

Kitsap County

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Appendix B

Scenario #24 - Closure of SR 305 Bridge to Bainbridge Island

A. General Information

The SR 305 Bridge (or Agate Passage Bridge) is the only land route access to Bainbridge Island. Movement of freight and people by maritime modes will be necessary for recovery of the transportation system. Kitsap County Department of Emergency Management has exercised movement of people via a flotilla for closure of both the Agate Passage Bridge and WSF Terminal at Eagle Harbor (May 2008).

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. Kitsap County Department of Emergency Management (DEM)
2. City of Poulsbo
3. City of Bainbridge Island

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 over 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 through their Regional EOCs/Traffic Management Centers to local jurisdictions and transportation agencies to coordinate detour implementation. The WSDOT EOC will also coordinate through the ESF – 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. Kitsap County Emergency Operations Center will notify the jurisdictions with which they have inter-local agreements including Bainbridge Island, Port Orchard, Bremerton and Poulsbo as well as the S'Klallam and Suquamish Tribes.

F. Current Available Alternatives

An additional alternative includes access to Bainbridge Island via the WSF Seattle/Bainbridge Island maritime route.

G. Transportation Mitigation Strategies

1. Short Term Alternatives

Highway detours at points of connection should be implemented. See Appendix E – Roadways Toolbox for further information.

2. Mid-Term Alternatives

Restoring the Agate Passage Bridge will require freight movement to and from the destructed area. The movement of freight and people to and from the island will need to be via maritime transportation modes. See Appendix E – Roadways Toolbox for further information. See Appendix F – Waterways Toolbox for maritime alternatives for restoration of the transportation network.

3. Long Term Alternatives

Long-term transportation options for the movement of people to and from the island should utilize WSF to the extent possible. Boat ramps and alternative landing sites have been identified in the Maritime toolbox for freight and passenger-only ferries. See Appendix E – Roadways Toolbox for further information. See Appendix F – Waterways Toolbox for maritime alternatives for restoration of the transportation network.

H. Site Images for Alternative Route Landing Sites

Point White



Fort Ward St Park



WSF Bainbridge Island Terminal



WSF Bremerton Terminal



WSF Kingston Terminal



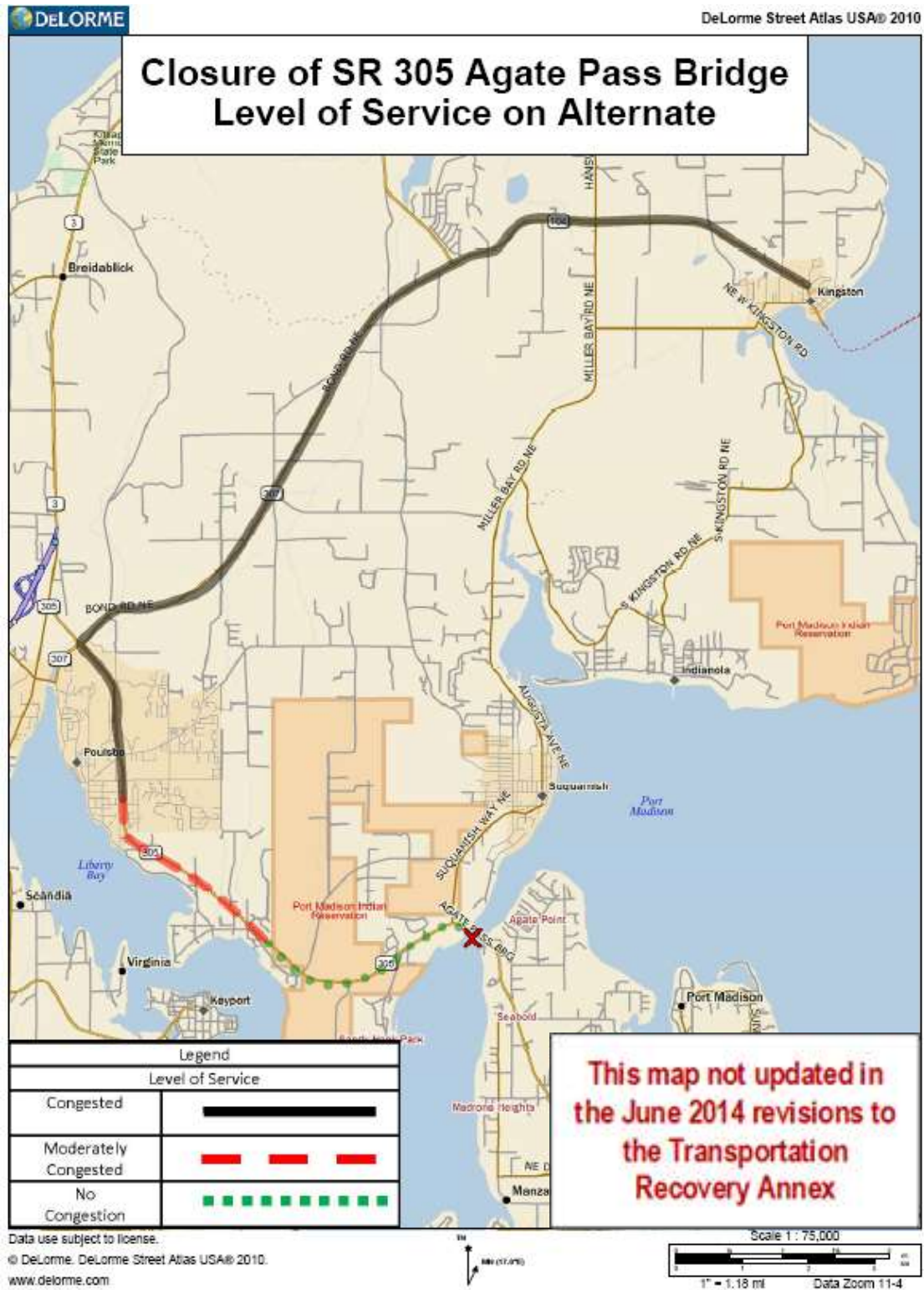


Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
24 - Closure of SR 305 Bridge to Bainbridge Island - Kitsap County	
North to South Routing	South to North Routing
SR 305 Northbound (Agate Pass)	SR 305 Southbound
SR 305 Northbound through Poulsbo	SR 305 Southbound to Bainbridge Island
SR 305 Northbound to SR 307 Northbound	-Ferry Terminal
SR 307 Northbound Bond Rd NE	New Ferry Route (Bainbridge Island/Kingston)
SR 307 Northbound to SR 104 Eastbound (Traf. Sig)	Ferry Terminal (Kingston)
SR 104 Eastbound to Kingston Ferry Terminal	SR 104 Westbound
Ferry Terminal (Kingston)	SR 104 Westbound to SR 307 Southbound
New Ferry Route (Kingston/Bainbridge Island)	SR 307 Southbound (Bond Rd NE)
Ferry Terminal (Bainbridge Island)	SR 307 Southbound to SR 305 Southbound
SR 305	SR 307 Southbound through Poulsbo
	SR 307 Southbound (Agate Pass)

Note: This Alternative requires Washington State Ferries (WSF) to provide new Ferry Service between Kingston and Bainbridge Island Ferry Terminals. An alternative new ferry route between Bainbridge Island and Bremerton is possible by WSF if ridership is sufficient.

Note: Alternative Ferry Route for normal ferry patrons using the Bainbridge route should consider the Southworth/Fauntleroy ferry.

Note: People with local knowledge will likely find their own alternatives requiring additional local resources.



Puget Sound Regional Transportation Recovery Plan					
24 - Closure of SR 305 Bridge to Bainbridge Island – Kitsap 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		√	√		Into Kingston
HOV Lanes – New				√	
HOV Rules - Change				√	
Construct HOV Bypass				√	
Ramp Metering				√	
Freeway Ramps - New				√	
Freeway Ramps – Closure				√	
Truck Restrictions	√	√	√		Ferry Restrictions (Hazmat)
Truck Preferences	√	√	√		Food/Fuel
Shoulder - Convert to Driving Lane				√	
Parking Eliminate/Restrict				√	
Turn Prohibitions			√		Miller Bay Road
Ferry Service Relocation				√	
Ferry Service New		√	√		Kingston/Bainbridge Island
Ferry Service Increase Existing		√	√		Bremerton, Kingston
Congestion Pricing				√	
Vanpool Carpool Incentives	√	√	√		
Park – Ride Lots New/Expand	√	√	√		
Alternating Driving Days				√	
Bike Lanes				√	
Tolling Adjustments				√	
Transit Service New	√	√	√		
Transit Service Increase	√	√	√		
Improved Incident Management (Patrols)	√	√	√		
Technology – Electronic Signing or Surveillance	√	√	√		
Technology – Signal Interconnects			√		SR 305
Convert trails to special motorized use				√	
Tele-commuting	√	√	√		
Staggered Work Shifts	√	√	√		
Compressed Work Week	√	√	√		
Emergency Responder Routes				√	
Adjust Fleet Size	√	√	√		Ferry Boats

Puget Sound Regional Transportation Recovery Plan					
24 - Closure of SR 305 Bridge to Bainbridge Island – Kitsap 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.
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					
24 - 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			√		
Coordinate with utility purveyors for utilities in roadway rights-of-way			√		
Develop long-term contracting procedures			√		

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Appendix B

Scenario #25 - Closure of SR 3 and SR 16 Interchange

A. General Information

For the closure of the SR 3 and SR 16 Interchange, the alternate route for vehicles for this scenario will entail diverting traffic from SR 3 at Gorst onto local streets until vehicles return to SR 16. See Maps and Alternate Routing Plan for specific and additional information.

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. Kitsap County Department of Emergency Management (DEM)
2. City of Bremerton
3. City of Port Orchard

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 over 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 through their Regional EOCs/Traffic Management Centers to local jurisdictions and transportation agencies to coordinate detour implementation. The WSDOT EOC will also coordinate through the ESF – 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. Kitsap County Emergency Operations Center will notify the jurisdictions with which they have inter-local agreements including Bainbridge Island, Port Orchard, Bremerton and Poulsbo as well as the S'Klallam and Suquamish Tribes.

F. Current Available Alternatives

Depending on damage and identified impacts, there are other detour alternatives on local routes.

G. Transportation Mitigation Strategies

1. Short Term Solutions

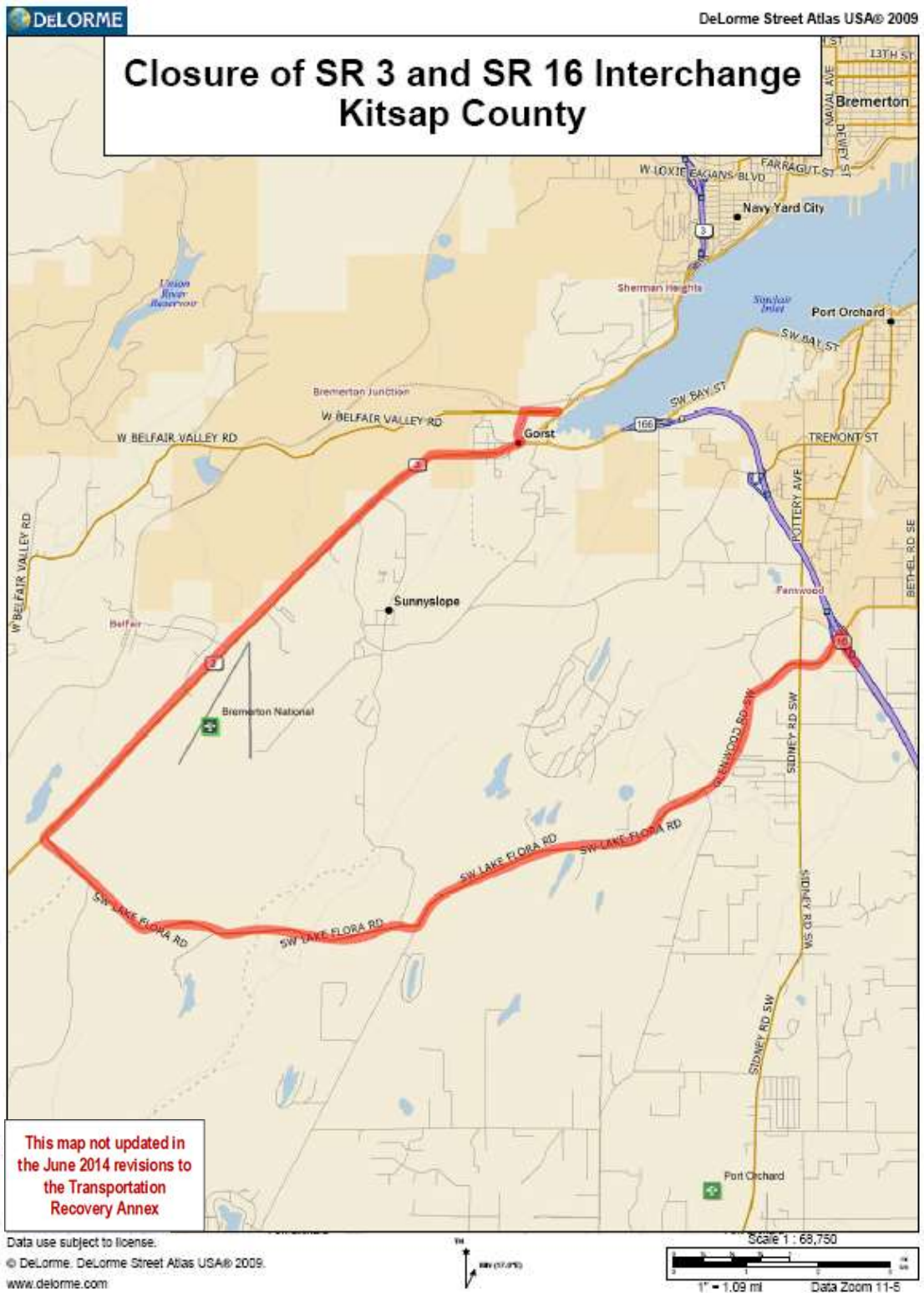
Stakeholders identified several short term solutions such as providing alternate routing for all vehicle traffic. Solutions include: Alternate Routing, Adjusting Traffic Signal Timings, and establishing or expanding Park and Ride lots. See Appendix E – Roadways Toolbox for further information.

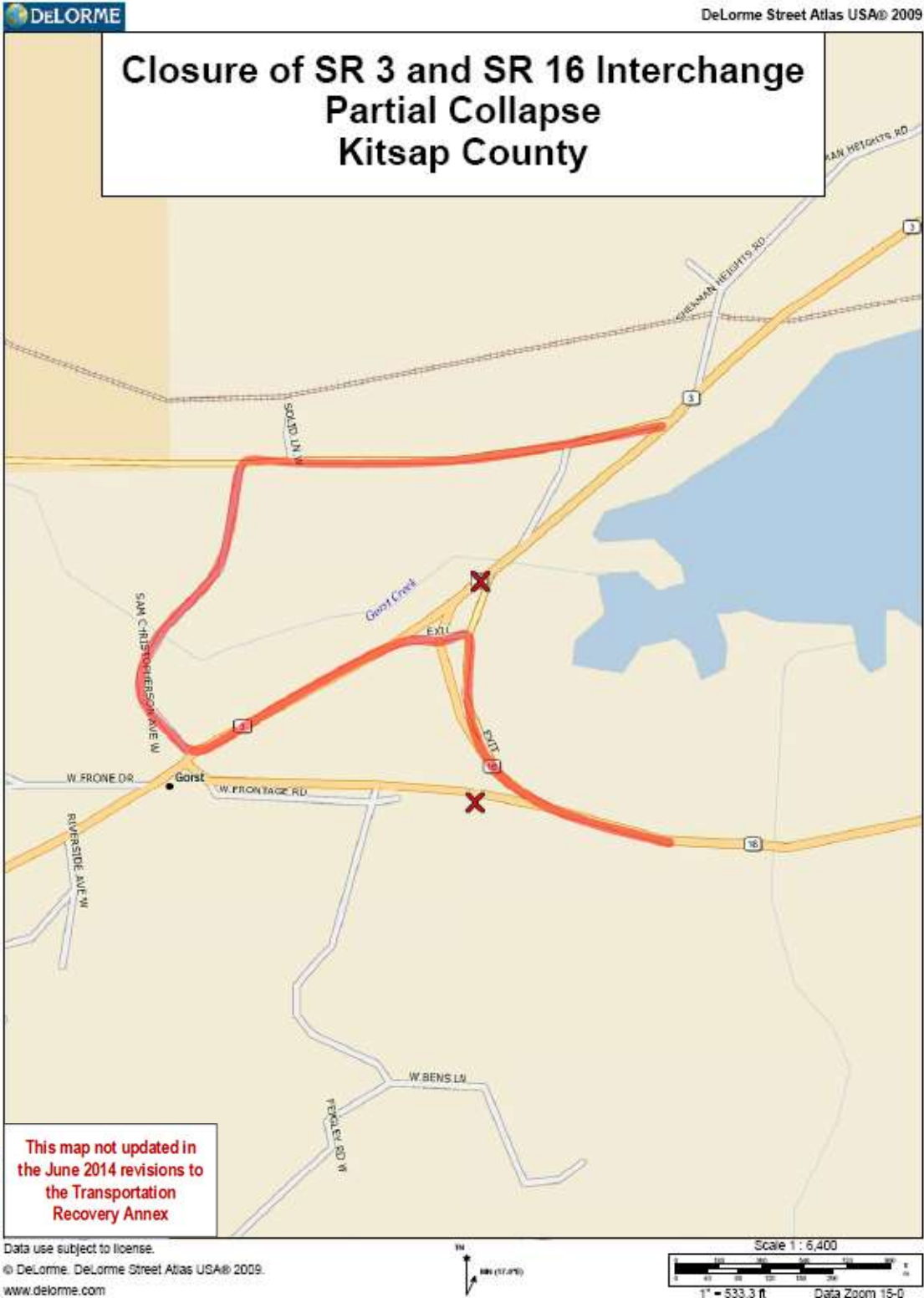
2. Mid-Term Alternatives

The Short-Term solutions can be extended to provide Mid-Term Alternatives, as necessary. Several Mid-Term Alternatives include: Eliminate and Restrict Parking, Tele-commuting, Van/Carpool Incentives, Alternate Driving Days, Staggered Work Shifts, Electronic Signage and/or Surveillance, as well as Compressed Work Week. See Appendix E – Roadways Toolbox for further information.

3. Long Term Options

Mid-term alternative transportation options can be extended to long term options, as necessary. In addition, Long Term options include Truck Restrictions, and Turn Prohibitions on Lake Flora Rd, Sedgwick Rd. See Appendix E – Roadways Toolbox for further information.





Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
25 - Closure of SR 3 and SR 16 Interchange - Kitsap	
North to South Routing	South to North Routing
SR 3 Southbound	SR 16 Northbound
W Belfair Valley Rd Westbound	Sedgewick Rd. Exit
Sam Christopherson Ave W Southbound	SW Sedgewick Rd. Westbound
SR 3 Southbound (Traffic Light)	Glenwood Rd SW Westbound
SR 3 Southbound to Lake Flora Rd	SW Lake Flora Rd Westbound
SW Lake Flora Rd Eastbound	SR 3 Northbound to Gorst
Glenwood Rd SW Eastbound	Sam Christopherson Ave W Northbound
SW Sedgewick Rd Eastbound	W Belfair Valley Rd Eastbound
SR 16 Southbound	SR 3 Northbound

Note: This alternative requires removal of several sections of concrete divider for northbound connection to SR 3 in Gorst.

Note: Stability of train trestle north of Gorst needs to be checked.

Note: Traffic northbound on SR 3 to Northbound SR 16 has no overpasses. May be able to continue use to ease detour traffic.

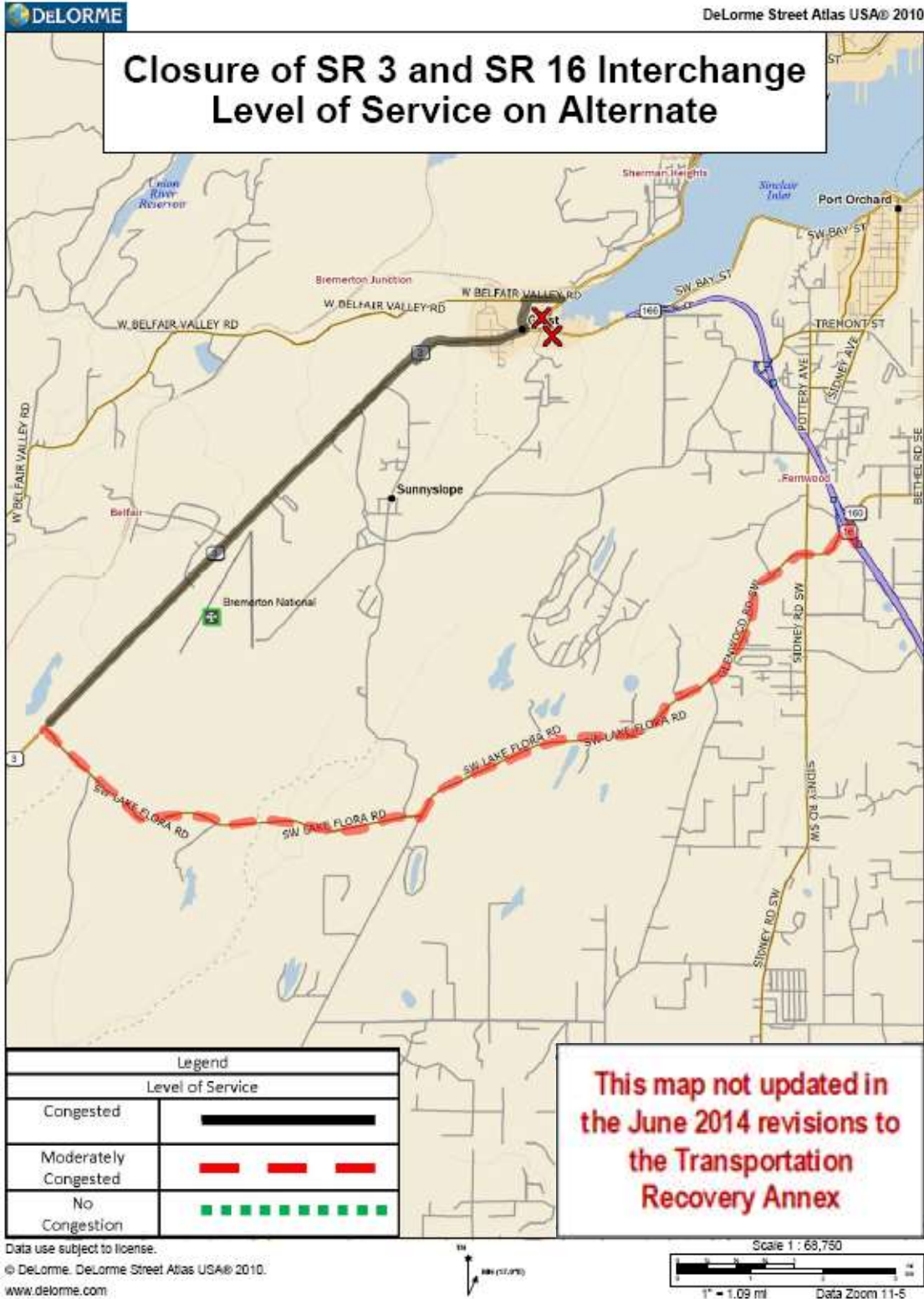
Note: Traffic from Sherman Heights to Belfair Valley Road at Gorst may need local traffic management resources.

Note: Culverts under SR 3 may be an issue in an earthquake.

Note: Coordination with Port Orchard will be needed.

Note: Persons with local knowledge would likely use roads along the Sunnyslope and Old Clifton routes.

Note: Coordination will be needed with Mason County and Belfair.



Puget Sound Regional Transportation Recovery Plan					
25 - Closure of SR 16 and SR 3 Interchange – Kitsap 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			√		
Truck Preferences				√	
Shoulder - Convert to Driving Lane				√	
Parking Eliminate/Restrict		√	√		
Turn Prohibitions			√		Lake Flora Rd, Sedgewick Rd
Ferry Service Relocation				√	
Ferry Service New				√	
Ferry Service Increase Existing				√	
Congestion Pricing				√	
Vanpool Carpool Incentives	√	√	√		
Park – Ride Lots New/Expand	√	√	√		
Alternating Driving Days				√	
Bike Lanes				√	
Tolling Adjustments				√	
Transit Service New				√	
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				√	

Puget Sound Regional Transportation Recovery Plan					
25 - 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			√		
Coordinate with utility purveyors for utilities in roadway rights-of-way			√		
Develop long-term contracting procedures			√		

Appendix B

Scenario #26 - Closure of SR 104 West of Miller Bay Road

A. General Information

For the closure of SR 104 West of Miller Bay Road, the alternate route for vehicles for this scenario will entail diverting traffic from SR 104 at SR 3 to SR 305 past Suquamish back to SR 104. There is also an alternative route for Gunderson Road through SR 307. See Maps and Alternate Routing Plan for specific and additional information.

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. Kitsap 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 over 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 through their Regional EOCs/Traffic Management Centers to local jurisdictions and transportation agencies to coordinate detour implementation. The WSDOT EOC will also coordinate through the ESF – 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. Kitsap County Emergency Operations Center will notify the jurisdictions with which they have inter-local agreements including Bainbridge Island, Port Orchard, Bremerton and Poulsbo as well as the S'Klallam and Suquamish Tribes.

F. Current Available Alternatives

Depending on damage and identified impacts, there are other detour alternatives on state and local routes.

G. Transportation Mitigation Strategies

1. Short Term Solutions

Stakeholders identified several short term solutions such as providing alternate routing for all vehicle traffic. Solutions include: Alternate Routing, Adjusting Traffic Signal Timings, and establishing or expanding Park and Ride lots. See Appendix E – Roadways Toolbox for further information.

2. Mid-Term Alternatives

The Short-Term solutions can be extended to provide Mid-Term Alternatives, as necessary. Several Mid-Term Alternatives include: Tele-commuting, Van/Carpool Incentives, Alternate Driving Days, Staggered Work Shifts, Electronic Signage and/or Surveillance, as well as Compressed Work Week. See Appendix E – Roadways Toolbox for further information.

3. Long Term Options

Mid-term alternative transportation options can be extended to long term options, as necessary. In addition, Long Term options include Truck Restrictions on Miller Bay Road and Gunderson Road, Existing Ferry Service increase in Bremerton, Signal Interconnects Technology on SR 305 and Turn Prohibitions on Miller Bay Road. See Appendix E – Roadways Toolbox for further information.



Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
26 - Closure of SR 104 West of Miller Bay Rd - Kitsap County	
East to West Routing	West to East Routing
SR 104 Westbound	SR 104 Eastbound (Hood Canal Bridge)
Miller Bay Rd NE Southbound (Traffic Signal)	SR 3 Southbound (Traffic Signal)
Snoquamish Way NE Southbound	SR 305 Southbound (Interchange)
Augusta Ave NE Southbound	SR 305 Southbound (through Poulsbo)
Suquamish Way NE Southbound	Suquamish Way NE Northbound (Traffic Signal)
SR 305 Northbound (Traffic Signal)	Augusta Ave NE Northbound
SR 305 Northbound through Poulsbo	Snoquamish Way NE Northbound
SR 3 Northbound (Interchange)	Miller Bay Rd NE Southbound
SR 104 Westbound (Traffic Signal)	SR 104 Eastbound (Traffic Signal)
SR 104 Westbound (Hood Canal Bridge)	

Note: Gunderson Rd Alternative – Miller Bay Rd NE to Gunderson Rd NE to SR 307 (Bond Rd NE) to SR 104 (Rainier Ave.).

Note: Persons with local knowledge are likely to use NE 288th between SR 104 and Hansville Highway (Kitsap Co. road). Extra local resources may be needed.



Puget Sound Regional Transportation Recovery Plan					
26 - Closure of SR 104 West of Miller Bay Road – Kitsap 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		√	√		Miller Bay Road, Gunderson Rd
Truck Preferences				√	
Shoulder - Convert to Driving Lane				√	
Parking Eliminate/Restrict				√	
Turn Prohibitions			√		Miller Bay Road
Ferry Service Relocation				√	
Ferry Service New				√	
Ferry Service Increase Existing			√		Bremerton
Congestion Pricing				√	
Vanpool Carpool Incentives	√	√	√		
Park – Ride Lots New/Expand	√	√	√		
Alternating Driving Days				√	
Bike Lanes				√	
Tolling Adjustments				√	
Transit Service New				√	
Transit Service Increase				√	
Improved Incident Management (Patrols)	√	√	√		
Technology – Electronic Signing or Surveillance	√	√	√		
Technology – Signal Interconnects			√		SR 305
Convert trails to special motorized use				√	
Tele-commuting	√	√	√		
Staggered Work Shifts	√	√	√		
Compressed Work Week	√	√	√		
Emergency Responder Routes				√	
Adjust Fleet Size				√	

Puget Sound Regional Transportation Recovery Plan					
26 - 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			√		
Coordinate with utility purveyors for utilities in roadway rights-of-way			√		
Develop long-term contracting procedures			√		

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