Ray-Freya
Alternatives Analysis
June 16, 2021

Inga Note – City of Spokane
Shea Suski – David Evans and Associates
Agenda

• Project history
• Design alternatives
• Recommendations
• 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

1986 Arterial Street Plan

Ray Freya Crossover

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

City-owned homes

Right-of-way dedicated through plat actions.
History – 2017 Revision to Map

[Map Diagram]

- Neighborhood Collector
- Minor
- Principal
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
Other Planned Improvements

44\textsuperscript{th} Avenue Collector
Crestline to Altamont

44\textsuperscript{th} 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
  • 37th Avenue intersections
  • Other network improvements (local streets)
• Pedestrian and Bicycle improvements
Alternative 1 - updates

Continue shared-use pathway between Ray and Thor

Bike lane instead of sharrow
Alternative 2 - updates

Removed bypass lane, widened bike/ped facility

Bike lane instead of sharrow

Continue shared-use pathway between Ray and Thor
Original Concept - updates

Add shared-use path up to 53rd Ave

Provided larger buffer between street and pathway
New Alternative #4
New Alternative #5

Continue shared use path along Ray Street

Traffic signal at 37th/Freya

Continue shared use path along 37th Avenue frontage
Crossover Pathway

Works with Alternatives 1, 2, 4 and 5
± 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
±150-250 veh/hr shift from Freya to Ray

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

± 50 veh/hr shift from Regal to Freya
Traffic Recommendations

• 37th/Ray could be roundabout or signal
• Signal at 37th/Freya
• Build key local street connections
Non-motorized

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

• Protected bike lanes
• Transit stop access
Ray Street and 35th Avenue Pathway

• Connects to future Fiske Street neighborhood greenway
• Works with all intersection concepts
• 35th Avenue pathway continue east?
Hazel’s Creek Pathway Concept

Could also look at a signal at Regal/Thurston — requires widening

Pathway to Regal/Thurston requires ROW acquisition
Schedule

• 2\textsuperscript{nd} Public Meeting (June 16th)
• 2\textsuperscript{nd} survey (June 16\textsuperscript{th}-28\textsuperscript{th})
• Present to City Council (June 28th)
• Finalize recommendations and study report (July)
A transportation planning study has been under way to analyze the existing and projected future performance of several major arterials on the South Hill. The study is focused 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 by City Council in 2017. The Ray-Freya Crossover would have extended Ray southeast of 37th to Freya, running east of Ferris High School, and was designed to ease traffic congestion. City staff is looking at alternative transportation improvements that could streamline traffic flow in the area.

Over the past few months, City of Spokane staff analyzed three initial street concepts and shared the results with the public through an online storymap, survey and open house. Using the feedback from the survey and open house, we have further refined the concepts and are bringing them back to the public for further comment.

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 preferences for the study area.
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