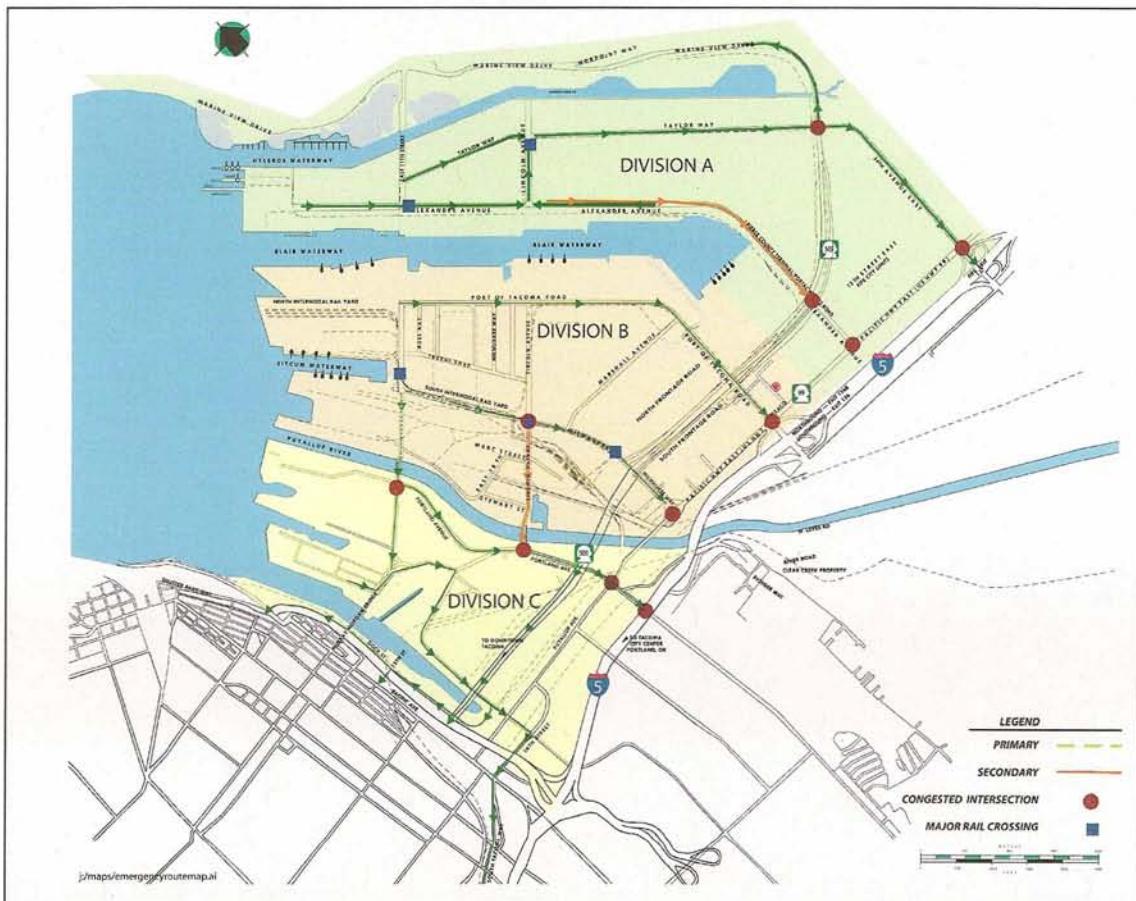


# TACOMA TIDEFLATS EVACUATION PLAN



Prepared with the cooperation of:



City of Fife

Pierce County

Port of Tacoma

City of Tacoma

Puyallup Tribe of Indians

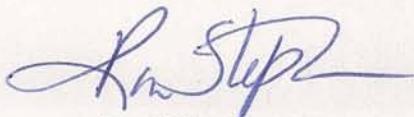
September 2009

The Tacoma Tideflats is a unique industrial area, vital to the Pierce County and State of Washington economies. On a given day, over 14,000 workers are employed in the area. The Port of Tacoma is located within the Tideflats area and is a leading North American seaport handling more than \$36 billion in annual trade. The area is linked to two transcontinental railroads and easy access to Interstate 5, Interstate 90, SR 509 and SR 167.

The area is exposed to a number of natural and man-made events that could trigger the need for a small or large scale evacuation. With the unique geography and limited routes in and out of the area, any evacuation will be challenging.

For several months, a group of City of Tacoma, City of Fife, Port of Tacoma, Puyallup Tribe, and Pierce County police, fire, and emergency management personnel have worked to create this evacuation plan. The plan is written to aide emergency responders who would implement an evacuation, and to provide information to business owners and their employees.

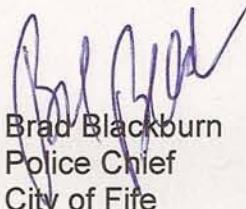
Please familiarize yourself with the plan. Make sure your workplace has a plan for evacuation of your site or facility, and that you and your co-workers are knowable of your routes they should take for a Tideflats evacuation. Business owners should ensure this information is shared with their employees. That knowledge could save your life.



Ron Stephens  
Fire Chief  
City of Tacoma



Don Ramsdell  
Police Chief  
City of Tacoma



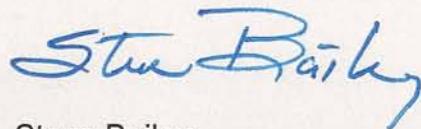
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### Limitations

Since this Plan represents participants' capability that is constantly altered by changes that occur in the law, public policy, organizations, programs, systems, process and the environment, it is impossible to promise the delivery of a perfect emergency management system. Actions may also be constrained because hazards can create effects that may impair the availability and use of government assets, along with other essential services provided by the private sector. Despite these unavoidable limitations, the emergency responders in this plan will endeavor to make every reasonable effort within their capability to deal with the dangers and hardships imposed, i.e., based on the situation, the available information, and the resources at hand.

This Plan is adopted as an exercise of the police powers of the participants to protect and preserve the public peace, health, safety and welfare. Its provisions shall be liberally construed for the accomplishment of these purposes.

No provision of or terms used in this Plan is intended to impose any duty whatsoever upon the participants or any of its officers or employees, for whom the implementation or enforcement of this Plan is intended to be nor shall be construed to create or form the basis for any liability on the part of the participants or its officers, employees or agents, for any injury or damage resulting from the failure of any public official or employee to comply with the provisions of this Plan, or by reason or in consequence of any act or omission in connection with the implementation or enforcement of this Plan on the part of the participants by any of its officers, employees or agents.

It is expressly the purpose of this Plan to provide for and promote the health, safety, and welfare of the general public. It is not intended to create or otherwise establish or designate any particular class or group of persons who will or should be especially protected or benefited by its provisions.

## **Liability**

**The extent of liability protection afforded public officials is codified in RCW 4.24.470(1), which states**

An appointed or elected official or member of the governing body of a public agency is immune from civil liability for damages for any discretionary decision or failure to make a discretionary decision within his or her official capacity, but liability shall remain on the public agency for the tortious conduct of its officials or members of the governing body.

**The following is quoted from RCW 70.136.050, Hazardous Materials Incidents:**

An incident command agency in the good faith performance of its duties, is not liable for civil damages resulting from any act or omission in the performance of its duties, other than acts or omissions constituting gross negligence or willful or wanton misconduct.

Any person or public agency whose assistance has been requested by an incident command agency, who has entered into a written hazardous materials assistance agreement before or at the scene of the incident pursuant to RCW 70.136.060 and 70.136.070, and who, in good faith, renders emergency care, assistance, or advice with respect to a hazardous materials incident, is not liable for civil damages resulting from any act or omission in the rendering of such care, assistance, or advice, other than acts or omissions constituting gross negligence or willful or wanton misconduct.

## **1. Introduction - Purpose of This Evacuation Plan**

Evacuations take place when lives are put in danger due to a disaster or emergency. They are the organized, phased and supervised withdrawal of civilians from dangerous areas and occur under many different circumstances. A jurisdiction may need to evacuate one block of office buildings (water main break), a neighborhood (forest fire), a major portion of the downtown area (terrorist attack), or even an entire city (earthquake). Evacuations are often multi-jurisdictional activities, making successful evacuations challenging to execute due to the level of coordination required among agencies and jurisdictions.

Disasters/emergencies can occur with little or no warning. Most evacuations result from natural disasters, particularly wildfire threats to populated areas; technical disasters, including fixed site and transportation-related industrial accidents; and malevolent acts, including terrorist attacks. Combine these larger-scale evacuations with much more frequent small-scale ones, and it becomes clear that evacuations occur on an almost daily basis.

An evacuation plan will help streamline the evacuation process, particularly in little or no-notice situations, by providing an organized framework for the activities involved in coordinating and conducting an evacuation.

The goal of this plan is to Identify the critical elements of an evacuation including :

- Agencies involved, and their respective roles and responsibilities
- Command structure elements and protocols
- Operational strategies and tactics
- Communications protocols
- Resources and assets used to support operations

By addressing these issues, this plan will enable agencies to prepare themselves for the roles they must undertake during an evacuation, and facilitate the overall interaction and mutual support among the many agencies, facilities, systems, and assets needed to conduct an evacuation.

The Tacoma Tideflats area has unique risks in terms potential for an event that would trigger an evacuation. There are industrial processes and cargo that have potential a hazardous materials release. There is the potential for a terrorist event in the area that might trigger an evacuation. The area is also subject to a variety of natural event hazards such as Puyallup River flooding, a lahar from Mt. Rainier, or volcanic activity.

This plan is the strategic framework for an evacuation of people from part, or parts, of the Tacoma Tideflats. It includes the process by which assessments will be made, decisions taken, and action coordinated to achieve the evacuation of large numbers of people from places of danger in the Tideflats to places of safety.

Mass evacuation will always be a last resort and only undertaken when absolutely necessary. However, the City of Tacoma is a large and complex city, and in a climate of heightened awareness of the consequences from acts of terrorism or natural events such as extensive flooding and there is a need to consider an evacuation plan within the Tacoma Tideflats.

This plan is intended to enhance and complement existing City of Tacoma and Pierce County emergency plans and procedures and to provide the overarching document from which partner agencies may develop their own supporting plans.

The plan provides a general overview of actions, roles and responsibilities and provides an overview of options available. This plan has been developed on the basis and understanding that the agencies involved in the planning and activation of an evacuation will have given careful consideration to the possible issues that may arise and that participant organizations will have undertaken their own specific risk assessments in respect of the processes and procedures they will implement in support of this plan.

### **Scope**

This plan is intended to cover the Tacoma Tideflats bordered by the Foss Waterway, Interstate 5, and Marine View Drive. While the geographic area mostly lies within the City of Tacoma, the area includes the City of Fife, and Pierce County. The Puyallup Tribe owns property within the Tideflats. The State of Washington Department of Transportation has jurisdiction over Interstate 5.

There are densely populated neighborhoods bordering the Tideflats including Brown's Point, Federal Way, Milton, Downtown Tacoma, Fife, as well as traffic on Interstate 5.

### **Potential Evacuation Populations**

The Tacoma Tideflats is primarily an industrial area with a daytime population estimated at 14,000. Most potential evacuees come and go by personal vehicle. There is transit service by Pierce Transit.

Other groups of note include heavy truck traffic primarily servicing the Port of Tacoma. There is an Immigration Detention Center (jail) at 1623 East J Street with an estimate inmate population of 760. Many crew members of ships at the Port of Tacoma are non-English speaking or have limited ability. They are also not familiar with the local geography.

Within the Tacoma Tideflats are numerous facilities with hazardous materials processing.

### **Parties involved in planning and conducting an evacuation**

The City of Tacoma Police and Fire Departments are expected to be the primary agency providing first responders. Other responding agencies may include Port of Tacoma Security Department, City of Fife Police, Puyallup Tribal Police, Washington State Patrol, Washington State Department of Transportation, Washington State Department of Emergency Management, Pierce County Department of Emergency Management, and Pierce Transit.

Organizations and private-sector companies that may support an evacuation include US Coast Guard, Foss Tug, Crowley Tug, Washington State Ferries, and the Red Cross.

### **This Plan will coordinate with other plans including:**

The Pierce County and City of Tacoma Comprehensive Emergency Management Plans (CEMP) provides guidance for a systematic and coordinated effort to: emergency and disaster mitigation, emergency preparedness, disaster response and recovery operations. The CEMP details the capabilities, authorities and responsibilities of county departments and, primary and support agencies in emergency management.

The National Incident Management System (NIMS) is adopted by the Pierce County as Resolution Number R2005-3 and the City of Tacoma proclamation of September 19, 2006. NIMS is a single, comprehensive incident management system that provides universal terminology and details emergency management functions such as command and general staff, planning, operations, logistics and finance / administration. As outlined in Homeland Security Presidential Directive / HSPD-5, it will allow for seamless operations, transitioning over jurisdictional boundaries and layers of government.

### **Limitations of This Evacuation Plan**

- Evacuation plan is designed to support preservation of life in response to imminent threat.
- Each jurisdiction will do everything within its capabilities to support preservation of life, but there is no guarantee that the jurisdiction will be able to ensure the absolute safety of all people affected by the threat.
- Numerous circumstances can limit the response capabilities of the jurisdiction, or create situations that are beyond the capabilities of the jurisdiction.

## **2. Authorities**

### **Federal statutes / regulations**

Public Law 920, Federal Defense Act of 1950, as amended  
Public Law 960-342, Improved Civil Defense 1980  
Public Law 93-288 Disaster Relief Act of 1974, as amended  
Title III of the Superfund and Re-authorization Act of 1986  
Homeland Security Act of 2002  
Homeland Security Presidential Directive / HSPD-5  
Homeland Security Presidential Directive / HSPD-8

### **State of Washington statutes / regulations**

Chapter 38.52, RCW Emergency Management  
Chapter 35.33.081 and 35.33.101, RCW, as amended  
Chapter 34.05, RCW Administrative Procedures Act  
Chapter 118-30 WAC

### **Local statutes / regulations**

Pierce County - Sections 2.06 and 2.07, Pierce County Charter,  
Chapter 2.118, Pierce County Code  
City of Tacoma – City of Tacoma Charter and Municipal Code Chapter  
1.10

## **3. Critical Assumptions**

### **Regulatory issues in State of Washington (Constitution and RCW) relevant to conducting an evacuation.**

The City of Tacoma is responsible for evacuations that occur within the City limits. Within the City of Tacoma, the Tacoma Fire Department is the emergency management agency. An evacuation may be ordered by the incident commander, or after the Mayor or his /her designee has proclaimed a civil emergency.

Pierce County Emergency Management and the State of Washington Department of Emergency Management will support the City with carrying out evacuation and sheltering activities.

**Local parameters (e.g., unique structure for emergency management, unusual conditions or opportunities, etc.)**

The plan area is primarily industrial and mixed use, rather than a residential area. There are some residential areas on the fringes of the Tideflats. The plan includes educational information for individuals and businesses within the plan area to help them in the event of an evacuation. See Appendix A

**Local limitations (e.g., unique geography, weather-related issues, etc.)**

The Tacoma Tideflats is a peninsula with water only access on the north and west sides. The Murray Morgan and Hylebos Bridges are currently (2009) out of service. Consequently any land side evacuation has limited routes towards I-5 a congested freeway. The Puyallup River bisects the Tideflats and is itself a flood hazard. The East 11<sup>th</sup> Bridge over the river has a weight restriction of 10 tons. The river is the likely pathway for Mt Rainier lahar flow.

#### **4. All-Hazards**

The Tacoma Tideflats is exposed to a number of natural and man made hazards.

There are industrial processes in the Tideflats that can not immediately shut down. The McChord Pipeline runs through the Tideflats.

**Hazardous Materials** – Historically there have been small evacuations in the Tacoma Tideflats due to hazardous materials events. An event may occur as the bi-product of another disaster. They can progress rapidly or slowly. Evacuations can be warranted with little information on the released material causing response process to be slow and methodical.

**Flooding and Dam Failure** - Much of the Tacoma Tideflats area has been designated by FEMA as being in a floodway or floodplain. Floods in 2007 and 2009 were severe enough that an evacuation was considered by incident commanders. The area is also downstream of the Mud Mountain Dam (White River). Port of Tacoma operation is dependent on road and rail infrastructure. Most of the Port's rail cargo moves over a single Puyallup River bridge. During the December 2008 Puyallup River floods, the Washington State Department of Transportations prepared to close Interstate 5 at Fife in anticipation of water over the river levee.

**Earthquakes** - In 2001 the Nisqually earthquake struck. While the Tideflats experience little damage, the fact that much of the area is built on fill soils, increases earthquake liquefaction potential and resulting damage.

**Other Hazards** -The Tideflats is exposed to other natural hazards such as winter storms, high wind, tsunamis /seiches, and volcanic activity including lahars. These hazards can be detected in advance and the need for area evacuations is low.

## **5. Objectives of this Evacuation Plan:**

- To enable the Tacoma Tideflats to respond effectively to an event that requires the evacuation of the area in part or in full.
- To provide responding organizations with the necessary strategy to allow them to effectively implement their roles and responsibilities in support of an evacuation.
- To provide the process by which appropriate information is supplied to all responding agencies, the public and businesses, at the start of and throughout the evacuation process.
- To provide the process by which appropriate information will be distributed to the public and to businesses in advance of any evacuation, to enable them to understand the concept and to plan for their own response.

## **6. All-Hazards Incident Command System:**

In response to “All-Hazards” the established Command, will utilize the Incident Command System (ICS), a component of the National Incident Management System (NIMS). The ICS is a management system designed to enable effective and efficient incident management by integrating a combination of facilities, equipment, personnel, procedures, and communications operating within a common organized structure.

The ICS may be utilized to manage incidents/events regardless of cause, size, location, or complexity. Incident Command may consist solely of one responding agency (for smaller incidents) or multiple agencies (for larger, more complex incidents) where a Unified Command structure may be established. The ICS can expand or contract as necessary to match escalating or diminishing situations. The level and/or type of ICS structure established will vary based on the size and complexity of the incident and response. In most cases, since emergencies occurring in Tacoma could invariably impact the surrounding neighborhood and require a response from both Tacoma Emergency Management personnel and neighboring municipalities, the ICS may involve the implementation of a Unified Command structure to facilitate the coordination of the various governmental and/or private agencies.

This document is intended for organizations within the Tacoma Tideflats and neighboring regions that would participate in and support the process of evacuating a large number of people from an area in the Tideflats.

The plan will assist those directing the evacuation process, to coordinate the activities of the responding organizations.

## 7. STRATEGIES/TACTICS:

The Tacoma Tideflats Evacuation Plan is intended to be scalable based on the incident/event assessment.

### Phase 1

An evacuation **WARNING** has been issued for this area.

**Persons are warned that current or projected threats from hazards associated with the approaching (fire, HAZMAT, tsunami, etc) are severe.**

- This is time for preparation, precautionary movement of persons with special needs, mobile property and pets or livestock.
- You will be kept advised as conditions change. Area and radio stations have been asked to broadcast periodic updates.
- If conditions worsen, we will make every attempt to locate you personally. If you are absent from your home for more than a short time, please leave a note with your name and a contact telephone number in a door or window where it can be easily seen.

### Phase 2

An evacuation **REQUEST** has been issued for this area.

**Events dictate a good probability that hazards associated with the approaching (fire, HAZMAT, tsunami, etc) will severely limit our ability to provide emergency services protection. Dangerous conditions exist that may threaten residents or businesses.**

- You must prepare to leave at a moment's notice. Fire and law enforcement personnel are working in this area to provide specific information about when to leave and the route(s) to take.
- This may be the only notice you receive.
- You will be kept advised as conditions change. Area and radio stations have been asked to broadcast periodic updates.

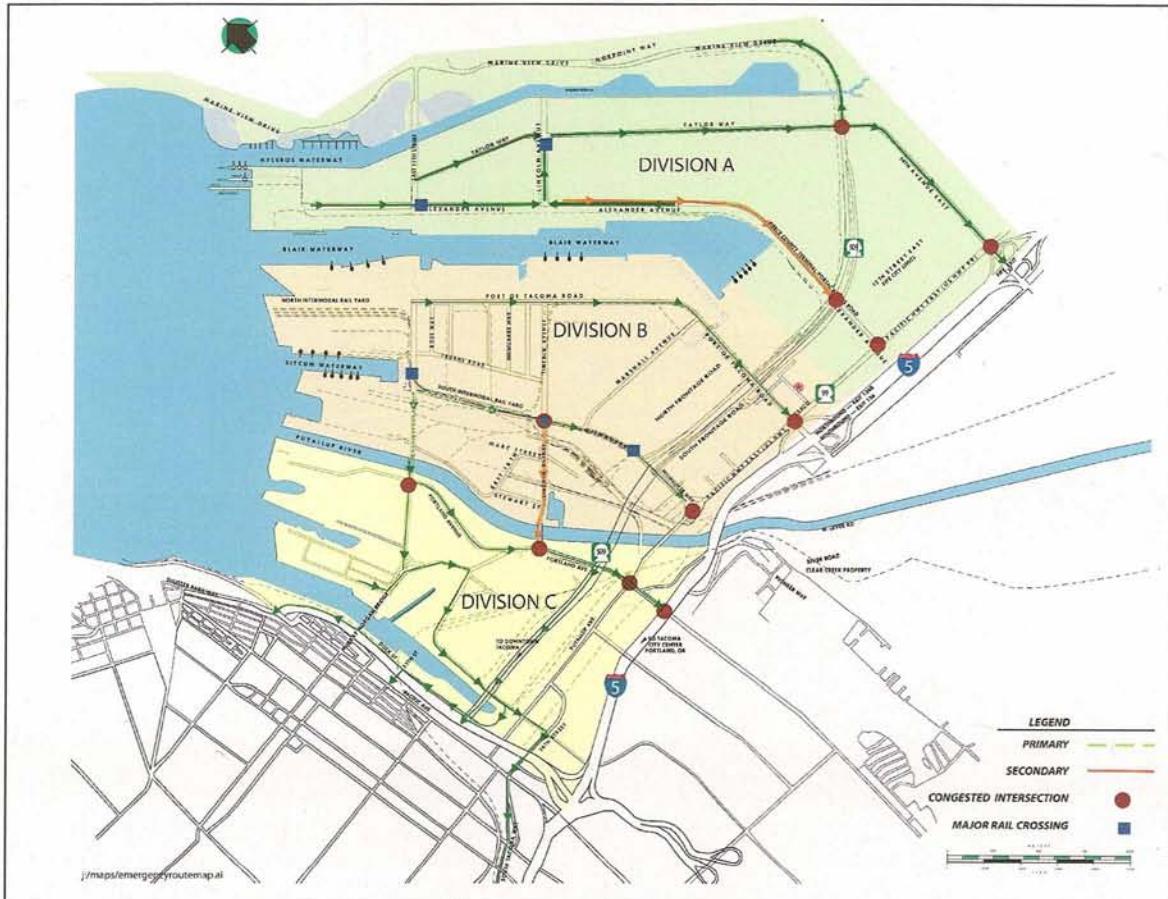
### Phase 3

An evacuation **ORDER** has been issued for this area.

**Current conditions present specific and immediate threat(s) to the life and safety of persons within this area.**

- You are ordered to immediately evacuate. Fire and law enforcement personnel are working in this area to provide specific information about when to leave and the route(s) to take.
- If you choose to ignore this order, you must understand that emergency services will not be available and there is a good chance we would be unable to rescue you. Volunteers will not be allowed to enter the area to provide assistance.
- You will be kept advised as conditions change. Area and radio stations have been asked to broadcast periodic updates.

**Evacuation routes based on Tideflats entities geographical locations and roadway engineering:**



**Division A (Marine View Drive and Blair Hylebos Peninsula :**

**Primary Routes** - Marine View Drive, Taylor Way

**Secondary Routes** – Alexander Avenue, subject to Pierce County Terminal Gates being opened.

**Division B (Blair Waterway to Puyallup River):**

**Primary Routes** – Port of Tacoma Road, East 11<sup>th</sup>, Portland Avenue

**Secondary Routes** – Milwaukee Avenue, Lincoln Avenue

**Division C (Puyallup River to Dock Street):**

**Primary** - Portland Avenue,

**Secondary Routes** – St Paul to Portland Avenue or to East 15<sup>th</sup> and East D Street.

Each business should decide if an off site rally point is necessary, identify that site and communicate that to their employees.

**Other areas of concerns to consider are:**

- To manage those evacuees who are able to self evacuate by providing relevant information
- To identify the approximate number of people requiring managed evacuation
- To identify suitable locations for sheltering people (it is assumed that a large proportion of people evacuating from the area would disperse and not require shelter provision but this will vary according to location, timing and nature of incident)
- To identify suitable transportation methods: personal vehicle, business vehicles, bus, train, watercraft, etc
- To provide operational direction to dispatching local authorities on how to manage those needing to be evacuated from their areas
- To provide information to the Public Information Officer so s/he can provide the strategic public information messages
- Contaminated People – In any Chemical, Biological, Radiological or Nuclear (CBRN) incident contaminated persons will be decontaminated before being evacuated, or that sheltering-in-place would be the chosen course of action.
- ICE Detention Center will require special evacuation protocols.
- Industrial operations that remain even during an evacuation.
- To close area to inbound traffic including Interstate 5 and SR 509 to maximize egress routes.
- Staging Areas

## 8. Other

### **Communications:**

Existing communication protocols will be sufficient and each responding agency is responsible for establishing communication links with other agencies as appropriate. The Law Enforcement Support Agency is the communication coordinator. The incident commander will establish a communication plan based on situational needs using the ICS 205 form.

### **Warning and Informing Tideflats Populations**

The key element to successful evacuation warning and informing is to ensure consistent, coordinated, informative, accurate and timely messages are given to affected populations.

Examples of some of the systems responders currently have in place to distribute messages are:

- Reverse 911
- Port of Tacoma PIER System
- PC Warn
- Websites and emergency email warning systems
- Public loudspeaker systems.
- Business information cascade systems.
- Physical police and security personnel present to inform and direct the public.

Responders will also need to consider how to ensure their messages reach vulnerable persons and those who may have difficulty understanding the warning and informing messages also convened.

The message given to people will be essential. It is important to encourage to those who can help themselves, and provide enough information for those who need help.

### **Medical Plan**

The assessment of the incident/event will determine the medical response for both responders and incident/event victims. Triage, Treatment, and Transport Areas will be setup as needed. Medical personnel will follow established protocol for activating a mass causality type incident response.

### **Finance**

Finance Section requirements will be determined based on the incident/event. Otherwise each agency will be responsible for tracking their costs.

## **Exercising and Training**

In order to be successful the plan must be disseminated, trained and exercised.

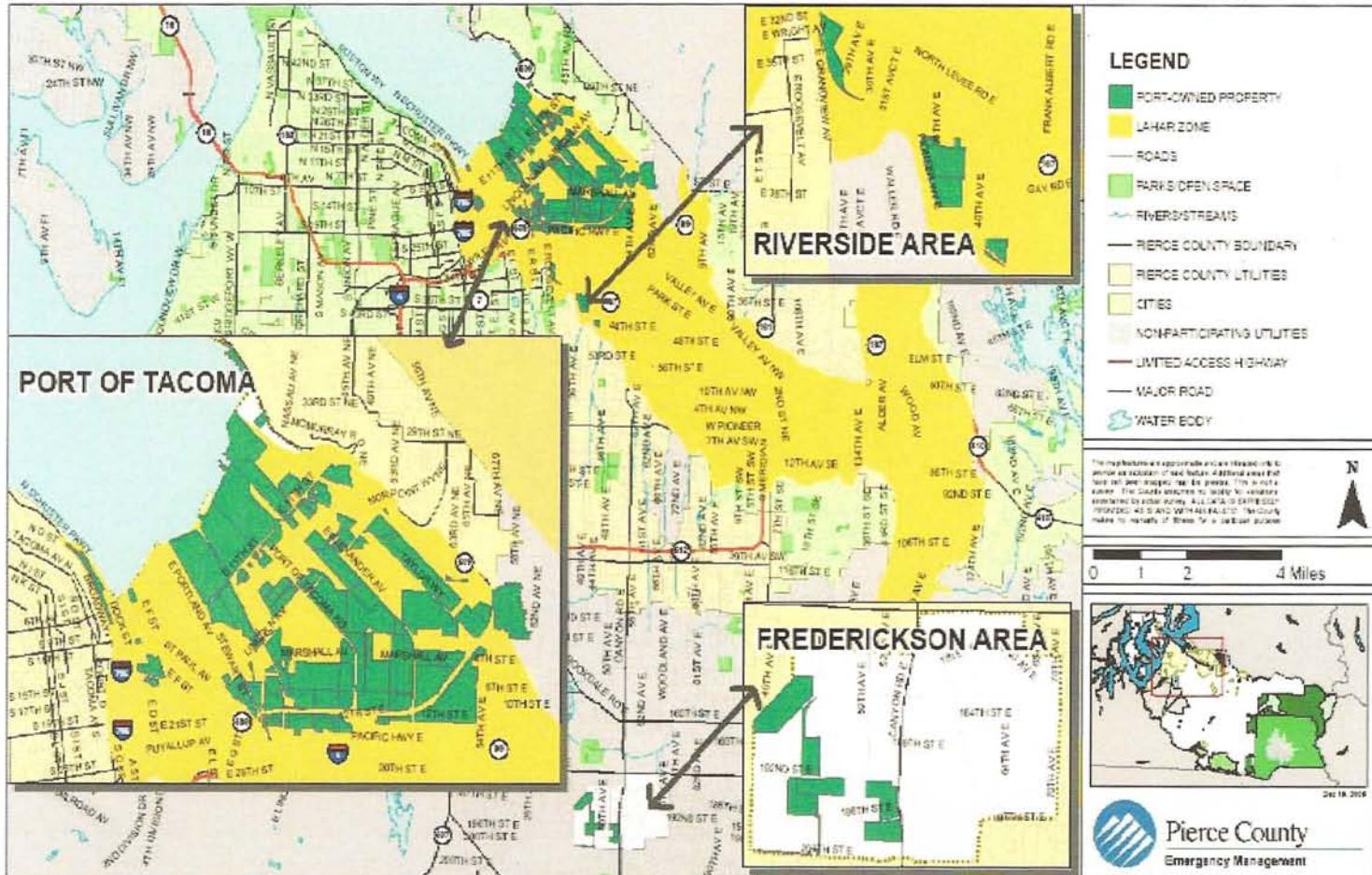
## **Plan Review and Maintenance**

This plan should be reviewed and updated (if necessary) yearly or when there has been a substantial change made in the Tacoma Tideflats area.

## **Potential Plan Participants**

- U.S. Coast Guard
- Port of Tacoma Security Department
- City of Tacoma Traffic Engineering, Fire, Police, Emergency Management
- Pierce County Department of Emergency Management
- Fife Police Department
- Pierce County Sheriff's Department
- Puyallup Tribe
- Burlington Northern Railroad
- Union Pacific Railroad
- Tacoma Rail
- US Immigration & Enforcement
- Washington State Ferries
- Washington State Patrol
- Washington State Department of Transportation

## **PORT OF TACOMA - LAHAR HAZARD AREA**



## Appendix A

### **What Can I Do On Site to Prepare for Evacuation?**

This evacuation plan is intended to guide responders and evacuees in the event of an evacuation of part or all of the Tacoma Tideflats. Police and Fire resources may be obligated to the emergency site and not available to assist every evacuee. The following information is intended to assist in your planning at your site.

#### **Prepare for your site's evacuation**

Designate exit routes from your facilities, create a local alarm system to notify your employees of an emergency (see WAC 296-800-310). Create a rally point(s) where employees and site visitors meet upon exiting buildings so that a head count can be conducted and evacuation information can be disseminated.

#### **Consider "Shelter in Place"**

"Shelter-in-place" means to take immediate shelter where you are—at home, work, school or in between—usually for just a few hours. Local authorities may instruct you to "shelter-in-place" if chemical or radiological contaminants are released into the environment.

For some emergencies, immediate evacuation may not be possible (routes are blocked) or advised (evacuation would require traveling through the event hazardous area).

The Red Cross has shelter in place information on their web site at [http://www.redcross.org/preparedness/cdc\\_english/Sheltering.asp](http://www.redcross.org/preparedness/cdc_english/Sheltering.asp)

#### **Consider the shut down of industrial processes.**

Many area businesses have industrial processes that can not go unmanned or be quickly shut down in the event of an emergency. What contingencies are prepared for ensuring the safety of these processes and staff when an evacuation is called for?

#### **Educate and train employees know the evacuation routes and alternative routes.**

Have the routes designated in this plan been discussed with staff and posted on safety bulletin boards? Has consideration been given to car pooling to leave the site and thereby reducing the total number of vehicles on the roads? How will site visitors who may not know the geography or have limited language skills, be assisted in evacuating?

**Has an “out of area” rally point been designated?**

Once employees have successfully evacuated the area are they expected to rally at a pre determined site out of the Tideflats for another head count or to receive information such as the Tacoma Mall?

**Communicate during and after the event.**

Establish a communication plan, such as a phone tree or email group, to provide information such as site and personnel status or resumption of activity. Ensure that contact information is available off site.

**Appendix B**  
**Port of Tacoma Terminal**  
**Evacuation Routes**

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**Pierce County Terminal – 4015 SR 509, North Frontage Road**

Primary Route: South on Alexander Avenue  
Secondary Route: North on Alexander to Lincoln and Taylor Way to SR -509  
RR Crossing: Impact by rail at Lincoln and Taylor and at Taylor and SR-509 is possible if evacuation to the North of Alexander Ave. is necessary

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**TOTE – 500 Alexander Avenue**

Primary Route: Taylor Way  
Secondary Route: Alexander Avenue  
(upon coordination w/PCT Traffic Control)  
RR Crossing: Lincoln at Taylor

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**US OIL – 3001 Marshall Avenue**

Primary Route: Exit thru the main gate travel down Marshall Rd. to Port of Tacoma Rd and end at the Fabulich Center.  
Secondary Route: Marshall to Milwaukee to end at Fabulich Center  
US Oil Dock: Port of Tacoma Road, Dockers will utilize the same primary route  
RR Crossing: Marshall at Milwaukee

---

**Husky – 1101 Port of Tacoma Road**

Primary Route: Port of Tacoma Road  
Secondary Route: East 11<sup>th</sup> Street and Milwaukee  
RR Crossing : Secondary route possible impact by rail at 11<sup>th</sup> Street & Thorne

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**OCT – 710 Port of Tacoma Road, Pier 7D**

Primary Route: Port of Tacoma Road

Secondary Route: Port of Tacoma Road thru Port Administrative building thru Milwaukee, down 11<sup>th</sup> Street to Port of Tacoma Road and down Portland Ave

Third Route: Sitcum down Milwaukee

RR Crossing: Milwaukee at Lincoln

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**Port of Tacoma Administration Building – One Sitcum Plaza**

Primary Route: Maintenance Personnel Port of Tacoma Road to Fabulich Center for head count  
Admin Personnel will travel down 11<sup>th</sup> Street to Port of Tacoma Road

Secondary Route: Admin & Maintenance = 11<sup>th</sup> Street to Portland Avenue

RR Crossing:

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**Port of Tacoma Engineering Field Office Alexander Avenue**

Primary Route: Taylor Way via Alexander to Lincoln

Secondary Route: Alexander Avenue (upon coordination w/PCT Traffic Control)

RR Crossing: Lincoln at Taylor

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**APM – 1675 Lincoln Avenue***Three Egress Areas*

1st Route: Maintenance down Stewart Street out to Lincoln

2<sup>nd</sup> Route: Horizon Lines & gate crew will travel Stewart Street to Lincoln or over the bridge to 99 or Lincoln to Milwaukee

3<sup>rd</sup> Route: Admin. yard and Longshore will travel from Milwaukee branch off to 99...a few will try to hop on 11<sup>th</sup> Street and hook over

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**TEMCO - 11 Schuster Parkway**

Primary Route: Foss Waterway and onto 705 (avoid entry into Tacoma)

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**Tacoma Rail – 2601 SR 509 N. Frontage Road**

Crews are spread throughout the Tideflats. Crew members will travel back to building and back home. Supervisors will meet at the Fabulich Center.