

Response

T2 - David Elton

DOT/NORTH/SOUTH FREEWAY

1 that same design on the beltway. So, please, no hard
2 words. It's not their fault.

3 MR. STIER: Once again, I'd ask when you step
4 up to provide your address as well.

5 David Elton?

6 THE WITNESS: David Elton, Post Office Box
7 14021
8 ~~3420~~. I am not a lifelong resident of Spokane. I'm from
9 Portland, Oregon. I've been here about two years now.

10 I've conducted research and ran surveys for
11 what is proposed, and I can tell you since I've been here
12 almost every survey that I've run here has had this issue
13 mentioned, even on open-ended questions where you would
14 figure no one would mention this issue.

15 This is prevalent. It's a top-of-the-mind
16 to issue ~~with~~ a lot of people. It was the third most
17 prevalent issue polled with people. This is something I
18 am for.

19 In Portland, Oregon, we ran into opposition
20 on the Max Light Rail System. A lot of opposition from
21 small business, as well as residents.

22 Now looking back, a lot of people are
23 favorable and are very happy that we went ahead and did
24 it.

25 This is something that I think is very
needed. It may not happen now, but it should and

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Response

T2 - David Elton (Cont.)

1. Alternate construction time lines have been analyzed and it is feasible to complete this facility in less than 20 years. The key factor is the amount of funds that can be allocated on a yearly basis to this project. The state Legislature determines the funding level for transportation projects within the WSDOT. Also, alternate staging plans for the build alternative are being investigated. Additional environmental studies may be required if design or construction staging is revised.

T3 - Rich Hadley

1. Comments noted.

DOT/NORTH/SOUTH FREEWAY

1 probably will happen as soon as we can find the funding.
2 And my only question is, how many options do
3 we have other than the 20-year plan? Thank you. **1**
4 MR. STIER: Thank you, Mr. Elton. Rich
5 Hadley?
6 THE WITNESS: I'm a resident of the area **T3**
7 that you described as the north suburban area of Spokane,
8 west of Colbert at the north side of this project, and I
9 also ^{represent} ~~am with~~ the Spokane Area Chamber of Commerce.
10 The Chamber, by the way, is 98 years old, so
11 I think ^{for} ~~we're~~ about ^{60 years} ~~(incredible)~~.
12 The Chamber has been supportive of some form
13 of improvement with the North/South Freeway of traffic
14 for residents, as well as for movement of goods and
15 services to reach market places and to reach employment
16 centers.
17 As ^{the} ~~the~~ figures show, there's a dramatic
18 increase in ^{traffic} ~~travel~~, and as this project is designed to
19 address congestion problems, I believe we often think of
20 those as residential congestion problems for passengers.
21 But let's also keep in mind that that is the
22 same for movement of goods and freight on trucks and
23 other smaller vehicles for the area north of the
24 community, as well as bringing regional goods and
25 services down from Canada.

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Response

T3 - Rich Hadley (Cont.)

DOT/NORTH/SOUTH FREEWAY

1 The success of this region is in part due to
2 the transportation projects, and it is difficult for us
3 to continue to compete in transportation in the region
4 economically unless we have improved north/south
5 mobility.

6 Anyone who is working downtown these days and
7 lives on the north side has adequate frustration with the
8 roadblocks on the
9 Division work and the congestion that's occurring on
10 Maple, Ash and on Nevada Street.

11 But this project is more important than just
12 addressing the frustration. It is really important to
13 the ability of this community to continue the original
14 setting in the marketplace that entails public safety,
15 especially to Idaho and Canada.

16 Tonight is probably a good time to learn
17 about this project rather than to be experts, and we
18 don't intend to do that. But we will be submitting
19 written comments by October 27th ^{with more detail from}
~~our management.~~ ^{on a big board with}
(inaudible).

20 But we would agree with the Draft EIS
21 recommendation, that the solution is a build solution.
22 That, in fact, the other options are important and
23 necessary and should be ^{addressed}
~~with systems management and mass~~
24 transit but they would not in this marketplace and with
25 our community's attitude towards those be the solution

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Response

T4 - Robert Boksch (Cont.)

2. Additional development is expected in this area. Frontage roads may be required to connect individual parcels of property to the county road system.

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1	Environmental Impact Statement.
2	First of all, since we live out north of town
3	I'm going to focus my attention to those areas identified
4	both by the north and the south options as they progress
5	north of town.
6	First of all, the south option there is a
7	long grade that would be required between the Newport
8	Highway and Division Street intersection of the freeway.
9	That grade covers about a hundred and fifty vertical
10	feet and will be something of one and a half percent to
11	two percent, depending exactly on the engineering
12	parameters.
13	The grade is not addressed in the Draft
14	Environmental Impact Statement. This will cause trucks
15	to be laboring up the grade, perhaps loud noises from
16	their brakes going down the grade. They come very close
17	to the Parrish Hills subdivision there.
18	There is no indication of a noise wall or
19	anything of a noise consideration in the Draft
20	Environmental Impact Statement. It will emerge on a
21	fifty foot fill. There will be visual impacts.
22	Also, there are four homes, and perhaps
23	several more, that are soon to be built that will be
24	trapped between this large fill on the west and the
25	natural hills to the south and east that are sort of
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Response

T4 - Robert Boksch (Cont.)

5. See response to Mr. Bocksch's letter in written comments section of FEIS (Comment C-31 Appendix L).

DOT/NORTH/SOUTH FREEWAY

1 particular arterial. They've been talking about it for
2 many years, and there is a good chance it will be built
3 before the North Spokane Freeway will be built.

4 And it seems to me that it is imperative that
5 the Highway Department take account of that particular
6 arterial both on the north option and the south option
7 and indicate what is actually going to be required in
8 terms of land acquisition, people being displaced from
9 the Camelot subdivision, for instance, if that particular
10 arterial ^{come through} ~~is going to sit~~ on top of the Newport Highway
11 south option freeway interchange.

12 Now, I also believe that I've indicated this
13 before to Mr. White, that there are not enough
14 interchanges north of town. We have a complete
15 interchange at Francis. We have a complete interchange
16 at Hatch Road. We have supposedly a complete interchange
17 at Newport Highway. There is ^{a half} ~~an~~ interchange at Division.
18 There is no interchange necessarily at Market Street
19 where a so-called Stoneman interchange that I mentioned
20 just a moment ago might serve as part of the Market
21 Street interchange on the north option.

22 Nothing is shown on the south option.
23 Approximately four miles between Francis and Newport
24 Highway as the planning is currently being developed, and
25 we already see that there is a great deal of building out

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Response

T4 - Robert Boksch (Cont.)

6. Traffic modeling for the year 2020 shows a decrease in the traffic volumes on Market Street.

7. Access to the NSF from this area will be Hastings/Farwell to US 2 and US 2 to the NSF.

DOT/NORTH/SOUTH FREEWAY

1 in the Mead area north of Mead. Those cars will have
2 to travel down Market Street to Francis and then go over
3 to the interchange and pick up the freeway from downtown.

4 We've just recently found out that the School
5 District 81 feels that that North Market^{Street} stretch is so
6 dangerous that they don't even allow the school buses to
7 stop on it. They are picking up the kids there in taxi
8 cabs in order to be safer. And you can imagine what's
9 going to happen if we build north of town as shown in the
10 slides a few moments ago and there is no interchange for
11 Market Street.

12 Likewise, on Division there is a partial
13 interchange that will allow the surface traffic to go
14 northward on the freeway or to come off the freeway and
15 go south, but there is no provision for southbound
16 traffic coming from the Little Spokane area and from the
17 areas by Mead High School. There is no provision for
18 that traffic to get on the freeway in the Division or
19 Hastings Road area.

20 ^{feel there is}
Now, I also ~~found~~ some errors here. First of
21 all, I don't like the clover leaves because you have
22 this terrible problem of trying to weave your way from a
23 fast lane into one of these and there's other traffic
24 trying to get off the clover leaf.

25 And you have the same problem getting on back

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