

**Response**

**Comment C-8**

C-8 Diane Lorianio

1. Comments noted. See Beltway/Bypass section of FEIS. Also see the alternatives considered but rejected section of Chapter 2.

2. It is the intent of the WSDOT to provide timely opportunities for participation in the development of transportation studies such as the NSF. To meet that goal, starting in July 1991 public open houses, neighborhood meetings and numerous meetings with businesses and private individuals were held. A Citizens Advisory Committee was formed on August 18, 1992, to provide another means of communication between the public and WSDOT. For additional information refer to Chapter 5, Public and Agency Coordination of the FEIS.

3. Copy of DEIS mailed 10-2-95.

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

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

Name: Diane Lorianio Date: 9/28/95  
Address: 10509 N. Middleton Rd. Spokane, WA 99218-1532  
Telephone: 509-468-2748

**Better Mobility Through Spokane**

**Comments:**

I suggest that an Argonne corridor to connect the Valley with Rt. 2 & 395 to relieve commercial traffic on streets in Spokane be explored further.

We everyday citizens obviously need more & earlier impact into the process so that alternatives that we desire can be investigated.

I am generally against a N/S freeway but believe that the North option would be best for my neighborhood & general area as it seems to have less disruptive impact on business & housing.

I wish to request a copy of copies of the two issued manuals:

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DEIS: Mark 9000 D. Lorianio Sent 10/1/95

**Response**

**Comment C-9**

C-9 Cecilia Parker

1.. A review of the house located at 3221 E. Grace was completed by Mr. Craig Holstine, the Program Director for the Archaeological and Historical Services office of Eastern Washington University. He concluded that due to the extensive renovations and installation of modern additions to this structure, it is ineligible for inclusion in the National Register. The house at 3201 E. Grace, owned by the Parker's has also undergone extensive renovation. It has not been inventoried, for historical purposes, as a "...possibly significant structure." (Historic and Archaeological Discipline Report) Refer to Chapter 5 correspondence regarding this determination.

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: Cecilia Parker Date: 9-28-95  
Address: 3201 E. Grace Spokane, WA  
(509) Telephone: 4827234

Comments: *I live in a 102 year old home built in 1893. I'm concerned about the freeway plan going through my home. I live on the market because of alternative. The freeway would go right through it. My husband and I have been restoring this home for 11 years. we've put in a lot of time, sweat & money. please have someone from the historical Department contact me. I need to know how this freeway would affect a historical home?*  
*Thank you,*  
*Cecilia Parker*

*Our home is the oldest home on the Northwest side of town, where the freeway is to be placed. If not one of the oldest in Spokane, I feel a belt route around city or on the west side of town heading NW is a better site.*

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## Response

## Comment C-10

C-10 Steve Parker

1. 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 of the FEIS. The surveys conducted for this

### 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: STEVE PARKER Date: 9-28-95

Address: E 3201 GRACE

Telephone: 482-7234

Comments: MY HOUSE IS 102 YEARS OLD AND IS IN DIRECT  
PATH OF THE MARKET-GREEN ROUTE. THIS ROUTE I FEEL  
WILL BE CHOSEN, I WANT TO KEEP MY HOUSE. I ~~AM~~ DIDN'T  
PLAN ON MOVING FOR A VERY LONG TIME & IF AND WHEN  
I DID I WOULD LIKE MY SON'S TO LIVE IN THIS HOUSE.  
ME AND MY WIFE HAVE MADE THIS HOUSE OUR OCEAN HOUSE,  
IF WE HAD TO MOVE, OUR HOUSE WOULD HAVE TO MOVE ALSO.  
THIS WOULD INCLUDE OUR YARD WHICH I CONSIDER PART  
OF OUR HOUSE. THIS WOULD MOST LIKELY WOULD NOT BE  
POSSIBLE DUE TO THE SIZE & DETAIL OF OUR HOUSE & YARD.  
I WOULD HOPE & EXPECT TO BE PAID ENOUGH TO REPLACE MY  
HOME & YARD COMPLETE. PLUS COMPENSATION FOR OUR LOSS.  
MOST OF ALL I WISH I DON'T HAVE TO MOVE AT ALL.

THANK YOU  
STEVE PARKER

1

**Response**

**Comment C-11**

C-11 Pete Thompson

- 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: Pete Thompson Date 9/29/95  
Address: E 1919 Center Rd, Spokane, 99208  
Telephone: 466-7032 or work 838-8500

Comments:  
Regardless of which route is chosen, I'm in favor of the N/S Freeway. I live immediately north, across the street from Farwell Elementary school, and living near an interchange doesn't bother me a bit. In fact, I would welcome the convenience. The environment will benefit from more efficient vehicular movement, fewer stops, and higher speed commuting to reduce trip time. Please call me if you need an advocate I can't wait - let's do it!

*Pete Frank*

**Response**

**Comment C-12**

C-12 Frank Yuse

1. It is not the intent of this study to propose that a single facility or plan would relieve all congestion in North Spokane County. The 1985 Transportation Plan Update by the Spokane Regional Council addresses a need for a new freeway and additional capacity improvements such as a Beltway/Bypass. To include proposals that address all regional transportation deficiencies is outside the scope of this study.

2. The need for better ways to move in, out, and around the region has only grown and become more complicated over time. The cost of a new facility has been driven up by added regulation, environmental mitigations, property cost increases, and construction cost escalation. Relatively few low cost, low impact projects have been identified and those that have are being implemented. Additional study is surely required to address all of the regional transportation and growth issues. To delay approving this plan, funded or not, will only increase the cost of ultimately building this facility. If alternatives are brought forth that affect the need for this project it will be reevaluated.

3. 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: Frank YUSE Date: 9-28-95

Address: N. 7037 "G", Spokane, WA. 99208

Telephone: (509) 328-8578 (Please keep me informed)

Comments: As a Spokane County Planning Commissioner, I have been following the circulation problems (& future problems) for many years. I used to live in the Valley, but now live in the N-W part of the city. My estimation of the proposed North Freeway is: it is too late, too expensive (both in dollars and human disruption), too limited, and the EIS is too narrow in focus.  
My recommendation is: (1) do not waste any more time & money on the Freeway; it will never be built; (2) rather, concentrate on a North beltway from Sullivan Rd. West over Bigelow Gulch, South of Mead & North of Five Mile Bluff, to approx. Nine Mile area bridge over the River, South over scab-lands to Medical-Lake exchange onto I-90. This beltway must be identified now, and the right-of-way be secured, and no more development be allowed in that corridor.  
The advantages of this by-pass (which could start as an arterial or two-lane highway) are: (1) re-route trucks & cars away from downtown-core; (2) move traffic going from the Valley to the West Plains or to Puget-Sound around the city; and vice-versa; (3) reduce traffic on I-90 and Sprague Ave.; (4) keep check on auto-pollution in heavy used areas; (5) this beltway is wider than the N. Freeway = it helps not only the city & Valley drivers, but also North-County residents (Deer Park, Sunridge, etc.) and South Stevens County; and (6) it does not evict hundreds of home owners (Who will stop the proposed Freeway in the courts). The EIS should have included the beltway as a viable alternative to "No build" and "North Freeway 2-Corridors". It is efficient.

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Response

Comment C-13

C-13 Dorothy Mehl

1. Comments noted. WSDOT rationale for this project is stated in Chapter 1, Purpose and Need for this Action.

2. See Beltway/Bypass section of FEIS.

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 years 2010 or 2020. Noise that exceeds FHWA Noise Abatement Criteria will be mitigated where feasible. See the Air Quality Section and the Noise Section, Chapter 4 of the FEIS.

North Spokane Freeway Environmental Impact Study  
Comment Sheet

RECEIVED

Please use this form to express any comments that you have concerning this project. OCT 3 1995

Name: DOROTHY MEHL Date 10-1-95 HAROLD WHITE, P.E.

Address: 407 E. EVERETT SPOKANE WA 99207

Telephone: 509-484-3826

Comments:

Better Mobility Through Spokane

1. A MS freeway is no longer needed. Housing developments and industry now surround the city and the valley. The downtown is no longer the core or center of activity.

1

A MS freeway would not serve the growing developments. It would not serve the industries located on the outskirts. It would not serve the airport.

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2. A MS Freeway would cost greatly. The cost in dollars is outrageous.

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The cost in noise pollution and air quality is too great. Spokane cannot afford to lower the air quality further by bringing more traffic into the downtown corridor. Spokane does not want to destroy any more neighborhoods. We have just begun to build & protect our neighborhoods.

1

3. Spokane County has changed. A MS freeway no longer answers our traffic needs. Please reconsider a beltway.

2

**Response**

**Comment C-14**

C-14 Mickey Thompson

- 1. Comments noted.
- 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: Mickey Thompson Date 10-2-95

Address: 906 E. Sanson

Telephone: 489-3868

Comments: While your proposed Freeway could be of some use to me, it's cost greatly exceeds it's value. It, of course, should have been built when the land was less densely occupied.

Now, it seems we should try to find a beltway solution that utilizes more open land. I do not know, however if such open corridors exist.

Good Luck!

Mickey Thompson

RECEIVED

OCT 3 1995

HAROLD WHITE, P.E.

## Response

## Comment C-15

C-15 William O. Murphy

1. Comments noted.

RECEIVED  
DEPARTMENT OF TRANSPORTATION  
OCT 5 1995  
SPokane, WA 99207-2004

William O. Murphy  
3507 E 22nd Ave  
Spokane, Wa. 99223

Oct. 3, 1995

Washington State  
Department of Transportation  
2714 N Mayfair St.  
Spokane, Wa. 99207

Att: Harold White, Project Engineer

At the hearing last week on the North Spokane Freeway at Shadle Park High School in Spokane, you asked for comments as to location preferred.

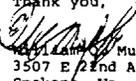
I vote in favor of the Market-Greene St location for the following reasons:

It involves much less mileage for the motorist to drive than does the Havana Alternative. On the City maps, Havana st. is in the 4300 block east of Division St. and Greene St. is in the 3200 block East. That makes a difference of 11 city blocks longer drive on one end and another 11 blocks back on the other end.

A motorist going from one end to the other would drive 22 city blocks further or over one and one-half miles further each trip. Figuring several thousand trips per day, this totals thousands of unnecessary mileage each day to think nothing of the extra petroleum being used.

The State has already moved the location from Hamilton St. which is in the 900 block east of Division to Greene St., a distance of 23 blocks on each end. It does not make sense to move it any further east away from downtown.

Please consider these comments in making your final decision.

Thank you,  
  
William O. Murphy  
3507 E 22nd Ave  
Spokane, Wa. 99223

RECEIVED  
OCT 5 1995  
HAROLD WHITE, P.E.

Response

Comment C-16

C-16 Earl Schmidt

1. Comments noted.

*Pull heavy trucks & most cars from residents' areas — 2nd St through 8503 1/2 Regal 99207*

- PURPOSE**  
 The Washington State Department of Transportation (WSDOT) recently published the North Spokane Freeway Draft Environmental Impact Statement (DEIS). The purpose of the DEIS is to identify the critical transportation, economic, and environmental impacts associated with constructing a freeway in the northeast region of Spokane. The objective is to recommend a route that balances the region's transportation needs with environmental issues both during construction and operation.
- NORTH SPOKANE FREEWAY ALTERNATIVES**  
 The DEIS is now focused on the alternatives listed below. Alternatives rejected will be detailed in the DEIS.
 

**RECEIVED**  
**OCT 10 1995**  
**HAROLD WHITE, P.E.**

  - NO-BUILD ALTERNATIVE**  
This alternative examines the effects on the environment if the North Spokane Freeway is not built.
  - TRANSPORTATION SYSTEM MANAGEMENT (TSM)**  
This alternative incorporates two areas:
    - Transportation Demand Management (TDM) including such things as the Commute Trip Reduction (CTR) program along with use of alternative mode choices such as pedestrian, bicycle and transit to reduce traffic
    - Operational Management Strategies such as improved signal timing and signal interconnect systems to improve the efficiency of the existing system.
  - MASS TRANSIT**  
This alternative employs High Capacity Transit (HCT) systems such as High Occupancy Vehicle (HOV) lanes and light rail.
- BUILD ALTERNATIVES** *Make your decision from and build a freeway!*  
**Improvements to Existing Facilities**  
 This alternative examines the possibility of expanding existing arterials to absorb the projected traffic growth.
 

*In favor of this Route*

**New Facility (See the Map on back of page)**  
**Market/Greene Alternative**  
 This alternative is the construction of a freeway in the vicinity of Market and Greene Streets. Both streets would remain in operation, and the freeway would parallel them. The freeway would begin with an interchange at I-90 in the vicinity of Greene Street and proceed north across the Spokane River. From the vicinity of Trent north to Euclid the alignment would be located east of Greene and Market Streets. From Euclid Street to just north of Francis Avenue the freeway would generally follow the east side of the Burlington Northern Railroad properties. North of Francis to about Magnesium Road the alignment is east of the TOSCO tank farm. From Magnesium Road north there are two options for making the connection to US 2 and US 395. Each is described below.
 

*Remember they didn't want I-90 either!*

**Havana Alternative**  
 This alternative begins at the same proposed interchange location as the Market-Greene Alternative. From I-90, the Havana route curves to the northeast. As it crosses the Spokane River near Trent, the route turns north and parallels the west side of Havana. The route would curve to the west around Beacon Hill near the east edge of Esmeralda Golf Course and cross Park Avenue just east of Freya. From here, the Havana alternative would proceed north to Lincoln Road. The route then curves westerly and joins the Market-Greene route near Magnesium Road. From this point, the route options are basically the same as for the Market-Greene Alternative as described below.

**North Option**  
 This option places the alignment to the north of the vicinity of Parksmith Drive at which point it would turn west, north of the Kaiser Mead Facility and crosses to US 2. The connection to US 2 would be just south of the existing Farwell Road intersection. From US 2 the alignment continues in a northwest direction and connects to US 395 south of the Little Spokane River.

**South Option** *In favor of this route*  
 This option provides an alignment that lies south of the Kaiser Mead Facility, rather than the north route described above. It begins just north of the TOSCO tank farm in the vicinity of Magnesium Road. From this point, it curves west and

Response

Comment C-17

C-17 Anna Iliakis

1. Sent DEIS 10/13/95

Oct. 11, 1995

Re: North Spokane Freeway

Harold L. White, P.E.  
2714 North Mayfair St  
Spokane, WA 99207-2090

Dear Mr. White,

I was unable to attend the hearing of Sept 28, 1995 at Shadle Park High school.

I have sent me some information regarding the North Spokane Freeway. Reading material and maps would be very helpful in stating my opinions.

This is my address:

ANNA ILIAKIS  
6500 N. HAVANA ST  
SPokane, WA 99207

Thank you,  
Anna Iliakis

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