

## **EMERGENCY SUPPORT FUNCTION – 1**

### **Transportation**

<b>PRIMARY AGENCY:</b>	<b>Public Works Department</b>
<b>SUPPORT AGENCIES:</b>	<b>Fire Department</b>
	<b>Police Department</b>
	<b>Parks and Recreation</b>
	<b>Finance - Information Services</b>
	<b>Private Transportation Services</b>
	<b>Public Transportation Authorities</b>

## **I. INTRODUCTION**

### **A. PURPOSE**

The purpose of Emergency Support Function 1 (ESF-1), Transportation, is to provide organization, mobilization, coordination and delivery of transportation support and assistance following an incident.

### **B. SCOPE**

1. The Public Works Department is designated as lead department for coordinating transportation related activities within the City of Redmond.
2. The provision of transportation support includes:
  - The coordination of transportation activities to supplement the efforts of City departments with each other and other jurisdictions or agencies.
  - The establishment of appropriate incident notification and priority, mobilization, use, and/or allocation of transportation resources.
  - The processing of all transportation requests, including: coordination of debris management; prioritization of roadway restoration and recovery phase repair work; conducting damage assessments of roads; and coordination with City departments, local jurisdictions, and State and federal agencies.

## **II. POLICIES**

- A. Transportation planning is directed towards satisfying two operational demands:
  - 1. To ensure the integrity of the City's transportation infrastructure.
  - 2. To coordinate and provide transportation assistance to other departments and jurisdictions.
- B. The City of Redmond will perform emergency management functions within its jurisdictional boundaries as mandated by Washington State RCW 38.52.070.

## **III. SITUATION**

### **A. INCIDENT CONDITIONS AND HAZARDS**

- 1. See the City of Redmond Basic CEMP for a description of potential emergency conditions (Mitigation Activities section) and vulnerable population information (Access and Functional Needs section).
- 2. Localized transportation systems and activities may be hampered by the damaged transportation infrastructure and disrupted communications.
- 3. A significant incident may severely damage the transportation infrastructure and isolate residents both inside and outside of Redmond.

### **B. PLANNING ASSUMPTIONS**

- 1. No guarantee of a perfect response system is expressed or implied by this ESF. The City of Redmond will make every reasonable effort to respond based on the situation, information, and resources available at the time of the incident.
- 2. Available resources may become limited due to high demand in a large-scale incident.
- 3. All departments are required to support this ESF as necessary.
- 4. The scale and magnitude of the incident will determine response capabilities. The transportation network may experience extensive damage creating problems of isolation.
- 5. Incident response and recovery activities require the use of the transportation system.
- 6. Access to the incident area is dependent upon the re-establishment of ground, air and water routes. Gradual clearing of access routes permits a sustained flow of incident relief efforts.
- 7. Rapid assessment of the incident area is made to determine critical response time and potential workload. Public Works, Fire, and Police Department staff immediately patrols primary lifeline routes throughout the affected areas.
- 8. The use of the transportation system for response and recovery activities may exceed the capabilities of the City of Redmond's transportation resources and support, therefore requiring assistance from the County, State, and federal governments to supplement efforts.

9. Communication systems may be affected by the incident requiring alternate methods of communication to be used.
10. Critical City facilities are self-sufficient for at least seven days.

## **IV. CONCEPT OF OPERATIONS**

### **A. GENERAL**

Public transportation authorities are responsible for the assessment and restoration of transportation systems under their control. When incident needs expand beyond the capacity of the City, coordination with neighboring jurisdictions through mutual aid agreements and inter-local agreements will assist the City in carrying out essential functions.

**Note:** The lead division(s) within Public Works is (are) listed in square brackets [] after most items below.

### **B. PROCEDURES**

As prescribed in Public Works Standard Operating Guidelines (SOGs), the City Emergency Coordination Center (ECC) and its Emergency Operations Plan (EOP), and other supporting plans and documents, the appropriate entity should:

1. Notify all appropriate departments, agencies, and affected individuals as soon as possible to provide early warning of system changes and roadway conditions. [Central Communication person]
2. Identify the most efficient and effective method of operating the transportation routes to appropriately respond to an incident. [Traffic Operations Safety and Engineering (TOSE) Division with input from Streets Division]
3. Manage the City's vehicle and equipment fleet and provide parts and supplies. [Streets/Fleet]
4. Organize alternate means of transportation as necessitated by the severity of the incident in coordination with the Lake Washington School District, Metro/King County Transit and other agencies as part of the King County Regional Disaster Plan. [Transportation Planning]
5. Provide damage assessment of streets, overpasses, pedestrian/bicycle routes, traffic signals, other transportation facilities, and track available equipment. [Streets/TOSE]
6. Provide for emergency repair and restoration of City-owned transportation facilities and coordinate the repair of facilities owned by other agencies that are essential to the functions of the City's transportation network. [Streets/TOSE-Level 1; Construction/Building-Level 2]
7. Coordinate operational strategies with City departments and other public transportation authorities as required. [Central Communication person]
8. Coordinate additional resources that may be obtained through existing mutual aid agreements and/or contracts through private contractors. [TOSE/Streets/Construction]

**C. PREVENTION AND MITIGATION ACTIVITIES**

1. Bridges and roads are maintained to engineering standards. [TOSE/Construction].
2. Retrofit bridges to meet current seismic standards as funding allows.
3. Integrate this plan, and the Hazard Mitigation Plan (HMP) into response methods so as to respond in a timely and coordinated manner to a regional emergency. [Central Communication person]

**D. PREPAREDNESS ACTIVITIES**

1. Public Works has pre-identified transportation routes (snow routes) that have priority to be inspected and cleared after an incident.
2. Coordinate and maintain a method of identifying available transportation resources with supporting organizations.
3. Maintain the City's fleet of vehicles and obtain fuel for same. Locate backup fuel source(s) and work with the Finance Department to put appropriate contracts in place.
4. Develop an inventory of transportation resources and other equipment.
5. Maintain liaison through the City ECC with supporting City departments, local jurisdictions and other agencies as necessary.
6. Maintain adequate resources and supplies, replenishing stockpiles as require.
7. Establish and maintain liaison with contactors, construction, and equipment rental companies.
8. Develop comprehensive contingency plans for detour routes and appropriate changes to traffic control devices in coordination with the Police Department and other departments as needed to ensure the transportation system can support appropriate response and recovery efforts in an incident.
9. Develop an **Evacuation Plan** in coordination with the Police Department, Fire Department, Parks Department, and other departments as needed.
  - a. Use the King County Urban Area Security Initiative (UASI) Evacuation template and the King County Mass Evacuation Incident Annex to KC CEMP as guides.
  - b. Consult with King County and neighboring jurisdictions to resolve potential conflicts of routes and resources. For example, ensure limited resources like wheelchair-accessible buses aren't already spoken for by multiple jurisdictions.
  - c. Ensure backup transportation methods are in place in case unexpected conflicts arise.
  - d. Coordinate with ESF-6 "Mass Care, Housing, and Human Services" to ensure evacuation routes facilitate transportation to pre-designated shelter locations inside or outside of Redmond.
  - e. Consult with Lake Washington School District, Metro/King County Transit, corporations with transit resources, and senior housing facilities to see if they could assist in evacuation of large populations.
  - f. Take vulnerable populations into account. See CEMP Basic Plan, Access and Functional Needs.

- g. Work with the Finance Department to put appropriate contracts in place to support the plan.

#### **E. RESPONSE ACTIVITIES**

1. Coordinate the mobilization of Public Works personnel and equipment necessary for the assessment of transportation systems. [Streets/TOSE]
2. Conduct damage assessments of bridge facilities, structures, and primary transportation routes; Report findings to the ECC. [Streets/TOSE-Level 1; Construction/Building-Level 2]
3. Provide staff to the City Emergency Coordination Center (ECC) as needed upon activation. [Public Works Department]
4. Provide and report Rapid Impact Assessment (RIA) status of the City of Redmond's road and bridge facilities, structures and conveyances. [Streets/TOSE-Level 1; Construction/Building-Level 2]
5. Organize, set department response priorities, and coordinate with the City ECC.
6. Coordinate and control incident-related traffic in conjunction with the City Police Department, and other departments when necessary.
7. Coordinate transportation related missions in support of the City and surrounding jurisdictions as required.
8. Coordinate requests for assistance with the City ECC and other private and public agencies as necessary.

#### **F. RECOVERY ACTIVITIES**

Roads and bridges are prioritized for clearing and re-opening. Citizens are advised of road closures and problem areas. Transportation functions and operations are protected and reconstituted as soon as possible following an incident.

1. Furnish personnel, heavy equipment, engineering support and supplies to assist the City with incident operations. [Construction]
2. Conduct detailed damage assessments of the transportation systems and facilities and create After Action and Lessons Learned Reports. [Streets/TOSE]
3. Coordinate the reconstruction and repairs of the City transportation system, including the designation of alternate routes in coordination with public and private agencies. [Streets/TOSE]
4. Coordinate the removal of debris from transportation routes in the City. [Streets/Natural Resources]
5. Identify emergency routes in and out of the City and provide recommendations on traffic routes to the ECC during an incident. [TOSE with input from Streets]
6. Coordinate with public and private organizations to coordinate recovery. [Public Works Department/Finance Department]
7. Coordinate and provide for the placement of traffic control signs and barricades for road closures, detours and potential road hazards. Provide operational control of signals and flashers under City jurisdiction. [Streets/TOSE]

## **V. RESPONSIBILITIES**

The department of Public Works is responsible for ensuring that transportation functions and operations are protected and repaired as soon as possible following an incident. Assist first responders with equipment and contribute other traffic related supplies and expertise.

## **VI. RESOURCE REQUIREMENTS**

- A. The City has considerable resources for handling and responding to incidents. However, in a large-scale incident, the City can request additional resources through the City Emergency Coordination Center (ECC).
- B. Emergency contracts are maintained with local contractors for heavy equipment and equipment operators.

## **VII. FURTHER MATERIALS FOR REFERENCE**

- A. Washington State Department of Transportation Disaster Plan
- B. City of Redmond Hazard Mitigation Plan (HMP) and King County Regional Hazard Mitigation Plan (KCRHMP). See the Resources section of the Redmond CEMP Basic Plan or the Emergency Plans page in the Public Safety section of [www.redmond.gov](http://www.redmond.gov) for links.
- C. City of Redmond's Policy on Snow and Ice Control
- D. Refer to primary and supporting departments' plans for further information supporting this ESF.
- E. Debris Management Plan
- F. King County Urban Area Security Initiative (UASI) Evacuation template and the King County Mass Evacuation Incident Annex to KC CEMP - <http://www.kingcounty.gov/safety/prepare/EmergencyManagementProfessionals/Plans/EvacuationTemplate.aspx>