

DOT/NORTH/SOUTH FREEWAY

1 where the south option provides an alignment that lies
2 south of Kaiser Mead. The north option would connect to
3 US 2 just south of the existing Farwell Road
4 intersection.

5 The south option connects to US 2 at
6 approximately the Nevada Street intersection. From US 2
7 both alignments continue in a northwest direction and
8 then connect to US 395 south of the Little Spokane River
9 near the new bridge constructed by Wandemere Golf Course.

10 There is a slightly different alignment of
11 the south option for each alternative. This is to
12 provide for the Havana and Market/Greene corridors being
13 approximately a mile apart. That's in this area here
14 (indicating).

15 So if you wonder why there are two lines
16 there, that's actually this one. This is the Havana
17 alternative.

18 Okay. Go ahead.

19 This photograph shows the north and south
20 options as they connect from US 2 and US 395. The
21 Wandemere Bridge is right about in this location. This
22 is the Northpointe Shopping Center. Farwell Road would
23 be right in this vicinity right here.

24 To accommodate projected traffic growth
25 and additional traffic on the North Spokane

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Response

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1 Freeway Interstate 90 is proposed to be expanded
2 from six to 12 lanes between the Hamilton Street
3 Interchange and the Sprague Avenue Interchange a length
4 of approximately three miles.

5 Three new lanes will be added in each
6 direction for traffic to merge on. The existing lanes
7 would then function as express lanes. This
8 widening of I-90 causes the majority of housing
9 displacements for both alternatives.

10 The widening would be just to the outside of
11 the current roadway on both sides. This is the area that
12 I refer to as being an expressway, but basically it
13 would allow traffic flow, free flow from Sprague Avenue
14 to Hamilton Street.

15 The next few slides are intended to give
16 an idea of what changes will take place that affect the
17 amount of cars on the road.

18 Growth is predicted to continue in the
19 Spokane region for the foreseeable future. The projected
20 population increases for the next 25 years are shown
21 here, with the blue meaning the year 1990, the green the
22 year 2000 and red the year 2020.

23 Population growth is taking place on the
24 edges of the urbanized area, with the fastest growing
25 regions being the northern suburban and Spokane Valley

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1 suburban areas.

2 In the north suburban area alone
3 8,000 dwelling units are projected, over half of which
4 will be between ^{and along} US 395 and US 2 corridors.

5 The Spokane area is currently estimated to
6 experience 1.4 million vehicle trips per day. Based on
7 existing and projected growth patterns, overall area
8 traffic will increase by 35 percent by the year 2010,
9 with a projected 1.9 million daily vehicle trips and by
10 50 percent in 2020 with over 2.1 million daily vehicle
11 trips.

12 Those are the vehicles that are out on the
13 road going shopping, to school, work, and it will
14 continually increase.

15 Complete construction of a freeway is
16 anticipated to take approximately 20 years based on a
17 projected funding availability of 40 to 43 million
18 dollars per year. The preliminary construction estimate
19 ranges between 812 to 875 million ^{dollars} in 1994 dollars.
20 Based on the 20-year schedule, the inflated cost at
21 completion is about 2.1 billion dollars.

22 Now, that is a large sum of money by
23 anybody's standards, but it starts out, if we build it
24 today, it would be between 812 and 875 million.

25 The earliest construction could start would

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Response

T1 - Jim Simpson

1. A review of the Market/Green Alternative indicated that no property would be purchased at E. 3227 Garnet. Some of the photo maps may show a proposed Right of Way line encroaching on to adjacent property but actually is not. This is due to some distortion in the photograph.

DOT/NORTH/SOUTH FREEWAY

1 I will now turn you back over to Mr.
2 Jeff Stier.
3 MR. STIER: This is the time when the public
4 has an opportunity to comment^{or ask questions} regarding the project.
5 I have a packet of cards here, and I would
6 call the names off in the order I've received them. And
7 I would ask you to step up to this microphone and state
8 your name and address. And once again, I would request
9 that you limit your comments to five minutes, if
10 possible. And if you need more time, perhaps written
11 supplementation would certainly be welcome.
12 So at this point I'd like to proceed to
13 recognize speakers. And if anybody wants to speak and
14 hasn't signed a card I urge you to do so, please.
15 Jim Simpson?
16 THE WITNESS: Hi, my name is Jim Simpson, the
17 vice-chair of the^{PONI} group that you just mentioned a moment
18 ago.
19 Three years back we had a meeting at Cooper
20 School and we noted that the proposed highway was going
21 to take a large chunk out of my home. So I wanted to
22 know -- If I'm going to give up my home I want to know
23 what I'm getting for it.
24 And then I find out a lot that didn't really
25 set very well because I started looking at what we're

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T1
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Response

T1 - Jim Simpson (Cont.)

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1 building.

2 It doesn't answer -- To my thinking, it does
3 not answer the day-to-day necessity of Spokane traffic.
4 What it does is an additional north/south route. It
5 doesn't -- If you put yourself in Northtown and try to
6 figure what good that freeway is going to do.

7 If you want to go downtown you've got to go
8 down Division or else you've got to go the same distance
9 out Wellesley to get to the freeway and then you have
10 to go downtown. So you're not really getting anything
11 out of a freeway.

12 What we need most is a better comprehensive
13 method of ~~movement~~ ^{moving the traffic} within and around the city and county
14 because the traffic in the city and county are exactly
15 the same. We're tied together as one ^{entity} ~~unit~~.

16 What we're advocating mostly ^{is a truck route} and what we
17 definitely need is both the north and south and east
18 and west arterials that have to be widened. And that
19 hurts because a lot of people are going to lose a
20 lot of their yards. And the unfortunate fact is we're
21 going to have to do it. We don't have a choice.

22 With this freeway we still do not have any
23 connections for the people in the north, northwest, far
24 northwest, the Indian Trail particularly, any
25 comprehensive route for ^{future development} ~~people~~.

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Response

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1 be about the year 2000 with a corresponding completion of
2 around 2020. This schedule could be shortened if funding
3 is made available earlier than estimated. Because
4 completion of the entire project could take up to 20
5 years, construction would be staged so the public
6 could use portions of the freeway as early as the year
7 2004.

8 As with most projects, there are areas of
9 concern. At this point in time air quality,
10 noise, housing, waterways and hydrological systems and
11 hazardous waste have drawn the most concerns.

12 Mitigation of these impacts will necessitate
13 close consultation with various Federal, state and local
14 agencies.

15 This will occur to ensure that air quality is
16 within national standards, noise exceeding federal
17 standard levels are mitigated where possible, all
18 housing displacements be in accordance with the Uniform
19 Relocation Assistance and Real Property
20 Acquisition Policies Act of 1970 and that best
21 management techniques are implemented to ensure that
22 there will be no impact to the Spokane Aquifer and
23 that hazardous materials are disposed of in accordance
24 with regulations.

25 This schedule shows current project

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Response

T1 - Jim Simpson (Cont.)

2. 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 published by Spokane Regional Council addressed needs 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.

3. The build alternatives allow for a limited access connection between I-90 and SR 290, US 2, and US 395. This provides a means of expedient travel between these facilities without using the local arterial street system. Analysis shows this results in an annual time savings of 982,000 hours during the peak hours for the year 2010.

4. See Beltway Section of the FEIS.

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1 Francis would have to be widened, something
2 like what we're doing with the proposal on the freeway.
3 Same thing with Wellesley and places like Empire would
4 have to be widened at least four lanes to carry the
5 traffic that will be developed.

6 I think we've got a much larger city coming
7 than what you just showed. I talked to a lot of people
8 up in the northwest, and they tell me they do need
9 connections out toward Tum Tum and down toward the West
10 Plains area.

11 That's wide open for development and a huge
12 increase in ^{tax-base} traffic and we're not providing it with
13 1.2 billion dollars or 2.1 billion dollars on the
14 freeway. It does give some relief for the people living
15 out there on Market Street, but it doesn't answer any
16 purpose that I can see.

17 We need to improve our city streets and hook
18 up those streets completely around the city and the
19 county. You'd do a far better job and cost not a whole
20 lot more ^{if not as much} Thank you.

21 I do want to add one thing. Before any
22 bad words open ^{to the Engineers} up the DOT, these are darn good men. And
23 if you look at their plans on the freeway, they've done a
24 heck of a good job. It's just that I don't like what
25 they have done on the given design. They can do exactly

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