

Evacuation Route Plan for the Alberni Valley

Tseshah First Nation, Hupačasath First Nation, City of Port Alberni, Alberni-Clayoquot Regional District (ACRD) Electoral Areas Sproat Lake, Beaver Creek, Cherry Creek, and Beaufort



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1. INTRODUCTION

1.1 Purpose

The purpose of this document is to provide detailed planning data for the Alberni Valley (AV) emergency program(s) in the event of an evacuation within the AV, including Tseshaht First Nation, Hupačasath First Nation, the City of Port Alberni, and / or the Alberni Clayoquot Regional District (ACRD) Electoral Areas B, D, E, and F (Figure 1). While it is unlikely that an event would cause an evacuation outside of the Alberni Valley, considerations for this are also included. This plan specifies agency roles and responsibilities and includes planning considerations for moving at risk populations away from a hazardous environment within the AV.

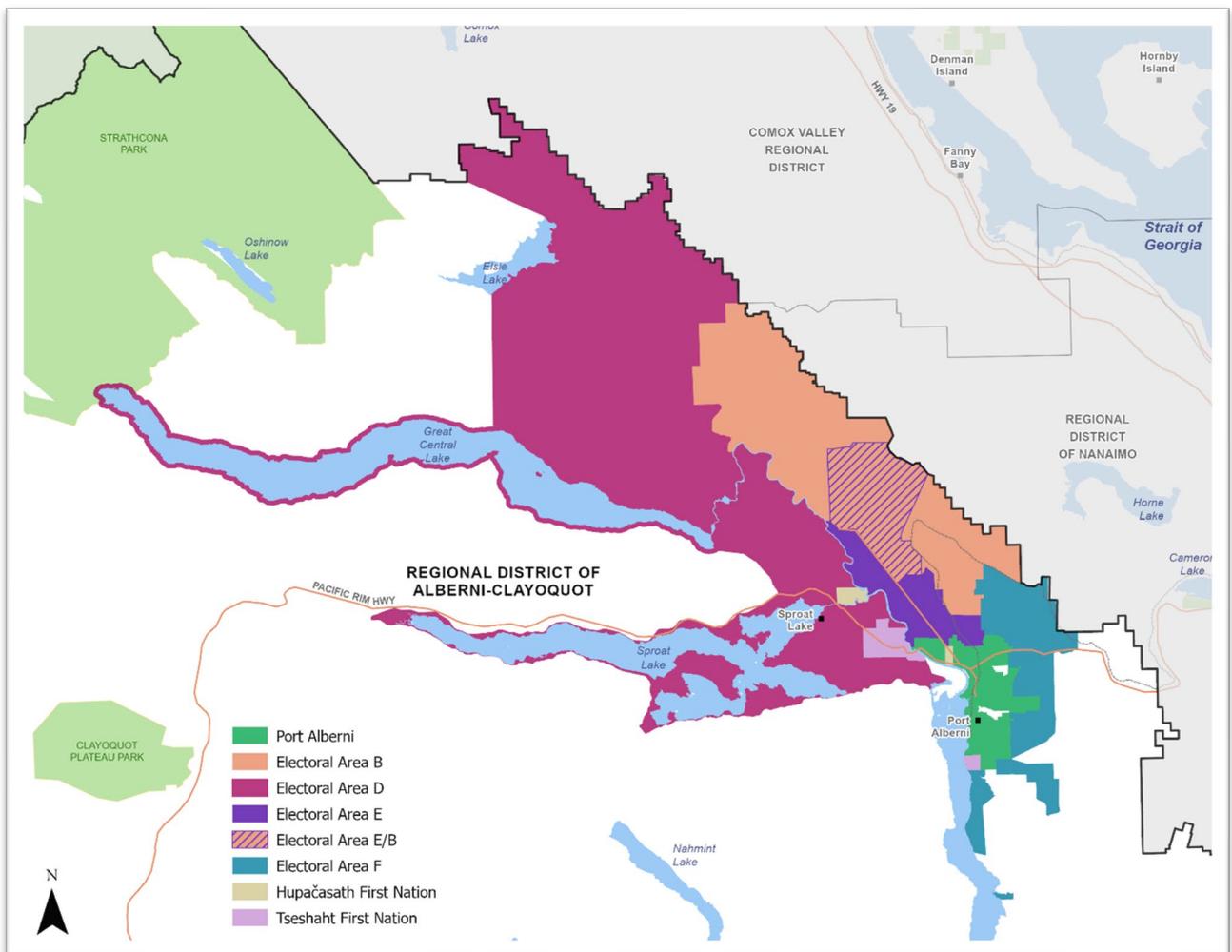


Figure 1: Alberni Valley Map

1.2 Scope

This document is to be used in conjunction with existing community emergency plans. The AV is diverse and contains interconnected communities. An evacuation may impact populations across multiple jurisdictions and require the coordination and services of several agencies and governments. This plan details the resources and routes available to emergency planners and provides hazard-specific considerations which are unique to the AV.

This document does not provide detail regarding the structure of community emergency program(s), Incident Command System (ICS) structures, or Emergency Operations Centre (EOC) operational planning processes. Rather, it provides information to EOC staff such as identifying specific evacuation routes, vehicle staging locations, and other tactical considerations that should be used as part of an evacuation. It also makes explicit aspects of the relationship between ACRD and its neighbouring First Nations, who have jurisdiction over their own evacuations but may rely upon the support of ACRD at their discretion.

1.3 Continuous Improvement

This document has been developed with continuous improvement in mind. A revision tracking table has been included on Page **Error! Bookmark not defined.** of this document to track ongoing reviews and updates to critical information within the document. At a minimum, emergency program staff should conduct a review following every activation requiring use of this plan as well as an annual review of this document and its contents. This will ensure that the information remains up to date and to ensure that important information is added, removed, or otherwise modified.

1.4 Community and stakeholder engagement

To inform key considerations and confirm roles and responsibilities, the plan was developed utilizing information from 399 survey responses from community members, interviews with 26 individual stakeholders representing organizations across the AV, and community engagement sessions hosted in Tseshaht First Nation, Hupačasath First Nation, the City of Port Alberni, Beaufort, and Sproat Lake. Due to ongoing community response to COVID-19, some community engagement sessions were hosted on virtual platforms. This limited some of the engagement options available to the community. As part of the continual improvement process for this document, community input on a recurring basis may be desired. The survey questions and full list of participating organizations are listed in Annex J.

2. COMMUNITY PROFILES

The Alberni Valley had a total population of 25,112 living in 3010 private households in 2016. [1] Most of the population of the Alberni-Clayoquot Regional District lives within the Alberni Valley. [2] The median age of the population has been rising and was at 49.6 in 2016, which is older than the provincial median of 43.0 and older than the national median of 41.2. Approximately 24% of the population was over the age of 65 in 2016; a number which is expected to rise significantly.

2.1 Tseshaht First Nation (ćišaaʔath)

Tseshaht First Nation counted approximately 555 residents living across 180 households within the boundaries of its reserve community of Tsahaheh No. 1 in 2016, though the community notes that during special events there can be as many as 1000 people present. Tseshaht is located within Electoral Area D (Sproat Lake) and encompasses McCoy Lake and a portion of the Pacific Rim Highway and is bordered by the Somass River. A small portion of the Tseshaht population also resides in another reserve community, Alberni No. 2.

Tseshaht First Nation manages its own emergency responses and evacuations.

2.2 Hupačasath First Nation

Hupačasath First Nation comprises two reserve areas, Ahahswinis No. 1 and Kleekoot No. 2.

Ahahswinis is bordered by the City of Port Alberni, Electoral Area E, and the Somass River. As of 2016, this area counted 180 residents and 65 residential structures, along with three major non-residential structures: House of Gathering (Band office, Band hall, and community health center), Sugar Shack (community maple syrup production facility), and youth center (used for after-school programs and events).

Kleekoot counts 10 residents and 6 residential structures, with no non-residential structures. It is located within Electoral Area D (Sproat Lake) and surrounded by the Sproat River, the Somass River, and the Stamp River.

Hupačasath First Nation manages its own emergency responses and evacuations but has an Emergency Support Service Memorandum of Understanding in place with the ACRD for support as required.

2.3 City of Port Alberni



The City of Port Alberni counted a population of 17, 678 in the most recent available census data from 2016, across approximately 8120 rented and owned households. At this time, the largest population was the age group between 60 and 64 years old. In the 2016 census, 5180 respondents indicated that they commuted to work in a private vehicle, while 145 took public transit, most within a 15-minute distance inside Port Alberni. [3] It is anticipated that in an evacuation, chosen modes of transportation will be similar.

In 2021, 125 people were counted as homeless in the City of Port Alberni. There are 23 beds for people experiencing homelessness through an emergency shelter.

2.4 ACRD Electoral Areas

The ACRD emergency plan is applicable to the City of Port Alberni and Electoral Areas B, D, E, F. Other areas of the ACRD; Electoral Areas A (Bamfield) and C (Long Beach) and the Districts of Tofino and Ucluelet have their own emergency plans and thus independently plan their evacuations. The ACRD's responsibility towards Electoral Areas B, D, E, and F includes the declaration, extension, and cancellations of states of local emergencies, and evacuation alerts and orders. Most people living in the Electoral Areas (around 80%-90% on average) own their homes.

There is no data on the number of people experiencing homelessness in the Alberni Valley Electoral Areas as of 2021, but it is estimated that this number is low due to the distance from the City of Port Alberni and the shelter location, and other available services.

The following subsections provide a broad overview of each electoral area including its size, population, and community information.

2.4.1 Electoral Area B (Beaufort)

As of 2016, Electoral Area B counted 425 residents across 195 households of which 95% are single detached homes and 87% are owner households. This is expected to grow to 487 residents across 220 households by 2026. Approximately 5.9% of residents identified as Indigenous in 2016; a decrease from previous years. At that time, 60% of residents were over the age of 50. This Electoral Area has the highest proportion of residents 65 and older (i.e., 31%) of other Alberni Valley Electoral Areas and the entire ACRD (i.e., 21%) and the population of seniors as well as the number of households is expected to continue growing. The population of Electoral Area B is expected to grow by 44 people by 2026. Electoral Area B does not have any higher density housing, but some property owners are using recreational vehicles (RVs) as a form of dwelling for short- and long-term use. [4]

2.4.2 Electoral Area D (Sproat Lake)



As of 2016, Electoral Area D counted 1626 residents across 780 households. This is expected to grow to 1785 residents across 882 households by 2026. Approximately 7.7% of residents in Sproat Lake identified as Indigenous in 2016, a decrease from previous years. Its senior population (i.e., ages 65-84) has increased significantly, from 15% to 27% of the population between 2011 and 2016. Approximately 60% of residents of Sproat Lake were over 50 in 2016. The Pacific Rim Highway crosses through this Electoral Area, which is large (1536 km²) and includes two large lakes, Sproat Lake and Great Central Lake. These lakes are the primary habituated areas of the Electoral Area, along with the west side of the Somass River and Stamp River. Electoral Area D also includes the Tsahaheh 1 (Tseshaht First Nation) community and Kleehoot No. 2 (Hupačasath First Nation).

A large portion of the Electoral Area's land is forested, mountainous, and uninhabited. However, It does include 120 lots zoned for seasonal recreational dwellings along the shores of Sproat Lake. [5]

2.4.3 Electoral Area E (Beaver Creek)

As of 2016, Electoral Area E counted 2,740 residents across 1190 households. This is expected to grow to 3025 residents across 1345 households by 2026. Approximately 11.3% of residents in Beaver Creek identified as Indigenous in 2016; an increase from previous years. It is the smallest of the Alberni Valley Electoral Areas but is the most densely populated. In 2016, half of its residents were over the age of 50 and 25.3% were between the ages of 65 and 84. Beaver Creek has 20 assisted living units for people with special needs provided by British Columbia (BC) Housing as of 2020. Some property owners in Electoral Area E are using RVs as a form of dwelling for short- and long-term use. [6]

2.4.4 Electoral Area F (Cherry Creek)

As of 2016, Electoral Area F counted 1,945 residents across 845 households. This population is projected to grow to 2125 across 955 households by 2026. Approximately 3.9% of the population identified as Indigenous in 2016; a decrease from previous years. This Electoral Area's demographics are slightly different than the other Alberni Valley Electoral Areas. While its senior population has significantly increased, so has its number of children. Still, 53% of Cherry Creek residents were over the age of 50 in 2016. Some property owners in Electoral Area F are using RVs as a form of dwelling for short- and long-term use. [7]

2.5 Hazard Identification

The evacuation route plan is all-hazard, meaning that it can be used by EOC staff for planning purposes regardless of the cause of the evacuation. Despite the all-hazard nature of the document, consideration was given to the hazard landscape of the AV. This included a review of

existing hazard risk and vulnerability assessments, and the subject matter expertise of agencies interviewed during the development of this plan.

Table 1 indicates the hazards identified that have the potential to require a full or partial evacuation of the AV. It is based on a collection of hazard risk assessments contained in the Tseshaht Emergency Plan [9] the Hupačasath Emergency Response Plan [10], and the Alberni Valley Emergency Plan [11].

Table 1: Primary Hazards for the Alberni Valley

Event	Probable Onset (no notice, limited to advance notice)	Comments
Tsunami	No notice for local event, limited to advance notice through the National Tsunami Warning Centre.	Hazard anticipated to cause impacts to Hwy 4 as well as communities along the Alberni Inlet and Somass Watershed.
Earthquake	No notice	Hazard anticipated to cause localized evacuation related to Tsunami risk and infrastructure damage. Major transportation routes including Hwy 4 may have impacts.
Wildland/Urban Interface Fire	Limited to advance notice	Hazard likely to cause localized evacuation. Limited egress routes in rural communities may impact evacuation route options.
Dam Breach Flooding	Limited to advance notice	BC Hydro operates several dams located within ACRD and up-stream of Port Alberni. Catalyst operates several dams on the Stamp River and Robertson Creek. The Cherry Creek Water Board owns and operates a dam at Lacey Lake. Failure of these dams could result in the flooding of parts of the residential area of the AV and may cause Hwy 4 impacts.
Storm Surge Flooding	Limited to advance notice	Hazard likely to cause impacts to Hwy 4 as well as communities within the Somass Watershed.
Riverine Flooding	Limited to advance notice	Hazard likely to cause impacts to Hwy 4 as well as communities within the

Event	Probable Onset (no notice, limited to advance notice)	Comments
Hazardous Material Release (HAZMAT)	No notice	Somass Watershed Hazard likely to cause localized shelter in place or evacuation. Large volumes of hazardous materials are shipped through the AV along Hwy 4. As well, significant amounts of potentially hazardous materials are stored in commercial and industrial facilities throughout the AV.

3. AUTHORITIES AND LEGISLATION

3.1 Overview

Within the Province of BC, there is various legislation providing authority to key agencies to initiate and / or support with evacuation activities. While these exist at all levels of government (i.e., local, provincial, federal), they aim to work in tandem to ensure that there are clear lines of responsibility and authority in the event of community evacuation.

While Local Authorities are responsible for managing evacuations of their communities, there are multiple levels of government, non-governmental organizations (NGOs), and agencies ready to support through all stages of an evacuation. Annex C provides a synopsis of the various legislation that prescribes authority for initiating and executing evacuation activities.

4. ROLES & RESPONSIBILITIES

The following section briefly outlines the roles and responsibilities of local and regional stakeholders who may contribute to an effective evacuation. The numerous provincial, federal, and large NGOs who may also support evacuation activities are listed in Annex E.

4.1 Local / Regional Stakeholders

4.1.1 Local Authority(s)

The Local Authority is responsible for ordering non-tactical evacuations and managing evacuations of their jurisdictional boundaries. This includes public communications, facilitating the movement of people, setting up and running reception / lodging for evacuees, and coordinating with external stakeholders and neighbouring jurisdictions. Existing emergency management structures within the AV should be leveraged when evacuation activities are required.

For the AV, this means that Tseshaht First Nation and Hupačasath First Nation are each the Local Authority for their communities and this plan should be used in conjunction with their respective emergency plans. The Alberni Valley Emergency Plan details the roles of the ACRD Board and City of Port Alberni Council regarding States of Local Emergency (SoLE) as well as evacuation orders, alerts, and rescinds within the City of Port Alberni and the ACRD. The ACRD Emergency Program is responsible for implementing the Alberni Valley Emergency Plan and should be activated for evacuations in the ACRD Electoral Areas B, D, E, and F, and / or the City of Port Alberni.

When the words *Local Authority* or *EOC* are used within this plan, it refers to the Local Authority and associated EOC with responsibility for the impacted population. It is possible that there may be more than one Local Authority and EOC involved for multi-jurisdictional events. Whenever possible, coordination, frequent communication, and / or a liaison embedded within each other's EOC should be considered by the impacted Local Authorities.

4.1.2 Alberni-Clayoquot Regional District

During an emergency response that may require an evacuation, numerous key departments, and agencies from the ACRD may be required to support both the EOC and the Incident Command (IC) site(s). The Alberni Valley Emergency Plan establishes the roles each department or agency may hold during an emergency response within the ACRD Electoral Areas B, D, E, and F, and / or the City of Port Alberni.

4.1.3 City of Port Alberni

During an emergency response that may require an evacuation, numerous key departments, and agencies from the City of Port Alberni may be required to support both the EOC, the Incident Command (IC), and Emergency Support Services (ESS) site(s). The Alberni Valley Emergency Plan establishes the roles each department or agency may hold during an emergency response, although during complex operations the EOC should coordinate with the appropriate managers to ensure all resources are appropriately identified and utilized.

4.1.4 Fire Departments

The AV is protected by four fire departments: these are the Beaver Creek Volunteer Fire Department, the Cherry Creek Fire Department, the Port Alberni Fire Department and the Sproat Lake Volunteer Fire Department. Of these, Beaver Creek and Sproat Lake are ACRD fire departments. Cherry Creek is controlled by the Cherry Creek Water Works District and the Port Alberni Fire Department by the City of Port Alberni.

Fire Departments will have a key role to play in supporting evacuations. The responsibilities defined within the Alberni Valley Emergency Plan include:

- Act as lead agency if a fire occurs within their Fire Protected Area and for other emergency response incidents within their jurisdictional responsibilities;
- Direct and assist in the evacuation of people;
- Provide fire suppression and fire control;
- Provide specialized services as trained in cooperation with other departments and agencies; and
- Implement mutual aid agreements as necessary.

4.1.5 Port Alberni RCMP

The Royal Canadian Mounted Police (RCMP) polices the AV and will have a key role to play in supporting evacuations. The responsibilities defined within the Alberni Valley Emergency Plan include:

- Lead agency for major motor vehicle accidents, aircraft incidents and terrorism;
- Direct and assist in the evacuation of people;
- Provide warning and alerting services;
- Enforce emergency restrictions and regulations;
- Control traffic and routes to facilitate the movement of emergency response vehicles;
- Seal off the affected area;
- Control and, if necessary, disperse crowds within the affected area;

- Ensure the protection of lives, public and private property; and
- Coordinate use of auxiliary and / or special police (Citizens on Patrol (COPS)).

4.1.6 Alberni Valley Rescue Squad (AVRS)

AVRS is two organizations that go by the same name and consist of the same people: the society and the operational search organization. The society is controlled by the normal society officers and directors and reports to the provincial government under the Societies Act. The operational search organization is controlled by the Search Managers and reports directly to Emergency Management British Columbia (EMBC). The responsibilities defined within the Alberni Valley Emergency Plan include:

- Assist RCMP and fire departments in all types of evacuations;
- Conduct earthquake search and rescue;
- Assist RCMP in traffic control; and
- If required, provide assistance in the EOC.

5. EVACUATION MANAGEMENT

5.1 Shelter-in-Place

When exposed to a hazard, sheltering-in-place should be considered the preferred course of action and local authorities should consult with technical advisors to develop an informed decision regarding whether this option is safe for the community. If it is determined to be unsafe, then appropriate evacuation Alerts and / or Orders should be initiated.

Implementing shelter-in-place protocols can reduce costs, reduce the impacts of evacuations on the public, and may improve response effectiveness and expedite community recovery.

Sheltering-in-place recommendations are generally issued in response to hazards such as chemical, biological, or radiological contaminants, police incidents or disturbances, or severe weather events. These protective measures are dependent upon residents being able to stay in the structure they are in at the time of the threat, provided that the structure offers a reasonable level of protection from the threat.

The BC Evacuation Operational Guide provides the following guidance on what shelter in place entails (Figure 2). This should be communicated to residents as part of a broader public education campaign specific to the expected rollout of evacuations.

Shelter-in-place:	
IS: 	IS NOT: 
<ul style="list-style-type: none"> directing individuals to: stay within the building they are currently in or to immediately find refuge in the closest safe building; select a small, interior room with few or no windows; and take refuge there until the threat has passed an official recommended protective measure from the authority having jurisdiction, when determined to be the safest course of action 	<ul style="list-style-type: none"> directing individuals to a particular shelter to be confused with a community deciding not to evacuate after receiving a recommendation to evacuate from the hazard Incident Commander to be confused with an individual deciding not to evacuate after an Evacuation Order has been issued and direction has been given to leave the area

Figure 2: BC Evacuation Operational Guide Shelter in Place Guidance

5.2 Shelter-in-Community

There may be times when some residents may temporarily require additional support to safely endure the event, or the isolation caused by an event. This is referred to as shelter-in-community. Examples of supports may include warming, cooling, or cleaner air centres. Generally, shelter-in-community decisions should be made following consultation with Health Emergency Management British Columbia (HEMBC). Consultation with EMBC prior to shelter-in-community actions is also recommended to clarify reimbursement options.

Cost recovery is sometimes possible during these types of events. Open dialogue and Expense Authorization Forms with EMBC should be established early in any incident requiring this type of evacuation to ensure that services being provided to residents meet criteria for reimbursement by the province.

5.3 Types of Evacuation

There are two types of evacuations: tactical and strategic.

A **tactical** evacuation is performed when there is a direct threat to the life safety of responders or the public. Evacuation documentation is not necessary prior to a tactical evacuation. It is imperative that life safety takes precedence and is performed at the discretion of the IC. During a tactical evacuation, it is necessary to inform evacuees why they are being evacuated, where to go, and how they can receive further information and updates.

While a SoLE is **not** required for a tactical evacuation, it is recommended to contact EMBC through the Emergency Coordination Centre (ECC) when it is safe to do so. If residents will be displaced for a prolonged period, a formal Evacuation Order and SoLE should be issued as soon as it is operationally appropriate.

Strategic evacuations are evacuations that can safely allow time for formal documentation to be issued. It is recommended that strategic evacuations have staged documentation, including an Evacuation Alert, Evacuation Order, and Evacuation Rescind as noted in Section 5.4.

While the Local Authority has the legal authority to issue Evacuation Alerts, Orders, and Rescinds for areas within their jurisdiction, it is recommended it does so on the advice of hazard specific Subject Matter Experts (SME). Generally, the IC for the emergency event will communicate directly with the Local Authority regarding the impact of the event on the jurisdiction. The IC has site level awareness and expertise, so it is recommended that the Local Authority follows the recommendations of the IC; however, the Local Authority can choose to also consider additional expert advice from other SMEs including Traditional Indigenous Knowledge Keepers who may have relevant information for the Local Authority to consider.

5.4 Alerts, Orders, and Rescinds

There are three different types of evacuation documentation. See Annex D for an Evacuation Management flow chart regarding the use of these documents. See Annex H for templates for each type of evacuation documentation.

Evacuation Alerts: Advises the affected population of a current or potential threat that may lead to an Evacuation Order. The Evacuation Alert should have clearly defined boundaries and include instruction to residents.

A SoLE is not required for an Evacuation Alert.

Evacuation Orders: Advises the public that an order has been issued and that the affected population must leave the specified area immediately. The Evacuation Order should have the same information as the Evacuation Alert and must clearly state that the Evacuation Order is mandatory. The Evacuation Order should also include information about designated evacuation routes, closed routes, and the location of Emergency Support Services (ESS) Reception Centres.

****Reminder – A SoLE must precede an Evacuation Order****

Evacuation Rescinds: Advises the public that the Evacuation Order is no longer in effect. The Evacuation Order can be formally rescinded, or it can be downgraded to an Evacuation Alert. If only a portion of the impacted area can be rescinded, the Local Authority has two options:

1. An Evacuation Rescind can be issued for the entire area, with a new Evacuation Alert or Evacuation Order issued immediately for the new area; or
2. An amendment can be issued to the existing Evacuation Order clearly defining the changes.

5.5 Notification

Issuing Evacuation Alerts, Orders, and Rescinds should adhere to the following procedures:

5.5.1 Issuing an Evacuation Alert:



1. The EOC in consultation with the IC and available hazard-specific SMEs including Traditional Indigenous Knowledge Keepers and technical specialists, makes a determination that an Evacuation Alert is required.
2. Notify the policy group and first responder agencies.
3. If the hazard may impact other jurisdictions within the AV, coordinate with other EOCs.
4. If the hazard may impact the urban Indigenous population, consider consultation with First Nations Health Authority (FNHA) and Indigenous Services Canada (ISC).
5. Request assistance to perform Evacuation Alert notifications (e.g., from first responders or other identified groups such as Ground Search & Rescue (GSAR)).
6. Based on advice, map the geographic boundaries of the Alert. Identify the Alert area using civic addresses, street names, or any combination that works.
7. Complete an Evacuation Alert Template and include:
 - The issuing authority (e.g., ACRD, or relevant Local Authority);
 - The reason for the Alert with a description of the hazard;
 - The areas under Alert with as much detail as possible, including a map of the Alert area;
 - A general listing of important personal supplies that should be prepared for the potential evacuation (e.g., identification, medication, insurance papers, warm clothing, specialty medical equipment, eyeglasses, hearing aids, prostheses, work clothes). Pets are also a high priority to many residents and direction should be provided in this regard; and
 - Where to get additional information.
8. Notify the impacted area of the Alert (e.g., through social and traditional media, door-to-door, Alberni Valley Emergency Notification System, etc.)
9. Email a copy of the Alert to the EMBC Provincial Regional Emergency Operations Centre (PREOC).
10. Once the Alert is in place, consider evacuating vulnerable populations and recommending livestock relocation.

5.5.2 Issuing an Evacuation Order:

1. The EOC in consultation with the IC and available hazard-specific SMEs including Traditional Indigenous Knowledge Keepers and technical specialist, makes a determination that an Evacuation Order is required.
2. Notify the policy group and first responder agencies.
3. If the hazard may impact other jurisdictions within the AV, coordinate with other EOCs.
4. If the hazard may impact the urban Indigenous population, consider consultation with FNHA and Indigenous Services Canada (ISC).
5. Request assistance to perform Evacuation notifications (e.g., from first responders or other identified groups such as GSAR).

6. Based on advice, map the geographic boundaries of the Order. Identify the Order area using civic addresses, street names, or any combination that works.
7. Declare a SoLE, publish online, and notify the public.
8. Complete an Evacuation Order Template and include:
 - The issuing authority (e.g., ACRD, or relevant local authority);
 - The reason for the Order with a description of the hazard;
 - The areas under Order with as much detail as possible, including a map of the Order area;
 - Designated evacuation routes and identification of closed routes;
 - Location of Reception Centers, including hours of operation;
 - If using virtual Reception Centres or online registration, how to register;
 - A general listing of important personal supplies that should be prepared for the potential evacuation (e.g., identification, medication, insurance papers, warm clothing, specialty medical equipment, eyeglasses, hearing aids, prostheses, work clothes). Pets are also a high priority to many residents and direction should be provided in this regard; and
 - Where to get additional information.
9. Notify the impacted area of the Order (e.g., through social and traditional media, door-to-door, public notification systems, etc.)
10. Email a copy of the SoLE and the Order to the EMBC PREOC.
11. Consider how to best support those individuals who cannot self-evacuate.
12. Consider how to best support evacuees using ESS.

5.5.3 Issuing an Evacuation Rescind:

1. The EOC in consultation with the IC and available hazard-specific SMEs including Traditional Indigenous Knowledge Keepers and technical specialist, makes a determination that an Evacuation Rescind is required.
2. Notify the policy group and first responder agencies.
3. If the hazard impacted other jurisdictions within the AV, coordinate with other EOCs.
4. If the hazard impacted the urban Indigenous population, consider consultation with FNHA.
5. Coordinate early re-entry for community support agencies (e.g., health agencies, school district, critical infrastructure agencies, etc.) prior to Rescind in preparation for returning evacuees.
6. Consider allowing residents who may have lost homes or property early access into the evacuated area.
7. Complete an Evacuation Rescind template.
8. Notify evacuated residents of Rescind (e.g., through social and traditional media, automatic notification systems, announcements at ESS Reception Centres and Group Lodging facilities).
9. Email copy of the Rescind to the EMBC PREOC.

Partial Evacuation Order Rescind – If only a portion of the evacuation Order can be rescinded, an evacuation rescind can be issued for the entire evacuation order area, with a new Evacuation Order and / or Alert issued immediately afterwards identifying new geographical boundaries. An alternative is to issue an amendment to the existing Evacuation Order, clearly identifying the changes. Whichever option is preferred, it is important to issue clear and consistent maps that undoubtedly show what properties remain on Alert or Order. [8]

5.6 Phasing

Evacuation phasing promotes a controlled evacuation that does not overwhelm first responders, traffic control personnel, or the roadway traffic flow capabilities. When possible, this is the preferred method of evacuation. Evacuation phasing may include:

- Evacuating those closest to the incident first and then increasing the buffer zone as traffic or time allows;
- Evacuating areas closest to main high flow roadways first, improving the flow of neighbouring areas that will need to travel through to reach the main roadways;
- Evacuating areas with the densest population first as they will take longer to evacuate;
- Allowing vulnerable populations more time to move to pick-up areas or make alternate arrangements to evacuate the area as they may require more time; and
- Utilizing control traffic management strategies to allow for maximum flow on main roads first, then switching to enable priority to other areas.

Evacuation Phasing allows for different zones to be sent to different locations, therefore reducing the load on one specific egress. Tactical evacuations should be developed based on the nature of the situation and are generally the responsibility of the IC.

If there is a requirement for a full evacuation of the AV, a multi-modal solution which depends upon public and private industrial roads, as well as marine and air transportation may be required.

5.7 Destination

An Evacuation Order should clearly identify to the public that they must leave the area. It is best practice to include specific intended destinations and routes within the Order. Depending upon the type of evacuation, the EOC may include different types of destinations including:

- Designated Reception Centres – these will be leveraged for incidents resulting in the evacuation of residents. The location of Reception Centres will be determined based on the nature and the scope of the incident. Although many residents will not require supports or

lodging, all evacuees should be encouraged to register in person or virtually at a Reception Centre for tracking and communication; and

- Muster Points – these will be leveraged for incidents where the evacuation of residents requires special transportation (e.g., transportation via bus or escort through private industrial roads). Muster points may be located within the evacuation zone or outside of the zone depending on the availability of infrastructure such as large parking lots and access points. If a muster point is within an evacuation zone and an incident requires immediate evacuation away from the area, the EOC should use discretion to direct residents elsewhere.

5.8 Vulnerable Populations

There are many people who cannot evacuate without support. For simplicity, this Plan refers to anyone who cannot self evacuate as a member of the *vulnerable population*.

For planning purposes, it should be understood that this can be due to a lack of transportation, lack of financial means to self-evacuate, lack of physical ability to self-evacuate, lack of cognitive ability to understand the need to self-evacuate, or other factors impacting a person's ability to self-evacuate.

Pre-planning can assist the AV in better understanding where barriers to self-evacuation exist in the community. Ongoing communication during each phase of an evacuation or shelter-in-place should be structured to ensure that the Local Authority is able to identify people who need supplemental resources to support their safe evacuation. Organizations like the Port Alberni Shelter Society (PASS), Bread of Life, the Salvation Army, and the Canadian Mental Health Association (CMHA) have built relationships with vulnerable communities that can be leveraged to ensure information is disseminated by trusted agents.

Strategies include:

- Instructing the public to contact the Local Authority directly if they need resources;
- Liaising with advocacy groups to help identify and communicate with vulnerable populations; and
- Targeted emergency preparedness education programs.

The public should be encouraged to assist by helping neighbours, friends, or family evacuate.

The population of the AV is aging, in many cases faster than the rest of the population of British Columbia. This is an important consideration when the AV plans resources for evacuations. For most seniors, the best option is to stay with family or friends in the closest safe area to their home. A hotel may be a good alternative if this is unavailable.

5.8.1 Community organizations

5.8.1.1 School District 70

The School District (SD) is responsible for the management of any evacuation affecting schools. Nonetheless, it is helpful for the AV to indicate to the Pacific Rim school district (SD70) when an evacuation is expected to assist them with planning (Table 2).

Table 2: Schools by Zone

Facility	Address	Zone
Tsuma-as Elementary (K-7)	5055 Compton Rd, Port Alberni	Port Alberni Zone 2
Alberni District Secondary (8-12)	4000 Roger St, Port Alberni	Port Alberni Zone 6
Alberni Elementary (K-7)	4645 Helen St, Port Alberni	Port Alberni Zone 3
E.J. Dunn Elementary (K-7)	3500 Argyle St, Port Alberni	Port Alberni Zone 12
John Howitt Elementary (K-7)	3867 Marpole St, Port Alberni	Port Alberni Zone 4
Maquinna Elementary (K-7)	3881 Bruce St, Port Alberni	Port Alberni Zone 12
VAST (8-12) (8th Ave Learning Center)	2941 8 th Ave, Port Alberni	Port Alberni Zone 12
Wood Elementary (K-7)	4111 Wood Ave, Port Alberni	Port Alberni Zone 6
Ecole Des Grands-cedres (K-7)	5100 Tebo Ave, Port Alberni	Port Alberni Zone 4
Haahuupayak School (K-7)	6000 Santu Dr, Port Alberni	Tseshah FN Zone 4
John Paul II Catholic School (K-7)	4006 8 th Ave, Port Alberni	Port Alberni Zone 6

5.8.1.2 Hospitals, Care facilities and assisted living

Evacuation of a hospital, senior care facility, or assisted living units can put residents at risk. Not only is evacuation stressful, resulting in emotional or psychological impacts, but it can also have severe health consequences. Careful pre-planning and early and frequent communication with key stakeholders is critical to ensure safety.

Although evacuating these facilities is not the responsibility of the EOC, it is recommended that the Local Authority maintain communication with Public Health Services Authority (PHSA) or Island Health and with the Alberni-Clayoquot Continuing Care Society (ACCCS) ahead of and during an evacuation to allow these organizations to plan as early as they can (Table 3).

Table 3: Care Facilities by Zone

Facility	Address	Zone
Fir Park Village (ACCCS¹) – 67 beds	4411 Wallace St, Port Alberni	Zone 6
Echo Village (ACCCS) – 66 beds	4200 10 th Ave, Port Alberni	Zone 6
Pioneer Towers – 7 story residential – 56 units	4467 Wallace St Ste 10, Port Alberni	Zone 6
Pioneer Cottages - 41 units	4116 10 th Avenue, Port Alberni	Zone 6
Heritage Place assisted living (ACCCS) – 26 units	4360 Heritage Lane, Port Alberni	Zone 6
West Coast General Hospital & Westhaven (Island Health) – 32 units	3949 Port Alberni Highway, Port Alberni	Zone 7

5.8.1.3 Service organizations & NGOs

The AV has organizations which support the community and should be considered by the local authorities as important stakeholders during emergency preparedness activities, and throughout all phases of emergency management.

Several of the critical facilities supporting the populations served by these organizations are within the tsunami inundation zone. This may impact their ability to respond to and safely support evacuation activities during a tsunami related evacuation.

The density of services within the tsunami inundation zone may complicate evacuations within the tsunami inundation zone and result in a displaced population with complex needs. Additionally, an evacuation which impacts these locations may also impact AV populations beyond the tsunami inundation zone who depend upon these resources on an ongoing basis. Coordination with impacted service organizations should be considered throughout all phases of evacuation planning to ensure that each agency and jurisdiction is able to anticipate and support the needs across the AV as effectively as possible.

5.8.1.3.1 Canadian Mental Health Association

CMHA operates as a contractor for Island Health and BC Housing. They manage 102 housing units spread over four sites. It is anticipated that the following challenges may be met by CMHA:

- Difficulty sheltering in place due to limited resources;
- People may refuse or be unable to leave or maintain their own safety if they do;
- Minimal staffing limits availability of individuals who can assist with evacuation;
- When evacuating, it can be difficult to locate / maintain a safe drug supply;

¹ Alberni-Clayoquot Continuing Care Society

- Personal Protective Equipment (PPE) will need to be provided during a pandemic, so people feel safe traveling by bus; and
- Communication may be a challenge as there may be limited literacy and access to phones.

The CMHA site at Roger St. has a common room that could house 10 people if required. Early communication and coordination with CMHA should be considered anytime there is a hazard which may result in an evacuation of a CMHA site.

5.8.1.3.2 Bread of Life & Salvation Army

These organizations already have an emergency management plan that includes a Memorandum of Understanding (MOU) with the ACRD to provide services in an emergency including food services, clothing, group lodging and reception centre support, emotional support and chaplaincy. The Bread of Life has a feeding truck that is used several days per week across the community which can be used to disseminate communication as needed. These organizations have a volunteer base of 700 people and anticipate they can leverage these volunteers to support evacuations if necessary.

The Bread of Life and the Salvation Army are trusted agents for many vulnerable people who live within the tsunami inundation zone. During an Evacuation Alert or Order, the EOC may be able to utilize this organization to share information with the at-risk population.

5.8.1.3.3 Port Alberni Friendship Center

The Port Alberni Friendship Center (PAFC) is located on 4th Avenue and hosts programming in this and other locations. The PAFC offers a daycare service with 50 spaces and is responsible for evacuating their clients in case of an emergency.

The PAFC is a trusted agent for many vulnerable people who live within the tsunami inundation zone. During an Evacuation Alert or Order, the EOC may be able to utilize this organization to share information with the at-risk population.

5.8.1.3.4 Port Alberni Shelter Society

Port Alberni Shelter Society (PASS) operates a shelter on 8th Avenue and several facilities across 3rd Avenue and 5th Avenue. Generally, during the week, there are 250 to 300 people on site at the Shelter Farm, a social enterprise operated by PASS that grows vegetables to support its clientele. This Farm is the only PASS site that has existing transportation.

The PASS is a trusted agent for many vulnerable people who live within the tsunami inundation zone. During an evacuation alert or order the EOC may be able to utilize this organization to share information with the at-risk population.

5.9 Security in Evacuation Zones

It is the Local Authority's responsibility to control access to evacuated areas, except for tactical access. Tactical access pertains to the access of goods or personnel required for response efforts and is the responsibility of the IC. While tactical access doesn't require the same process for access into an evacuated area, it should ensure area security and simplified access control point.

The RCMP can support the EOC in controlling access for life safety purposes. If the RCMP does not have the resources to maintain security of evacuation areas, the EOC should coordinate the necessary resources to provide adequate security of the evacuation areas. This includes determining the processes to grant access to the evacuation zone when it is safe to do so.

The EOC should ensure clear communication with the public regarding how and where they can apply to be granted temporary access to evacuation zones. Clear communication and a simple, well-defined process will reduce the emotional toll on the public, responding staff and volunteers.

When there is an evacuation across multiple jurisdictions within the AV, a consistent approach to all impacted areas should be considered although the access control remains the responsibility of each Local Authority.

6. TRANSPORTATION MANAGEMENT

6.1 Overview

The goal in evacuating is to move the affected population out of the anticipated area at risk as safely and efficiently as possible. The following analysis considers several transportation solutions available in the AV. Although this plan describes road, marine, and air independently, these should be considered by the EOC as multimodal tools that may work in conjunction with one another to support the evacuation needs.

This section will discuss each mode independently and provides guidance to the EOC on how each mode of transportation can be leveraged during an evacuation. Annex D provides a flowchart with operational decision-making guidance to support AV evacuation planning within the EOC. It includes details as to who is responsible for decisions at various stages of the operational planning process and is a critical tool in the decision-making process and has been informed by the Evacuation Operational Guide for First Nations and Local Authorities in British Columbia.

6.2 Analysis

Traffic Management during emergencies is critical to the success of an evacuation. Local strategies for road traffic management are identified in the Alberni Valley Evacuation Zones reference document, where primary roads for each zone are identified along with detailed information regarding estimated population, approximate evacuation times, and key considerations related to evacuations.

The capacity to move people from one area to another is locally influenced by bottlenecks and roadway constraints, as well as chance constraints caused by dynamic parameters that may exist during an evacuation. The impact of these uncertainties can be minimized by:

- limiting the bottlenecks;
- anticipating the need for traffic control at merge points;
- identifying appropriate destinations for evacuees (i.e., vehicle staging locations); and
- controlling the evacuation through phasing where possible to minimize congestion.

During a strategic evacuation, the EOC can limit the impacts on an evacuation by addressing these four considerations. A summary of each zone is provided in Annex F. Detailed information regarding each Zone is provided in Alberni Valley Evacuation Zones reference document.

In the event of a strategic evacuation, communication with critical stakeholders should be initiated as early as possible. Key stakeholders who can assist in traffic management are:

- The City of Port Alberni;
- The Port Alberni Port Authority;
- BC Transit;
- EMBC; and
- Ministry of Transportation and Infrastructure (MoTI).

During a limited or no notice evacuation, traffic congestion will saturate transportation route capacity and can be minimized by prioritizing traffic control at critical merge points such as Hwy 4.

6.3 Zones

Evacuation zones break up the AV into manageable geographic areas. The zones are based on the following criteria:

- To ensure areas have clearly defined boundaries for public awareness purposes;
- To create strategically phased areas for evacuations either out of the AV or to another pre-defined zone;
- To distribute the potentially affected population across zones;
- To ensure areas have safe access to primary roads;
- To ensure areas have similar risk to tsunami inundation;
- To ensure that areas with single-access roadways are identified across the AV; and
- To ensure that zones have access to a designated reception centre.

The Alberni Valley Evacuation Zones reference document provides details regarding each of the zones. The estimated zone evacuation time is the projected time from the first vehicle leaving the zone until the last vehicle successfully leaves the zone using personal vehicles or transit buses. It assumes that there is appropriate traffic control exiting the zone when a population must access a primary road such as Hwy 4. It does not account for the time necessary to notify residents or for residents to self mobilize into their vehicles.

6.4 Roads

6.4.1 General

When an Evacuation Order is published, it should clearly indicate the evacuation route so that the public understands where they are expected to go, and what primary and secondary roadways they are expected to use. This will support the additional road management strategies implemented throughout the evacuation. The order should not assume that the population can

self-evacuate and should include specific information for the population who cannot self-evacuate.

The goal of moving the affected population out of the anticipated area at risk as safely and efficiently as possible can be achieved by using as few routes as possible to simplify evacuation management for responding agencies.

It is possible to increase road capacity and thereby reduce the time it takes to evacuate a population by closing the road and using both lanes as a single egress route. To do so requires significant traffic control resources and must consider how responders will maintain counterflow access for any incident needs. In most circumstances, this is not preferred because of the regional impacts and the resources required to do so safely; however, it may be an appropriate strategy for Hwy 4 egress during an evacuation of the entire AV.

While Hwy 4 is the primary road into or out of the AV, there are two or more routes connecting most AV communities to other AV communities. Each zone which only has a single access is identified within the Alberni Valley Evacuation Zones reference document and secondary modes of transportation are identified.

6.4.2 Industrial Roads

There are numerous industrial road access points within the AV. When required, the industrial roads may be utilized for life safety purposes. Although the fire departments, and the Alberni Valley Rescue Squad within the AV have emergency key access to these gated roads, the EOC must contact Mosaic Forest Management prior to using the industrial roads for large evacuations.

Mosaic Forest Management utilizes gates to manage access to industrial lands. The EOC should assume gates may be locked at any time and should ensure that appropriate personnel can access the gates to confirm not only that the initial gate for egress is open, but that all gates along the egress route are open and accessible during an evacuation.

Due to the complex nature of these roads, it is recommended that if utilized, the EOC inform vehicle traffic to congregate at a defined muster point if safe to do so while either signage or a pilot car for convoy is implemented along the industrial road route.

The EOC should anticipate that some people may need to leave their personal vehicles at the muster site and rideshare or use provided transportation along the industrial roads.

6.4.3 Muster Points



For the purposes of this guide, muster points are defined as locations where residents will be directed for either vehicle staging, or locations where residents will be sent with their vehicles to park and access bus transportation out of the area. The intended use of these sites should determine the specific location chosen by the Local Authority as some sites provide ample space for parking vehicles, and some sites only provide sufficient space for organizing vehicles prior to departure.

Within Electoral Area B there are several large private properties which may be considered by the EOC as potential muster sites prior to accessing Comox Main. Such a site should be determined in consultation with the landowner on an as needed basis.

Within Electoral Area D and F there are several access points to industrial roads. If the EOC determines egress through an industrial road is appropriate, the EOC should consider if there is a muster site appropriate for the evacuees, based upon their evacuation route. Muster sites may include BC Parks and Rec Sites, industrial locations such as gravel pits, or other locations as determined by the EOC in consultation with local SMEs. The available muster sites near these locations are not controlled by the local authority, therefore must be assessed as needed as their utilization may determine if they are appropriate as a muster site.

Table 4: Muster Points

Area	Facility Name	Details	Address
Electoral Area B	Beaver Creek Community Club	Limited parking, but it may be used as a location to allow transfer from some people to more suitable transportation or to allow organization a convoy through industrial roads.	8505 Beaver Creek Road, Port Alberni
Electoral Area B	Beaver Creek Fire Hall	Use caution to limit the negative impact on responding volunteers. This is a defined muster site for Hupačasath First Nation within their Emergency Plan.	6038 Beaver Creek Road, Port Alberni

The EOC should ensure that appropriate resources are made available at these muster locations during evacuation activities including, but not limited to:

- Clear signage / identification of entrances and traffic flow at each muster site;
- Appropriate health and safety resources (as appropriate) e.g., emergency lighting, sanitation facilities, medical staff etc.;
- Clear identification of bus loading zones;
- Registration and information services; and
- Other.

6.4.4 Public Transportation / Buses

The primary focus for all actions should be the safe movement of the most amount of people in the least amount of time. This includes considerations for people without access to personal vehicles who must be considered by the EOC. Direction should be provided in any emergency messaging released by the Local Authority and identify how residents can identify that they do not have transportation from their homes.

Although many residents of the AV have their own vehicles, there is a portion of the population that may not have access to one at the time of evacuation. People without access to personal vehicles can be supported by transit, utilizing designated pick-up and muster points. The EOC should coordinate with BC Transit to ensure the solution is effective and meets the needs of the impacted population.

If there is time to safely do so, the population should be encouraged to self mobilize to their nearest transit stop. BC Transit can follow usual routes, picking up residents and transporting them to a muster location for further transportation.

If there is not time to perform an evacuation in this manner, communication during Evacuation Alerts and Evacuation Orders should include specific information regarding community evacuation transit muster sites and instructions for the population on how to self mobilize to the muster site if they are capable.

If early deliberations between BC Transit and the EOC identify the probability of needing more transit resources than those normally available in the AV, coordination through EMBC's ECC should be initiated as early as possible. Local vendors that should be contacted include:

- BC Transit Control: Contact Transit Control at the 24/7 phone line for the Transportation Management Centre of BC;
- Port Alberni HandyDART – shared transit service for people with disabilities;

- United Cabs Taxi Service; and
- Private transportation companies identified by the ACRD EOC.

It is important to determine and communicate to the public where they will be meeting a public transit vehicle if they are evacuating using this method of transportation.

6.5 Marine

Evacuation by water out of the AV is unlikely, but possible. The complexity of orchestrating an evacuation via the waterways should be considered only in exceptional circumstances or as part of a multimodal solution during a complex response.

6.5.1 Ports

The Port Alberni Port Authority is an agent of the Federal Crown and holds a Headlease with the Province of British Columbia to manage foreshore of certain waters in the Alberni Inlet. It manages five marinas and over 100 leases and land exchange agreements. The large amount of dock infrastructure managed by the Port Alberni Port Authority is available for ingress if necessary.

Port Alberni Harbour is the closest deep seaport to the Pacific Rim. The Alberni Inlet can be easily navigated by vessels up to and including panamax size (Table 5). Port Alberni Terminals is operable twenty-four hours per day, seven days a week as required.

Table 5: Marine Access

Facility Name	Location	Dock Features
Port Alberni Terminals	2750 Harbour Rd, Port Alberni	<ul style="list-style-type: none"> • Covers an area of 17 acres; • All shore services required for international and coastal trade, including Canada Border Services Agency (CBSA); • 3 Berth and 4 storage sheds; • Chandlery, water, electricity, telephones, Wi-Fi at Berth 3; • Berths 1 & 2 are 1050 ft long and 33.1 ft deep at zero tide; • Berth 3 is 600 ft long and 40 ft deep at zero tide; • 4 storage sheds store up to 9000 tons, 50000 sq. ft.; and • Terminal area fully floodlit with 24-hour security.

Facility Name	Location	Dock Features
Clutesi Haven Marina	5140 River Road 250-724-6837 Located where the Somass River meets the Alberni Inlet.	<ul style="list-style-type: none"> Slips and side-tie berths for up to 165 vessels, 28 of which are covered boathouses, all with hydro and potable water.
China Creek Campground & Marina	2011 Franklin Rd. Port Alberni Inlet	<ul style="list-style-type: none"> Full-service marina with 88 slips and over 2300 lineal feet of side tie moorage; and Gas dock offering both marine fuel and diesel, 4 lane launch ramp, electrical hook-ups, and pump-out stations.
Harbour Quay Marina	2900 Harbour Road Downtown Port Alberni, adjacent to the Port Authority Terminals	<ul style="list-style-type: none"> Recreational marina with 15 individual berths for moorage and 2000 lineal feet of side-tie moorage; and Access to potable water and electrical.
Fisherman's Harbour	3140 Harbour Road Immediately north of Port Alberni Harbour Quay	<ul style="list-style-type: none"> Managed through an agreement with Ministry of Fisheries and Oceans; Intended to serve commercial fishing vessels, tugs, salvage vessels and recreational vessels; 7000 lineal feet of moorage space, can accommodate approx. 500 vessels; Electricity and potable water, oil recycling and garbage; 100 stall paved parking lot; Washrooms with showers; and Close proximity to shore services.
Centennial Pier	5440 Argyle Street Downtown, inner harbour at the Harbour Quay	<ul style="list-style-type: none"> Hosts tender boats from cruise ships.
Convenience Floats (2)	<ul style="list-style-type: none"> Hook Bay San Mateo Bay 	<ul style="list-style-type: none"> Convenience Floats for the recreational boating public maintained by the Port Authority.

Facility Name	Location	Dock Features
Tyee Landing	3300 Harbour Road Directly adjacent to the north of Fishermen's Harbour	<ul style="list-style-type: none"> • 944 lineal feet of moorage space; • Hydro and potable water access; • Home to Alberni Valley Boat Rentals; and • Port Alberni Marine Fuels and Services.

6.5.2 Vessels

- The Harbour Chiefton is a 29-foot patrol vessel between the City of Port Alberni and the Harbour; and
- Lady Rose Marine Services operates the Frances Barkley, providing marine transportation from Port Alberni to Bamfield and a number of other locations along the Alberni Inlet and Barkley Sound.

6.6 Air

Airport services include:

- The Alberni Valley Regional Airport (approximately 7km west of Port Alberni):
 - 5000 ft runway;
 - 2500 + ft of taxiways and apron; and
 - Base camp for BC wildfire forest fire suppression crew.
- Pacific Seaplanes – Departure Terminal – Sproat Lake Landing:
 - Provides scheduled float plane services and charters to and from Port Alberni; and
 - Single and twin-engine seaplanes seat 3 to 9 passengers.

7. PUBLIC COMMUNICATIONS

7.1 Overview

The main communication objectives in any emergency that impacts the AV include:

- Develop and distribute messaging as early and as consistently as possible through pre-existing methods of communication;
- Consistent messaging across all platforms;
- Monitoring of incoming messages and responding as required;
- Opening communication channels between stakeholders and the public;
- Supporting internal communication between site level and decision-makers; and
- Providing messaging in the primary languages spoken in the region.

In evacuations and emergencies, many stakeholders will require information. Communication must be clear, consistent, and easy to understand. Ensure that the language is clear and use maps and visual representation when possible. The goal is to communicate using short sentences frequently. Key messages should be pre-crafted to allow for fast, efficient communication from the EOC.

This section is not a comprehensive communications plan in and of itself; however, it provides key considerations to the EOC for planning and disseminating emergency communications.

7.2 Education & Awareness

Education is paramount to ensure that the public will know what to do when an evacuation is required.

A trusted, clear and consistent message delivered in a timely manner will support public confidence, reduce the psychosocial impacts of an evacuation, and aid the Local Authority in managing a disruptive event. Establishing trust-based relationships with the community is a key responsibility of the Local Authority in the preparedness and planning phase and includes conducting outreach with residents through various means (i.e., town hall sessions, presentations to community groups, etc.). Community engagement prior to incidents will allow the Local Authority to identify how information will flow during emergency evacuations and will provide information to residents on how they can expect to be notified.

The public should be encouraged to sign up for and monitor all information sources that are used by the Local Authority to communicate instructions prior to an emergency. The following list identifies various means that can be leveraged for distributing emergency / evacuation-related information:



- The ACRD Website;
- TV, radio and print news;
- Social media platforms (Twitter, Facebook,)
- Voyent Alert! Mass Notification System;
- Written information on community message boards;
- Information packages (i.e., pamphlets); and
- Word of mouth within the community.

For the purposes of this guide, there are specific information requirements that the public will require to adequately prepare for evacuating. This includes, but is not limited to identifying:

- How evacuation information will be disseminated, and where it will come from (i.e., the Local Authority);
- Who is responsible for carrying out various evacuation-related activities (i.e., the ACRD versus the City of Port Alberni, or identify what is within the jurisdiction of Tseshaht First Nation or Hupačasath First Nation);
- How residents can prepare themselves, their family, their pets and / or livestock and their property for an evacuation;
- What zone their homes are located in;
- How to prepare a “grab and go” bag; and
- Other general preparedness as relevant.

7.3 Dissemination

Dissemination of information is critical during evacuations. The Local Authority should make early and ongoing information available for residents in areas under either Evacuation Alerts, Orders or Rescinds. While the Local Authorities in the AV employ numerous electronic methods of communications, the AV has a portion of residents who do not have direct access to these services. This requires distribution of information through various means identified in Section 7.2.

Regardless of the form of communication, the information should be consistent. The public may receive information multiple times from different sources, so it is essential that the EOC is communicating frequently and accurately and identifying specific dates / times when additional information will be provided.

When activated, an ESS Reception Centre can be an effective venue for disseminating information. Pamphlets, handouts, and flyers can be used to provide general guidance and information to evacuees. Local community groups should also be engaged in the distribution process where possible and copies of all critical information (i.e., Evacuation Alerts, Orders, and Rescinds) should be shared as broadly as possible.

The Local Authority should conduct ongoing monitoring of local Social Media Groups, local community groups, and other forums where residents may post or reach out for situational information. Misinformation and concerns from the public should be addressed promptly through corrective messaging and directing residents to official sources of information. Misinformation and/or rumors may be identified online, or in-person by responders supporting with activities on the ground.

7.4 Motorist Information

MoTI can control highway digital message signs (DMS) and change messages as needed. Requests are achieved by communication through the EMBC ECC. Both Drive BC and EmergencyInfoBC are trusted sources of information that can be shared with evacuating public for reliable road conditions and updates. In situations where Highway 4 is impacted and / or specific travel instructions are required for motorists, the EOC should engage with the MoTI to ensure appropriate messaging is provided to motorists.

7.5 En Route Services

During evacuations, services such as fuel, tow trucks, food, water, etc. may need to be strategically placed along the identified routes to support the evacuating population. These services should be coordinated with local stakeholders and may include but are not limited to:

- Fuel stores;
- Food and water;
- Sanitation stations; and
- Health and wellness (medical stations).

Where possible, signage and other critical resources (i.e., sanitation stations) should be provided at dedicated muster locations if a multi-modal evacuation is being organized. Each muster location chosen by the EOC should be, to the extent possible, provided with appropriate critical services.

On site services should also be considered as necessary.

7.6 Stakeholders

The Local Authority should ensure that notification of neighbouring jurisdictions and response partners is done early, and that ongoing updates are provided. This should be done proactively where possible and use existing channels of communication. It may be advisable to create an open phone line for stakeholders to call and offer support. This direct line can inform the EOC of

additional resources that may be available to them and can be used on an ongoing basis for questions that arise amongst response stakeholders.

The following list identifies stakeholders that should be notified when evacuation discussions are occurring and being initiated for the AV. While this list identifies some of the potential response partners, it is not comprehensive and the EOC should engage with additional stakeholders as required based on the requirements of situation.

Local Jurisdictions

- Tseshaht First Nation
- Hupačasath First Nation
- City of Port Alberni
- Electoral Area B (Beaufort)
- Electoral Area D (Sproat Lake)
- Electoral Area E (Beaver Creek)
- Electoral Area F (Cherry Creek)

Air

- Alberni Valley Regional Airport (CBS8)
- Pacific Seaplanes

Marine

- Port Alberni Port Authority
- Canadian Coast Guard
- Royal Canadian Marine Search and Rescue

Community

- Alberni-Clayoquot Continuing Care Society
- Bread of Life
- Canadian Mental Health Association
- Port Alberni Shelter Society
- Port Alberni Friendship Center

Provincial

- EMBC
- MoTI
- Ministry of Agriculture and Lands
- Ministry of Environment
- Ministry of Forests, Lands, Natural Resource Operations and Rural Development (FLNRORD)
- School District #70 – Pacific Rim
- First Nations Health Authority (FNHA)
- Health Emergency Management BC (HEMBC)/PHSA
- BC Housing

7.7 Additional Considerations

Preplanned communication templates reduce the work of communication during an event. Consideration should be given to developing and maintaining an inventory of templates for communication. The list below identifies generic messaging priorities during each phase of an evacuation:

- **Prior:** general risk awareness and preparedness education, personal and family emergency plan education (i.e., 72 hour kit and / or “go-bags”);
- **Imminent Evacuation:** specific reminders to prepare necessary items required for evacuations such as medication, identification, pet food and supplies, reminder to keep vehicles fully fueled; as well as the location of transit muster points or transit instructions, and suggestions for vulnerable populations;
- **During Movement:** routing information;
- **Safely Evacuated:** updates on affected areas such as flooding levels, damages, temporary access process, and available psychosocial supports; and
- **Returning:** re-entry process, re-entry checklists, insurance resources, and how to access other relevant resources.

8. OTHER CONSIDERATIONS

8.1 Full Valley Evacuations

Although there is a low probability of a disruptive event which requires a full evacuation of the AV, such an evacuation would require significant coordination across all jurisdictions of the AV as well as multiple agencies.

Highway 4 is a narrow highway with several locations where the recommended speed during normal operations is 50 km/hr or lower. It presents significant challenges should there be a need for a full evacuation of the AV. If an evacuation is urgent, a multi-modal solution should be considered.

If time permits, a full evacuation of the AV should be performed as a phased evacuation in coordination with the MoTI, EMBC, and other agencies including PHSA and during school hours, the local SD.

Should such an evacuation be necessary, ingress for response activities must be considered during planning because if a decision is made to use both lanes for egress, the narrow road limits options such as utilizing road shoulders for response ingress. A decision regarding control of Highway 4 is within the authority of MoTI, not the local authorities.

During a full evacuation of the AV, the Local Authority may need to direct residents to muster sites to gain egress routes through industrial roads (see Table 4) and to marine muster points along the inlet for water transportation.

Communication to residents should indicate the location of the appropriate muster sites and how they will then be transported to an area of safety. This may include utilizing a marine vessel, conveyed through industrial roads, or transferred to a bus to allow more effective movement of people on roadways.

During a multi-modal evacuation of the AV, control of major intersections must be considered due to the dependency of Highway 4 and priority should be given to the population at highest risk and to access for responders. When safe to do so, the EOC should consider requesting that volunteer fire and SAR resources be paged out and on route prior to mass notification of the population. This will enable responders to support critical response activities.

As soon as practical, the EOC should coordinate with neighbouring jurisdictions including the intended destinations for the population to determine host community ESS capacity. The District of Ucluelet, District of Tofino, City of Parksville, Town of Qualicum, and ACRD Electoral Areas

outside of the AV will all face significant impacts of an event which results in a full evacuation of the AV and should be prioritized for communication. They may also be able to control traffic at local levels to limit local and tourist populations attempting to access the AV and compounding evacuation challenges.

8.2 Emergency Support Services

The ESS component of an evacuation can be a large undertaking and has reverberating impacts across the AV and neighbouring jurisdictions. Most evacuation scenarios will require ESS to various degrees; however, some evacuation situations will require a large, coordinated ESS response.

The primary objective of ESS staff will be to process and ensure that all evacuees are provided with options for reception and lodging. Existing ESS plans should be used to support ESS activities. While it is understood that many residents may have family or friends that they will chose to stay with, the EOC should work to ensure that evacuees register at the reception centre for appropriate record keeping and resident counts.

ESS activities should be planned in close coordination with neighbouring jurisdictions when necessary. Ongoing coordination will ensure any potential overlap of resource needs are identified and resolved accordingly.

Some residents may have unique needs which are either difficult to fulfill or may limit their ability to evacuate. FNHA, Island Health, CMHA and the Ministry of Social Development should be consulted to identify and coordinate complex health supports which may be required for some evacuees.

When ESS is provided to displaced community members, cultural considerations may be necessary, including if community members will need to be housed as large family units or if specific supports are required for Elders. Whenever possible, ESS should leverage the knowledge of the Local Authority regarding the ESS needs of the displaced community.

Careful coordination of communications between all impacted jurisdictions, including urban Indigenous populations will limit confusion for evacuees and should be considered whenever possible.

8.3 Pets

The EOC should ensure that any organization engaged to provide mass transportation via bus or other means during evacuations allows evacuees to travel with their pets provided their

movement is adequately controlled. When communicating with the public regarding the use of transit for evacuations, evacuees should be directed to ensure they can safely secure their animals using pet carriers or leashes when possible. During an evacuation, BC Transit has agreed that residents who are using BC Transit transportation can evacuate with their pets.

The BC Society for the Prevention of Cruelty to Animals (SPCA) has a location in Port Alberni and may be able to provide pet food, shelter, supplies, and access to veterinary care. The capacity of the local BCSPCA will fluctuate based upon existing demands and access to volunteers so should be engaged on a per instance basis to confirm current abilities.

8.4 Livestock and Hobby Farms

It is the direction of the Ministry of Agriculture and Lands that all agricultural producers, livestock or otherwise, be prepared for disasters and have plans in place. Ministry of Agriculture and Lands has resources available on their provincial website to assist in planning for these events. Agricultural producers are not required to wait for a SoLE to evacuate livestock and questions regarding livestock relocation and reimbursement can be directed to Agri-services BC or a representative from the Ministry of Agriculture. The ACRD has a Farm Emergency Plan template on their website and can support the development of an emergency plan.

Hobby farmers are not agriculture producers; however, may still have complex needs which will impact their ability to evacuate. The Local Authority should encourage hobby farmers to evacuate their animals at the time of an Evacuation Alert using pre-planned solutions. Generally, hobby farmers are encouraged to plan in advance how and where they will move their animals during an emergency.

The Alberni Fairgrounds in Port Alberni has the infrastructure to provide safe shelter for hobby farm animals and may be considered by the Local Authority when appropriate. The ability to use the Alberni Fairgrounds will be impacted by fairground availability, as well as the hazard and the ability to safely provide care for the animals placed there. If the Local Authority decides to use the Alberni Fairgrounds, consultation with the Fairgrounds as well as the City of Port Alberni will be necessary to ensure appropriate resources and local traffic management controls are in place. The ACRD has an MOU with Alberni District Fall Fair Grounds to support hobby farm animals.

Additional support for the agriculture community can be accessed by directly communicating with the EMBC ECC for coordination with ministries such as the Ministry of Agriculture to ensure a coordinated response between stakeholders.

The AV has a robust agriculture community. Agriculture producers may require access to primary roads within some the Electoral Areas to implement their emergency plans. This may include utilizing evacuation routes for animal egress or fuel or feed ingress. While life safety must take

precedence, the EOC should liaise with the agriculture community as early as possible during events which may result in evacuations within Electoral Areas B and F.

8.5 Cost Recovery

The BC Evacuation Operational Guide outlines the process to be followed to track and claim eligible expenses for reimbursement following evacuation events. These may be costs incurred by either the Local Authority as a result of conducting evacuations, or by neighbouring jurisdictions as supporting agencies during evacuations. This cost recovery is outside of pre-negotiated agreements and is handled on an individual basis with the province.

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ANNEX A. ACRONYMS

ACCCS	Alberni-Clayoquot Continuing Care Society
ACRD	Alberni Clayoquot Regional District
AV	Alberni Valley
BC	British Columbia
BCEHS	British Columbia Emergency Health Services
CAF	Canadian Armed Forces
CBSA	Canada Border Services Agency
CMHA	Canadian Mental Health Association
COP	Citizens on Patrol
CRC	Canadian Red Cross
DMS	Digital Message Sign
DPS	Disaster Psychosocial Services
ECC	Emergency Coordination Centre
EMBC	Emergency Management British Columbia
ESS	Emergency Support Services
EOC	Emergency Operations Centre
FLNRORD	Ministry of Forests, Lands, Natural Resource Operations and Rural Development

FNHA	First Nations Health Authority
GSAR	Ground Search and Rescue
HAZMAT	Hazardous Material
HEMBC	Health Emergency Management British Columbia
HRVA	Hazard, Risk, and Vulnerability Analysis
IC	Incident Commander
ICS	Incident Command System
ISC	Indigenous Services Canada
MAL	Ministry of Agriculture and Lands
MoTI	Ministry of Transportation and Infrastructure
MOU	Memorandum of Understanding
NGO	Non-governmental organization
PAFC	Port Alberni Friendship Center
PASS	Port Alberni Shelter Society
PREOC	Provincial Regional Emergency Operations Centre
RCMP	Royal Canadian Mounted Police
RDA/DA	Rapid Damage Assessment / Damage Assessment
RFA	Request for Assistance
RV	Recreational Vehicle

SAR	Search and Rescue
SD	School District
SoLE	State of Local Emergency
TMCBC	Transportation Management Centre of British Columbia

ANNEX B. DEFINITIONS

Disaster	A calamity that is (a) caused by accident, fire, explosion, technical failure, or the forces of nature, and (b) has resulted in serious harm to the health, safety or welfare of people, or in widespread damage to property.
Emergency	A present or imminent event or circumstance that (a) is cause by accident, fire, explosion, technical failure, or the forces of nature and (b) requires prompt coordination of action or special regulation of persons or property to protect the health, safety or welfare of a person or to limit damage to property.
Emergency Program Act	Further referred to as "the Act." The Act, which governs all aspects of Emergency Management, including all four pillars: Preparedness and Prevention, Response, Recovery, and Mitigation.
Emergency Support Services (ESS)	The Local Authority Emergency Management Regulation 2 (3) (f) states "the local authority must coordinate the provision of food, clothing, shelter, transportation, and medical services to victims of emergencies and disasters". Emergency Support Services (ESS) may provide up to 72 hours of support to help British Columbians meet their basic needs following a disaster or emergency.
Emergency Support Services Reception Centre	A location operated by ESS that is a safe place where people impacted by a disaster can receive supports including information about the emergency, assistance meeting their basic needs, and other services as deemed necessary by the Local Authority.



Evacuation	An event that may require identified populations to leave the area for life safety reasons.
Evacuation Alert	Document that is released by the Local Authority to inform the public that an evacuation may occur at any time.
Evacuation Order	Document that is released by the Local Authority to inform the public that there is an imminent threat to life safety, resulting in the need to evacuate the area.
Evacuation Rescind	Document that is released by the Local Authority to inform the public that it is safe to return to a previously evacuated area.
Shelter-in-Place Order	A document released by the Local Authority to inform the public to remain indoors and follow precautions to limit exposure to outside sources.
State of Local Emergency (SoLE)	Document that is prepared by the Local Authority and approved by the Minister responsible declaring that the Local Authority requires additional powers described within the Emergency Program Act to deal with an emergency within their jurisdiction.
Strategic Evacuation	Evacuations that allow time for formal documentation to be issued.
Tactical Evacuation	Evacuations resulting from a hazard impact that require immediate action and allow for little warning or preparation.

ANNEX C. LEGISLATED AUTHORITIES

Relevant Legislation	Description
City of Port Alberni By-law No. 4836 "City of Port Alberni Emergency Plan Bylaw", 2014.	This bylaw provides for the City of Port Alberni Emergency Plan with the understanding that the City of Port Alberni must prepare local emergency plans, considering that the Regional District has established a Regional Emergency Preparedness Committee as the emergency management organization for the Alberni-Clayoquot Regional District and has provided one emergency plan for the Alberni Valley, including the City of Port Alberni.
Regional District of Alberni-Clayoquot By-law No. PS1006, "Regional District of Alberni-Clayoquot Emergency Plan Bylaw No. PS1006, 2014"	This bylaw establishes the Alberni Valley Emergency Plan and defines the authority in which the ACRD can declare a State of Local Emergency.
Band Council Resolutions	Tseshah First Nation and Hupačasath First Nation's Emergency Response plans do not list any numbered band council resolutions but indicate that a band council resolution is required to declare a SoLE.
Emergency Program Act, Section 12(1) and 9(1)	Under this statute, the head of the Local Authority is permitted to declare a SOLE giving access to the emergency power to: "cause the evacuation of persons and the removal of livestock, animals and personal property that is or may be affected by an emergency or disaster and make arrangements for the adequate care and protection of those persons, livestock, animals and personal property"
Fire Services Act, Section 25	<p>25 (1) If an emergency arising from a fire hazard or from risk of explosion causes the fire commissioner to be apprehensive of imminent and serious danger to life or property, or of a panic, the fire commissioner may immediately take the steps he or she thinks advisable to remove the hazard or risk.</p> <p>(2) For the purposes of subsection (1), the fire commissioner may evacuate a building or area, and may call on the police and fire prevention authorities who have jurisdiction to provide assistance.</p>
Public Health Act, Section 28 (1), 29 (2) (a), 31 (1), 31 (2) (b) (ii)	<p>28 (1) If the circumstances described in section 27 [when orders respecting infectious agents and hazardous agents may be made] apply, a medical health officer may order a person to do anything that the medical health officer reasonably believes is necessary for either or both of the following purposes:</p> <ul style="list-style-type: none"> (a) to determine whether an infectious agent or a hazards agent exists, or likely exists; (b) (b) to prevent the transmission of an infectious agent or a hazardous agent. <p>29(2a) A medical health officer may order a person to remain in a specified place, or not enter a place.</p>

	<p>31(1) If the circumstances described in section 30 [when orders respecting health hazards and contraventions may be made] apply, a health officer may order a person to do anything that the health officer reasonably believes is necessary for any of the following purposes:</p> <ul style="list-style-type: none"> (a) to determine whether a health hazard exists; (b) to prevent or stop a health hazard, or mitigate the harm or prevent further harm from a health hazard; (c) to bring the person into compliance with the Act or a regulation made under it; (d) to bring the person into compliance with a term or condition of a license or permit held by that person under this Act. <p>32(2) (b) (ii) A health officer may issue an order under subsection a person who has custody or control of a thing, or control of a condition, that is not in compliance with the Act or a regulation made under it, or a term or condition of the person's license or permit.</p>
<p>Environmental Management Act, Section 91.4, 91.2 (2)(c)</p>	<p>91.4 (1) The government may carry out actions described in section 91.2 (2) [responsible persons — spill response] if an officer considers that:</p> <ul style="list-style-type: none"> (a) a spill has occurred or there is an imminent risk of a spill occurring, (b) action is necessary to address a spill or the risk of a spill or to resolve or mitigate long term effects of a spill; and (c) one or more of the following apply: <ul style="list-style-type: none"> i. there is no responsible person in relation to the spill; ii. an officer has reasonable grounds to believe that government action is required to safeguard the environment, human health or infrastructure; and iii. the responsible person in relation to the spill requests that the government assist with spill response and recovery actions. <p>91.2 (2) (c) identify and evaluate the immediate risks to and impacts on the environment, human health or infrastructure and, as necessary,</p> <ul style="list-style-type: none"> i. advise persons to take protective action in relation to the spill ii. protect infrastructure, and protect, recover and restore the environment.
<p>Oil and Gas Activities Act (OGAA), Section 51</p>	<p>Access restricted or prohibited</p> <p>51 (1) An official, by order, may restrict or prohibit, in a manner prescribed by regulation, access to a public area, including a highway, road, resource road, and railway, if the official is of the opinion that the restriction or prohibition is necessary because of hazard conditions resulting from an oil and gas activity.</p> <p>(2) If an official issue's an order under subsection (1), the commission must confirm the order in writing within 24 hours or the order ceases to be effective.</p>



<p>Wildfire Act, Section 11, 13 and 14</p>	<p>(11) If the minister considers it necessary or desirable to limit the risk of a fire, to address a public safety concern or to avoid interference with fire control, the minister by order may designate a specified area as a restricted area for a specified period.</p> <p>Requirement to leave specified area 13 (1) If the government is engaged in fire control, an official by order may require all persons in an area specified by the official to leave the area.</p> <p>(2) Each of the persons that is the subject of an order under subsection (1) must comply with the order.</p> <p>(3) An order under subsection (1) may be different for different categories of persons.</p> <p>Notice of orders under sections 10 to 13 14 (1) Despite section 63, notice must be given in accordance with this section of an order made under any of sections 10 to 13.</p> <p>(2) The notice required under subsection (1) is sufficiently given to all persons in or near the applicable specified area under sections 10 to 13 if the notice includes a copy of the order or contains or a summary of the order and is:</p> <ul style="list-style-type: none"> (a) posted in or near the specified area, (b) published in or near the area in a manner that the official giving the notice considers will come to the attention of persons in or near the specified area, or (c) broadcast in a manner that the official giving the notice considers will come to the attention of persons in or near the specified area. <p>(3) Without limiting subsection (2), a notice under any of sections 10 to 13 is sufficiently given to any person if the notice includes a copy of the order or contains or a summary of the order and is delivered to the person.</p>
<p>Indian Act, Section 81</p>	<p>81 (1) The council of a band may make by-laws not inconsistent with this Act or with any regulation made by the Governor in Council or the Minister, for any or all of the following purposes, namely:</p> <ul style="list-style-type: none"> (a) to provide for the health of residents on the reserve and to prevent the spreading of contagious and infectious diseases; and (b) the regulation of traffic.

ANNEX D. EVACUATION MANAGEMENT FLOW CHART

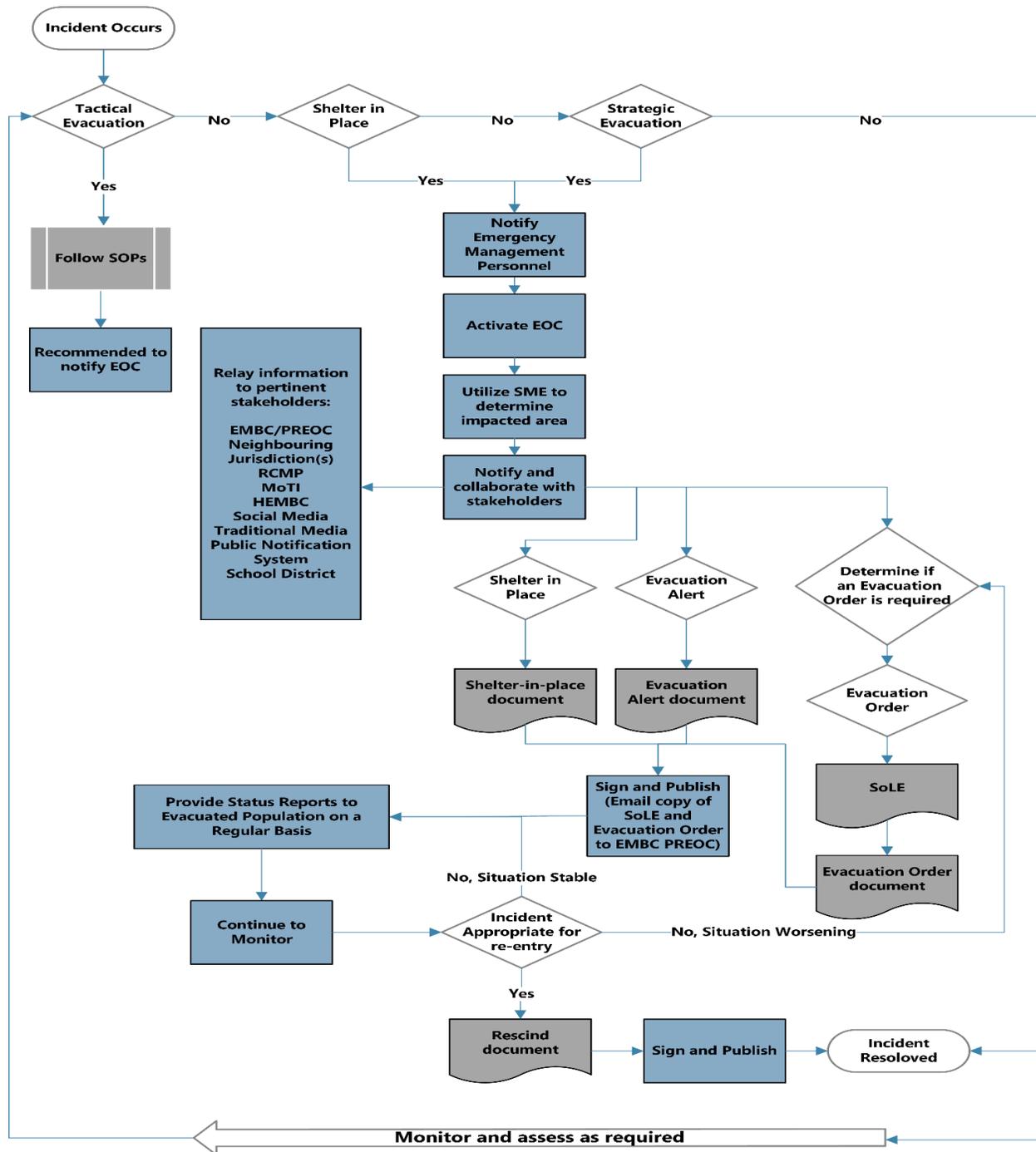


Figure 3: Emergency Management Decision Making Flowchart

ANNEX E. PROVINCIAL, FEDERAL, AND NGO ROLES & RESPONSIBILITIES

The following section briefly outlines the roles and responsibilities for provincial, federal, and private and non-governmental organizations (NGOs) as they relate to evacuations.

E.1 PROVINCIAL GOVERNMENT

E.1.1 Emergency Management BC (EMBC)

Through activation of the Provincial Regional Emergency Operations Centre (PREOC), or Provincial Emergency Coordination Centre (PECC), or the Regional Duty Manager, as required:

- Coordinates any national and international supports required for impacted communities;
- Hosts daily coordination calls for Local Authorities, First Nations, and all responding agencies;
- Provides connection and coordination between all responding parties;
- Reviews and provides feedback on evacuation plans for the impacted community, upon request;
- Provides assistance with evacuation route planning and re-entry planning, upon request;
- Provides assistance in executing evacuations by way of resource requests or expenditure authorization for critical resources (e.g., transportation services, security, physical blockades, Search and Rescue);
- Provides assistance with communications to evacuees and the general public; and
- Accesses provincial volunteer resources (Search and Rescue, ESS Mobile Support Team, Provincial Emergency Radio Communications Service, Air, Road Rescue) as required.

E.1.2 Agriculture, Ministry of (Agri)

- Provides advice to farmers, aqua-culturists and fisheries on the protection of crops, livestock, and provincially managed fish and marine plant stocks;
- Coordinates the emergency evacuation and care of poultry and livestock;
- Provides support to lead agencies, Local Authorities, First Nations, and agriculture producers, including with the planning and execution of livestock evacuation, emergency feeding, sheltering and care;
- Provides support to EOC/CCs, PREOCs, and the PECC with assessing temporary access requests by individual agriculture producers;
- During an animal health emergency, establishes quarantine or control zones that may prohibit, limit, or impose requirements in respect to the movement of persons into, from, or within the area; and

- During a plant or animal disease incident, or pest outbreak, serves as the Provincial lead agency for response, coordinating with the Canadian Food Inspection Agency as required.

E.1.3 BC Wildfire Services (BCWS)

For wildfire hazard events:

- Leads the response of all operations to wildfire hazard;
- Provides subject matter expertise to First Nations and Local Authorities regarding fire behaviour to support Evacuation Alerts, Orders, and Rescinds decisions;
- Assists with delineation and mapping for boundaries of recommended Evacuation Alerts and Orders;
- Provides recommendation on safety of temporary access;
- Provides public information regarding Evacuations, in support of and in close conjunction with EOC/CC;
- Maintains consistent and effective communication platforms and structures with EOC/CC and RCMP; and
- Provides technical expertise where requested.

For flood hazard event, as requested by PECC and/or PREOCs:

- Provides resources, communications and logistical support

E.1.4 Children and Family Development, Ministry of (MCFD)

As required, through support and coordination with the Emergency Management Unit, MCFD:

- Liaises with EMBC through regional and Provincial coordination calls;
- Provides support to Service Delivery Areas and Local Service Delivery offices in the continuity of services;
- Provides direct assistance to caregivers and contracted care providers in impacted areas;
- Maintains a mechanism for the tracking of displaced children and youth in care;
- Receives, assesses, and responds to reports of unattended children; and
- Upon request, liaises with communities to assess need for local MCFD representation during major evacuations.

E.1.5 Ministry of Transportation & Infrastructure (MoTI) / Transportation Management Centre British Columbia (TMCBC)

MoTI is responsible for ensuring the safe movement of people and goods throughout the established network of public infrastructure built in BC. In respect to provincial highways:



- Works closely with First Nations and Local Authorities, and the RCMP during the pre-planning of an evacuation with regards to the selection, capacity, and conditions of proposed evacuation routes, and ensuring that all detours are viable for all types of traffic;
- Provides assistance strategizing on proposed messaging to the public through DriveBC about alternate routes once an Evacuation Order is in effect;
- Assists RCMP with traffic control and posts signage at key decision points along the evacuation route;
- Local Maintenance Contractors conduct roving patrols, assisting evacuees with breakdowns along the route or fuel shortages etc.;
- May provide rapid support through the Parksville location commercial inspection officers and vehicles upon request;
- Responsible for staffing all checkpoints on provincial highways; and
- Prior to Evacuation Rescind, works closely with EOC/CC to establish timing of repatriation, and ensuring transportation infrastructure is in a condition to support evacuees returning home.

E.1.6 Ministry of Forests, Lands, Natural Resource Operations and Rural Development (FLNRORD)

In response to flood hazards, and through the PREOCs and/or PECC:

- Through River Forecast Centre (RFC), issues advisories and provides forecast updates to First Nations and Local Authorities.
- Communicates with First Nations and Local Authorities and Diking Authorities on flood mitigation works. and
- Provides technical advice and specialist expertise, support services, and staff for PECC/PREOCs.

E.1.7 Health Emergency BC / Provincial Health Services Authority

- Provides leadership and support to health sector;
- Responsible for providing health services and care to existing patients and clients;
- Evaluates the risk to affected communities and moves patients to health care facilities in other communities, as appropriate, usually during the Evacuation Alert stage;
- Tracks outpatients during evacuations (those receiving home care, outpatient treatments, etc.) and makes certain outpatients are continuing to receive specialized care in host communities;
- Provides psychosocial support to evacuees through the Disaster Psychosocial Services (DPS) program;

- Prior to an Evacuation Rescind being issued by the EOC/CC, health authorities work to re-establish key health services; and
- During re-entry, health authorities utilize appropriate health programs to provide public health advice and guidance (e.g., how to address houses contaminated by moulds or freezers filled with rotten food).

E.1.8 First Nations Health Authority

Health Emergency Management facilitates coordinated FNHA activities in response to emergencies that may impact the health of BC First Nations community members.

E.2 FEDERAL GOVERNMENT

E.2.1 Canadian Armed Forces

Through written request by the Province in the form of a Request for Federal Assistance (RFA):

- May provide extraction services to trapped evacuees;
- May deliver emergency resources to difficult-to-reach areas; and
- May provide any needed support as authorized by RFA Coordinated by the Joint Rescue Coordination Centre in Victoria, leads all Marine or Aircraft Search and Rescue.

E.2.2 Indigenous Services Canada

Indigenous Services Canada (ISC) enters into service agreements with the Provinces, Territories or other response agencies, who in turn support evacuation from reserves during emergencies. ISC reimburses evacuation costs and supports First Nations and partners to resolve jurisdictional questions and other issues as they arise. Additionally, under ISC's Build Back Better Strategy Guide, the Department can contribute funding for additional social and cultural supports such as traditional foods and cultural continuity services.

E.2.3 Royal Canadian Mounted Police

The RCMP are responsible for providing all policing service for the ACRD. During evacuations, the following activities fall under the responsibility of the RCMP and will be coordinated within the ACRD EOC:

- Supports the notification of an Evacuation Order to the community;
- Requests capacity support from Ground Search and Rescue (GSAR) for community evacuation notifications;
- Staffs security checkpoints for evacuation area to support public safety;



- Facilitates temporary access as directed by Local Authority, and/or responding agency; and
- Supports repatriation upon Evacuation Rescind.

E.2.4 Canadian Coast Guard

- Provide search and rescue capabilities for Canadian waterways and oceans;
- Monitor and track movements of vessels on Canadian waterways; and
- Support maritime law enforcement within Canadian waters.

E.3 PRIVATE / NON-GOVERNMENTAL ORGANIZATION

E.3.1 Mosaic Forest Management

Mosaic Forest Management is a timberlands management company that manages private managed and steward Crown tenure forest land within the ACRD. While it is unlikely that the only passable egress route is through Mosaic managed land, it is important that Mosaic be contacted if there is any possibility that people may try to use roads traveling through this land, to:

- Ensure the roads are safe and passable;
- Ensure access is provided where needed and not blocked off; and
- Ensure proper directions are provided where possible.

E.3.2 Canadian Red Cross

Upon invitation from Local Authority and with approval from EMBC for funding, the Canadian Red Cross (CRC) will provide capacity support to local ESS teams and in absence of local ESS fully manage the ESS response.

- Assist in prolonged needs of evacuees;
- Assist with ESS functions following an evacuation period; and
- Support family reunification.

E.3.3 Ground Search and Rescue

Upon request by the RCMP or EOC/ECC will provide support for community notifications of evacuation alerts and orders. Will provide short-term temporary checkpoint support until appropriate contracted resources arrive.

E.3.4 Royal Canadian Marine Search and Rescue (RCMSAR)



RCMSAR can provide support with:

- Search and Rescue requirements within the Region; and
- Other tasks as requested by the Joint Rescue Coordination Centre.

ANNEX F. EVACUATION ZONE ANALYSIS

Table 6: Port Alberni Evacuation Zone Analysis

No.	Total Size (ha)	Estimated Population)	Single Vehicle Travel Time (Min)	Estimated Zone Evacuation Time in Personal Vehicles (Min)	Estimated Zone Evacuation Time Using Bus (Min)
1	173.80	1087	5.9	39.2	17.7
2	86.38	423	5.0	24.1	15.7
3	120.65	1562	8.7	52.3	21.3
4	237.55	2151	8.8	65.0	22.4
5	44.81	0	4.9	14.9	14.9
6	277.96	3618	9.5	97.1	25.4
7	10.99	66	0.5	11.9	10.6
8	92.18	145	5.1	16.5	15.2
9	132.06	2214	7.5	65.0	21.2
10	130.78	199	3.7	18.0	14.0
11	121.75	550	5.3	27.1	16.2
12	296.48	4814	12.3	125.7	30.3
13	173.35	854	4.2	32.5	15.6

Table 7: Hupačasath First Nation Evacuation Zone Analysis

No.	Total Size (ha)	Estimated Population	Single Vehicle Travel Time (Min)	Estimated Zone Evacuation Time in Personal Vehicles (Min)	Estimated Zone Evacuation Time Using Bus (Min)
HFN1	8.352993	37	1.2	11.8	11.5
HFN2	19.03224	54	1.9	13.0	11.2
HFN3	12.67528	28	0.9	11.5	10.9
HFN4	123.5929	15	1.5	11.8	10.9

Table 8: Tseshaht First Nation Evacuation Zone Analysis

No.	Total Size (ha)	Estimated Population	Single Vehicle Travel Time (Min)	Estimated Zone Evacuation Time in Personal Vehicles (Min)	Estimated Zone Evacuation Time Using Bus (Min)
TFN1	200.96	228	7	25	13.5
TFN2	148.85	45	5.4	16.4	15.5
TFN3	37.16	31	2.2	12.9	12.3
TFN4	36.53	244	1.9	17.1	15.5
TFN5	62.25	10	0.5	10.7	10.5

Table 9: Electoral Area B Evacuation Zone Analysis

No.	Total Size (ha)	Estimated Population	Single Vehicle Travel Time (Min)	Estimated Zone Evacuation Time in Personal Vehicles (Min)	Estimated Zone Evacuation Time Using Bus (Min)
B1	4268.72	219	16.6	31.3	27.0
B2	979.17	26	15.4	25.9	25.4
E2 / B3	1786.81	352	17.2	34.8	27.8
B4	2280.37	154	3.8	17.1	11.2

Table 10: Electoral Area D Evacuation Zone Analysis

No.	Total Size (ha)	Estimated Population	Single Vehicle Travel Time (Min)	Estimated Zone Evacuation Time in Personal Vehicles (Min)	Estimated Zone Evacuation Time Using Bus (Min)
D1	347.32	32	36.2	46.8	46.2
D2	1369.86	0	60.8	70.8	70.8
D3	217.52	292	5.7	22.0	16.2
D4	638.53	638	9.7	33.4	20.7
D5	282.75	162	9.5	23.0	19.8
D6	1989.16	44	14.0	25.0	24.1
D7	797.57	22	10.0	20.5	20.1
D8	151.14	64	6.7	18.1	16.8



D9	164.15	162	2.8	16.2	13.0
D10	734.25	122	4.9	17.5	15.1
D11	320.34	14	4.0	14.3	14.0
D12	150.57	37	2.2	13.0	12.2

Table 11: Electoral Area E Evacuation Zone Analysis

No.	Total Size (ha)	Estimated Population	Single Vehicle Travel Time (Min)	Estimated Zone Evacuation Time in Personal Vehicles (Min)	Estimated Zone Evacuation Time Using Bus (Min)
E1	485	217	8.5	23.2	19.3
E2 / B3	1786.81	352	17.2	34.8	27.8
E3	195.72	284	2.9	19.0	13.4
E4	391.83	535	6.4	27.8	17.2
E5	88.43	42	2.2	13.1	12.3
E6	68.18	147	3.7	16.9	14.0
E7	108.15	426	3.2	22.4	13.9
E8	132.27	373	2.4	20.4	13.0
E9	212.50	457	2.7	22.5	13.5

Table 12: Electoral Area F Evacuation Zone Analysis

No.	Total Size (ha)	Estimated Population	Single Vehicle Travel Time (Min)	Estimated Zone Evacuation Time in Personal Vehicles (Min)	Estimated Zone Evacuation Time Using Bus (Min)
F1	368.68	493	5.0	25.6	15.8
F2	754.10	646	6.6	30.5	17.7
F3	393.32	465	7.2	27.2	18.0
F4	493.57	297	3.7	20.1	14.2
F5	503.05	0	0.5	undocumented	undocumented
F6	426.60	53	9.1	20.3	19.2
F7	664.63	0.0	2.2	12.2	12.2
F8	86.24	0.0	2.9	12.9	12.9

ANNEX G. TEMPLATE FOR EVACUATION TEAR AWAY SHEETS

ZONE # - ZONE NAME

Map

PRIMARY USE

PRIMARY & SECONDARY ARTERIAL ROADS

KEY CONSIDERATIONS

MUSTER POINTS, INFRASTRUCTURE & EVACUATION DIRECTIONS

Item	Description
Muster Points	•
Critical Infrastructure	•
Evacuation Direction	
Reception Centre	

ESTIMATED TIME TO EVACUATE THIS ZONE IN HOURS:

Estimated Population	Estimated Single Vehicle Travel Time Through Zone	Estimated Zone Evacuation Time	Other Requirements to Evacuate Zone (# of trips)

All times are approximate and for planning purposes only. They do not include advance time required to develop and distribute information to the public. Evacuations are dynamic and times are influenced by factors that may not be apparent during planning activities. The EOC should rely on the subject matter experts available during an evacuation for guidance.



ANNEX H. EVACUATION ORDER TEMPLATES

The following evacuation order templates have been included here for quick reference. For additional support templates please reference the Evacuation Operational Guide for First Nations and Local Authorities in British Columbia. [8]

- Evacuation Alert
- Evacuation Order
- Evacuation Rescind

EVACUATION ALERT

[DESCRIPTOR OF AREA]

[DATE (mm/dd/yyyy) AND TIME (24-hr clock)]

An Evacuation Alert has been issued by [Local Authority/First Nation] at the Emergency Operation Center (EOC)

[Briefly describe event and potential risk]

Because of the potential danger to life and health, the [Local Authority/First Nation] has issued an **Evacuation Alert** for the following areas:

[Geographic description including boundaries and properties potentially impacted]

An Evacuation Alert has been issued to prepare you to evacuate your premises or property should it be found necessary. Residents will be given as much advance notice as possible prior to evacuation; however, you may receive limited notice due to changing conditions.

[Provide map or description of potential evacuation route and map of evacuation alert area]

WHAT YOU SHOULD DO:

- Locate all family members and designate a meeting area outside of the evacuation area, should an Evacuation Order be called while separated.
- Pack essential items such as government-issued ID, medications, eyeglasses, valuable papers (e.g. insurance, credit, and mortgage information), immediate care needs for dependents and, if time and space permits, keepsakes for quick departure.
- Prepare to move disabled persons, children and/or neighbours, if assistance is needed.
- Prepare to take pets with you and move livestock to a safe area (if possible).
- Arrange transportation for all your household members. Fill the gas tanks of personal vehicles. If transportation assistance is needed, call [contact number].
- Arrange accommodations for all members of the residence, if possible.
- Wait for an Evacuation Order to be issued before evacuating. Monitor [news/radio/online source] for information on evacuation orders and location of Reception Centers.

Further information will be issued at [date/time/meeting location], or visit [website/social media page] for more information.

[Signature of Board/Chair or designate, Mayor or Designate, Chief or Designate]

[Name of Local Authority/First Nation]



EVACUATION ORDER

[DESCRIPTOR OF AREA]

[DATE (mm/dd/yyyy) AND TIME (24-hr clock)]

Pursuant to [Section 12 (1) of the *BC Emergency Program Act* / Band Council] an **Evacuation Order** has been issued by [Local Authority/First Nation] due to immediate danger to life safety caused by: [briefly describe event].

Members of the [local police department and other agencies] and other applicable agencies will be expediting this action.

The Evacuation Order is in effect for the following areas:

[Geographic description including boundaries and properties impacted. Include map of evacuation area and evacuation route]

YOU MUST LEAVE THE AREA IMMEDIATELY

WHAT YOU SHOULD DO:

- Follow the travel route provided and register at: [ESS Reception Center address and name of facility].
- If you need transportation assistance from the area, advise the person providing this notice or call [contact number].
- Shut off all gas and electrical appliances, other than refrigerators and freezers/
- Close all windows and doors.
- Close gates (latch) but do not lock.
- Gather your family and, if you have room, take a neighbour or someone needing transportation. Do not use more vehicles than you have to.
- Take critical items (medicine, purse, wallet, and keys) only if they are immediately available.
- Take pets in pet kennels or on leash.
- Do not use the telephone unless you need emergency service.

Further information will be issued at [date/time/meeting location], or visit [website/social media page] for more information.

[Signature of Board/Chair or designate, Mayor or Designate, Chief or Designate]
[Name of Local Authority/First Nation]



EVACUATION RESCIND

[DESCRIPTOR OF AREA]

[DATE (mm/dd/yyyy) AND TIME (24-hr clock)]

The Evacuation Order, pursuant to [Section 12 (1) of the *BC Emergency Program Act* / Band Council] issued at [date/time] to the area(s) [geographic location] has been rescinded.

[Indicate if an Evacuation Alert remains in effect]

An Evacuation Order may be reissued; however, if that is deemed necessary, the Evacuation Order process will re-commence.

WHAT YOU SHOULD DO:

- Fill the gas tank of personal vehicles.
- Bring a minimum of three days of food and essential supplies (e.g. medications, pet supplies) with you as local grocery stores may not yet have adequate stock.
- If your animals or livestock have been relocated, call [contact number] to coordinate their safe return.

Further information contact: [Local Authority/First Nation contact number].

[Signature of Board/Chair or designate, Mayor or Designate, Chief or Designate]

[Name of Local Authority/First Nation]

ANNEX I. STAKEHOLDER ENGAGEMENT

I.1 LIST OF STAKEHOLDERS INTERVIEWED & FOCUS GROUPS

In order to support the alignment of the Alberni Valley Evacuation Route Plan with existing community plans and procedures, engagement sessions (community sessions or individual interviews) were conducted with relevant organizations and individuals. The following organizations were selected in collaboration with the ACRD:

1. Tseshaht First Nation (čišaaʔath);
2. Hupačasath First Nation;
3. Local emergency responders:
 - a. Alberni Valley Fire Departments:
 - i. Beaver Creek Volunteer Fire Dept.;
 - ii. Cherry Creek Volunteer Fire Dept.;
 - iii. Port Alberni Fire Dept.; and
 - iv. Sproat Lake Volunteer Fire Dept.
 - b. BC Ambulance.
4. Electoral Area B (Beaufort)
5. Electoral Area D (Sproat Lake);
6. Electoral Area E (Beaver Creek);
7. Electoral Area F (Cherry Creek)
8. Organizations working with vulnerable populations including:
 - a. Ministry of Social Development and Poverty Reduction
 - b. Canadian Mental Health Association (CMHA);
 - c. The Salvation Army;
 - d. Bread of Life;
 - e. Port Alberni Friendship Center; and
 - f. Port Alberni Shelter Society.
9. Mosaic Forest Management;
10. The First Nation Health Authority (FNHA);
11. The Royal Canadian Mounted Police (RCMP);
12. Emergency Management British Columbia (EMBC);
13. The BC Ministry of Transportation and Infrastructure (MOTI); and
14. BC Transit

I.2 PUBLIC SURVEY QUESTIONS

The following survey was available on Survey Monkey from September 20th to November 24th, 2021. It was also distributed in paper copy at in person community sessions.

ACRD ALBERNI VALLEY EVACUATION ROUTE PLAN PUBLIC SURVEY

The Alberni-Clayoquot Regional District in partnership with the Hupačasath First Nation, the Tseshaht First Nation, and the City of Port Alberni are developing an Evacuation Route Plan for the Alberni Valley. The Evacuation Route Plan will consider all hazards (ex: tsunami, wildfire, flooding, dam breach, chemical spill, etc.). Your voice is important to the Evacuation Route planning process. Your responses will be used to inform the planners of the level of awareness and preparedness of residents in the Alberni Valley to inform the next steps in our process.

There are 8 questions in total. Please answer each one to the best of your ability.

1. What area do you live in?

- City of Port Alberni
- Hupačasath First Nation – Ahahswinis No. 1
- Hupačasath First Nation – Kleekoot No. 2
- Tseshaht First Nation - Tsahaheh No. 1
- Tseshaht First Nation - Alberni No. 2
- Electoral Area B - Beaufort
- Electoral Area D – Sproat Lake
- Electoral Area E – Beaver Creek
- Electoral Area F – Cherry Creek
- Other: _____

2. Do you:

- a) Have a plan for what you will do if you have to evacuate?
- b) Know what you will take with you if you evacuate?
- c) Know what method of transportation you will use to evacuate?

Yes	No	Unsure

3. If you are evacuated what do you plan to use for accommodation? Select all that apply:

- Family
- Friends
- Hotel
- Alternate home (i.e., second home)
- RV/Trailer
- Group lodging from Emergency Support Services
- I don't know
- Other: _____



4. Are you able and prepared to evacuate on short notice?

- Yes
- No

Please explain:

**5. Does your household have any circumstances that would make evacuation challenging?
Please select all that apply.**

- Mobility issues or disability
- Housing issues
- Young children
- Lack of technology access
- Lack of access to a mobile phone
- Lack of access to a landline
- Elderly household members
- Complex medical needs
- Need for mental health support
- Pets
- Livestock
- Lack of transportation
- Other: _____

6. Are there any programs or services you would reach out to for assistance if you needed to evacuate? Please explain:

7. Are you familiar with evacuation terminology and its definitions?

	Yes, I am familiar with the definition of this term.	I have heard this term before, but I am not sure what it means for me.	No, I am not familiar with this term.
a) Evacuation order			
b) Evacuation alert			
c) Rescind			
d) Shelter-in-place			

8. Did you know you can register to receive alerts from the Alberni Valley Emergency Operations Center (Voyent Alert) on the ACRD website?

- Yes, I am aware and registered.
 No, I was not aware of this system prior to completing this survey.

During an evacuation, information is posted to the ACRD website <https://www.acrd.bc.ca/>. Register to receive alerts from the Alberni Valley Emergency Operations Center (Voyent Alert) on the ACRD website <https://www.acrd.bc.ca/voyentalert>.

While every community must prepare to respond to a disaster, it is important for each and every individual to prepare themselves and their families for a disaster. Talk to your family about a disaster. Where you would go? Who would you contact? What would you take with you?

If you would like to provide more information for the Alberni Valley evacuation route planning process, please attend your local community meeting. You can also find more information at: <https://www.letsconnectpa.ca/are-you-ready>, or you may contact Heather Zenner at hzenner@acrd.bc.ca.

If you would like the above information and links emailed to you, please include your email here:

Name	
Email	

THANK YOU FOR COMPLETING THIS SURVEY!

