Project overview (as described by OPRD):

"*This project would create a non-paved roadway with the sole purpose of providing emergency-only access and/or egress from the south end of Wallowa Lake in the event it is needed."*

Note: Click here for visual reference

The following practical exercise was created to illustrate the dangers associated with the increased volume of traffic along the proposed emergency egress.

Statistics for the practical exercise:

The following groups were created using the information obtained from the county assessors website (property is defined as a number in this exercise...i.e. church, single family home, business are all equal. one property will equal one vehicle at 15 feet):

Group A		**Group B**		**Group C**	
rd/st/ln/lp	# of properties	rd/st/ln/lp	# of properties	rd/st/ln/lp	# of properties
Lake Shore	85	Old Ski Run (S)	28	Old Ski Run (N)	9
Edgewater	21	Spring Creek	4	Hays	5
		Ollokot	11	Engleside	21
		Elk Horn	5	W 12th	
		Chief Joseph Loop	9	W 11th	4
		White Hawk	1	W 10th	7
				W 9th	1
				Main	19
106 Vehicles (1590' / .30 mile)		58 Vehicles (870' / .16 mile)		66 Vehicles (990' / .19 mile)	

The final group was created using the information obtained from the state park/wallowa lake marina website (Each number will be defined as single vehicle for this exercise):

Group D

- Number of State Park full hook up sites – 121
- Number of tent sites – 88
- Number of yurts – 2
- Number of group tents – 3
- Marina boat slips – 20
- State day park – 200 (Assumption based on high peak seasonal daily average)

434 vehicles (The following assumptions were made to continue this exercise):

- 60% or 260 vehicles would be RV or vehicle with trailer (Size of 40') Total of 10,400' / 1.97 miles
- 40% or 173 vehicles would be single vehicle (Size of 15') Total of 2,595' / .49 mile

Group A = 106 Vehicles (1590' / .30 mile)
Group B = 58 Vehicles (870' / .16 mile)
Group C = 66 Vehicles (990' / .19 mile)
Group D = 434 Vehicles (12,995' / 2.46 miles)

Total = 664 Vehicles (16,445' / 3.1 miles – add nine (9) feet between vehicles for safety = 5,976' / 1.1 mile)

Grand Total = 664 Vehicles (22,421' / 4.2 mile long convoy on a 4.5 mile route)

Practical exercise: Based on the supplied statistics. Evaluate the current and proposed vehicle congestion at the following intersections along the proposed route:

	Current	**Proposed**
Intersection of Lake Shore and Edge Water	85 / 21	519 / 21
Intersection of Lake Shore and Old Ski Run	106 / 58	540 / 58
Intersection of Old Ski Run to Main	164 /66	598 / 66
# of vehicles waiting to merge on HWY 351	**230**	**664**

Note: Click here for visual reference.

Summary of practical exercise:

The increased volume of traffic from the proposed "secondary emergency egress" would have the following negative effects:

- Compromise the primary evacuation route for groups A, B, and C.
- Prevention of timely and effective fire response and suppression.
- Prevention of and/or slowing the response of emergency medical service.
- Prevention of and/or slowing search and rescue teams.
- Increased traffic at every driveway and intersection along the proposed route by **300%**.

Example: Instead of the 21 vehicles from Edgewater merging with 85 vehicles from Lake Shore. The Proposed plan would cause the 21 vehicles from Edgewater to merge with **519 vehicles.**

Additional Information for LWDC members

Community Emergency Preparedness Status:

Through the committee's research, it was discovered that our community was in need of an official emergency and preparedness plan for reducing risk of fire and for mitigating damage from fire. Our committee started developing the following emergency and preparedness plan by identifying our basic **Need** concerning fire: **Prevent loss of life, structure, and land from fire.**

Our committee created the following four (4) goals:

Goal 1 – Reduce risk of fire

- Course of action (COA) 1: Identify risk factors (Natural/Man-Made)
    - Task 1 – List risk factors (Tourist, Lightning, Area beautification around structures, etc.)
    - Task 2 – Complete risk assessment to assign level of threat
    - Task 3 – Prioritize needs and goals based on level of threat

Goal 2 – Mitigate damage from fire

- COA 1: Identify all supporting resources (City of Joseph Fire and ODF Fire)
    - Task 1 – Establish contact to identify strengths and weakness. Communicate intent.
- COA 2 – Develop standard operating procedure, duties, and descriptions for the following teams:
    - Command staff (Administrative duties and support)
    - Actions on the objective (Pre arrival and sustained support at fire site 1-3)
    - Search and rescue teams (Door knockers to ensure complete evacuation)
    - Traffic control (Control traffic at intersections and choke points)
    - Quick reaction team (Support all operations, Problem solve)

Goal 3 – Develop force structure

- Course of action 1: Identify personnel management needs
    - Task 1 – Establish key and support roles
    - Task 2 –Get neighbor involvement and support

Goal 4 – Develop a training program

- COA 1: Identify mission essential tasks for identified teams

    - Task 1 – develop training to support each teams mission essential tasks

Conclusion:

Our appointed committee will continue to work on the following priorities of work for the 2023 season.

- Goal 1 – Reduce risk of fire
    - Identifying all risk factors
    - Perform risk assessment
    - Create COA to prevent identified risks

- Goal 2 – Mitigate damage
    - Work with City of Joseph Fire to coordinate cross training and support
    - Establish contact with ODF Fire
    - Refine emergency response team duties and procedures

- Goal 3 – Develop force structure
    - Refine operational procedure
    - Actively solicit support and participation from our neighbors

- Goal 4 – Develop a training program
    - Refine mission essential task for each team
    - Coordinate online and hands on training for each team
    - Develop a yearly activity and training calendar

Thank you for your time and continued support of our community.

Respectfully,

Greg Bogard

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