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H-010-001 MS. RAINEY: My comments are: First of all, the Environmental Impact Statement does not speak to a lot of things, like the accessibility for the Americans With Disabilities Act. You can see on the simulation that there's only a 2-foot shoulder in the northbound lanes, which does not comply with ADA standards.

Then, according to some of their own brochures, the replacement would have wider lanes and shoulders. Well, they've narrowed the shoulder down now, at least on two lanes. The lanes are narrower on two.

H-010-002 Then there are really no provisions for rapid transit, which was originally planned, to have rapid transit. And there's no access to downtown Seattle, which could include -- their own brochures, some of the traffic will be slower going through the tunnel than it will be going the way it is now, on the viaduct and the Battery Street Tunnel.

H-010-003 So those are things that really bother me. And, also, what bothers me more than anything else is that there is no money. The feds have no money. The State has no money. The County has no money. The City has no money. Where is all this money supposed to come from? I just don't -- I can't see that. So those are my concerns.

(End of comment.)

H-010-001

The Alaskan Way Viaduct Replacement Project is subject to compliance with the Americans with Disabilities Act (ADA), so the final design of the project will meet all the necessary ADA requirements. However, the proposed bored tunnel is not a pedestrian facility, and as such travelers will not be allowed to leave their vehicles or walk through the tunnel other than during emergency situations when directed to evacuate. Current project design allows for one 8-foot shoulder in the bored tunnel (in each direction), which is a reasonable width for vehicles to pull off the road in case of emergency. WSDOT believes that during an emergency evacuation situation, transit operators will be able to maneuver their vehicles sufficiently to allow deployment of wheelchair lifts, although they may need to encroach into the adjacent lane to do so. All traffic will be directed to stop during this type of emergency, so maneuvering into the adjacent lane will not present a traffic safety problem.

WSDOT has worked very closely with the Seattle Fire Department on developing safety measures and procedures to ensure that the tunnel meets applicable safety criteria during emergencies. To exit the tunnel in case of emergency, one must use stairs. As explained in the 2010 Supplemental Draft EIS and this Final EIS, people who are unable to use the stairs to exit the tunnel would wait in the enclosed, protected refuge area for assisted rescue. The refuge areas and egress corridor provide a safe environment for evacuees since they are ventilated separately with fresh air and are isolated from roadway traffic and emergencies with continuous walls, and it is accessible without needing to step over a curb.

WSDOT has developed a preliminary corridor operations plan that requires the designer of the facility to develop a detailed emergency response plan. It includes information on plans for emergency response and coordination with first responders including the Seattle Fire Department, Washington State Patrol, and the Seattle Police

Department. The emergency response plan will include provisions for assisting mobility-impaired and incapacitated people.

H-010-002

The scope of the project did not include rapid transit. Rapid transit development for the region is identified by Sound Transit in its Long-Range Plan and includes expanded light rail service operating in the Downtown Seattle Transit Tunnel.

H-010-003

The state legislature authorized funding to replace the Alaskan Way Viaduct in RCW 47.01.402. According to this law;

"The legislature finds that the replacement of the vulnerable state route number 99 Alaskan Way viaduct is a matter of urgency for the safety of Washington's traveling public and the needs of the transportation system in central Puget Sound."

This legislation also authorizes WSDOT to obligate two billion eight hundred million dollars. In order to fund this obligation the legislation further identifies sources of funding: \$2,400,000,000 of state funding; \$400,000,000 of toll funding.

In the absence of toll funding WSDOT would still have the authorization to issue contracts up to \$2,800,000,000 but the mix of funding sources would change. It is assumed that the toll funding would be replaced by new or reprioritized federal, state, or local funding sources.

The legislation authorizing WSDOT to proceed with the project also has a provision that those in Seattle who benefit from the project should be responsible for cost overruns. WSDOT interprets this as a statement of legislative intent that would need clarification to become operative.