



The Oregon Department of Geology and Mineral Industries (DOGAMI) has been identifying and mapping the tsunami inundation hazard along the Oregon coast since 1994. In Oregon, DOGAMI manages the National Tsunami Hazard Mitigation Program, which has been administered by the National Oceanic and Atmospheric Administration (NOAA) since 1995. DOGAMI's work is designed to help cities, counties, and other entities in coastal areas reduce the potential for disastrous tsunami-related consequences by understanding and mitigating this geologic hazard. Using federal funding awarded by NOAA, DOGAMI has developed a new generation of tsunami inundation maps to help residents and visitors along the entire Oregon coast prepare for the next Cascadia Subduction Zone (CSZ) earthquake and tsunami, as well as for far-travelled, or 'distant' tsunamis.

The 'Ring of Fire' is also called the Circum-Pacific Belt. It is the zone of earthquake activity surrounding the Pacific Ocean. It is an arc stretching from New Zealand, along the eastern edge of Asia, north across the Aleutian Islands of Alaska, and south along the coasts of North and South America (Figure 1). The Ring of Fire is located at the borders of the Pacific Plate and other major tectonic plates. The Pacific Plate is colliding with and sliding underneath other plates creating subduction zones that eventually release energy in the form of an earthquake rupture. This rupture causes a vertical displacement of water that creates a tsunami. When these events occur around the Ring of Fire but not directly off the Oregon coast, they take more time to travel the Pacific Ocean and arrive onshore in Oregon (Figure 2). Distant earthquake/tsunami events have affected the Oregon coast: for example, offshore Alaska in 1964 and offshore Japan in March 2011.

Historically, about 28 distinct tsunamis have been documented by Oregon tide gauges since 1854. The most severe was generated by the 1964 M9.2 Prince William Sound earthquake in Alaska. Oregon was hit hard by the tsunami, which killed four people and caused an estimated 750,000 to 1 million dollars in damage to bridges, houses, cars, boats, and sea walls. The greatest tsunami damage in Oregon did not occur along the ocean front as one might expect, but in the estuary channels located further inland. Of the communities affected, Seaside was inundated by a 10-foot tsunami wave and was the hardest hit. Tsunami wave heights reached 10 to 11.5 feet in the Nehalem River, 10 to 11.5 feet at Depoe Bay, 11.5 feet at Newport, 10 to 11 feet at Florence; 11 feet at Reedsport, 11 feet at Brookings, and 14 feet at Coos Bay (Witter and others, 2011).

Alaska-Aleutian Model Specifications: DUGAMI modeled two distinct scenarios involving *M.2* earthquakes originating near the Gulf of Alaska. The first scenario attempts to replicate the 1964 Prince William Sound event, and the second scenario represents a hypothetical maximum event. This maximum event is the same model used by the U.S. Geological Survey (USGS) in their 2006 tsunami hazard assessment of Seattle (TPSW, 2006). This model uses extreme fault model parameters that result in maximum surface uplifts of 10 m or larger as in the 1964 earthquake. The selected geographic location on the Aleutian chain of islands also shows higher energy directed toward the Oregon coast than other Alaska source locations.

For these reasons the hypothetical 'Alaska Maximum' scenario is selected as the worst case distinct tsunami scenario for Oregon. Detailed information on fault geometries, subsidence, computer models, and the methodology used to create the tsunami scenarios presented on this map can be found in DUGAMI Special Report #3 (Witter and others, 2011).

A world map showing the boundaries of the major tectonic plates. The plates are labeled: North America, South America, Eurasia, Africa, Australia, Antarctic, Pacific, Indian, and others. The boundaries are marked with red lines, and some are labeled with 'divergent' or 'convergent'.

Figure 1 The "Ring of Fire" is a zone of active earthquakes and volcanoes that rings much of the Pacific Ocean, including the Oregon coast. Volcanoes and earthquakes on this ring are caused by the movements of tectonic plates. One type of movement is called subduction — when thin, oceanic plates, such as those that compose the rock beneath the Pacific Ocean, slide beneath thicker, lighter plates that make up continental plates. Earthquakes that occur as a result of subduction can trigger tsunamis.

Figure 2: This image depicts the actual initial tsunami arrival times, in hours, around the Pacific Rim from the 1964 Prince William Sound earthquake. This magnitude 9.2 earthquake and resulting tsunami caused 125 deaths and \$311 million in property loss, \$84 million and 106 deaths in Alaska (NGDC/WDC). The tsunami devastated many towns along the Gulf of Alaska, left serious damage in British Columbia, Hawaii, and along the west coast of the United States, and was recorded on tide gauges in Cuba and Puerto Rico.

	Entire Map Area	Toledo	Unincorporated Areas
Total Buildings	2,810	2,051	759
Buildings within Tsunami Zones*			
Alaska M9.2 [1964]	 9	8	1
Alaska Maximum	 20	14	6
Percent of Buildings within Tsunami Zones			
Alaska M9.2 [1964]	 0.3%	0.4%	0.1%
Alaska Maximum	 0.7%	0.7%	0.8%

*Building counts shown are based on polygon centroids and are cumulative within the map area.

Change in water level for two tsunami scenarios at the simulated gauge station shown on the map

Alaska M9.2 (1964)
Alaska Maximum

Port of Toledo (Station B108)

Elevation, feet (NAVD83)

Time since Earthquake (hours)

Figure 4: This chart depicts the tsunami waves as they arrive at the selected reference point (simulated gauge station). It shows the change in wave heights for the two Alaska tsunami scenarios over an 8-hour period. Wave heights vary through time, and the first wave will not necessarily be the largest as waves interfere and reflect off local topography and bathymetry. Any absence of data indicates periods for which tsunami inundation has not yet reached or has receded from the station location and dry land is exposed.

A TOLEDO NORTH A'

B TOLEDO SOUTH B'

Tsunami Scenarios

- Alaska M9.2 (1994)
- Alaska Maximum

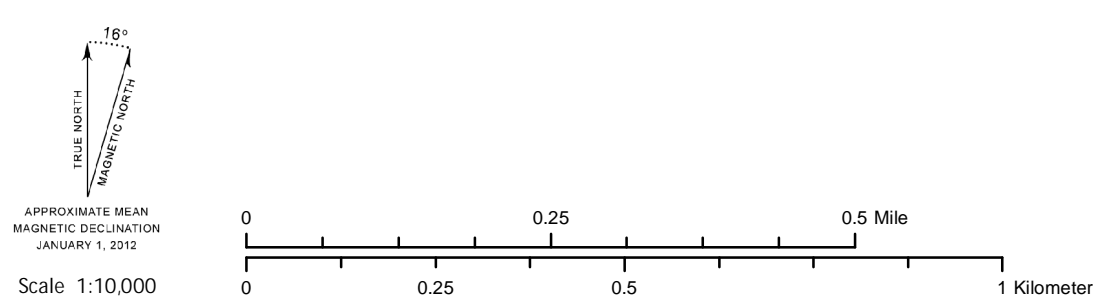
Elevation, feet (NAVD83)

Distance along Profile, miles

Labels for Toledo North (A): Sag 37y Lane, Debris Pileup, Sag 37y Lane, New Road, NW A St, Hwy 20, N Main St.

Labels for Toledo South (B): Yukon River, Sag 37y Lane, 12 Boulder Bridge Rd, SE Fir St, SE Heather Way, SE Main St, Sag 37y Lane, Oakdale Street, Sag 37y Lane, SE Highway Rd.

Figure 5: These profiles depict the expected maximum tsunami wave elevation for the two Alaska tsunami scenarios along lines A-K and B-B'. The tsunami scenarios are modeled to occur at a static (no flow) tide and equal to the Mean Higher High Water (MHHW) high tide.



Earthquake Size	Slip / Deformation	Earthquake Magnitude
 Alaska M9.2 (1964)	Vertical seafloor deformation estimate.	~9.2
 Alaska Maximum	Uniform slip on 12 subfaults with each assigned values ranging from 49 to 98 feet.	~9.2
 Alaska Maximum Wet/Dry Zone		
 Urban Growth Boundary	 Fire Station	
 Building Footprint	 School	 Police Station
 Simulated Gauge Station	 Hospital/Urgent Care Clinic	
 Profile Location	 U.S. Highway	
 Senate Bill 379 Line	 State Highway	
 State Park	 Improved Road	
 Elevation Contour (25 ft. intervals up to 200 ft.)		

[illegible]

Source Data:
This map is based on hydrodynamic tsunami modeling by the Oregon Health and Sciences University, Portland, Oregon. Model data input were created by John T. English and George R. Priest, Department of Geology and Mineral Industries (DOG444), Portland, Oregon.
Hydrology data, contours, critical facilities, and building footprints: Data were provided by DOG444, Portland, Oregon. Data were redigitized by Rachel L. Smith and Sean G. Pickner, DOG444, in 2011 (GIS file set, in press, 2012).
Urban growth boundaries (2011) were provided by the Oregon Department of Land Conservation and Development (OLCD).
Transportation data (2007) provided by Lincoln County were edited by DOG444 to improve the spatial accuracy of the data. We added any constructed roads not present in the original data layer.
Lidar data are from DOG444. **Lidar Data:** Quadnames: LIDAR-01-14123-2-E; E-18; E-19; E-20; E-21; E-22; E-23; E-24; E-25; E-26; E-27; E-28; E-29; E-30; E-31; E-32; E-33; E-34; E-35; E-36; E-37; E-38; E-39; E-40; E-41; E-42; E-43; E-44; E-45; E-46; E-47; E-48; E-49; E-50; E-51; E-52; E-53; E-54; E-55; E-56; E-57; E-58; E-59; E-60; E-61; E-62; E-63; E-64; E-65; E-66; E-67; E-68; E-69; E-70; E-71; E-72; E-73; E-74; E-75; E-76; E-77; E-78; E-79; E-80; E-81; E-82; E-83; E-84; E-85; E-86; E-87; E-88; E-89; E-90; E-91; E-92; E-93; E-94; E-95; E-96; E-97; E-98; E-99; E-100; E-101; E-102; E-103; E-104; E-105; E-106; E-107; E-108; E-109; E-110; E-111; E-112; E-113; E-114; E-115; E-116; E-117; E-118; E-119; E-120; E-121; E-122; E-123; E-124; E-125; E-126; E-127; E-128; E-129; E-130; E-131; E-132; E-133; E-134; E-135; E-136; E-137; E-138; E-139; E-140; E-141; E-142; E-143; E-144; E-145; E-146; E-147; E-148; E-149; E-150; E-151; E-152; E-153; E-154; E-155; E-156; E-157; E-158; E-159; E-160; E-161; E-162; E-163; E-164; E-165; E-166; E-167; E-168; E-169; E-170; E-171; E-172; E-173; E-174; E-175; E-176; E-177; E-178; E-179; E-180; E-181; E-182; E-183; E-184; E-185; E-186; E-187; E-188; E-189; E-190; E-191; E-192; E-193; E-194; E-195; E-196; E-197; E-198; E-199; E-200; E-201; E-202; E-203; E-204; E-205; E-206; E-207; E-208; E-209; E-210; E-211; E-212; E-213; E-214; E-215; E-216; E-217; E-218; E-219; E-220; E-221; E-222; E-223; E-224; E-225; E-226; E-227; E-228; E-229; E-230; E-231; E-232; E-233; E-234; E-235; E-236; E-237; E-238; E-239; E-240; E-241; E-242; E-243; E-244; E-245; E-246; E-247; E-248; E-249; E-250; E-251; E-252; E-253; E-254; E-255; E-256; E-257; E-258; E-259; E-260; E-261; E-262; E-263; E-264; E-265; E-266; E-267; E-268; E-269; E-270; E-271; E-272; E-273; E-274; E-275; E-276; E-277; E-278; E-279; E-280; E-281; E-282; E-283; E-284; E-285; E-286; E-287; E-288; E-289; E-290; E-291; E-292; E-293; E-294; E-295; E-296; E-297; E-298; E-299; E-300; E-301; E-302; E-303; E-304; E-305; E-306; E-307; E-308; E-309; E-310; E-311; E-312; E-313; E-314; E-315; E-316; E-317; E-318; E-319; E-320; E-321; E-322; E-323; E-324; E-325; E-326; E-327; E-328; E-329; E-330; E-331; E-332; E-333; E-334; E-335; E-336; E-337; E-338; E-339; E-340; E-341; E-342; E-343; E-344; E-345; E-346; E-347; E-348; E-349; E-350; E-351; E-352; E-353; E-354; E-355; E-356; E-357; E-358; E-359; E-360; E-361; E-362; E-363; E-364; E-365; E-366; E-367; E-368; E-369; E-370; E-371; E-372; E-373; E-374; E-375; E-376; E-377; E-378; E-379; E-380; E-381; E-382; E-383; E-384; E-385; E-386; E-387; E-388; E-389; E-390; E-391; E-392; E-393; E-394; E-395; E-396; E-397; E-398; E-399; E-400; E-401; E-402; E-403; E-404; E-405; E-406; E-407; E-408; E-409; E-410; E-411; E-412; E-413; E-414; E-415; E-416; E-417; E-418; E-419; E-420; E-421; E-422; E-423; E-424; E-425; E-426; E-427; E-428; E-429; E-430; E-431; E-432; E-433; E-434; E-435; E-436; E-437; E-438; E-439; E-440; E-441; E-442; E-443; E-444; E-445; E-446; E-447; E-448; E-449; E-450; E-451; E-452; E-453; E-454; E-455; E-456; E-457; E-458; E-459; E-460; E-461; E-462; E-463; E-464; E-465; E-466; E-467; E-468; E-469; E-470; E-471; E-472; E-473; E-474; E-475; E-476; E-477; E-478; E-479; E-480; E-481; E-482; E-483; E-484; E-485; E-486; E-487; E-488; E-489; E-490; E-491; E-492; E-493; E-494; E-495; E-496; E-497; E-498; E-499; E-500; E-501; E-502; E-503; E-504; E-505; E-506; E-507; E-508; E-509; E-510; E-511; E-512; E-513; E-514; E-515; E-516; E-517; E-518; E-519; E-520; E-521; E-522; E-523; E-524; E-525; E-526; E-527; E-528; E-529; E-530; E-531; E-532; E-533; E-534; E-535; E-536; E-537; E-538; E-539; E-540; E-541; E-542; E-543; E-544; E-545; E-546; E-547; E-548; E-549; E-550; E-551; E-552; E-553; E-554; E-555; E-556; E-557; E-558; E-559; E-560; E-561; E-562; E-563; E-564; E-565; E-566; E-567; E-568; E-569; E-570; E-571; E-572; E-573; E-574; E-575; E-576; E-577; E-578; E-579; E-580; E-581; E-582; E-583; E-584; E-585; E-586; E-587; E-588; E-589; E-590; E-591; E-592; E-593; E-594; E-595; E-596; E-597; E-598; E-599; E-600; E-601; E-602; E-603; E-604; E-605; E-606; E-607; E-608; E-609; E-610; E-611; E-612; E-613; E-614; E-615; E-616; E-617; E-618; E-619; E-620; E-621; E-622; E-623; E-624; E-625; E-626; E-627; E-628; E-629; E-630; E-631; E-632; E-633; E-634; E-635; E-636; E-637; E-638; E-639; E-640; E-641; E-642; E-643; E-644; E-645; E-646; E-647; E-648; E-649; E-650; E-651; E-652; E-653; E-654; E-655; E-656; E-657; E-658; E-659; E-660; E-661; E-662; E-663; E-664; E-665; E-666; E-667; E-668; E-66

Coordinate System: Oregon Statewide Lambert
Conformal Conic, Unit: International Feet, Horizontal
Datum: NAD 1983 HARN, Vertical Datum: NAVD 1988.

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Tsunami Inundation Map Linc-08

Tsunami Inundation Maps for Toledo

Plate 2



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