

Response

Comment C-1 (Continued)

8. Comments noted.

9. Address noted and should read 1002 W. Riverside Avenue for the Spokane Club and 224 S. Post Street for Spokane Auto Glass.

10. The 200 should read 100 feet is correct.

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

4 of 7

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

Name: Mike Brown Date: 9/19/95

Address: 5022 N Stone

Telephone: 509-483-2383

Comments:

Page 2-49 The suggestion of the viaduct -
French & Surface application to roadway
makes very good sense. Slightly costly but the
land under the viaduct is not totally lost.

8

Page 4-6 Chart 4-3
"Spokane Club W 710 Sprague Ave -"
Is this correct? or maybe 1000 Riverside?

9

Page 4-7 Chart 4-4
Spokane Auto Glass 5214 Post St?
Is this South 214 Post?
Needs to be verified - Its certainly not
N. or S. 5214 Post

10

Page 4-4 Chart 4-6
Jct Take off 30 meters (200 feet) really should
probably be 100 feet. Needs to be checked -

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Response

Comment C-1 (Continued)

11. See response 6.

North Spokane Freeway Environmental Impact Study
Comment Sheet

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

Name: Mike Brewer Date: 9/19/95

Address: 5022 N Stone

Telephone: 509-483-2383

Comments:

Page 4-21 Chart 4-9 line 29
Near Lincoln Road + Julia Street
Should change street to road

Page 4-24 Chart 4-11 - 7th line of listing
Francis Avenue to Lincoln "Road"
Should add street to be consistent

Some page - N. option
Francis + Lincoln Road or Street +
This is not clear to me - May be correct
for road - It's OK

Some comment on 4-25 Chart 4-12
1st Francis to Lincoln "Road"
Should add this

5 of 7

11

11

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Response

12. City limit corrections have been updated on map.

13. Comment noted.

14. Relocation of manufactured homes will comply with zoning regulations.

Comment C-1 (Continued)

**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: Mike Bruce Date: 9/19/95

Address: 502 N Stone

Telephone: 509-483-2383

Comments:

pt-115, 116
Page 4-29 Map of NE Area - General boundary area 2
The city limits are Eastern to Magnesium from Nevada
to Crestline, Se on Crestline to Bruce - En Bruce
as shown.
The city new in from Division to Crestline as bid with
the jobs of Crestline & around Northpointe

12

Page 4-149 2nd Para from bottom -
Should read "Shayley-Hammon ^{Shayley}
Name was changed about 3 years ago.

13

Page 4-186 Under mitigation
Manufactured housing units would be removed &
& there are not newer units they probably can't
be relocated in this area.
Be careful on this one!

14

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Response

15. Wellesley Avenue is located on the north side of Beacon Hill and is not illustrated in this drawing. Appendix D, p D18 shows Wellesley passing under the NSF with some realignment to the east to traverse up the hill.

Comment C-1 (Continued)

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: Mich Brewer Date: 9-19-95

Address: 5022 N Star

Telephone: 89-483-2383

Comments:

Page 4-241 Chart 4-63
Where does Wellesley Ave go in this illustration?

Check out overall! Hope my nitpicking
isn't too much for you.

Mich Brewer

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HAROLD WHITE, P.E.

747
15

Response

Comment C-2

C-2 C B Christopherson

1. Comments noted.

9-20-95

C.B. CHRISTOPHERSON
9510 N FAIRVIEW RD.
Spokane WA 99207

~~As~~ property owners we are
against any alternative routes
for a N.S. freeway. We have
no trouble going north or south
here in Spokane. I had to
work in the Seattle area
and seen what happened after
the highway guys got done building
there road ways that were supposed
to have made it easier to get around.
It was ~~not~~ always nice to get
back to Spokane where driving
is so much easier. We are
for a no build alternative.

C. Christopherson

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SEP 22 1995

HAROLD WHITE P.O.

Response

Comment C-3

C-3 Patricia Brown

I. Comments noted.

I am very pleased to see this issue come to the surface once again. I can recall when I was 7 years old, 45 years ago, our city planners considered building a freeway up the Hamilton/Nevada corridor. (I remember this because it was going to take out our home). Many things have changed in Spokane since then, but not the need for a north freeway!

I would like to live long enough to be one of the first people to drive on the north freeway. I know it could take as long as 20-25 years to complete such a project so if the construction started in 1996 I would be 77 years old. Not bad..... only 70 years since I first heard about the need for a north freeway!! Obviously it would be impossible to start in 1996, but I think I've made my point.

My recommendation to the Draft Environment Impact Statement (DEIS) hearing is:

JUST DO IT!!!

**None of us are getting any younger and
certainly money isn't getting any cheaper**

Patricia Brown
1606 S. Grand Boulevard
Spokane, WA 99203

(509) 624-7280

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SEP 26 1995
DEPARTMENT OF TRANSPORTATION

RECEIVED
SEP 27 1995
HAROLD WHITE

Response

Comment C-4

C-4 Thomas H. Rogers, SR.

1. Current housing availability is not expected to remain constant over the 20 year 6-phase construction schedule for this proposal making it difficult to determine exact impacts from future construction. When available, existing housing will be utilized rather than building new homes.

2. Vehicles traveling faster pollute less and are more efficient. Based on EPA MOBILE5, emission rate modeling program, Carbon Monoxide emission rates will be 2.5 to 3 times greater at low arterial speeds than at freeway speeds. Refer to Volume 1, Chapter 4 of the FEIS concerning a more in depth analysis and the environmental consequences.

3. Availability of funds is limited for all public works projects and is a factor in determining development of transportation projects. Other economic factors are also considered. Economic growth is affected by the availability of a good transportation system. As access to the region deteriorates, the existing economic structure can decline and restrict economic growth.

10820 E. Maxwell Ave.
Spokane, WA 99206-4894
Sept. 26, 1995

SPokane, WA 99207
SEP 27 1995
DEPARTMENT OF TRANSPORTATION
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Harold L. White, P.E.
Washington State Dept. of Transportation
2714 North Mayfair Street
Spokane, WA 99207-2090

Dear Mr. White:

Building a North-South Freeway would have several deleterious effects upon the Spokane community.

1. According to a recent news article, the freeway would displace hundreds of homes, when Spokane already is suffering an acute shortage of housing.
2. The freeway would encourage commuters to keep on driving their private cars. This would continue to pollute the air. It would encourage higher speeds, when Spokane is trying to reduce speeds in the interest of safety. Higher speeds also reduce gas mileage and increase tire wear, this latter putting more particulates into the air for people to breathe. They also increase the wear on paving, requiring more frequent, expensive street repair. Further, higher speeds increase noise pollution.
3. The freeway would cost millions, which would be better spent otherwise, on desirable community projects, or taxes wouldn't have to be increased or might even be able to be decreased.
4. The freeway, by encouraging the private auto, would hasten the depletion of the world's petroleum reserves, which of course are virtually nonreplaceable. Right now we are importing some 50 percent of the petroleum we use, further worsening our trade deficit.

We should be encouraging, in fact demanding, that commuters turn to mass transit, in which one bus would take the place of some 20 or more autos, thus alleviating congestion, helping clean the air and making the streets safer. Encouraging the private auto will do just the opposite.

Respectfully,
Thomas H. Rogers, Sr.
Thomas H. Rogers, Sr.

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4. Comment noted. See Chapter 4, (Energy), for energy consumption estimates.

5. See Chapter 1, Economic Development and Modal Interrelationships are discussed. See also Chapter 2, which discusses the analyses of Traffic Discipline Studies on alternatives.

Response

Comment C-5

C-5 Melanie Weston &
David Anderson

1. Comments noted.

Melanie Weston
David Andersen
3603 E. 6th Ave.
Spokane, WA. 99202
(509)535-3992
September 28, 1995

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DEPARTMENT OF TRANSPORTATION
SEP 27 1995
SPOKANE, WA 99207

Dear Harold White,

I am writing to inform you that my husband and I feel strongly about having a North Spokane Freeway. It is important for Spokane to keep up with the 20th century and to be forward thinkers. With all the growth Spokane has seen in the last five years it can not put off transportation necessities any longer, it hurts Spokane and will just make it more costly in the long run.

Sincerely,

Melanie Weston

Melanie Weston
David Andersen
D. Anderson

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HAROLD WHITE, P.E.

Response

Comment C-6

C-6 Emmett Gumm

1. Comment noted.

**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: Emmett Gumm Date 9/28/95

Address: E. 1708 Longfellow

Telephone: (509) 483-8257

Comments: *I am in favor of a
Hawena corridor with the southern
cut off to 395 & Hawena continuing
north.*

Response

Comment C-7

C-7 Carolyn Jacobs

1. In this location, additional height of noise wall would be expected to have little effect on the noise level across Liberty Park. This is due to the distance from I-90 to the residences and the line of sight being above a twelve foot wall. This wall does reduce noise levels at Liberty Park. See the Noise section of Chapter 4 of the FEIS.

2. See Beltway/Bypass section of 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: CAROLYN JACOBS Date 9/28/95

Address: 1318 E 5th

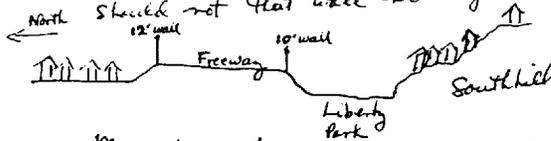
Telephone: 534-2210

Comments:

① Noise barriers along I-90

The length of the proposed barriers from Perry to Altamont are specified to be 12' on the north side and 10' on the south side.

Since the slope of land causes more houses on the south side to be exposed to noise should not that wall be higher?



Many of us on the south hill are constantly impacted by freeway noise.

② The beltway system is an excellent options to improve our inner city congestion!

1
2