

Response

Comment C-32

C-32 Paul B. Dougherty

1. Comments noted.
2. The Collector/Distributor will run parallel to I-90 and merge the traffic at the Hamilton Street Interchange.
3. The city of Spokane is currently studying the realignment of Trent Avenue (SR 290) from its existing location north of the Spokane River to the south of the Spokane River at Hamilton Street. Trent would then pass through Brown Building Supply and under the James E. Keefe bridge. This would provide some improved access to downtown from the east. The Keefe Bridge is a spur route to the city of Spokane from I-90. It is not feasible to build additional ramps to and from I-90 at the Hamilton Street Interchange. Even with modifications to the existing interchange ramps, there is insufficient distance from I-90 to Sprague Avenue for merging additional lanes.

North Spokane Freeway Environmental Impact Study Comment Sheet

Please use this form to express any comments that you have concerning this project.

Name: Paul B. Dougherty Date 10/25/95

Address: 1317 W. Joseph Ave.

Telephone: 509-326-3790 99205-6257

Comments: I think the Market-Green North Freeway route along the railway right-of-way is definitely the better and is the shorter route. The eastern Housa route going through Minnehaha Park and Esplanade Golf Course is very bad. The western route going by viaduct over the Spokane Community College parking lot will allow student parking under it.

At the northern end, the north option looks like it would probably be better than the south option.

The state highway Dept. has said that they will have to widen I-90 to 10 lanes between Liberty Park and east to the Sprague Ave. interchange, even if the North Freeway isn't built. Where does the traffic go from Liberty Park west? We need a city spur (also for Division St.) coming off I-90 by the Hamilton St. bridge, going under Sprague Ave, where Erie St. goes now, and under the high Hamilton bridge and through the Brown Building Materials Co. yard and then west between the railroad tracks and the river and hooking into the new proposed 290 bridge that will go across the river to Trent Ave. Then continue on to hook into the one-way streets of Main and Spokane Falls Blvd. (Tract section east of Division should get name changed to Spokane Falls Blvd). Give that bad section of Division and Brown south of Main, that so many trucks get wrecked on, back to the city. Tacoma has had a spur going into the city center for many years. Spokane is way pass due for one.

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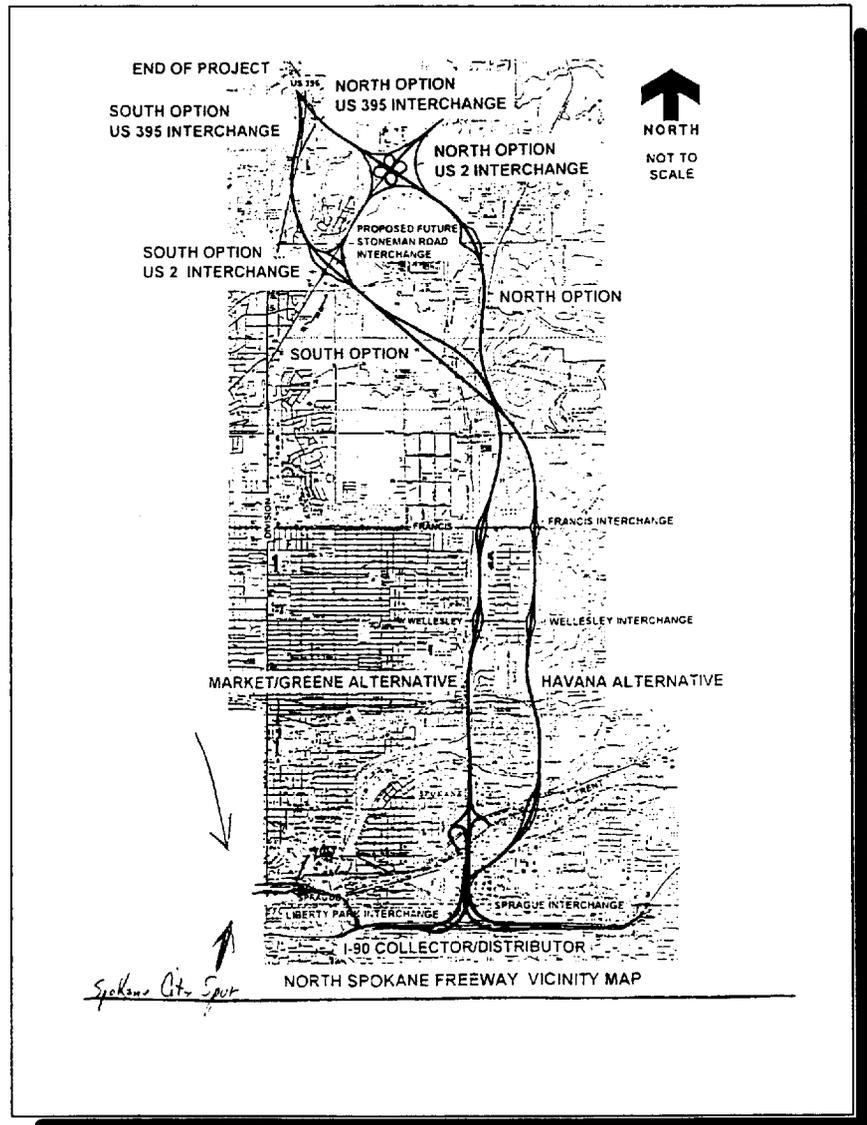
HAROLD WHITE, P.E.

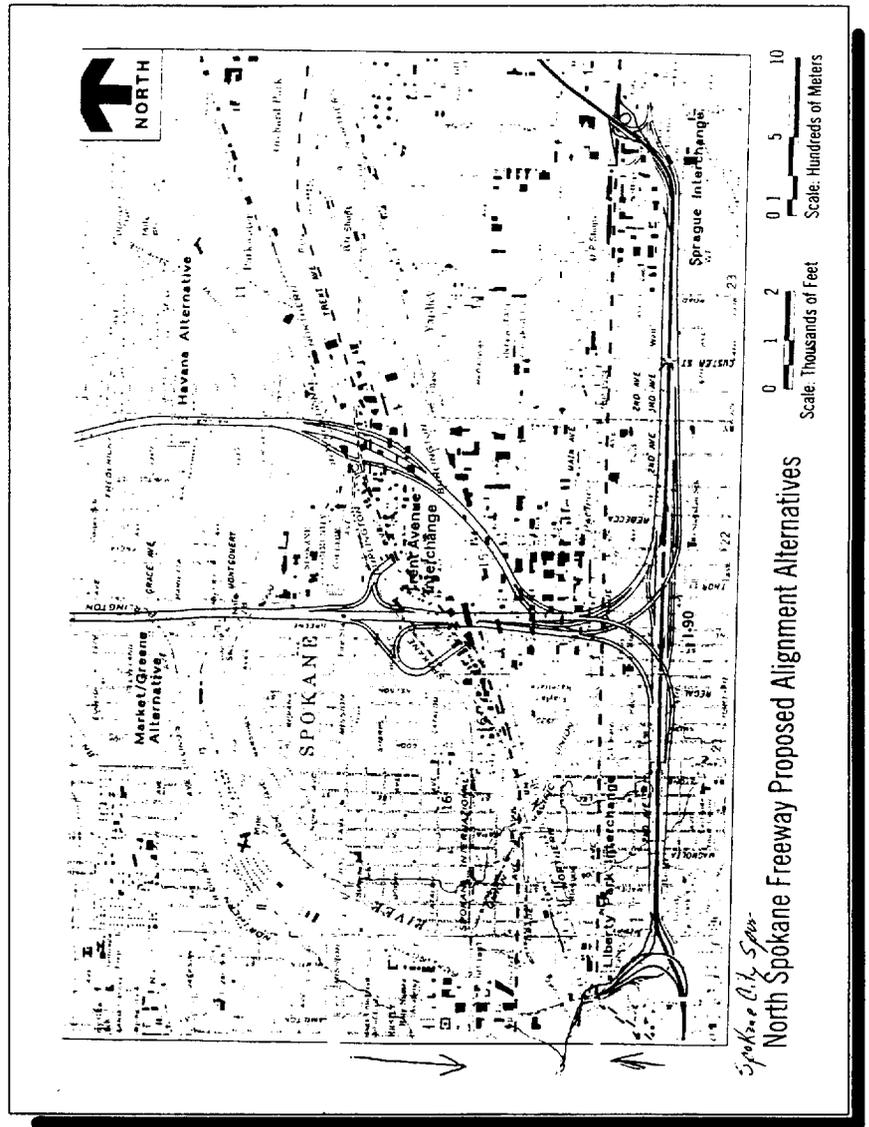
Sincerely,

Paul B. Dougherty

Better Mobility Through Spokane

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Response

Comment C-33

C-33 Debbie Walt

1. See Beltway/Bypass section and Improvements to Existing Facilities section of FEIS.

2. Through much of the Hillyard area the Market/Greene route utilizes the abandoned Burlington Northern Rail yard property. East/West access will be similar to what now exists for the rail yard.

3. Federal and state laws require that no person can be required to move from his or her residence unless a comparable replacement property is available for sale or rent within the displaced person's financial means. The issues of low income housing displacements are discussed under Relocation in Chapter 4, of the FEIS.

**North Spokane Freeway Environmental Impact Study
Comment Sheet**

Better Mobility Through Spokane

Please use this form to express any comments that you have concerning this project.

Name: DEBBIE WALT Date 10/21/95

Address: E 4127 CLEVELAND - 99267

Telephone: _____

Comments: I LIVE IN THE HILLYARD NEIGHBORHOOD AND BETWEEN THE TWO PROPOSED N/S FREEWAY CORRIDORS. I SUPPORT THE NO BUILD OPTION. I BELIEVE THERE ARE OTHER OPTIONS TO A FREEWAY THAT NEED TO BE TRIED FIRST. (IMPROVE THE EXISTING ROADS, A MASS TRANSIT SYSTEM, AND A BELTWAY AROUND THE CITY NOT THROUGH IT). IF YOU HAVE TO BUILD THEM I WOULD SUPPORT THE HAWAII ROUTE AS IT WOULD IMPACT LESS PEOPLE AND LOW INCOME HOUSING. I DON'T FEEL THE MARKET ROUTE IS FEASIBLE AS IT WOULD DIVIDE THE NEIGHBORHOOD AND ISOLATE ABOUT 2000 FAMILIES, DISRUPT MANY BUSINESSES, REMOVE LOW INCOME HOUSING (WHICH IS HARD TO FIND IN SPOKANE), CLOSE OFF ROADS AND CAUSE MAJOR CONGESTION ON THE REMAINING ROADS, AND DEVALUE PEOPLE'S PROPERTY TO THE POINT THAT THEY COULD NOT SELL (THE HOMES THAT ALREADY TAKEN OUT). I JUST DON'T THINK EITHER ROUTE IS FEASIBLE AT THIS TIME AS IT WOULD CREATE TOO MANY OTHER PROBLEMS. SO I SUPPORT THE NO BUILD OPTION. THANK YOU.

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Response

Comment C-34

C-34 Mike Brewer

1. Additional transportation facilities will be required in addition to a North Spokane Freeway. A facility to the west of Spokane was identified in the 1985 Transportation Update Plan by the Spokane Regional Council but, it is not included in any current regional plan. See Beltway/Bypass section of the FEIS.

2. The build alternatives are divided by phase that could be constructed by section. Additional environmental study may be required depending on impacts to air quality and the timing of each following phase.

3. Comment noted.

Oct. 26, 1995

Harold White PE
2714 N Mayfair St.
Spokane Wa 99207-2090

Dear Harold,

Thanks for giving me the N. Spokane Freeway Draft EIS, I have reviewed it and am supportive of it in general. I do have a couple comments.

First: I would suggest that this be thought of in terms of the first leg of an "inner-beltway" To eventually ring Spokane City as we know it today. As time passes a second leg in the vicinity of Hayford Road from Four Lakes to Nine Mile and Hwy 395 will also be needed. Fifty years from now an outer beltway will probably be needed but I doubt I'll be here to critique it.

Second: The present proposal phased in over 10 to 20 years will be extremely costly. It would appear that we should consider a high capacity - limited access with grade crossings at Hwy 2, Market, Francis, Wellesley and Euclid and the viaduct to Sprague and I 90 as a separate section.

Third: The route chosen appears most practical, viaduct to Market-Green and the cut and fill to Francis and ground level from Lincoln Road over to 395. I tend to prefer the North option around Kaiser but can support either and would leave that choice to the engineers and cost accountants.

Hopefully this will be of some assistance to your staff.

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OCT 27 1995

HAROLD WHITE, P.E.

Mike
Mike Brewer
Hillyard Resident
5022 N. Stone St.
Hillyard, Wa. 99207-4159

Response

Comment C-35

C-35 Rick and Diane Thain

- 1. A 53% growth in traffic demand between the year 1990 and 2020 was projected (table 1-2, p 1-6). Improvements to existing facilities and more car/van pools were shown to be ineffective methods to support this growth in transportation demand.
- 2. The WSDOT is required to follow the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended in 1978. When replacement housing is required homeowner-occupants who have occupied the residence to be acquired for at least 180 days prior to the date of the first written offer to purchase the property, are eligible for specific relocation benefits. The home owner is also eligible for the price difference, if any, between the amount the agency pays for the displaced person's home and the asking price of the best available comparable property (as determined by the WSDOT). For additional information refer to the Relocation Section in Chapter 4 of the FEIS..

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HAROLD WHITE, P.E.

We are opposed to the North Option for the Freeway.

1. We have lived here almost 32 years. 2. Choice living area for Families/Animals, etc. 3. Most Residences in this area have an acre or more. 4. People from other areas use this area daily bicycling, jogging, walking, rollerblading, etc. 5. Areas near Northwood and Farwell School areas are used very heavily for softball, soccer, etc. 6. Wild animals live in this area. What should be done? 1. More Car/Van Pools 2. Have special lanes for busses only on busy streets 3. Bicycle lanes for safety 4. Widen streets like Hawthorne (east-west st.) 5. Think of people living/playing areas, not just the time it takes for people to get to one place or another. 6. Hastings/Farwell Road is also being widened to more lanes.

There are a some families that have lived here as long or longer than we have. Moving would make it very difficult for us to find a place equal to what we have now. We have an acre, mostly fenced in, with a cedar board fence, gates made to our measurements of size of openings. A 40 x 40 pole building. Our own well. A nice garden area and lots of room for our grandkids to play. Our home we added on to as time went on, so that we could have good size rooms, such as 2 14 x 14 bedrooms, 20 x 21 livingroom, 20 x 20 rec room, etc. We have our area the way we want it, including the planting of trees to help stop the traffic noise from the highway and on our road. We have done all this, planning on living here the rest of our lives. We are close to shopping and schools, etc.

We have a great neighborhood with space between neighbors. Also, there is a housing area built west of us and also an Elderly Peoples Home just newly built, northwest of us. It is a great area for all to enjoy. There are Deer, Owls, Squirrels, Coyotes, etc. that are also in this area. Why spoil a great area enjoyed by all and change it into more cement roads and a lot more traffic. At times, the air quality is not the best, depending on air flow, but why bring more cars through this area and create more pollution, especially for those that are in this area, including the schools and play areas.

There must be another way. Hawthorne Road between Highway 260 and 395 could be widened to help the traffic flow, for shoppers, workers, Whitworth College traffic and traffic that comes from Waikiki and Mill road areas. Widen Argonne north to Greenbluff/Colbert area so more people would use it, especially since there will also be a new high school built in that area and that will create a lot more traffic. Keep the traffic in the business and shopping areas like it should be, instead of through our neighborhoods that do have some living space. Since Farwell/Hasting will be wider, that will also put traffic flow between the highways faster and also carry more traffic east to Market Street, at which time should get some of the traffic to use Argonne, etc. The new housing areas are not leaving any open space for enjoyment, the houses are too close together and the rooms in the newer

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Response

Comment C-35 (Continued)

3. The purpose of a freeway system is to provide for safe movement of people and freight by providing a facility that has fewer points of conflict than local signalized arterials. One of the key elements of the NSF is to provide a limit access facility for regional traffic, thus removing this traffic from local streets. The NSF is not intended to accommodate a majority of local trips within the city limits. Local planning coordinates the arterial system within a community and provides for the movement of local traffic.

4. All comments and concerns that are voiced on this project are important and are considered in the decision process. It is unfortunate when a decision goes against anyone's wishes but, under most circumstance it is unavoidable. As a project such as this advances through the design, right of way and construction phases, opportunity will be given for additional citizen input.

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HAROLD WHITE, P.E.

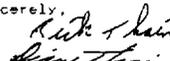
homes are very small.

Use the South Option and not the North Option, if a Freeway does happen. That way, people that use the shopping area and movie theater areas will find it easier to get on and off the Freeway. Keep the people and traffic together. If you plan a Beltway, use the South Option area, and/or possibly use the proposed Stoneman Road plan as part of the beltway. That way more people would more than likely use it, as it would be getting people on and off at a very used area and they could go to their place of destination of many directions that way, without having to build through neighborhoods and create more traffic in areas that is not needed. People in our area do not want the North Option chosen, but they have said it does not no good to voice an opinion or go to the meetings anymore. I hope that they are wrong. We have been going to the meetings. I do hope that this letter saves us and our neighbors from having to move and keep our neighborhood as best we can. If we have to move, we will not be able to afford what we have now and we have had this all planned in the past to make it a great place to live now and in our retirement years.

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Sincerely,



Rick and Diane Thain
12305 North Pittsburg
Spokane, Washington
99218-1762

Response

Comment C-36

C-36 Ann N. Schneider

1. Comments noted. The preferred alternative is the Market/Green, North Option route.
2. At the present time the Park Board has concurred with the proposed mitigation. As this project is developed opportunities for additional park locations can be explored.
3. The reconfigured Your Place Park is located in as close to the original location as possible. The most significant change is that Second Avenue on the south side is replaced with the NSF and access from the south property line is eliminated.
4. Walking to the park from the south is enhanced by no longer requiring pedestrians to cross Second and Third Avenues along Altamont Street to access the Park. The proposed retaining wall will not block Altamont Street.

Ann N. Schneider
NORTH 1327 SUPERIOR
SPOKANE, WASHINGTON 99202

February 20, 1996

Harold White
Department of Transportation
N. 2714 Mayfair
Spokane, WA 99207

Re: North Spokane Freeway
E.I.S. Review

Dear Mr. White:

I write as a member of the Spokane Park Board.

A freeway on, or adjacent to, Minnehaha Park and Esmeralda Golf Course is unacceptable. Sufficient mitigating measures are almost inconceivable to make up for the loss of the unique landscape and historical heritage of Minnehaha Park. If the freeway is planned for this area, the Park Board should strenuously work against it.

"Your Place Park" on the other hand should be replaced in the neighborhood by another park with DOT financing in coordination with neighborhood and city planning. I can't think of a worse place than the present location for a neighborhood park.

Some observations:

1. "Your Place Park" will be too small.

The land you are planning to buy for increasing the size of "Your Place Park" is only enough for freeway construction and a row of vegetation and the proposed pedestrian/bicycle trail. This skinny bit of land, less than an acre, is inadequate and ill-shaped for a neighborhood park.

2. "Your Place Park" will be too isolated and inaccessible.

The park purpose is as a play area and place of rest and recreation within walking distance of residents, especially small children, young people and elderly. However, no one can walk to it from the south because of your freeway wall. There are serious arterial traffic dangers on the west along Altamont Street. There is an unpaved alley on the north and an unpaved residential street on the east. The only

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Response

Comment C-36 (Continued)

5. To encourage pedestrian and bicycle access a separate bike path on the north portion of the freeway right of way between Freya and Perry Street is planned. The path will connect to Your Place Park.

6. This project complies with the Federal Noise Control Act of 1972. No other state or local standards have been set that have more restrictive noise levels.

While I-90 is moved closer to the park, Second Avenue and it's associated traffic is eliminated. This coupled with the freeway being 15 feet above the Park reduces the overall noise impact.

7. 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 years 2010 or 2020. The elimination of Second Avenue traffic and the traffic signal at Altamont Street and Second Avenue remove a current source of CO and PM10.

8. Comment noted.

vehicular movement and parking will be in the eastern dead-end Cock Street.

Besides being isolated and inaccessible when considered by itself, the location is not on the way to or from other attractive walking distance locations in the neighborhood. Yet it is too small to stand alone as a destination point for most people. It will lack pedestrians going through it and vulnerable users will lack protection.

3. "Your Place Park" will have more traffic noise from the ramps, being closer to the freeway and from increased traffic on Altamont.

You say your noise wall will maintain noise levels within federal standards. The standards are insufficient. I visited your noise wall newly built along I-90 by Finch Arboretum. It was no more effective in cutting freeway noise than no wall.

4. "Your Place Park" will have more air pollution because of the closer proximity to the freeway traffic.

Examples of air pollution dangers:

A. Fine particles of pollution emitted from cars is a serious threat to human health. "Particles smaller than 2.5 microns in diameter are dangerous because they sneak past nasal hairs and mucus and reach the lungs, causing lung damage or making it difficult to breathe." (*Environment*, May, 1995, p. 24.)

B. "Carbon monoxide from motor vehicle emissions is increasing the incidence of congestive heart failure in major U.S. cities." This is happening even where EPA standards are being met. (*Environment*, December, 1995, p. 25.)

5. You intend to destroy the natural features worth keeping in "Your Place Park."

The only grove of mature trees is in the part of the park you want to cover with concrete.

I recommend you plant the land in native species and buy property for a good park of appropriate size in a better location in this neighborhood.

Sincerely,

Dennis Hession

c: Dennis Hession, Spokane Park Board President