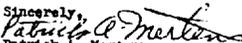


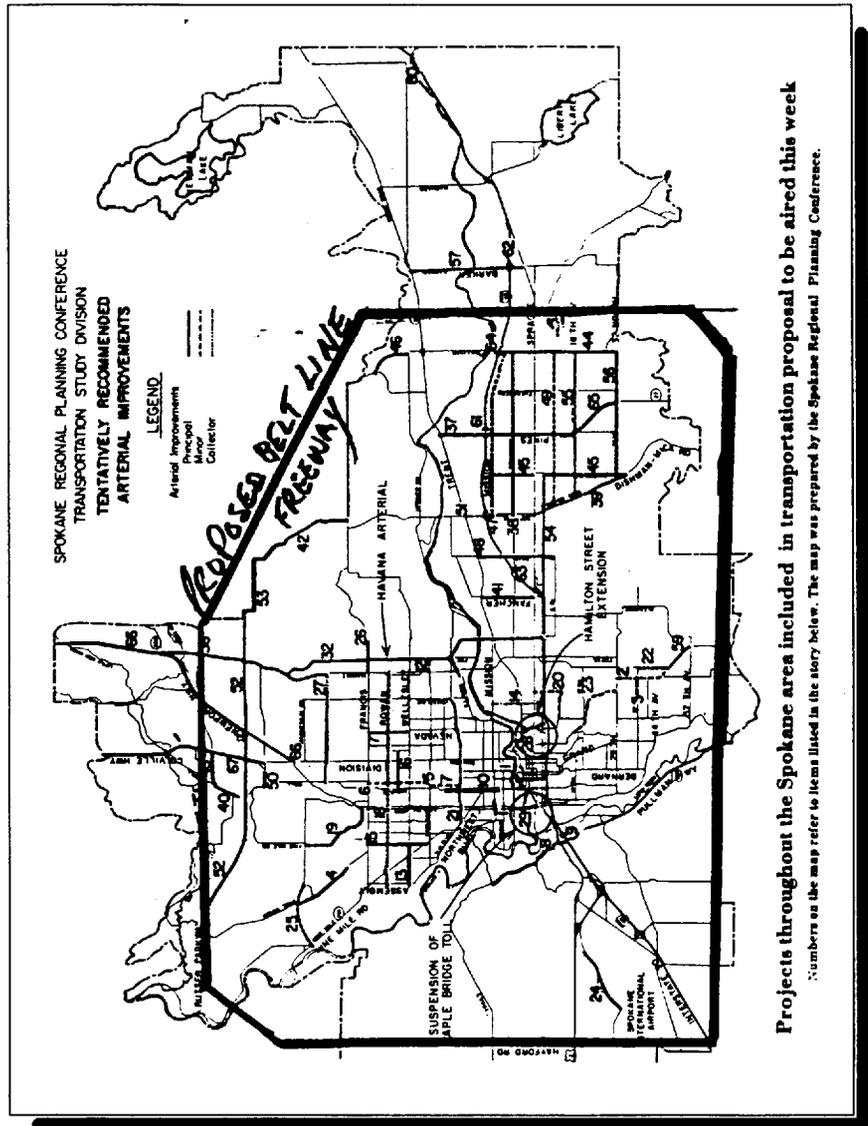
The expensive Arterial Improvements Recommended in the far north area #'s 40, 42, 43, 50, 52, 53, 56, 66, & 67 would no longer be necessary.

Letters are being sent & some have already been sent to major industries in the Spokane Area asking for their consideration(s) & endorsements of this proposed Belt Line Freeway as the only long range solution to the Spokane Area traffic and air pollution problems.

Time is short in which the necessary properties can be obtained for completing this project, before these areas also become heavily populated or industrialized. I urge you to act now to approve this proposal!

Thank you!

Sincerely,

Patrick A. Mertens
1203 E. Dalton Ave.
Spokane, Wash. 99207



- #5
 9. A request was made for consideration of a one-way couplet along Division Street corridor from Interstate 90 to the North Hill.

Response:

A one-way couplet along the Division Street/Ruby-Lidgerwood Streets was analyzed in this plan update process. The TTC and CACT voted that it not be included as one of the final test alternatives; a number of traffic operational and land use impact reasons for its exclusion are in the report "Corridor Social, Economic, Environmental Effects of Alternative Arterial Transportation Improvements."

10. A request was made for consideration of reconstruction of Division Street to provide for reversible lane operation. There would be five travel lanes with the center lane reversing direction of flow during peak periods. Left turns would be prohibited.

Response:

Additional rights-of-way along Division would need to be purchased in order to develop five-lanes. This would probably entail purchasing businesses along one side which would be disruptive and expensive. Prohibition of left-turns would create a number of traffic operational problems. Increased traffic volumes in the Division Street corridor will produce greater traffic congestion in the Central Business District at the Interstate 90 interchange. If Browne and Division Streets carry more traffic, then Second and Third Avenues will receive less green signal time and result in greater congestion. Reconstruction of the interchange of Browne Street/Division Street and Interstate 90 would be disruptive and expensive.

11. A beltline freeway was proposed. The proposed corridor location of this beltway is illustrated in Figure 5.

Response:

The proposed beltline freeway has some characteristics that are similar to the proposed circumferential arterial consisting of the following routes: Northside Arterial, Stoneman Road, Bruce Road and Argonne Road. That arterial would connect the north Spokane suburban area with the Spokane Valley in much the same manner as the proposed beltway. The projected travel demand on a circumferential route could be served by an arterial.

Based on the presently adopted City and County Land Use Plans (upon which the transportation planning process depends), there would be very little travel demand along the south and west sections of the proposed beltway.

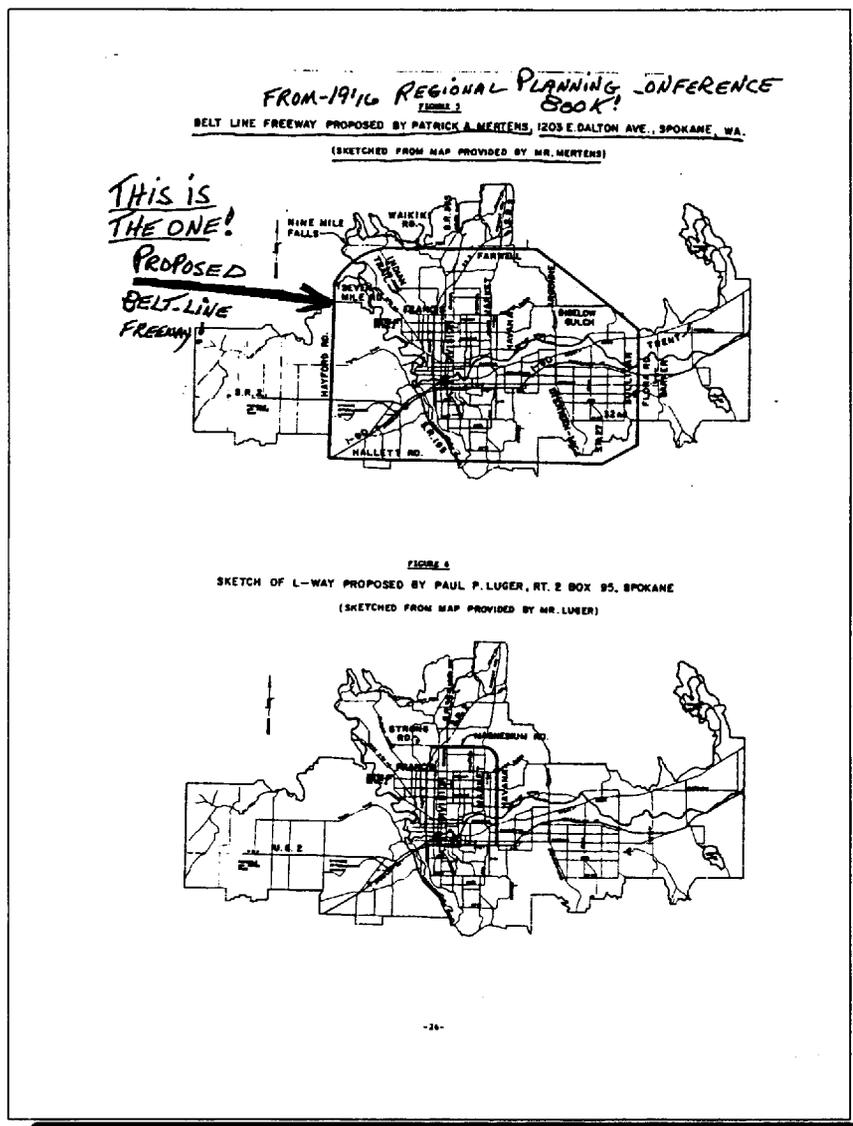
A beltline freeway would promote suburban low-density development and ~~lead to decentralize the Spokane urban area.~~ Future residences and commercial uses would be even more dependent upon the automobile for mobility. This tends to be inconsistent with the Energy Policy and Conservation Act of 1975, which calls for promotion of carpooling, and increased use of mass transportation.

SEE THE ROW THEORY

12. A 6-lane, L-Way was proposed. The approximate corridor location of this facility is illustrated in Figure 6.

Response:

The proposed L-Way is similar to the Havana Arterial and the Northside Arterial, project numbers 32 and 52, respectively. Also, the Havana Arterial would be connected with North Market Street near Hawthorne Road; thus, the movements recommended by the L-Way could then be made using either Hawthorne Road or the Northside Arterial in conjunction with the Havana Arterial.



Response

Comment C-24

C-24 Patty Weeks

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OCT 25 1995

HAROLD WHITE, P.E.

Oct 20, 1995

Dear Harold White,

My family and I are relocating to Spokane due to a job offered to my husband.

To our delight when we drove into Spokane on I 90 there were lots of trees and rolling hills, not bare flat land like we thought.

My husband and I are from Tallahassee, Fla. and have never been to Spokane.

We contacted our real estate lady right away and couldn't wait to look at some houses. We looked at houses for two days until we found our "Dream House" on Carriage Ct in Carriage Hills.

Even my son who is 9 yrs old and very reluctant to move away from his friends fell in love with this house and wants to move (will have his own room). Anybody as you probably know the

South Option of the North/South Freeway runs right next to our subdivision. We have already put money down on our "Dream House" so you

Response

Comment C-24 (Continued)

1. Comments noted. The preferred option is listed at the end of Chapter 2 in the FEIS.

see if the south option is chosen it will upset alot of people just with the selling of this one house. I will upset see family the family that's selling the house on Canage Ct and the family who is buying our house. because the sale of our house is contingent on us getting the carriage house and south option is chosen we would have to find a different house.

if there is anything you can do to make the North option go through and not the South option, Please Please Please do so. We would greatly appreciate it. We believe in the power of prayer and will be praying very hard.

if you have any information on which option it's headed for in the next 2 months please let us know by writing or calling collect (206) 566-8612
Thank you! 2120 Seaview St West
Tacoma, wa 98406

Sincerely,

Patti A. Weeks

Response

Comment C-25

C-25 Patricia Walt (Havana)

1. See Figure H2, page D-16 of the FEIS. The Havana Alternative does not cross college facilities. It is located to the south and east of the Spokane Community College.

2. The Havana alignment does not impact the flight path at Felts Field.

3. The proposed reconstruction of the substation should not pose any harm to the public. Site planning would have to take place as to relocation of these facilities.

4. Only a portion of Beacon Hill will be disturbed. See figure H3, page D-17 of the FEIS.

5. See Chapter 6 for avoidance mitigation., meetings are needed to develop a mitigation plan for properties effected by the preferred alternative. The preferred alternative is the Market Greene build alternative which does not impact the golf course.

6. Cooper School is 335 meters (1100 feet) from the center line of the Havana alignment. No adverse impacts have been identified.

7. Aside from Your Place Park, which is common to both the Havana and Market/Greene alternatives, Minnehaha Park is the only park directly impacted required for the construction of the freeway is 2.8 hectares (6.9

by the Havana Alternative. This park is 15.75 hectare (38.92 acres) in size. The amount acres). The freeway is on a structure over the park, allowing pedestrian access through the park.

8. The water tank near Wellesley Avenue is not impacted by the 9. Havana Alternative.

The freeway is elevated from I-90 to Beacon Hill. Most roadways will be able to pass under this elevated

section. From Beacon Hill to Longfellow Avenue no streets are closed. From Longfellow Avenue to Francis Avenue approximately ten, east west residential streets will be closed. Traffic from these areas will be rerouted to arterial streets such as Wellesley and Francis Avenues.

10. 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: PATRICIA WALT Date 10-20-95

Address: 5411 CLEVELAND

Telephone: 487 4301

Comments: TOO COSTLY! (HAVANA RTE)

- 1. CROSSES THE COLLEGE. 1
- 2. TOO CLOSE TO PLANES TAKING OFF FROM FELTS FIELD = IN THEIR PATH. 2
- 3. POWER STATION DANGER. 3
- 4. BEACON HILL WILL BE DESTROYED. 4
- 5. GOLF CLUB WILL ALSO SUFFER. 5
- 6. COOPER SCHOOL IN DANGER. 6
- 7. PARK WILL BE GONE FOR KIDS. 7
- 8. TOO CLOSE TO ~~RESERVOIR~~ RESERVOIR. 8
- 9. EAST & WEST ROADS WILL BE CLOSED IN MANY AREAS. 9
- 10. AROUND THE CITY IS BEST 10

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OCT 23 1995
HAROLD WHITE, P.E.

Response

Comment C-25 (Continued)

C-25 Patricia Walt (Market Greene)

- 1. Comment noted.
- 2. Interchange spacing was developed with the city of Spokane to provide a balance of local and regional access. Additional interchanges would increase the number of short trips that are better served on existing arterial streets.
- 3. A pedestrian overcrossing is planned to cross both the NSF and the BNRR track at Wild Horse Park. Pedestrians will also be able to cross the NSF at arterial street crossings.
- 4. Noise readings were taken in the study area and noise walls were recommended in selected areas. See the Noise section of Chapter 4 of the FEIS.
- 5. Land from residential and commercial property will be required for this facility. Any property that is needed for right of way will be purchased at fair market value.
- 6. The WSDOT will assist businesses directly affected by the freeway in relocating to new sites. See the Relocation Section, Chapter 4, of the FEIS.
- 7. Major concerns of Spokane Community College are noise, air pollution, loss of building sites, loss of parking and visual and esthetic impacts. See the response to SCC comment letter. (Comment B-9, Appendix L)
- 8. 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: PATRICIA WALT Date 10-20-95

Address: 4411 CLEVELAND

Telephone: 487 4301

Comments: MARKET STREET:

- 1. TOO TOO COSTLY
- 2. NOT ENOUGH OFF RAMP.
- 3. KIDS CAN'T GET TO SCHOOLS. NOT ALL ARE BUSSED
- 4. NOISE WILL BE UNBEARABLE.
- 5. WILL TAKE OUT BACK-YARDS, OF HOMES.
- 6. R.R. MOVED TO MARKET - WILL DESTROY SMALL BUSINESSES.
- 7. WHAT ABOUT THE COLLEGE?
- 8. A BELTWAY IS REALLY THE ONLY SOLUTION.
- 9. MOST FREEWAYS ARE ONLY BUSY 1 or 2 HRS A DAY.
- 10. WIDEN ALL NORTH & SOUTH MAIN STREETS AS DIVISION & MARKET ARE. IT HELPED ALOT.

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HAROLD WHITE, P.E.

9. Chapter 1 of the FEIS, Purpose and Need for this Action, includes a multi-discipline needs statement that is the basis for this study. In this chapter roadway capacity and demand are compared for 1990 and the projected design year of 2020. A 53% growth in traffic demand between the year 1990 and 2020 was projected (table 1-2, p. 1-5). This growth causes most existing roadway intersections in the study area to exceed their capacity. This study addresses methods to deal with the lack of capacity, and associated impacts on the

existing system.

10. Alternative 4 -- Improvements to Existing Facilities, p 2-17 of the FEIS, summarizes this type of improvement. The alternative was rejected from further consideration, p 2-33, because it was not able to meet the needs established for the project. Insufficient level of service would be provided and air quality would degrade.

Response

Comment C-26

C-26 Thomas H. Rogers

1.) See response to C-4.

2.) Comment noted.

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DEPARTMENT OF TRANSPORTATION
10810 E. Maxwell Ave. OCT 25 1995
Spokane, WA 99206-4894
Oct. 20, 1995 SPOKANE, WA 99207

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. It would also encourage expensive urban sprawl.
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.

The private auto has with good reason been labelled the most inefficient means of transportation ever devised. It should be obvious that this is true.

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

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Response

Comment C-27

C-27 Bill Chaisson

1. Changing Market Street and Nevada Streets to a one way couplet such as Maple/Ash Street would improve their ability to carry traffic over the existing two way streets. This however, would not add enough additional capacity to carry the projected 2020 traffic increase. Other issues would also arise with Market Street and Nevada Street being over one half mile apart. The additional traffic would use east/west streets to crossover between the two arterials. This would add traffic to arterial and residential streets.

North Spokane Freeway Environmental Impact Study Comment Sheet

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

Name: BILL CHAISSON Date 21 OCT 95

Address: N. 6620 REGAL, SPOKANE, WA 99207

Telephone: (509) 467-4407

Comments:

*There is a simple solution without a freeway:
make market a one way north of Wellesley
to the Newport Highway - going north
and make Nevada a one way going south
from where it turns off near the Newport Avenue
all the way to Trent.*

*It's a simple solution and of course
there will be arguments against it but
it will sure beat the hell out of the
cost of building a freeway.*

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OCT 25 1995

HAROLD WHITE, P.E.

Better Mobility Through Spokane

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