

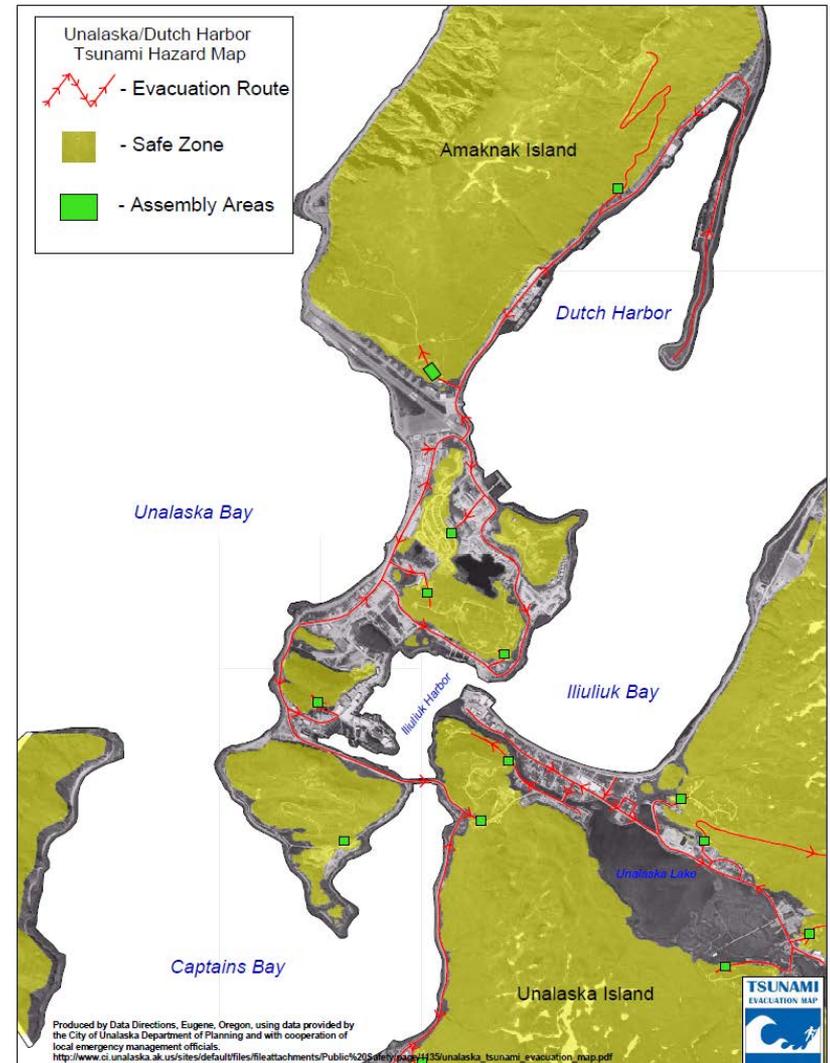
Pedestrian Evacuation Modeling Studies in Alaska



Landcover Units



Assembly Areas



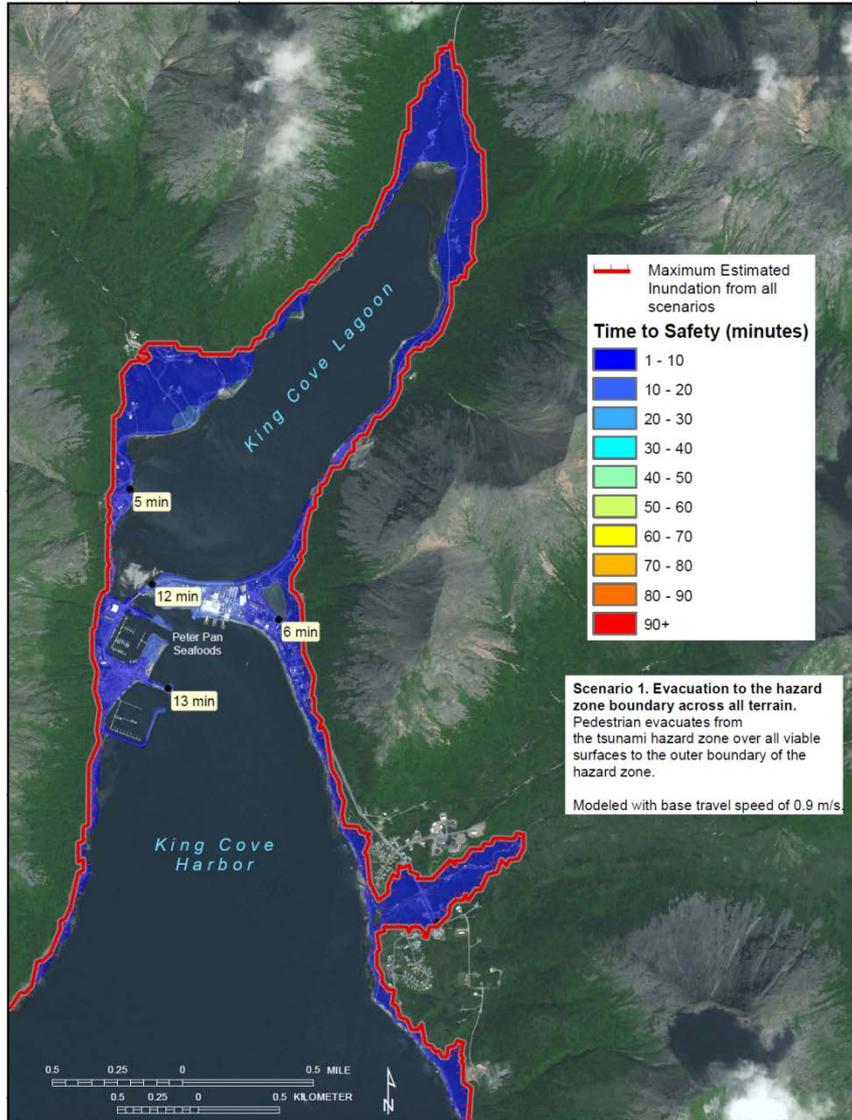
Considered Scenarios

1. Evacuation to *the hazard zone boundary* across all terrain
2. Evacuation to *the hazard zone boundary* by roads/paths only
3. Evacuation to *the nearest assembly area* across all terrain
4. Evacuation to *the nearest assembly area* by roads/paths only

We assumed the walking speed of 0.91 m/s (3 ft/s).

Wood and Schmidlein (2012) note that a base travel speed of 1.1 m/s (3.5 ft/s) represents the 15th percentile of walking speeds of a mixed population and is the recommended speed for crosswalk walking speed standards in the United States (United States Department of Transportation 2009). We chose to use the “slow walk” value to model the most conservative estimates of time to safety.

Scenario 1: Evacuation to **the hazard zone boundary** across all terrain



Scenario 3: Evacuation to **the nearest assembly area** across all terrain

