**From:** Hrobertekc@aol.com
**Sent:** Thursday, December 02, 2010 8:22 PM
**To:** AWV SDEIS Comments
**Subject:** Handicapped Escape plan for the SR99 Bored Tunnel Plan

I use a wheelchair and drive a van with a side deployed ramp to do all my commuting.
Please inform me as to what accomodations are budgeted for in the bored tunnel design for:

SAFTY QUESTIONS:

I-073-001

S1.
Ability to exit from my vehicle in case of emergency or catastrophic closure of the bored tunnel while I am trapped in it; Is there a wide enough shoulder to deploy a four foot side ramp from my van with an additional 3-4 feet at the end of the ramp to maneuver a wheelchair in an attempt to get to safety? If not what is the plan for wheelchair bound drivers like myself?

S2.
Will there be ramps or elevators for handicapped people to use to get up out of the tunnel? If elevators, will they have their own generator or battery power supply in case electrical power to them is disrupted by a tunnel fire, earth quake or other disaster?

It is one thing to build in escape routes for able bodied folks using steps and narrow shoulders. It's A MUCH BIGGER design effort to build in a method for the ever increasing numbers of senior and other disabled members of the population to be able to escape from a tunnel. What's the plan?

FINANCIAL QUESTIONS:

I-073-002

F1.
I live in Sammamish; I understand that the Port has agreed to help fund the tunnel. Did we get a chance to vote on that?
F2.
How much a year and for how many years will that Port contribution add to my property taxes? Please stat that figure in terms of additional property tax per $1000 of property value.
F3.
What other tax impacts will affect me as a non Seattle resident for this bored tunnel design?

Thank you for your consideration and answers to my concerns! Please do add these to other public input concerns that have been documented from previous hearings etc.

**I-073-001**

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.

**I-073-002**

According to the Port of Seattle (http://www.portseattle.org/downloads/about/2011_Budget_14_Tax_Levy.pdf), in 2010, the Port used $13 million of tax levy to fund a Transportation & Infrastructure fund (TIF). In 2011, the Port anticipates using an estimated $8 million from the TIF to make a contribution toward the Alaskan Way Viaduct Replacement Project. Port allocations of their TIF are subject to a vote by the Port Commissioners, and not the general public. For 2011, the Port's tax levy will be $73.5 million. Therefore, the money for the viaduct accounts for approximately 11 percent of the 2011 tax levy. Since the millage rate is $0.2235, the amount allocated by the Port to the project, as a millage rate, is $0.0246 (~2.5 cents per $1000 of property value). Other property taxes to fund King County transit services as well as Washington State gasoline taxes collected a the time of fuel purchase would contribute financially to the  Alaskan Way Viaduct Replacement Project.