While we wait.....

Please enter your neighborhood name into the Q&A window

Select “host and presenter”
Ray-Freya
Alternatives Analysis
Feb 17, 2021

Inga Note – City of Spokane

Shea Suski – David Evans and Associates
Agenda
• Project history
• Current conditions
• Planned projects
• Design alternatives
• Results
• What comes next?

Use Q&A feature for questions

Project Webpage - Links to storymap and survey
https://my.spokanecity.org/projects/ray-freya-alternatives-analysis/
History

1966 Arterial Street Plan –
Ray Street bisected school campus

School District request for
realignment of Ray Street

RESOLUTION

A Resolution amending the Arterial Street Plan as adopted by the City Council on April 19, 1986.

WHEREAS, on June 30, 1986, the City Council approved the future realignment of Ray Street generally between 36th Avenue and Freya Street as described on the attached map; and

WHEREAS, the Arterial Plan is intended to provide a master plan to guide future development and public improvements throughout the city, and

WHEREAS, the Arterial Plan will benefit all city areas by promoting orderly development with adequate arterial access, and encouraging investment and rehabilitation; and

WHEREAS, an environmental review has been completed and it has been determined that the Arterial Plan will not have an adverse impact on the environment; and

WHEREAS, public workshops, meetings, and hearings held on the Arterial Plan have provided substantial comment on the plan's contents that have been considered and incorporated in the final draft; and

WHEREAS, the City Council has determined to amend the Arterial Plan to avoid dividing the Ferris High School campus by an arterial, and to avoid dividing the Berkeley-Woods Plat by an arterial;

NOW, THEREFORE, be it resolved by the City Council of the City of Spokane that the Arterial Plan is hereby amended to realign Ray Street diagonally in a southeasterly direction beginning at the intersection of 36th Avenue and Ray Street and extending to Freya Street and the Palouse Highway as generally indicated on the arterial map.

Adopted by the City Council this 7th day of July, 1986.
History

Crossover went to 60% design. ROW acquisition was funded.
History

City-owned homes

Right-of-way dedicated through plat actions.
History

• Impact fee rates
• Concern from neighborhood
• School district

In 2011 Council removed the project from the impact fee list.
History – 2017 Revision to Map
Current Conditions
Areas of Concern

From early survey results

• Lack of safe bike/ped crossings
  • 29th/Regal
  • Regal south of 44th
  • 37th/Ray
• Lack of bicycle facilities
  • 37th/Regal
Other Planned Improvements

Palouse/Freya

57th/Freya

Exact placement to be determined
Other Planned Improvements

44th Avenue Collector
Crestline to Altamont

44th Ave/Regal
Study Goals

• Estimate 20 year growth
• Evaluate future conditions on Freya, Ray, Regal
• Alternatives to improve traffic flow
  • Shift traffic from Regal => Freya
  • 37\(^{th}\) Avenue intersections
  • Other network improvements (local streets)
• Pedestrian and Bicycle improvements
Alternative 1
Alternative 2
Alt 1 & 2 Pathway

12’ PATHWAY CONTINUES SOUTH OF EXISTING PATHWAY AT 44TH AVENUE
Original Concept
± 25-50 veh/hr shift from Regal to Ray

<50 veh/hr shift from Regal to Freya
± 100-200 veh/hr shift from Regal to Ray

± 50 veh/hr shift from Regal to Freya
2040 No Build Roadway Network
PM Peak Hour Volumes
City of Spokane Ray-Freya Alternatives Analysis

Vehicles per Hour (vph)

XXX

Original concept
Roadway Network
PM Peak Hour Volumes
City of Spokane Ray-Freya Alternatives Analysis

Vehicles per Hour (vph)

XXX

Volume Differences
Change in vph from 2040 No Build

- Less than 256 vph
- 256 to 280 vph
- 281 to 305 vph
- 306 to 330 vph
- 331 to 355 vph
- 356 to 380 vph
- 381 to 405 vph
- 406 to 430 vph
- 431 to 455 vph
- 456 to 480 vph
- 481 to 505 vph
- 506 to 530 vph
- 531 to 555 vph
- 556 to 580 vph
- 581 to 605 vph
- 606 to 630 vph

±150-250 veh/hr shift from Freya to Ray

±100 veh/hr shift from Regal to Freya
Non-motorized

• Enhanced crosswalks
• More shared-use pathways
• Sidewalk gaps

• Protected bike lanes
• Transit stop access
Schedule

• Compile survey results (end February)
• Evaluate feedback (March)
• Additional alternatives analysis (April)
  • Roundabout at 37th/Freya?
  • Crossover with roundabout?
  • Widen Regal?
• Finalize recommendations and study report (May)
Survey

1. Introduction

Transportation planning is now under way to analyze the capacities of several major arterials on the South Hill. The project will focus on the Ray, Freya and Regal corridors. The intent is to look for alternatives to the Ray-Freya Crossover project, which had historically been part of the City's 6-Year Arterial Street Plan, but was removed in 2017. The Ray-Freya Crossover would have moved traffic from Ray at 37th to Freya, running near Ferris High School, and was designed to ease traffic congestion. City staff is looking at other transportation improvements that could streamline traffic flow in the area.

Over the next few months, City of Spokane staff will hold online meetings to share the study results with the public and refine the alternatives. Any projects selected through this process will be added to the 20-year street projects list. Eventual construction work would be partially funded through Transportation Impact Fees, and the City would seek additional construction funding as needed.

Please answer the following questions so we can learn about your experience while accessing the study area:

1. Please tell us about your interactions with Regal, Ray or Freya Streets between 57th and 29th Avenues. Check all that apply.

- [ ] I live nearby.
- [ ] I work nearby.
- [ ] I shop nearby.
- [ ] I attend school nearby.
- [ ] I drive through this area on a regular basis.
- [ ] Other (please specify)
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