

Island County

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Appendix B

Scenario #1 Closure of SR 20 - Deception Pass Bridge

A. General Information

The Deception Pass Bridge is part of State Route 20 from Anacortes to Whidbey Island. The bridge is the main freight route to and from the island. The island is currently serviced by Washington State Ferry routes: Clinton to Mukilteo, and Port Townsend to Coupeville. Passenger only ferry service may also be an option.

B. Lead Agency

(Agency or agencies with the primary responsibility to implement alternative routes)

1. WSDOT
2. WSP

C. Supporting and Coordinating Agencies and Jurisdictions

(Agencies with coordination responsibilities for routes to be used as alternatives)

1. Island County Department of Emergency Management (DEM)
2. Snohomish County Department of Emergency Management (DEM)
3. Skagit County Department of Emergency Management (DEM)
4. Naval Air Station Whidbey Island
5. Commander, Navy Region Northwest

D. Transportation Disruption Notification

The State, counties, and other jurisdictions use a number of methods for notifying and coordinating transportation disruptions among state agencies, local jurisdictions and other transportation stakeholders. The agency having jurisdiction of a particular route, bridge, interchange or segment is responsible for notifying appropriate stakeholders in accordance with their respective emergency notification plans and procedures.

When disruptions occur on local routes and detours, and alternatives may impact state routes, WSDOT can be notified if local jurisdictions coordinate through WSDOT Regional Emergency Operations Centers (EOC)/Traffic Management Centers or through the State Emergency Operations Center. WSDOT can also get this information through WebEOC if EOCs are activated, from staff reports from the field, direct contact with local jurisdictions in the field or through liaisons placed in local EOCs.

If alternatives and detours are established for routes where WSDOT is the lead agency and coordination with local jurisdictions is necessary, WSDOT will provide information to stakeholders through their Regional Emergency Operations Centers/Traffic Management Centers to coordinate detour implementation. The WSDOT EOC will also coordinate through the ESF – 1 (Transportation) function at the State Emergency Operations Center. The State EOC will disseminate the information to local government in accordance with State notification procedures.

When notified of diversions and detours on state routes that may impact local traffic flow, local jurisdictions will notify their respective departments, Department Operations Centers (DOCs), municipalities, and other transportation stakeholders, such as fire districts, school districts, transit agencies and ports in accordance with local notification procedures.

E. County Emergency Operations Center Notification Concept

1. Island County Emergency Operations Center will notify Oak Harbor Emergency Management, and the Cities of Coupeville, and Langley.
2. Skagit County Emergency Operations Center will notify the communities of Anacortes, Burlington, Concrete, Hamilton, La Conner, Lyman, Mt. Vernon and Sedro Woolley as well as the Upper Skagit, Sauk-Suiattle, Samish and Swinomish Tribes.
3. Snohomish County Emergency Operations Center will notify Everett Emergency Management and Monroe Emergency Management, as well as the jurisdictions and tribes with which they have an inter-local agreement which includes the Tulalip tribe, Marysville, Arlington, Stanwood, Darrington, Granite Falls, Lake Stevens, Index, Gold Bar, Sultan, and Snohomish, as well as the Stillaguamish Tribe.

F. Current Available Alternatives

An available alternative is access to Whidbey Island via the WSF Clinton/Mukilteo or WSF Port Townsend/Coupeville maritime routes.

G. Transportation Mitigation Strategies

1. Short Term Solutions

For the short term, Island County DEM would implement truck restrictions and identify alternate routes as a mitigation measure.

2. Mid-Term Alternatives

Restoring the transportation network will include freight movement to and from Whidbey Island. The Seaplane Base at NASWI could be used to receive landing craft and barges. Private ferry operators could also provide passenger-only service between Whidbey Island and the mainland. See Appendix F – Waterways Toolbox for maritime alternatives for restoration of the transportation network.

3. Long Term Options

Mid-term alternative transportation options can be extended to long term options, as necessary. See Appendix F – Waterways Toolbox for maritime alternatives for restoration of the transportation network.

H. Site Images for Alternative Route Landing Sites

NASWI – Seaplane Base (Boat Ramp)







Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
1 - Closure of SR 20 at Deception Pass Bridge – Island County	
East to West Routing	West to East Routing
SR 20 Eastbound	SR 20 Eastbound
Goldenrod Rd Southbound (to I-5 Ramp)(Traffic Lt)	SR 525 Southbound to Clinton Ferry Crossing (Clinton/Mukilteo)
I-5 Southbound (Interchange 230)	SR 525 Southbound (Mukilteo Speedway)
I-5 Southbound (41 Miles) to Exit 189	Paine Field Blvd Northbound (Traffic Light)
SR 526 Westbound (Boeing Fwy)	SR 526 Eastbound (Boeing Fwy)
Paine Field Blvd Southbound	I-5 Northbound (Interchange 189)
SR 525 Northbound (Mukilteo Speedway)(Traffic Light)	I-5 Northbound (41 miles) to Exit 230 (Traffic Lt)
Ferry Crossing (Mukilteo/Clinton)	SR 20 Westbound
SR 525 Northbound	
SR 20 Eastbound	

Note: All freight via Clinton/Mukilteo Ferry.

Note: Emergency Supplies possible via NAS-Whidbey Island.

Note: Port Townsend Ferry as alternative for Mukilteo Ferry.

Note: Seaplane Base at NASWI could be used for landing craft and barges for fuel movements.

Note: The County will have to work with the WSDOT and the USCG for fuel options.

Note: There are power lines and fresh water lines on the Deception Pass Bridge

Note: Signal interconnects apply mainly to Oak Harbor

Note: Use Pioneer Way and Torpedo Road for access to the Seaplane Base.

Puget Sound Transportation Recovery Annex					
1 - Closure of SR 20 over Deception Pass – Island County					
Mitigation Strategies					
Strategy	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Alternative Routing	√	√	√		
Adjust Traffic Signal Timings	√	√	√		
Contra-flow Lanes New				√	
HOV Lanes – Convert				√	
HOV Lanes – New				√	
HOV Rules - Change				√	
Construct HOV Bypass				√	
Ramp Metering				√	
Freeway Ramps - New				√	
Freeway Ramps – Closure				√	
Truck Restrictions	√	√	√		No land access for fuel
Truck Preferences		√	√		Fuel – Barge or Special Ferry
Shoulder - Convert to Driving Lane				√	
Parking Eliminate/Restrict				√	
Turn Prohibitions				√	
Ferry Service Relocation				√	
Ferry Service New				√	
Ferry Service Increase Existing			√		Mukilteo & Port Townsend Ferry
Congestion Pricing			√		
Vanpool Carpool Incentives	√	√	√		
Park – Ride Lots New/Expand	√	√	√		
Alternating Driving Days			√		
Bike Lanes				√	
Tolling Adjustments				√	
Transit Service New		√	√		Ferry Access
Transit Service Increase		√	√		
Improved Incident Management (Patrols)	√	√	√		
Technology – Electronic Signing or Surveillance	√	√	√		
Technology – Signal Interconnects			√		SR 20, SR 525
Convert trails to special motorized use				√	
Tele-commuting	√	√	√		
Staggered Work Shifts	√	√	√		
Compressed Work Week	√	√	√		
Emergency Responder Routes	√	√	√		
Adjust Fleet Size		√	√		Ferry Access

Puget Sound Regional Transportation Recovery Plan					
1 - Closure of SR 20 over Deception Pass – Island County					
Maritime Elements					
Maritime Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Moving freight via military support for maritime assets			√		The State EOC will remain activated if federal assets are being used. NASWI Seaplane Base may need to be used for supplies and reconstruction materials.
Determine feasibility of alternative ferry service locations				√	See attached spreadsheet for determining the feasibility of locations. No new alternative ferry services are expected. If needed see the attachments as part of the Maritime Toolbox.
Determine contracting mechanisms for new, relocated, or increased ferry service			√		WSF may need to increase existing service at Clinton/Mukilteo and Port Townsend/Coupeville.
Determine personnel required and availability of alternative maritime transportation			√		
Meet with stakeholders to discuss options for alternative maritime transportation			√		
Determine long-term contracting needs			√		
Identify recovery options for alternative maritime transportation			√		
Develop long-term contracting procedures			√		

Puget Sound Regional Transportation Recovery Plan					
1 - Closure of SR 20 over Deception Pass – Island County					
Roadway Reconstruction Elements					
Roadway Reconstruction Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Debris removal of damaged roadway and roadway structures	√				
Prioritize segment restoration/reconstruction	√				
Provide engineering contract mechanisms (assume design-build for roadways and roadway structures of high priority)	√				
Meet with stakeholders to discuss options		√			Pre-planning should identify conceptual level-plans for roadway sections that are susceptible to failure
Determine long-term contracting needs		√			
Identify recovery options for the roadway section			√		
Develop long-term contracting procedures			√		

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Appendix B

Scenario #2 Closure of SR 532 Bridge to Camano Island

A. General Information

State Route 532 is the only road access to Camano Island, and this bridge serves as its main freight and passenger route. The island has an airfield and small docks located along its perimeter. Passenger only ferry service may be an option.

B. Lead Agency

(Agency or agencies with the primary responsibility to implement alternative routes)

1. WSDOT
2. WSP

C. Supporting and Coordinating Agencies and Jurisdictions

(Agencies with coordination responsibilities for routes to be used as alternatives)

1. Island County Department of Emergency Management (DEM)
2. Skagit County Department of Emergency Management. (DEM)
3. Snohomish County Department of Emergency Management. (DEM)

D. Transportation Disruption Notification

The State, counties, and other jurisdictions use a number of methods for notifying and coordinating transportation disruptions among state agencies, local jurisdictions and other transportation stakeholders. The agency having jurisdiction of a particular route, bridge, interchange or segment is responsible for notifying appropriate stakeholders in accordance with their respective emergency notification plans and procedures.

When disruptions occur on local routes and detours, and alternatives may impact state routes, WSDOT may be notified if local jurisdictions coordinate through WSDOT Regional Emergency Operations Centers (EOC)/Traffic Management Centers or through the State Emergency Operations Center. WSDOT may also get this information through WebEOC if EOCs are activated, from staff reports from the field, direct contact with local jurisdictions in the field or through liaisons placed in local EOCs.

If alternatives and detours are established for routes where WSDOT is the lead agency and coordination with local jurisdictions is necessary, WSDOT will provide information to appropriate stakeholders through their Regional Emergency Operations Centers (EOC)/Traffic Management Centers to coordinate detour implementation. The WSDOT EOC will also coordinate through the EDF-1 function at the State Emergency Operations Center. The State EOC will disseminate the information to local governments in accordance with State notification procedures.

When notified of diversions and detours on state routes that may impact local traffic flow, local jurisdictions will notify their respective departments, Department Operations Centers (DOCs), municipalities, and other transportation stakeholders, such as fire districts, school districts, transit agencies and ports in accordance with local notification procedures.

E. County Emergency Operations Center Notification Concept

1. Island County Emergency Operations Center will notify Oak Harbor Emergency Management, and the Cities of Coupeville, and Langley.
2. Skagit County Emergency Operations Center will notify the communities of Anacortes, Burlington, Concrete, Hamilton, La Conner, Lyman, Mt. Vernon and Sedro Woolley as well as the Upper Skagit, Sauk-Suiattle, Samish and Swinomish Tribes.
3. Snohomish County Emergency Operations Center will notify Everett Emergency Management and Monroe Emergency Management, as well as the jurisdictions and tribes with which they have an inter-local agreement which includes the Tulalip tribe, Marysville, Arlington, Stanwood, Darrington, Granite Falls, Lake Stevens, Index, Gold Bar, Sultan, and Snohomish, as well as the Stillaguamish Tribe.

F. Current Available Alternatives

No other available alternative is currently in place, other than private air travel.

G. Transportation Mitigation Strategies

1. Short Term Solutions

Airlifting supplies to Camano Island for short-term recovery has been identified within the Island County CEMP.

2. Mid-Term Solutions

Restoring the transportation network will require freight movement to and from Camano Island. The Camano Island Yacht Club has been identified as the landing site for response and recovery landing craft and barges in the Island County CEMP. Other optional barge loading and unloading locations are NASWI (Seaplane Base), Camano Island State Park, and the Port of Everett. A barge equipped with a ramp services Hat Island just south of Camano Island. Private ferry operators could also provide passenger-only service between Camano Island and the mainland. See Appendix F – Waterways Toolbox for maritime alternatives for restoration of the transportation network.

3. Long Term Options

Mid-term alternative transportation options can be extended to long-term options, as necessary. See Appendix F – Waterways Toolbox for maritime alternatives for restoration of the transportation network.

H. Site Images for Alternative Route Landing Sites

Camano Island Yacht Club Dock



Langley



NASWI – Seaplane Base



Everett



Coupeville



**Ramp Equipped Barge
(Used for Hat Island)**



Maple Grove Boat Launch



Puget Sound Regional Transportation Recovery Annex – Alternative Routing Plan	
2 - Closure of SR 532 at Camano Island Bridge – Island County	
East to West Routing	West to East Routing
SR 532 Eastbound	Camano Island – Local Access via Transit
I-5 Northbound (Interchange 212)	Maple Grove Boat Launch
I-5 Southbound Exit 221	Ferry Service (New/Passenger Only)
SR 534 Westbound (Pioneer Hwy)	Coupeville Dock
Fir Island Rd Westbound	Front St NW Eastbound
Best Rd Northbound	N Main St Southbound
SR 20 Westbound	SR 20 Eastbound
SR 20 Westbound (Deception Pass)	SR 20 Eastbound Oak Harbor
SR 20 Westbound (Oak Harbor)	SR 20 Eastbound Deception Pass
SR 20 Westbound (Coupeville)	SR 20 Eastbound
N Main St. Northbound	Best Rd Southbound
Front St NW Westbound	Fir Island Rd Eastbound
Coupeville Dock	SR 534 Eastbound (Pioneer Hwy)
Ferry Service (New/Passenger Only)	I-5 Southbound (Interchange 221)
Maple Grove Boat Launch	I-5 Southbound Exit 212
Local Transit Connections on Camano Island	SR 532 Eastbound

Note: Since there currently are no existing alternative transportation modes to Camano Island, marine access to Camano Island will need to be established as a priority in a disaster. This alternative assumes that the priority location would be passenger only service between Coupeville and the Maple Grove Boat Launch. This is a passenger only routing and would require construction of a floating dock. Alternate location would be the Camano Island Yacht Club.

Note: Possible passenger only ferry locations: Coupeville/ Maple Grove Boat Launch, Langley/ Maple Grove Boat Launch.

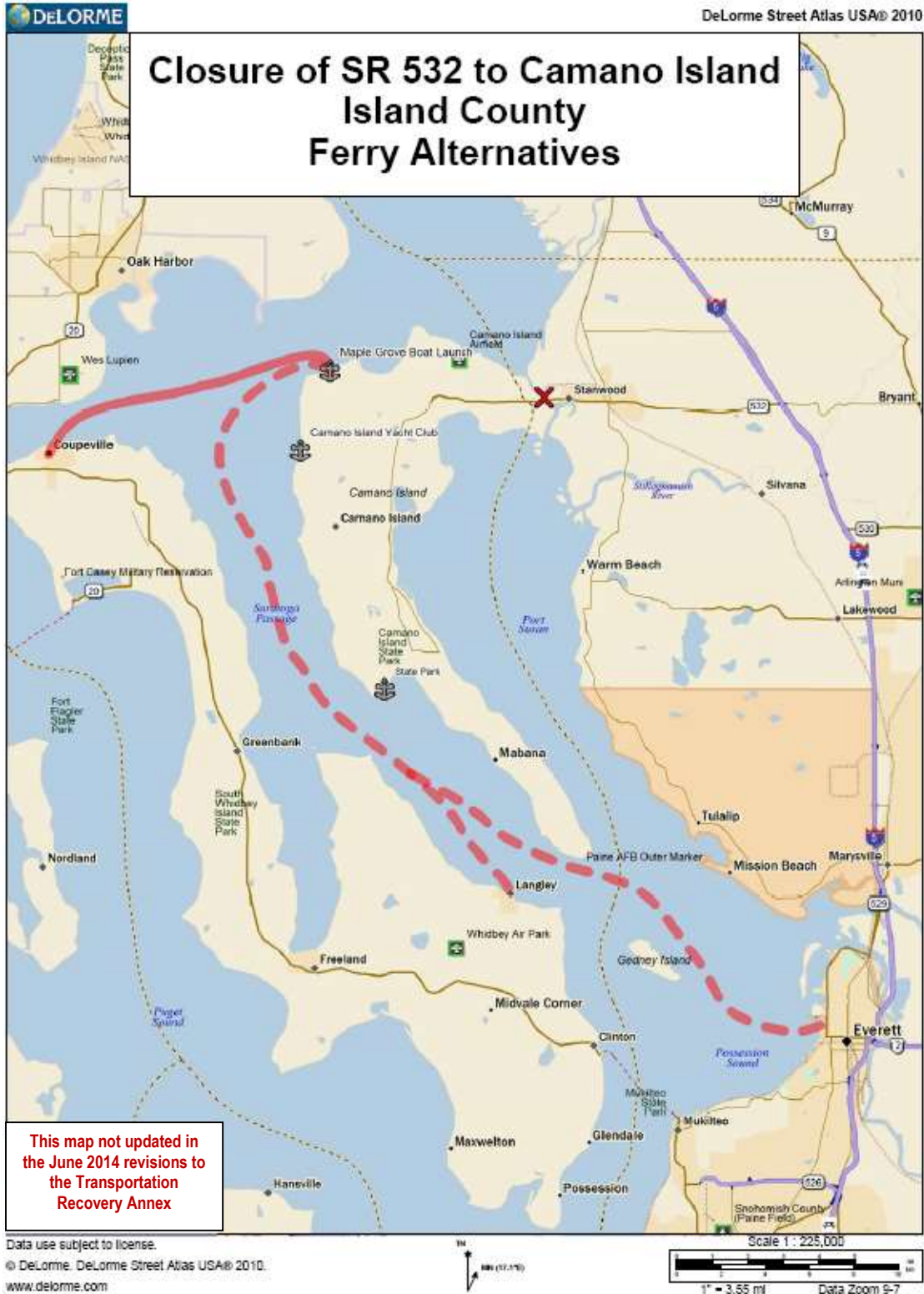
Note: Food and Fuel need to be brought onto Camano Island via barge or military landing craft. Possible locations are Port of Everett/Camano Island State Park, Seaplane Base - NASWI/Camano Island State Park, or the Maple Grove Boat Launch.

Note: SR 532 Bridge is new construction, but temporary construction could be the best alternative.

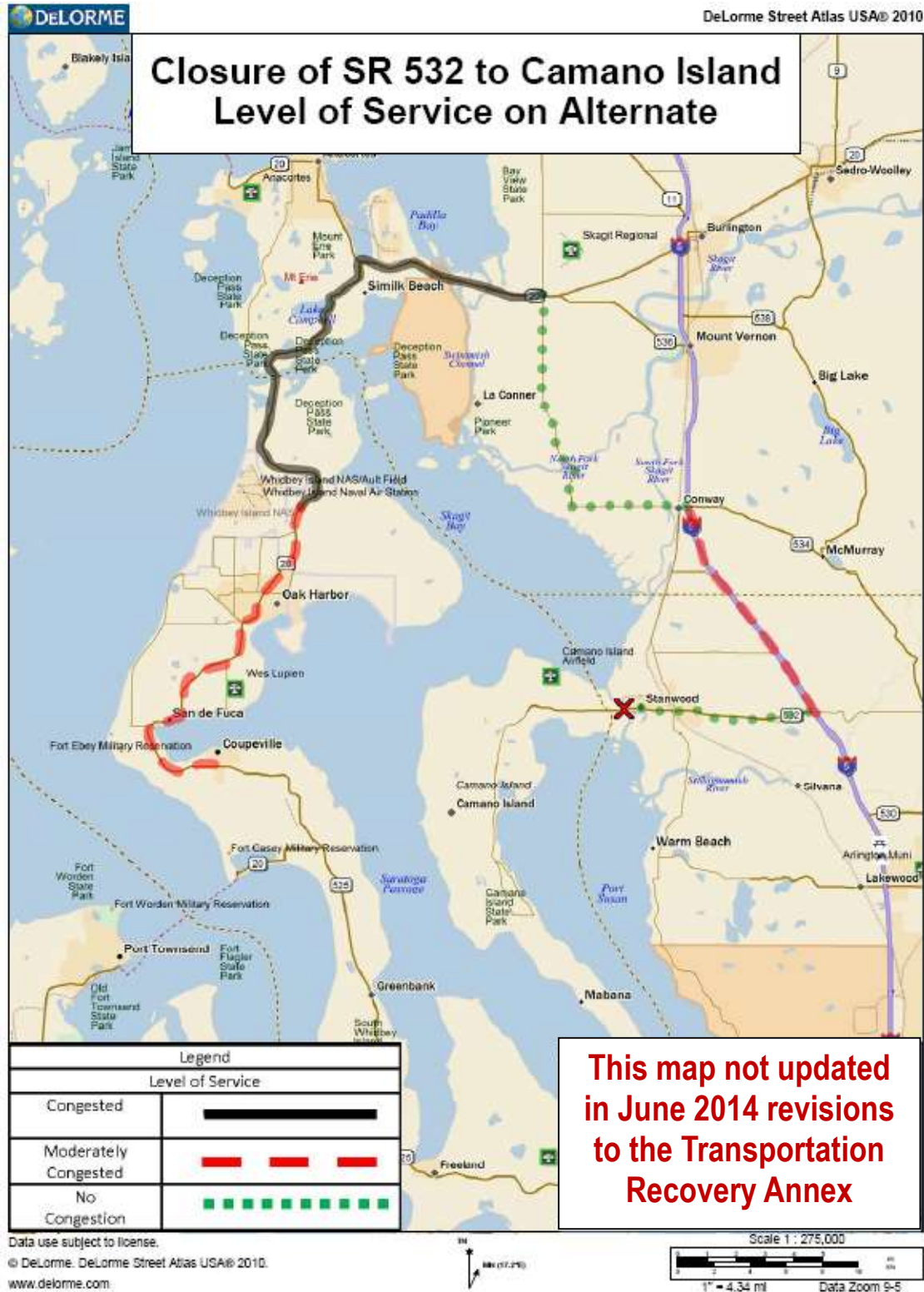
Note: Most residents commute to the mainland so increasing Transit Service is an alternative, but to do so, the County would have to develop park and ride lots and shuttle service to ramps and yacht clubs.

Note: Planning needs to be done with respect to Points of Distribution (PODs).





Puget Sound Regional Transportation Recovery Annex					
2 - Closure of SR 532 over Davis Slough (Camano Island) – Island County					
Mitigation Strategies					
Strategy	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Alternative Routing	√	√	√		
Adjust Traffic Signal Timings	√	√	√		
Contra-flow Lanes New				√	
HOV Lanes – Convert				√	
HOV Lanes – New				√	
HOV Rules - Change				√	
Construct HOV Bypass				√	
Ramp Metering				√	
Freeway Ramps - New				√	
Freeway Ramps – Closure				√	
Truck Restrictions	√	√	√		No Truck Access by Land
Truck Preferences		√	√		Food/Fuel via Water
Shoulder - Convert to Driving Lane				√	
Parking Eliminate/Restrict				√	
Turn Prohibitions				√	
Ferry Service Relocation				√	
Ferry Service New		√	√		Maple Grove Boat Launch and Camano Yacht Club – Pass. Only
Ferry Service Increase Existing				√	
Congestion Pricing				√	
Vanpool Carpool Incentives		√	√		
Park – Ride Lots New/Expand		√	√		
Alternating Driving Days				√	
Bike Lanes				√	
Tolling Adjustments				√	
Transit Service New		√	√		Ferry Connections
Transit Service Increase				√	
Improved Incident Management (Patrols)	√	√	√		
Technology – Electronic Signing or Surveillance	√	√	√		
Technology – Signal Interconnects				√	
Convert trails to special motorized use				√	
Tele-commuting	√	√	√		
Staggered Work Shifts	√	√	√		
Compressed Work Week	√	√	√		
Emergency Responder Routes	√	√	√		
Adjust Fleet Size		√	√		Truck Deliveries via Barge



Puget Sound Regional Transportation Recovery Plan					
2 - Closure of SR 532 over Davis Slough (Camano Island) – Island County					
Maritime Elements					
Maritime Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Moving freight via military support for maritime assets	√	√	√		The State EOC will remain activated if federal assets are being used.
Determine feasibility of alternative ferry service locations		√	√		See attached spreadsheet for determining the feasibility of locations. Passenger-only ferry service may be needed.
Determine contracting mechanisms for new, relocated, or increased ferry service		√	√		
Determine personnel required and availability of alternative maritime transportation		√	√		
Meet with stakeholders to discuss options for alternative maritime transportation		√	√		
Determine long-term contracting needs		√	√		
Identify recovery options for alternative maritime transportation			√		
Develop long-term contracting procedures			√		

Puget Sound Regional Transportation Recovery Plan					
2 - Closure of SR 532 over Davis Slough (Camano Island) – Island County					
Roadway Reconstruction Elements					
Roadway Reconstruction Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Debris removal of damaged roadway and roadway structures	√				
Prioritize segment restoration/reconstruction	√				
Provide engineering contract mechanisms (assume design-build for roadways and roadway structures of high priority)	√				
Meet with stakeholders to discuss options		√			Pre-planning should identify conceptual level-plans for roadway sections that are susceptible to failure
Determine long-term contracting needs		√			
Identify recovery options for the roadway section			√		
Develop long-term contracting procedures			√		