



**MEMBERS:**

- City of Lacey
- City of Olympia
- City of Rainier
- City of Tenino
- City of Tumwater
- City of Yelm
- Confederated Tribes of the Chehalis Reservation
- Nisqually Indian Tribe
- Town of Bucoda
- Thurston County
- North Thurston Public Schools
- Olympia School District
- Tumwater School District
- Intercity Transit
- LOTT Clean Water Alliance
- Port of Olympia
- PUD No. 1 of Thurston County

**ASSOCIATE MEMBERS:**

- Lacey Fire District #3
- Puget Sound Regional Council
- The Evergreen State College
- Thurston Conservation District
- Thurston Economic Development Council
- Timberland Regional Library

**MEMORANDUM**

**TO:** Technical Advisory Committee

**FROM:** Aidan Dixon, Associate Planner

**DATE:** February 9, 2024

**SUBJECT:** Emergency Incident Management Detour Routes Operational Analysis

**PURPOSE**

To familiarize members with the general scope and goals of the project and to discuss expectations, questions, concerns, and opportunities to benefit local agencies.

**Summary:**

- When I-5 or US-101 shuts down due to major collisions, flooding, or other blocking emergencies, traffic is detoured to local streets and rerouted to the freeway to bypass the incident. These temporary detours are disruptive to local transportation networks and result in major delays both to local traffic and people passing through. In addition, load restrictions and vertical clearance limitations pose additional constraints for movement of large trucks.
- To better manage traffic impacts from such incidents, TRPC, WSDOT, and local agency public works and law enforcement stakeholders have identified nearly 50 pre-determined emergency detour routes. An interactive map of these routes [can be found here](#).
- This project will identify opportunities to improve the operational efficiency of these detour routes and make them safer and more resilient. Modeling and operational analysis will consider the effectiveness of modifications such as roundabouts, road reconstruction, increasing vertical clearances, improving network resiliency, placement of variable message boards, and other options.
- This project is in early stages. TAC will be the primary body that will provide review and input for this project. This discussion will orient TAC members to the project's intent, ask questions to TAC members to better inform future project work, and give members an opportunity to provide input.

**REQUESTED ACTION**

This agenda item is for discussion only.



Marc Daily  
Executive Director

2411 Chandler Court SW  
Olympia, WA 98502  
360-956-7575  
360-741-2545 Fax  
www.trpc.org

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### DISCUSSION

TRPC staff are currently assembling information and data for the project's Current Conditions report. The Current Conditions report is expected to be available for review in June 2024. Modeling work will comprise a major component of the report, specifically looking at the effects of incidents in different locations on the road network.

1. Are there any specific incident locations on the road network that you feel are more important to model and that you would like to see prioritized? E.g. I-5 at Nisqually, etc.
2. Are there any specific deliverables or outcomes that you would like to see come out of this project?

### REQUESTED ACTION

This agenda item is for discussion only.