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To: amylkalish@gmail.com



ZOOM Notice + Newsletter Number 9

MONDAY JUNE 15th at 5:00

NEW MAP, NEW LAWS, TIME FOR ACTION

WWW.WAKECA.ORG

For Affordability, Safety, and Local Accountability

THIS MONDAY ON ZOOM

Get Involved

WAKE UP is always looking for allies across the state. Too many are working in isolation, with no idea there's a place for them here.

You can help us reach them with our new Action Card initiative. Cards are preloaded with enough information to find connections with organizations, community leaders, and advocacy groups throughout California. If you've been looking for a way to get involved, this is an opportunity to start. Whether you have 15 minutes or five hours to spare, this is a solid way to contribute.

There will be a brief legislative update on 3–5 bills requiring immediate attention, with instructions for outreach, letters, and coalition sign-ons.

IN THE NEWS THIS WEEK

Caution: New Study Overcounts Evacuation Egress Routes

A new wildfire study made front pages across California this week, reprinted under headlines like “Few roads out, higher wildfire risk.” Its interactive map counts roads; areas with less than six roads out are being presented as a predictor of which communities can survive a fast-moving fire.

NEWS > CALIFORNIA NEWS

Few roads out, higher wildfire risk: New study maps Bay Area evacuation danger

Interactive map shows evacuation-risk zones



A drone view of a neighborhood between Chelsea Drive and Oak Bridge Lane near Alhambra Valley Road in Martinez, Calif., on Thursday, June 4, 2026. According to a new UC Santa Barbara study, the area is high-risk for people dying during a wildfire since there are very few escape routes to a main road. (Jane Tyska/Bay Area News Group)

By **ETHAN BARON** | ebaron@bayareanewsgroup.com | Bay Area News Group

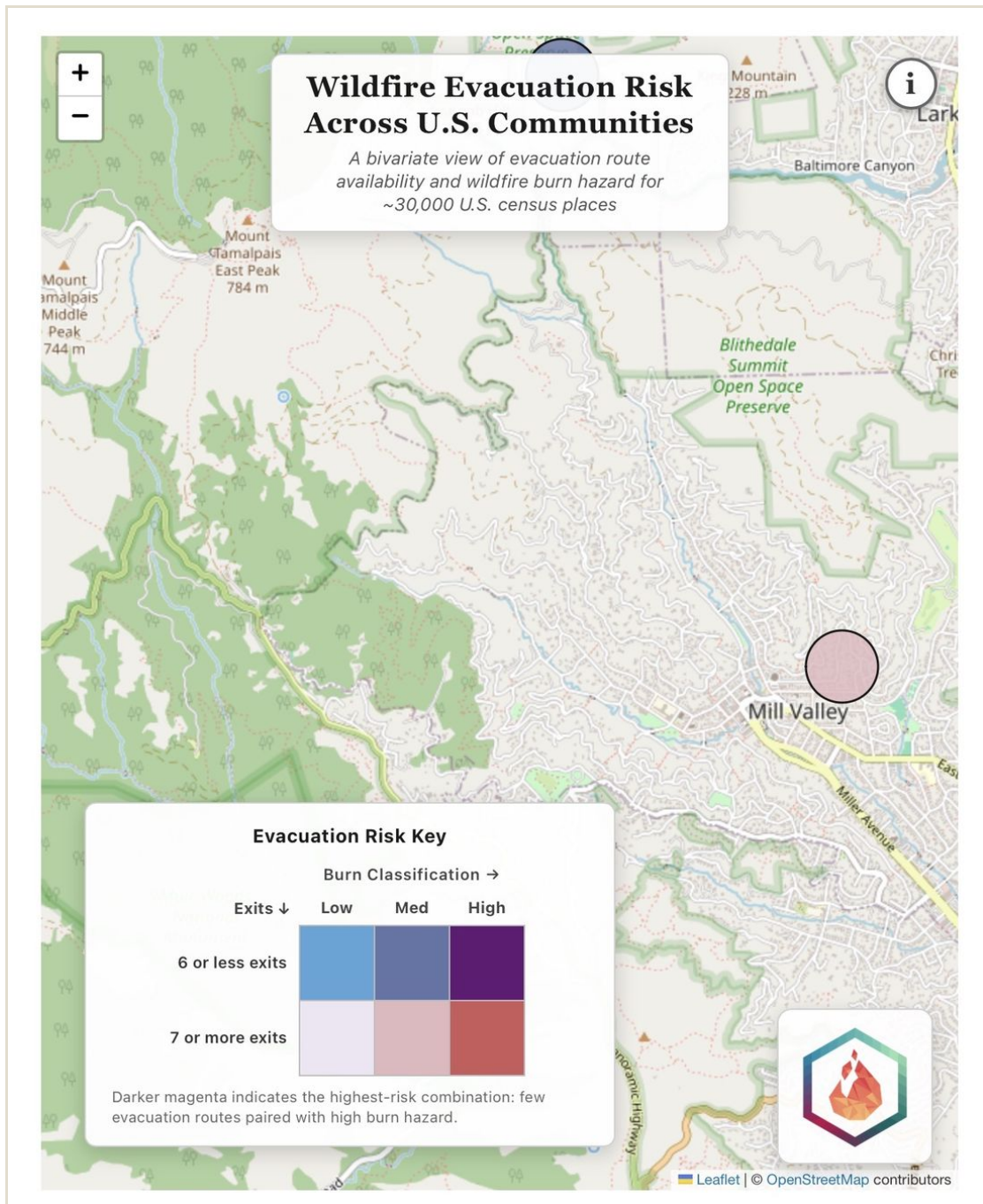
PUBLISHED: June 8, 2026 at 4:00 AM PDT | UPDATED: June 9, 2026 at 7:17 AM PDT

The story as it ran across the state, here in the Bay Area News Group, June 8, 2026.

This is a national screening tool that does *not* evaluate evacuation capacity. The headline is a misinterpretation — and a consequential one.

Consider Mt. Tamalpais in Mill Valley, where I live. There are dozens of feeder roads connecting to just two main exits — a constraint documented in our evacuation study and in the Marin Civil Grand

Jury report. Yet this map labels Mill Valley as having six or more ways out: dark pink, seven-plus exits, “medium” burn risk.



The map places Mill Valley in the lower-risk band — seven-plus exits, “medium” burn classification — despite just two main exits off Mt. Tamalpais.

It's obvious that street-constrained evacuation routes result in more casualties during fast moving fires, borne out numerous times: Paradise, Coffey, Lahaina, etc.

This new study acknowledges its role in laying the mapping groundwork for future studies. Their work is incomplete, but intended to be built on as a standard.

It only maps areas with populations under 50,000, and it tends to count all intersecting roads as egress routes. When reading the study itself, the various roadways have many technical and confusing designations.

The “burn risk” comes from a model that scores vegetation fuel.

Built-out neighborhoods can read as low-fuel, so they read as safer. This is a deficit in most fire risk mapping: structure to structure spread, in which “the homes are the fuel,” is unincorporated.

The study’s own authors literally concede that “the number of roads doesn’t resolve entrapment, and that added capacity only invites more development.”

Building more roads can be a “gut response” to the problem, but that’s expensive and not necessarily helpful if they run parallel to existing roads, Fong said, adding that many fires start near roads.

Together, these two quotes anchor the point: while fatalities generally occur in areas with fewer than six evacuation routes, adding roads is not necessarily helpful — they can be redundant, and they induce more development in hazardous areas.

Reporting from this study that a new map paints fire-prone towns “low risk” is not harmless.

My concern is that this incomplete tool, even built with warnings, will be misinterpreted to justify more density in areas that already cannot evacuate.

The question was never how many roads cross a line. It’s how many minutes it takes all of us to get out.

READ THE ARTICLE →

Also running in the [Santa Rosa Press Democrat →](#)

The actual study is here: [*Egress thresholds and wildfire fatalities →*](#)

SPECIAL GUEST

Thank You, Lori Brooke

A huge thank-you to Lori Brooke for joining our last meeting — and for having what it takes to run for San Francisco’s District 2 supervisor seat. It took Mayor Lurie and his allies over a million dollars to beat her.

Now it’s our good fortune that Lori’s decades of experience — sharpened by everything she learned on the campaign trail — will be put to work alongside our own efforts for change.

NOW POSTED

Siloed Policy: Fewer Fire Engines, More Mandated Density

Last week’s brief presentation is now online, with source material for further investigation. It lays out a critical gap in our infrastructure — the shortage of new and functioning emergency equipment — and shows how private equity bought out and crippled the fire-apparatus market, even as the state mandates more density in the same fire-prone areas.

[VIEW THE SLIDES →](#)

MOMENTUM!

Our site drew over 1,000 visits last month, and the number keeps climbing. As we grow, so do our expenses. Please consider a donation to help us do this work:

[DONATE →](#)

ZOOM MEETING

Monday, June 15 at 5:00 PM

[JOIN THE ZOOM →](#)

WAKE UP IS ON BREAK

JUNE 29 · JULY 6

— Amy Kalish, President and founder

Affordability, Safety, and Local Accountability

WAKE UP CALIFORNIA — Mill Valley, CA

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