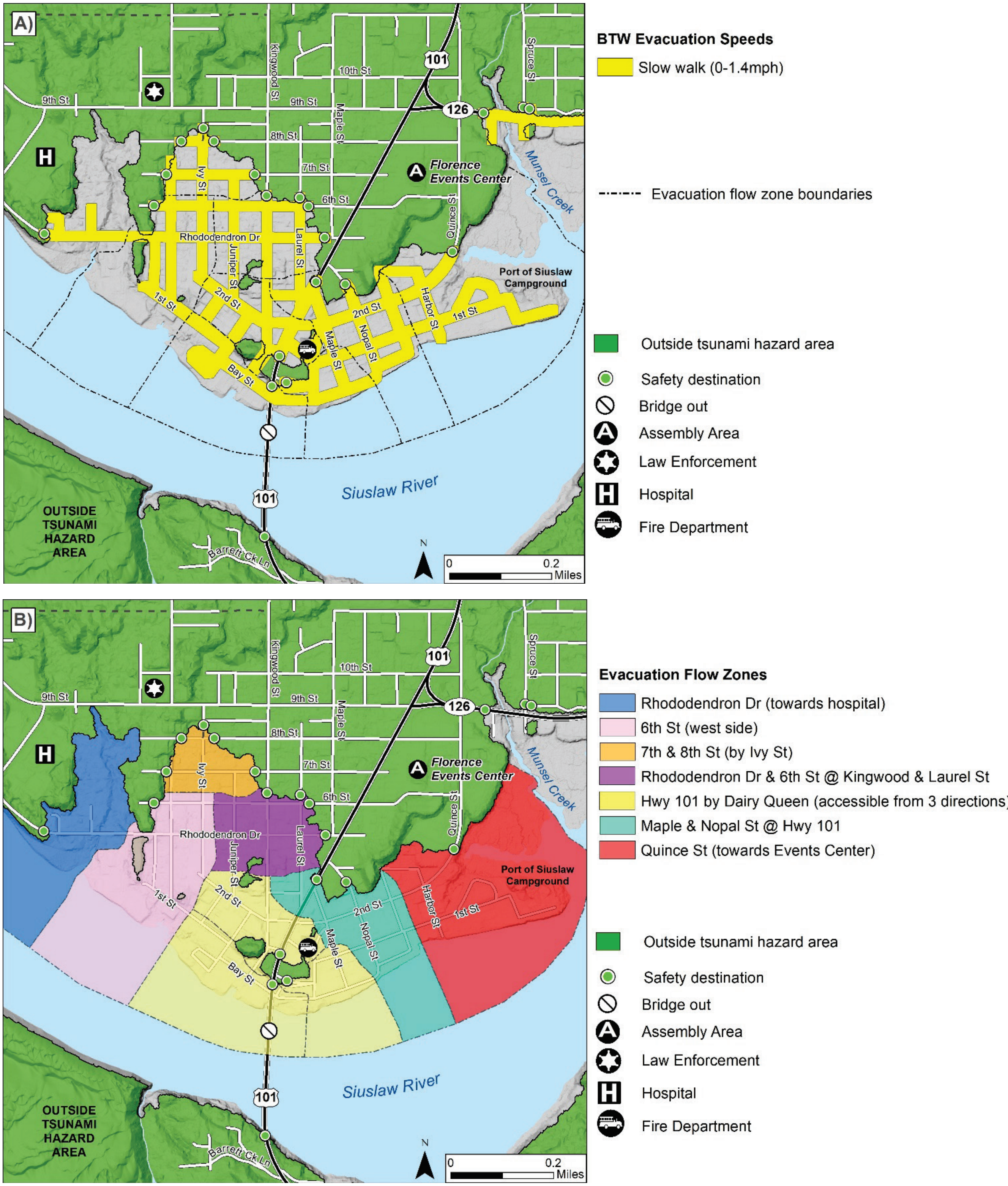
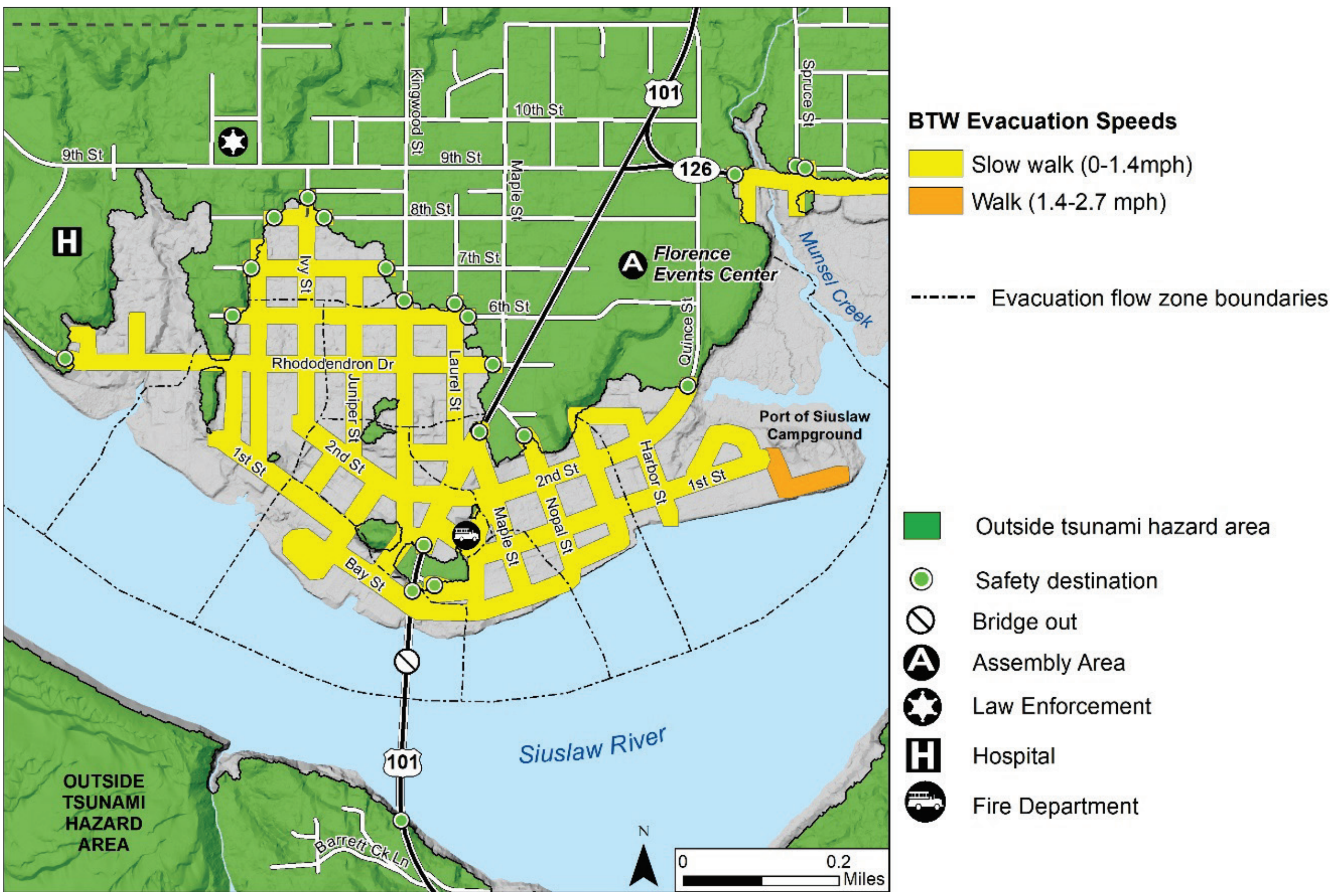
Figure 3-13. Beat the Wave modeling for Old Town Florence assuming the Siuslaw River Bridge has failed. Results are identical if the bridge is kept in, meaning that the bridge is unnecessary to successful evacuation of the area. A) BTW minimum walking speeds and B) evacuation flow zones only.



3.2.2.2 Scenario 2—Liquefaction

As previously discussed, liquefaction-induced sand boils are a likely result of earthquake shaking in low-lying areas of the coast, Old Town Florence included. **Figure 3-14** shows results from a scenario where all paved roads are reclassified as loose sand. The results indicate that BTW speeds are virtually unchanged from scenario 1 (**Figure 3-13**A) with only the very outer edge of the Port of Siuslaw Campground increasing in BTW speed from ***slow walk*** to ***walk***; evacuation flow zones are also unchanged from scenario 1 (**Figure 3-13**B). While there will be other challenges to evacuation not accounted for in this modeling exercise (i.e., downed power lines, lateral spreading, etc.), it is reassuring to know that even with more difficult terrain, high ground is attainable.

Figure 3-14. Beat the Wave minimum walking speeds for Old Town Florence assuming liquefaction blankets the roads with loose sand and mud, making travel more difficult. Bridge remains unavailable and evacuation flow zones remain unchanged from Scenario 1 (Figure 3-13B).



3.2.2.3 Scenario 3—“Islands” of safety

Similar to Reedsport, we evaluated the effects of excluding the “island” of high ground next to Old Town. While this island is likely to survive the earthquake shaking and, importantly, is big enough to accommodate a large number of people evacuating from Old Town, the community explicitly wanted an assessment of evacuation speeds required to reach safety along the north edge of town. **Figure 3-15**A