

Response

T25 - Jeanette Harras (Cont.)

T26 - Lee Gillie

DOT/NORTH/SOUTH FREEWAY

1 to put up with their traffic congestion, with the air
2 quality that they impose upon me, and I think why can't I
3 dictate to them that they take transit or car pool or van
4 pool.

5 I think those are the -- You know, it's so
6 simple. It's so obvious what we have to do. We can't
7 wait for 20 years. We have to do those things now. We
8 have to take these steps. We can't wait for that
9 freeway. We have to start using a different means of
10 transportation.

11 It seems like we have this love affair with
12 our cars and asphalt. We're covering our earth with
13 asphalt or cement. That's not the answer. And if people
14 can dictate to me about my environment I feel that I
15 should be able to dictate to them, please take a bus, car
16 pool. Thank you.

17 MR. STIER: Anymore hands?
18 Back there.

19 THE WITNESS: My name is Lee ^{Gillie}~~Gillingham~~. I
20 live at 3514 North ^{Ralph}~~Brown~~ Street.

21 One thing that I've noticed is that just
22 about everybody who's spoken tonight and who I talked to
23 over the last few years while I've been interested in
24 this project, you can just about tell how they're going
25 to feel about the project by looking at what their

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1
T26

Response

T26 - Lee Gillie (Cont.)

1. Coordination with local planning departments to develop strategies for minimizing overall neighborhood disruptions and isolation of specific neighborhood areas will take place in the design process. Early coordination with the Northeast, East Central Communities and other neighborhood and housing groups will take place to identify resident needs. See Chapter 4, Relocation section in the FEIS.

DOT/NORTH/SOUTH FREEWAY

1 address is.

2 There is a lot of people that are "Not in my

3 backyards." I'm probably close to that category.

4 There's a lot of people too that are probably

5 looking at being relocated or having business property

6 purchased or maybe make a business profit because

7 of it, and for most people it ties to the pocketbook.

8 And one of the things that I'm looking at for

9 myself, I can speak to a lot of issues about cost and

10 about where roads might be occurring in the future and

11 those types of things, but really one of the things that

12 affects me and my family the most is its cost.

13 I understand there's some new legislation

14 that's in the works that deals with the issue of

15 compensating people for loss of property value. And I've

16 been told by real estate people that our land has also

17 increased in value by five thousand dollars just because

18 I'm within a few blocks of the proposed project.

19 And I might suggest that you look very long

20 and hard at the idea of mitigating some of those property

21 loss values by -- ^{places} ~~especially~~ where the project is cutting

22 real close to a neighborhood, putting in some parks, some

23 strip parks close to there. I mean, not 20, 25 feet of

24 land that isn't going to be useful, but enough land that

25 will make it an enhancement to a neighborhood that the

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1

Response

T26 - Lee Gillie (Cont.)

2. See Beltway/Bypass section of the FEIS.

DOT/NORTH/SOUTH FREEWAY

1 project brushes along. Instead of making that
2 neighborhood one of those fringe zones that are along
3 freeways that nobody wants to live in, make it something
4 desirable, make it someplace that people would like to
5 be because of some of the outer offsetting things.

6 The noise barriers mitigate very direct
7 effects, but there's nobody that wants to live right
8 next door to a freeway. And I think that you'll find
9 that attitudes of people that would be displaced are such
10 that they wouldn't mind being displaced and bought out.

11 It's the rest of us who are close to the
12 project and will probably be the biggest foes in what
13 you're trying to accomplish.

14 I still kind of believe that the beltway is a
15 better solution, but I could get behind what you're
16 trying to do a little bit more if you would be -- And I
17 appreciate already what you've done about trying to run
18 the route in such a way that you're not -- you're
19 minimizing the number of homes taken. But, really, there
20 needs to be enough buffer zone between what you're
21 proposing to be built and a buffer zone that can be a
22 more positive esthetic for the neighborhood.

23 So I haven't seen much discussion about those
24 kinds of things in the plan that I looked at and I ask
25 that you consider them.

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76

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2

Response

T27 - Phil Irving

DOT/NORTH/SOUTH FREEWAY

1 MR. STIER: Thank you, sir. Anymore hands
2 out there? Yes, sir.

3 THE WITNESS: Hello, my name is Phil Irving.
4 My address is 3425 East 4th Avenue. I live a block
5 south of the freeway between the Thor and Freya streets.

6 I have been listening to some of the comments
7 and the input that people have made this evening
8 regarding this freeway project, and among some of the
9 things that were said I believe the gentleman alluded to
10 the fact that if you're close to a freeway that your
11 property value is going to be increased appreciably
12 because you would be close to, you know, all kinds of
13 transportation.

14 Having said that, I would like to state that
15 I have a small property near the freeway and I'd be very
16 happy for someone that might like to come and buy it from
17 me. And I say this in all sincerity because it appears
18 that I will be directly under the loop where the present
19 I-90 goes north and south and I'll be in between the two.

20 I'll be approximately, I believe, maybe two
21 or three hundred feet away from that freeway, and aside
22 from the increased noise levels which I'm sure will be
23 sustained because of the relative proximity to the -- I
24 don't know how to explain it -- where you go on and off
25 to go north and south, the carbon monoxide concerns are

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T27

Response

T27 - Phil Irving (Cont.)

1. The WSDOT will take actions to ensure that this project will not allow for disproportionately high or adverse human health or environmental effects on low-income populations. Any assessment as to the number of low income families displaced or significantly impacted will be in accordance with Environmental Justice guidelines. Measures will also be taken to ensure that no person or family will be required to move from his or her residence unless a comparable replacement property is available for sale or rent within the displaced persons' financial means.

2. Construction of this project will result in changes in noise levels as describe in Chapter 4, see Noise Section FEIS. To quantify changes in noise the Federal Highway Administration developed a method for determining noise impacts. A noise impact occurs when a predicted traffic noise level approaches or exceed the Noise Abatement Criteria listed in Table 4-7 of the DEIS or when the predicted traffic noise level substantially exceeds the existing noise level. After noise impacts are identified mitigation measures for reducing or eliminating noise impacts are developed, giving

DOT/NORTH/SOUTH FREEWAY

1 something which would give me pause to hesitate as
2 regards to safety.

3 Now, I know I see, you know, along the I-90
4 corridor that we have now homes on both sides of the
5 freeway that, needless to say, are not exactly high
6 income. And I would have to doubt sincerely whether you
7 fine gentlemen sitting at the table here own and live in
8 homes that are in this area.

9 I realize that it might help to, you know,
10 get the haves from out of town into town to do their
11 work so that they can get lots of money for it, but I'm
12 pretty sure that the haves really don't take a lot of
13 consideration for those who are have nots in this
14 instance and have property really close to the freeway.

15 You may be able to put up a noise barrier,
16 but, like I say, if it's going to be an elevated portion
17 of the freeway, or whatever you go from the present I-90
18 to north/south, I don't think a noise barrier is going to
19 be real effective.

20 And according to some of the statistics that
21 we've been shown this evening as regards the increased
22 use of the freeway there, believe me, with the carbon
23 monoxide levels I have a feeling that people who are in a
24 position of power really don't care about those that are
25 pretty much forced to live where they are in a situation

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weight to the benefits and cost of mitigation. Specific descriptions of noise impacts for the Market/Green and Havana Alternatives are found in pages 4-23 to 4-28 in the DEIS. The Noise Discipline Report is also available for review upon request from the WSDOT Eastern Region Office.

3. As a result of this project Federal and State of Washington Ambient Air Quality Standards for CO are not projected to be exceeded in the design year 2010 or 2020.

Response

T28 - Pat Mertens

1. Comment noted.

T29 -Unknown Female

| DOT/NORTH/SOUTH FREEWAY | |
|--|---|
| 1 | like this. |
| 2 | So I don't see where one hundred or two |
| 3 | hundred feet buffer zones from the proposed freeway is |
| 4 | going to really increase my property value all that much. |
| 5 | Thank you very much. Again, my name is |
| 6 | Phil Irving and I'm at 3425 East Fourth Avenue for all |
| 7 | these folks that might want to buy the property. Thank |
| 8 | you. |
| 9 | MR. STIER: Thanks, Mr. Irving. Is that a |
| 10 | hand, sir? |
| 11 | THE WITNESS: Could I just make one more |
| 12 | comment? |
| 13 | MR. STIER: All right. |
| 14 | THE WITNESS: I don't even think I gave my |
| 15 | name and address when I got up there. |
| 16 | My name is Pat Mertens, 1203 East Dalton, |
| 17 | right by Gonzaga Prep. I couldn't remember that, whether |
| 18 | I did or not. |
| 19 | Did you ever stop to think that if we put in |
| 20 | a beltline freeway around the city that the day would |
| 21 | come when we could eliminate the I-90 freeway through our |
| 22 | city? Wouldn't that be great? |
| 23 | MR. STIER: Thanks, Mr. Mertens. Anymore |
| 24 | hands? Yes. |
| 25 | THE WITNESS: I'd like to quickly respond |
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T28

T29

Response

T29 -Unknown Female
(Cont.)

1. Low income housing has been identified as an issue within the project limits. See Chapter 4, Relocation section, in the FEIS.

2. Highway noise and visual impacts are the most direct impact expected at the schools located along the alternatives.

T30 - Jim Simpson

| DOT/NORTH/SOUTH FREEWAY | | |
|---|--|-----|
| 1 | to a couple of things that have been said just recently. | |
| 2 | I wonder if we've really taken into | |
| 3 | consideration our low income areas where they are really | 1 |
| 4 | hurting for housing and low income housing which some | |
| 5 | of it is going to be taken out by this proposed plan. | |
| 6 | And more importantly, I would really like to | |
| 7 | give consideration of children. If we look at some of | |
| 8 | the areas that this is going to be carving through if it | 2 |
| 9 | was implemented we're going to be looking at going near | |
| 10 | schools. There again, I think that this is really unfair | |
| 11 | for our children and our families. | |
| 12 | We will be taking older homes, older | |
| 13 | neighborhoods too in certain areas. I think we really | |
| 14 | need to take into consideration some of these factors. | |
| 15 | It seems like so often it just is not taken | |
| 16 | into consideration. | |
| 17 | MR. STIER: Thank you, ma'am. A hand back | |
| 18 | there too. | |
| 19 | THE WITNESS: Just a moment ago, I don't | |
| 20 | think I gave you my address. My address is | |
| 21 | 3227 East Garnet. My name is Jim Simpson. | T30 |
| 22 | Something I haven't heard mentioned, that | |
| 23 | the County had thought of the beltway before. But | |
| 24 | you'd like to know that they have a plan written out on | |
| 25 | the table and put aside because they didn't have the | |
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Response

T30 - Jim Simpson

1. Comments noted. See Beltway/Bypass section in the FEIS.

DOT/NORTH/SOUTH FREEWAY

1 money for a beltway. And if Bonneville Power people
2 hadn't reneged on their promise, they promised right
3 acrossed the north side of Spokane just above Kaiser
4 Aluminum a route all the way across at least a hundred
5 feet wide, which doesn't take out homes, it does not
6 take out business, it doesn't interfere with
7 neighborhoods, but it does take you from countryside to
8 countryside. And if I remember their plan, on the east
9 side it would go down to Argonne to University Road.

10 I have a better plan. I think they should
11 turn Bigelow Gulch and go east to Barker Road and down
12 into an area of Evergreen and hook up to I-90 all the way
13 east, because the ^{in the Valley} ~~(inaudible)~~ ^{intersection at Argonne} the real business in this
14 community is mostly on Nevada. That's where most of the
15 big commercial trucks would go, except for local
16 deliveries here in the city.

17 And whether or not you build a North Spokane
18 Freeway or a beltway, those local businesses don't have
19 to be served. Like I said a while ago in my first
20 statement, that you're going to have to improve our
21 streets and regardless ^{whatever} ~~what~~ route we build.

22 But I just want to make the point that the
23 council has designed -- I believe a man I talked to down
24 there a couple of years ago was John Nunnery. In fact,
25 I've got the map at home. If you can't get one I'll

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81