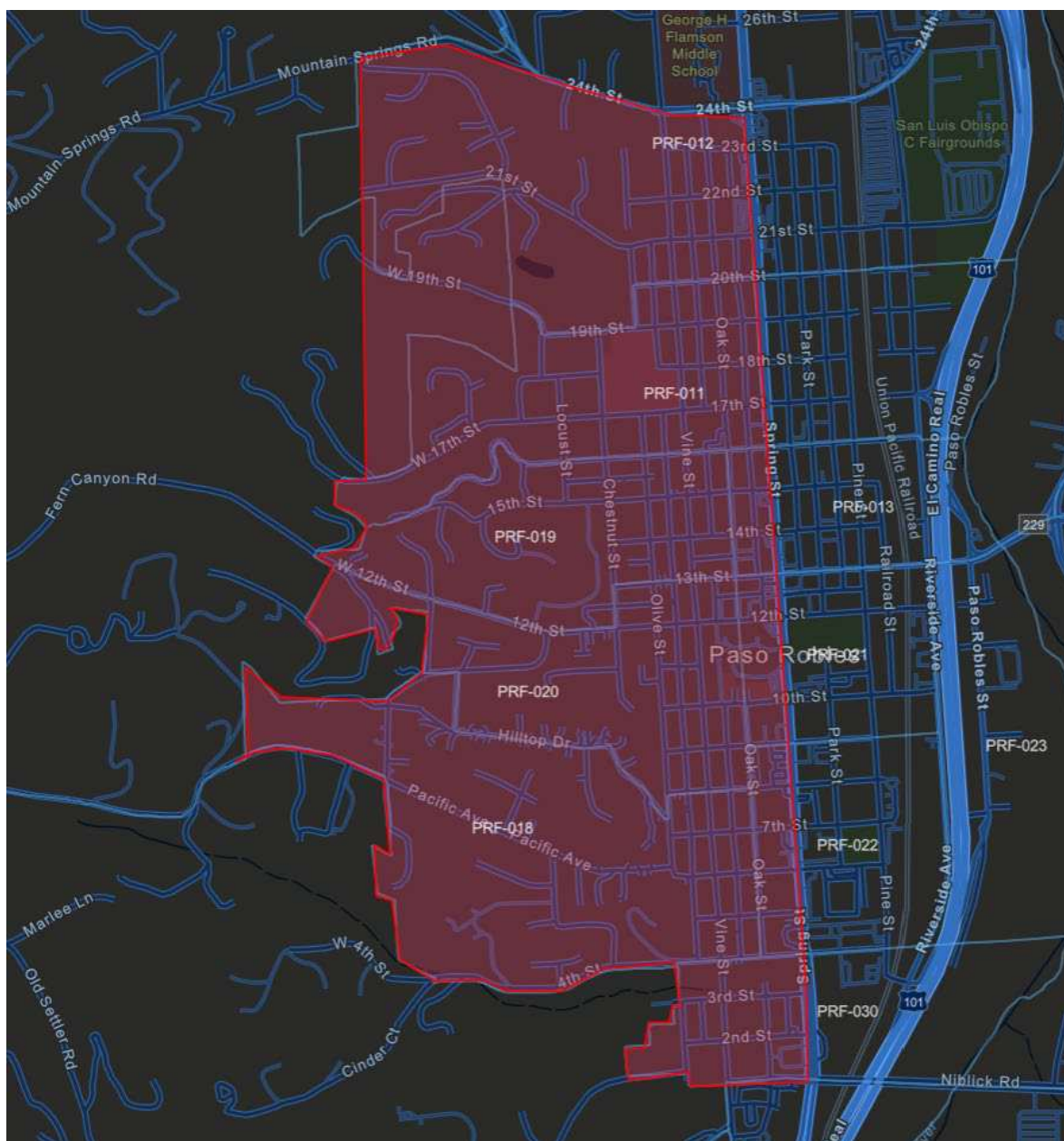


Figure 1. West Paso Robles evacuation study area and included evacuation zones. Source: Paso Robles Fire Department Westside Evacuation Analysis Report.

3. Wildfire Hazard Context

Fire Hazard Severity Zones

The supplied Local Responsibility Area Fire Hazard Severity Zone map shows High and Moderate hazard designations along the western hills and interface near Paso Robles. These mapped hazard areas are directly relevant to the Firewise community because they coincide with vegetated terrain west of the denser street grid. The displayed map does not show a large mapped Very High zone within the central westside neighborhood extent, but hazard increases immediately along the western edge.

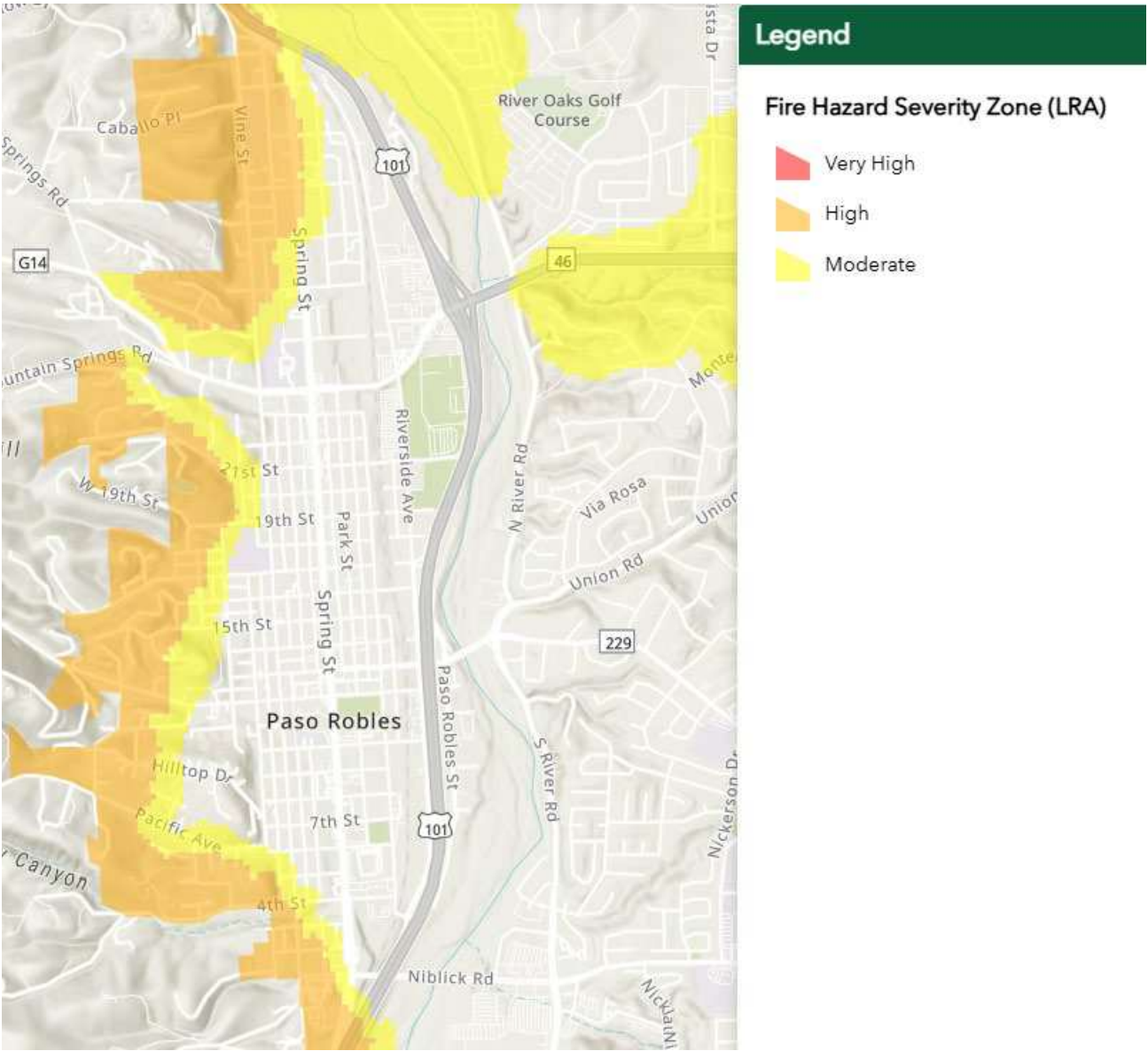


Figure 2. Fire Hazard Severity Zones (LRA) supplied for West Paso Robles. High hazard is shown in orange and Moderate hazard in yellow.

Historic Fire Perimeters

The historic fire perimeter map shows multiple prior fire footprints in the broader hills surrounding Paso Robles, including several west and northwest of the community. The map does not indicate one continuous historic perimeter across the westside neighborhoods; instead, it demonstrates repeated wildfire occurrence in the surrounding landscape. Historic perimeter data should be viewed as evidence of past fire activity, not as a boundary of future risk.

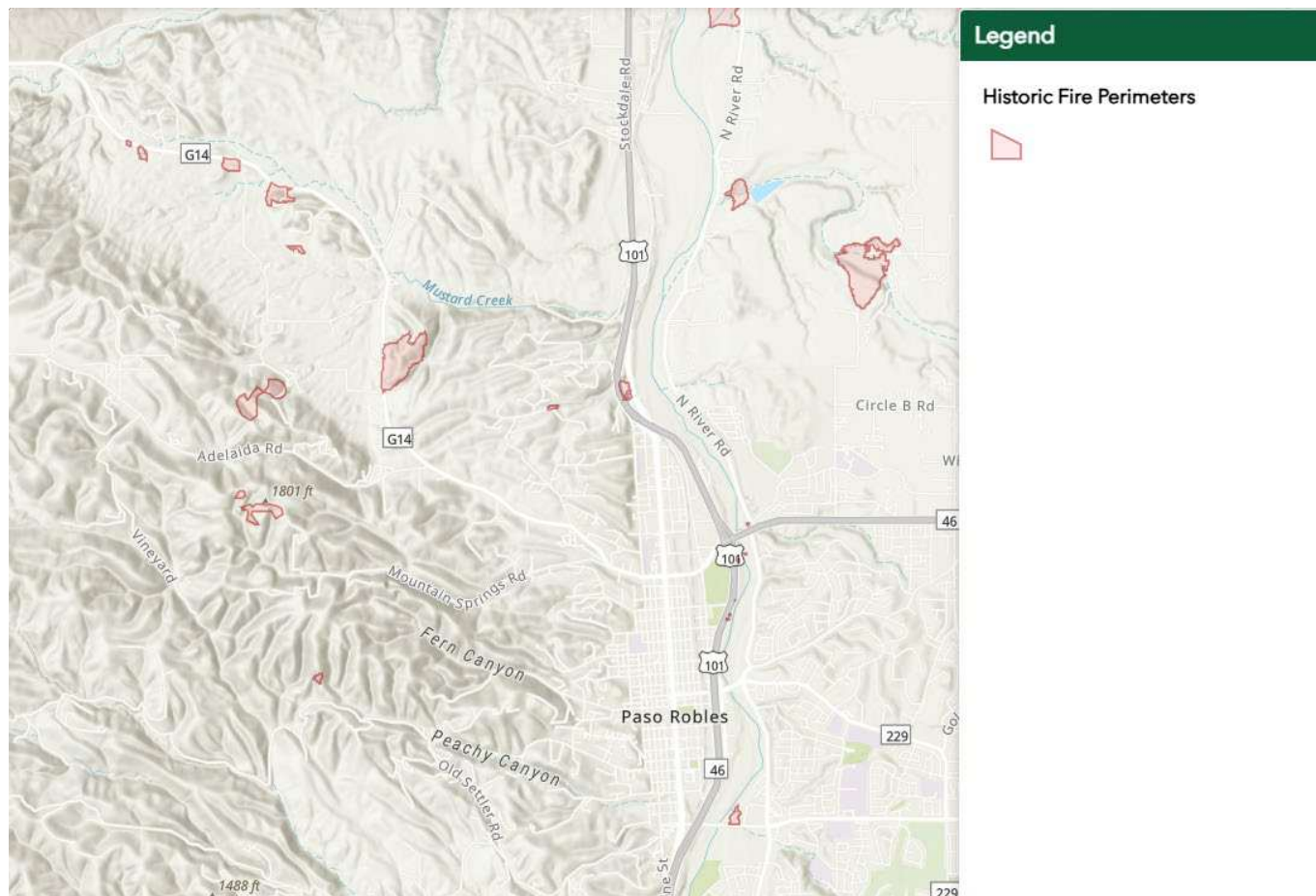


Figure 3. Historic fire perimeters in and around Paso Robles, as supplied.

4. Ignition Pattern and Fire-Spread Simulations

Ignitions, 1999-2022

The supplied ignition-density map depicts numerous recorded ignition locations across and around Paso Robles, with several higher-density clusters along the western and north-central interface and near major transportation corridors. For evacuation planning, this pattern supports maintaining readiness for incidents that may begin close to developed areas, leaving less time for warning and public response than a remote wildland ignition.

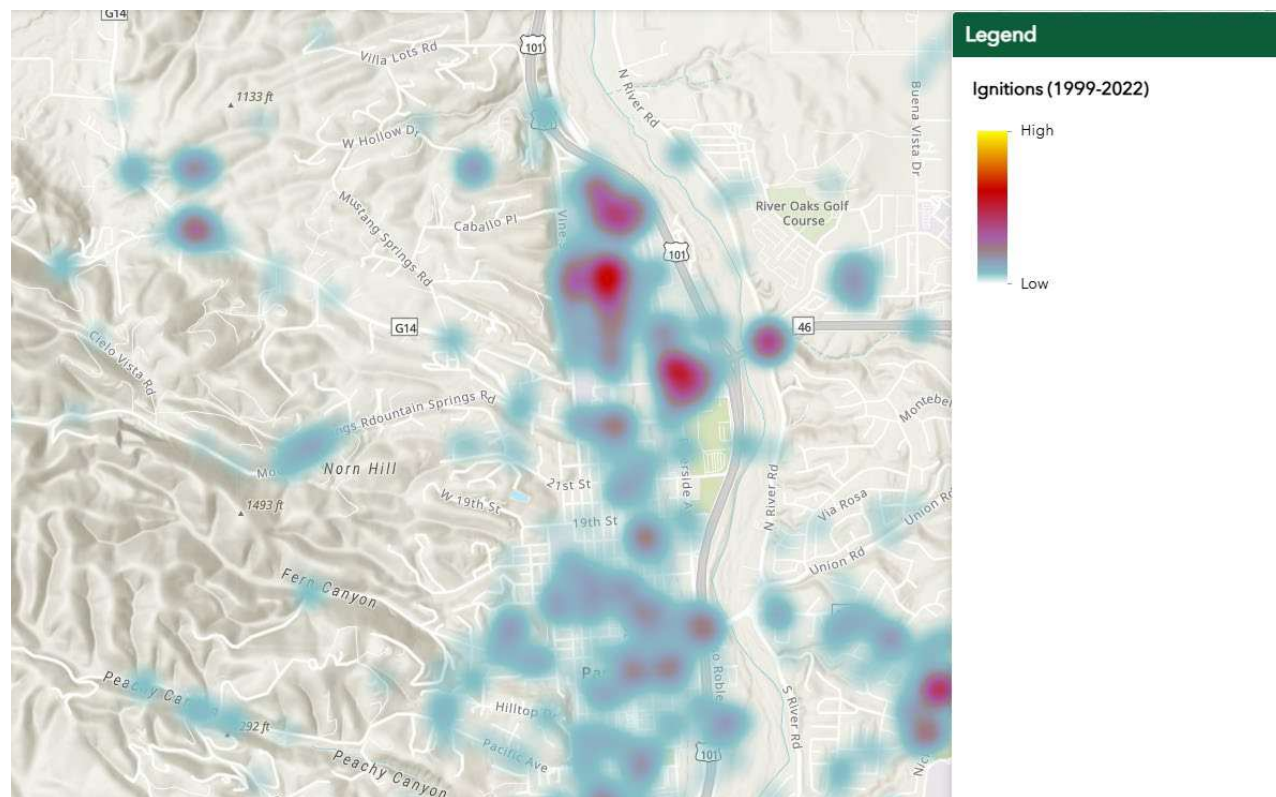


Figure 4. Ignition density (1999-2022) supplied for the West Paso Robles area. Warmer colors represent higher ignition density.

Illustrative Wildfire-Spread Scenarios

Three supplied fire-spread simulation screenshots were reviewed as planning illustrations. They are not forecasts. Collectively, the scenarios show wildfire growth from the west/northwest interface toward Paso Robles neighborhoods and demonstrate that relatively small interface fires can affect homes and local roads quickly, while larger fires in the western hills can build over many hours and threaten multiple evacuation zones.

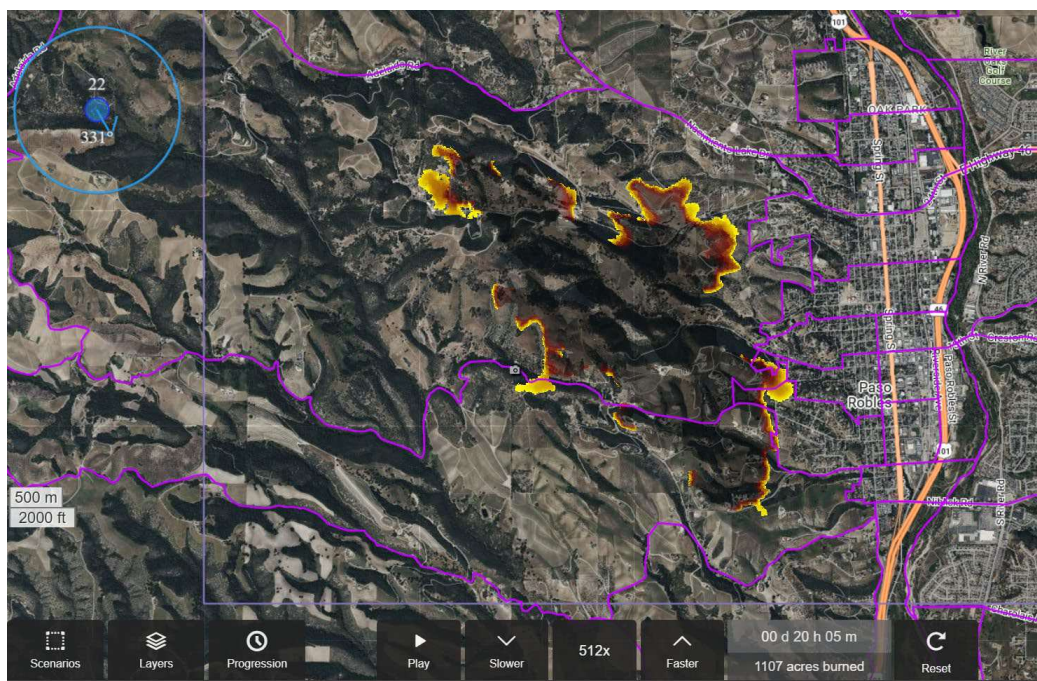


Figure 5. Large western-hills simulation. Screenshot indicates approximately 1,107 acres burned at 20 hours 05 minutes, with fire growth toward the western edge of Paso Robles

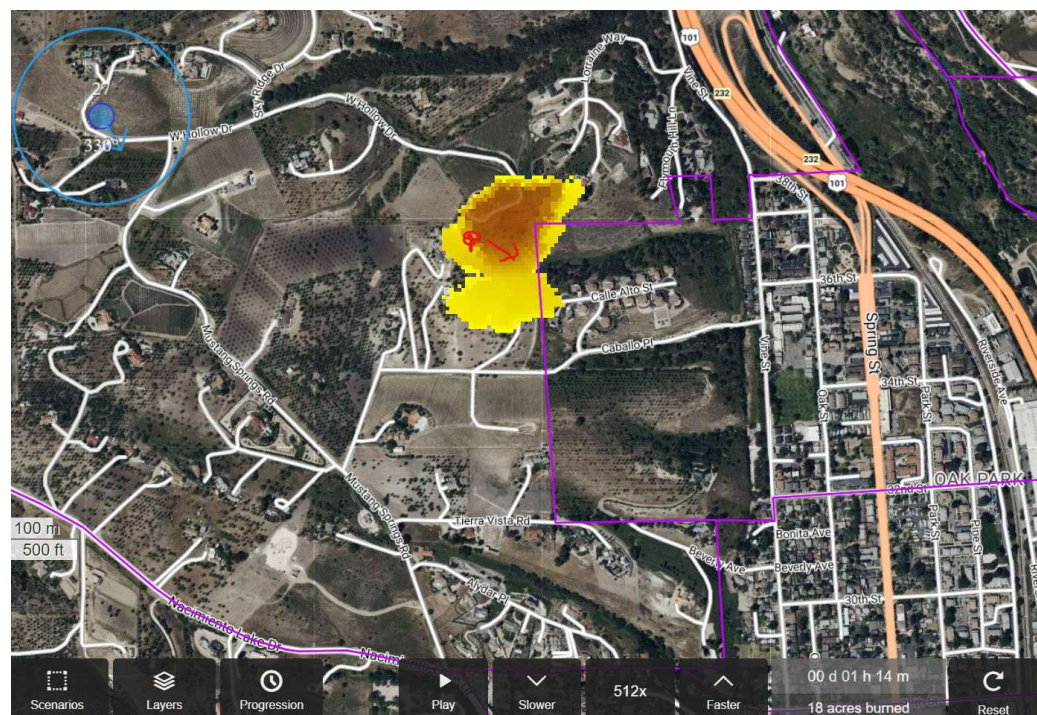


Figure 6. Northwest interface simulation near the 36th Street / Calle Alto area. Screenshot indicates approximately 18 acres burned at 1 hour 14 minutes.

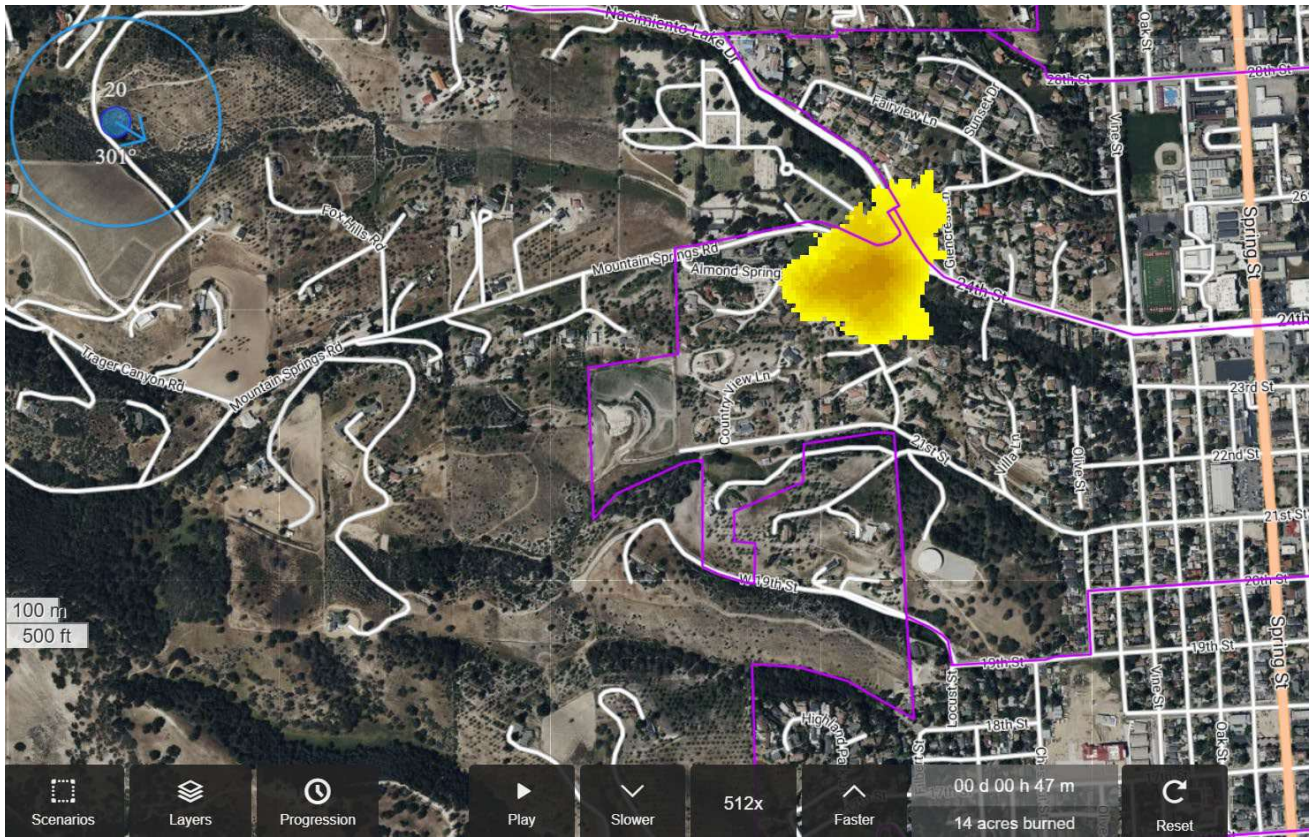


Figure 7. Western interface simulation near Mountain Springs Road. Screenshot indicates approximately 14 acres burned at 47 minutes.

Evacuation Implications of the Fire Simulations

- Incidents starting on the western interface may reduce the amount of time available for warning and evacuation decision-making.
- Fire spread from the west can place pressure on eastbound neighborhood streets at the same time residents are attempting to move toward Spring Street and Highway 101 access points.
- Road closures, smoke, emergency apparatus, and fire behavior could make a normally preferred route unusable; residents should know more than one route out of their immediate neighborhood.
- A large western-hills incident may involve multiple evacuation zones simultaneously, increasing regional traffic demand beyond the modeled westside-only assumptions.

5. Evacuation Analysis

Modeled Demand

The Paso Robles Fire Department Westside Evacuation Analysis reports 1,383 parcels and an estimated daytime evacuation demand of 4,633 passenger vehicles. The LADRIIS output screenshot displays 1,363 addresses evacuated and 4,633 passenger cars. Heavy vehicles are shown as zero in the displayed run. The analysis excludes additional traffic generated by visitors, tourism activity, or special events.

Modeled Clearance Time

The evacuation simulation estimates a total clearance time of approximately 1 hour 11 minutes, with an average trip time of approximately 13 minutes per evacuation vehicle. The model indicates that congestion develops as vehicles converge on the primary routes leading toward Highway 101.

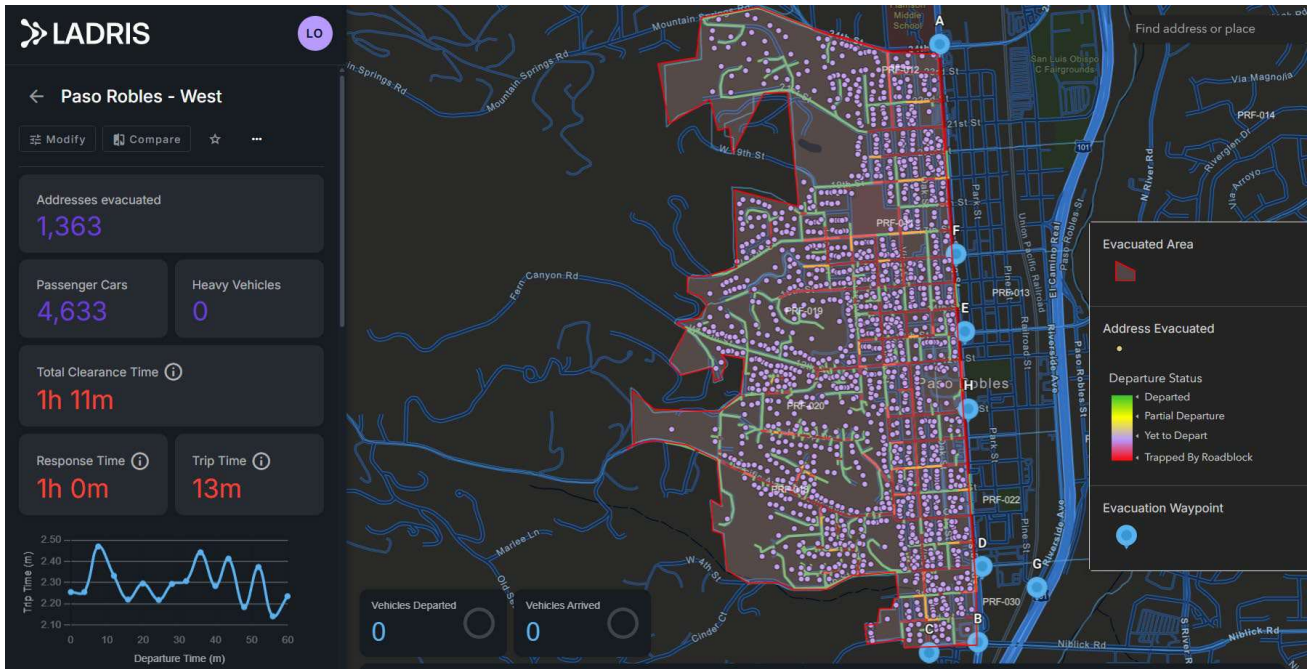


Figure 8. LADRIIS evacuation modeling output for Paso Robles - West. The displayed run shows 4,633 passenger cars, 1 hour 11 minutes total clearance time, and 13 minutes trip time.

Primary Evacuation Corridors

The source report identifies Spring Street, Niblick Road, and 13th Street as the primary evacuation corridors. These roads connect westside neighborhoods toward Highway 101 northbound and southbound. Their importance means conditions at key intersections, ramp approaches, and east-west feeder streets can influence overall clearance performance.

Corridor	Role	Planning Concern
Spring Street	North-south arterial serving multiple westside zones and freeway access	Traffic convergence and intersection control during broad evacuation
13th Street	Critical east-west connection from westside neighborhoods toward Highway 101	Potential queuing as neighborhood traffic funnels east
Niblick Road	Southern east-west evacuation connection and freeway access	High demand if southern zones evacuate concurrently; ramp/intersection congestion

6. Evacuation Constraints and Vulnerabilities

The following vulnerabilities are supported by the source evacuation analysis and the supplied wildfire mapping. Their significance will vary by incident location and direction of fire spread.

Constraint	Why It Matters
Limited east-west redundancy	The source report identifies limited east-west roadway redundancy. If a key feeder street is blocked, traffic may be forced onto fewer remaining routes.
Highway 101 access bottlenecks	The model anticipates congestion where multiple westside routes converge toward Highway 101 access points.
Simultaneous zone evacuation	A wind-driven fire from the west could affect several evacuation zones at once, increasing the number of vehicles departing in the same period.
Short-notice interface ignition	The ignition and simulation maps show the possibility of incidents close to neighborhoods, reducing available warning and preparation time.
Emergency operations on the road network	Fire engines, law enforcement, utility crews, road closures, and smoke may reduce road capacity or alter normal traffic patterns.
Unmodeled visitor demand	Visitors, tourism activity, and special events were not included in the modeled vehicle demand, so real-world demand can be higher.

Evacuation Timing

The 1 hour 11 minute value is a modeled roadway clearance time, not the total time from ignition to safety. A real evacuation also requires incident detection, decision-making, warning dissemination, resident receipt of the warning, household preparation, vehicle loading, departure, and any traffic-control or route changes. A fire that reaches neighborhood streets before these steps are complete can reduce the effective evacuation window.

7. Recommended Community Actions

The West Paso Robles Firewise Community can reduce evacuation delay through actions that improve readiness before an incident. These recommendations are community-preparedness measures and should be coordinated with the responsible public safety agencies.

- 1. Build zone awareness** - Ensure residents know their official evacuation zone (PRF-11, PRF-12, PRF-18, PRF-19, PRF-20, or PRF-30) and understand the difference between an evacuation warning and an evacuation order.
- 2. Promote early departure readiness** - Encourage residents to keep vehicles fueled/charged, maintain go-kits, pre-plan medications and pets, and leave promptly when directed. Early compliance reduces the surge of vehicles entering the network at the same time.
- 3. Identify two or more neighborhood exit options** - Residents should know alternate paths from their street to Spring Street, 13th Street, Niblick Road, or other routes designated by responders. Do not assume the normal route will remain open.
- 4. Address access and roadside clearance** - Coordinate vegetation management, parking practices, and address visibility on narrow or hillside streets so evacuation traffic and incoming emergency apparatus can pass.
- 5. Support traffic-control planning** - Coordinate with the City on potential traffic-control points, signal operations, intersection staffing, and freeway-ramp management for westside evacuation.

6. Plan for vulnerable populations - Develop voluntary neighborhood support for residents who may need extra time or transportation assistance, including older adults, people with mobility limitations, and households with large animals or multiple pets.

7. Conduct annual evacuation outreach - Use Firewise meetings, mailers, social media, and neighborhood events to review zones, routes, alerts, go-kits, and wildfire-season conditions.

8. Exercise a wildfire scenario - Conduct a tabletop or community drill using a west/northwest fire scenario that forces at least one normal route to be unavailable and requires use of alternate eastbound connections.

Priority Action Matrix

Priority	Action	Lead / Partner	Target
High	Resident zone and alert-system education	Firewise leadership + City/Fire	Before peak fire season
High	Map primary and alternate neighborhood exit routes	Firewise + City/Fire review	Annual update
High	Roadside vegetation / access obstruction review	Property owners + Firewise + agencies	Ongoing
High	Evacuation tabletop exercise using westside fire scenario	Firewise + public safety partners	Annually
Medium	Vulnerable-population support and neighbor check-in plan	Firewise volunteers	Before fire season
Medium	Review intersection and traffic-control needs	City transportation + Fire/Police	As agency resources allow

8. Resident Evacuation Readiness Checklist

- ☐ Know your official Paso Robles evacuation zone and sign up for local emergency alerts.
- ☐ Keep at least two exit routes in mind from your neighborhood; one should not rely on the same intersection as your normal route if an alternative exists.
- ☐ Keep your vehicle ready for evacuation and avoid allowing the fuel level or battery state of charge to become critically low during high fire danger.
- ☐ Prepare a go-kit with medications, identification, important documents, water, basic clothing, phone chargers, and pet supplies.
- ☐ Pre-plan how pets, livestock, and mobility-impaired household members will be transported.
- ☐ Do not delay departure to wait for visible flames. Follow official warnings and orders.
- ☐ If directed to evacuate, use the route assigned or recommended by responders rather than automatically selecting the shortest route.
- ☐ Keep streets, driveways, gates, and address signs accessible for emergency responders.
- ☐ Coordinate with neighbors who may need assistance, while avoiding actions that delay your own evacuation after an order is issued.
- ☐ Review the plan annually and after any road, construction, household, or access change.

Community / Agency Coordination Topics

- Which intersections would likely require manual traffic control during a westside evacuation?
- How will residents be routed if 13th Street, Niblick Road, or a Spring Street segment is unavailable?
- How will evacuation warnings be phased by zone if fire is moving from west to east?
- What procedures will be used to preserve access for incoming fire apparatus while outbound traffic increases?
- What conditions would trigger early movement of residents with special transportation needs?

9. Limitations

This is a planning-level assessment based on the materials supplied for this project. It does not predict a specific future fire or guarantee that evacuation can be completed within the modeled time. Actual performance can vary substantially with ignition location, rate and direction of fire spread, wind, smoke, warning time, public response, traffic collisions, road closures, utility failures, construction, emergency traffic control, visitor population, and the number of surrounding zones evacuating at the same time.

The wildfire-spread screenshots are interpreted only as illustrative scenarios. They do not include enough metadata in the supplied images to reproduce the simulations or independently validate their weather, fuel, model, or ignition assumptions. The hazard, fire-history, and ignition maps are also used as provided; this assessment does not replace the authoritative GIS datasets maintained by the responsible agencies.

10. Conclusion

The West Paso Robles Firewise Community has a recognizable evacuation framework, but it also has an important wildfire-evacuation challenge: vegetated hills and interface areas lie immediately west of neighborhoods whose traffic ultimately converges toward a limited set of eastbound connections and Highway 101 access points. The supplied evacuation model indicates that 4,633 passenger vehicles can clear the modeled study area in approximately 1 hour 11 minutes under the stated daytime assumptions. That result is useful for planning, but it should not be treated as the amount of time residents will always have during a wildfire.

The strongest community strategy is to reduce preventable delay before vehicles enter the road network. Zone awareness, early warning, prompt departure, alternate-route familiarity, accessible streets, defensible space, and coordinated traffic management all improve the likelihood that evacuation can occur before fire conditions compromise key routes. These actions also align naturally with the preparedness objectives of a Firewise community.

Sources Used for This Assessment

- Paso Robles Fire Department, Westside Evacuation Analysis Report (supplied DOCX; includes LADRIIS evacuation model output).
- Supplied West Paso Robles Fire Hazard Severity Zone (LRA) map.
- Supplied historic fire perimeter map.
- Supplied Ignitions (1999-2022) density map.
- Three supplied wildfire-spread simulation screenshots for the western Paso Robles interface.