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# **Findings & Recommendations**

Eastern Region  
**SR 291 Route Development Plan**  
*Freya Street to Scotts Valley Road*

## Findings

Currently Francis Avenue, from Freya to Assembly, is congested and functioning at capacity, with most intersections performing at Level of Service 'F'. This urban section of the study carries the highest traffic volumes with no reasonable alternate route corridor available for motorists. An expansion of the existing number of lanes is the only feasible mitigation for the long term. Less costly channelization, intersection improvements, and the potential development of the parallel city street system, are options for short term mitigation. SR 291 corridor is constrained by topography from the Nine Mile Community MP 8.5 to the Little Spokane River MP 10, and severely constrained from MP 10 to the Suncrest Community MP 12.5. Through these areas SR 291 is bordered by the Spokane River to the west, and steep embankments to the east. The embankment slopes vary from vertical rock outcroppings to grades steeper than 2:1 and the embankment height varies from 50 to 120 feet. Alternate routes have been proposed for these sections.

Traffic movements throughout the entire corridor are projected to see significant growth over the next two decades. Public input during the Route Development Study was strongly in favor of mobility and safety mitigation for the SR 291 facility.

The impacts of the North Spokane Corridor to SR 291 were analyzed as part of the study and found to be minimal to the SR 291 facility. Based on preliminary traffic modeling and analysis, Spokane County's proposed Northwest Urban Connector appears to have a positive impact on the SR 291 corridor, especially in Section 1 *Freya Street to Nine Mile Road*.

## Recommendations:

In order to meet the growing need for mobility and safety within the SR 291 Route Development Plan study area the following improvements are recommended:

## Alternate Routes

There were no feasible alternate routes for **Section 1** identified in the RDP study. Alternate routes for Sections 2 & 3 of the corridor have been identified:

### Section 2 Alternative: (\$7.65 Million) 2005 Dollars

Four lane undivided limited access roadway section on a new alignment from MP 6.85 to the Little Spokane River Bridge.



#### Attributes

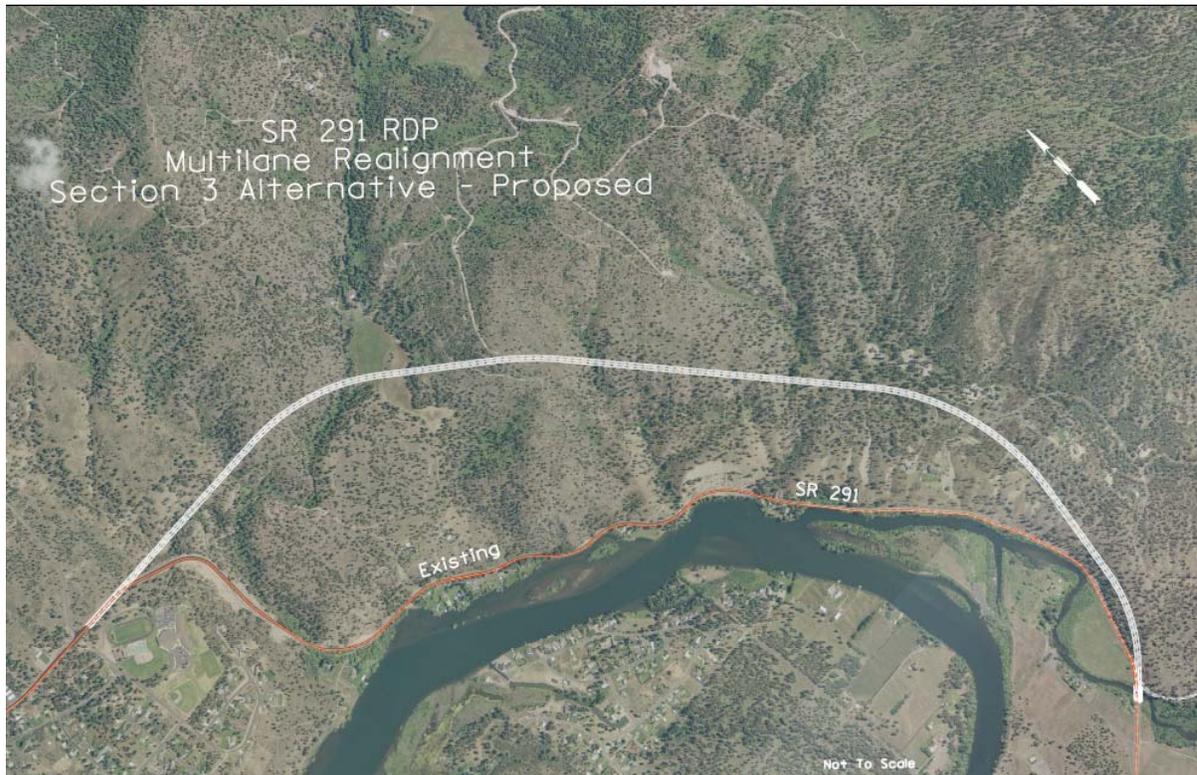
- Improves safety and accommodates bicycle traffic
- Improves capacity and mitigates delay
- Enhanced Route Continuity

#### Potential Concerns

- Access Control will impact abutting landowners
- Anticipated impacts to the environment
- Additional right-of-way required for the entire length of the corridor
- Potential residential relocations could be required. Exact number will be dependent on final design and local growth.

**Section 3 Alternative: (\$25.40 Million) 2005 Dollars**

A four lane undivided roadway section with access control from the Little Spokane River Bridge to Suncrest.

**Attributes**

- Improves safety and accommodates bicycle traffic
- Improves capacity and mitigates delay
- Enhanced Route Continuity

**Potential Concerns**

- Access Control will impact abutting landowners
- Anticipated impacts to environment
- Additional right-of-way required for the entire length of the corridor
- Potential residential relocations could be required. Exact number will be dependent on final design and local growth.

## Summary Recommendations

In addition to the above alternate routes the following **long-range** improvements are recommended:

### **Section 1: Freya Street to Nine Mile Road Wye, MP Back -2.48 to MP 3.07**

- Construct a consistent 5-lane roadway section, 4 through lanes with a center two-way left turn lane, from Havana Street to Division Street and implement the proposed intersection improvements associated with the North Spokane Corridor project. With these improvements, east Francis Avenue would be consistent with Spokane County's Bigelow Gulch ultimate roadway section currently being planned
- Widen Francis Avenue corridor 30-50 feet to the south from Wall Street to Belt Street and construct a 7-lane section along the Francis Avenue corridor. During the PM commute this section of Francis experiences severe congestion (MP 0.50 – MP 1.50) *Total Cost: \$43,419,000*
- Construct bike lane connections at the NSC interchanges to City bike lanes, as developed, that would ultimately connect the NSC bike path to improvements consistent with the Spokane Regional Pedestrian / Bikeway Plan
- Purchase Access Rights and consolidate approaches

### **Section 2: Nine Mile Road Wye to Charles Road, MP 3.07 to MP 9.20**

- Construct a flyover ramp for Assembly Street, a City of Spokane facility, at the Francis Avenue-Assembly Street-Nine Mile Road Wye MP 3.07  
*Total Cost: \$3,400,000*
- Support and coordinate efforts with Spokane County's Northwest Urban connector proposal, with special emphasis on the Northside Arterial component, ensuring design specifications and partnering whenever possible
- Work with the City of Spokane on development of the Barnes Road connection  
*Total Cost: \$3,200,000*
- Purchase access rights and implement access control

**Section 3: Charles Road to Scotts Valley Road, MP 9.20 to MP 22.31**

- Construct passing lanes both northbound and southbound from Wylie Drive to Moriah Drive Vicinity

To address more immediate needs for capacity and safety the following ***short to mid-range feasible improvements*** are recommended:

**Section 1: Freya Street to Nine Mile Road Wye, MP Back -2.48 to MP 3.07**

- Driveway consolidation along Francis Avenue and 5-Mile Heights Shopping Center (MP 1.23)
- Install Traffic Signal/Roundabout at “A” Street & Francis Ave. when warrants are met (*promotes E-W movement on Wellesley in the PM & safe school crossing*) (MP 2.00)
- Extend right turn lane for additional storage and re-configure traffic islands at Indian Trail Road (MP 2.19)
- Install new 2-phase Traffic Signal or other mitigation at Assembly Street & Nine Mile Rd. (*Developer proposed signal*) (MP 3.07)
- Construct recommended Right Turn Lanes, Left Turn Lane, and Two-Way-Left-Turn-Lanes as warranted or deemed appropriate

**Section 2: Nine Mile Road Wye to Charles Road, MP 3.07 to MP 9.20**

- Construct Acceleration Lane southbound at Rifle Club Road Intersection (MP 3.85)
- Construct Acceleration Lane southbound at Seven Mile Rd. (MP 5.22)
- Construct recommended Right Turn Lanes, and Two-Way-Left-Turn-Lanes as warranted or deemed appropriate

**Section 3: Charles Road to Scotts Valley Road, MP 9.20 to MP 22.31**

- Charles Rd. to Little Spokane River Bridge #291/6 (MP 9.20 to MP 10.04)  
Construct Left Turn Lane at Spokane House and a Passing Lane Northbound from Charles Rd. to MP 9.85; increasing posted speed limit from 35 mph to 50 mph
- Install ITS - Road Hazard Advisory System in Nine Mile Vic. and at Swenson Rd
- Lengthen Right Turn Lane to Swenson Rd. (End of climbing lane MP 12.78 to MP 12.98 )
- Increase public awareness of the Swenson Cutover Connection: SR 291 – Swenson Rd. – McKenzie Woolard Rd. – Spotted Rd. – Ridgeway Rd. – Monroe Rd. for north Spokane destination trips (Stevens Co.)
- Construct a Two-Way-Left-Turn-Lane through the Suncrest community from Swenson Road to Wylie Drive (MP 12.98 to MP 14.35) *Total Cost: \$ 1,200,000*
- Construct recommended Left Turn Lanes, and remaining Two-Way-Left-Turn-Lanes as warranted or deemed appropriate

The recommendations for long-range and mid to short-range improvements is summarized in the spread sheets on the following pages. Priority is ranked high where the highest impact to mobility or safety can be achieved, where the Benefit/Cost ratio is favorable, or where benefits are most feasible to be achieved at relatively low cost to the overall system. Priorities are always subject to change as demographics, financial constraints, or safety and mobility patterns are affected over time.

<u>Improvement</u>	<u>Additional Description</u>	<u>Begin Cross Street</u>	<u>End Cross Street</u>	<u>Section</u>	<u>Short, Mid, Long Range</u>	<u>Low / Med / High Priority</u>	<u>Cost</u>	<u>Expected Benefits or Source</u>
<b>Section 1, Freya Street to Nine Mile Road</b>								
Signal Timing	Coordinate with City of Spokane to improve E-W flows	Market	Alberta	1	Short	High	400K + Studies	\$12,856,817 Delay Savings
Additional Lanes	Right-Turn Lanes at all warranted or high B / C intersections	Havana	Assembly	1	Mid	Low		Safety/ Mobility
Intersection Improvements	Construct intersection Improvements consistent with NSC	Freya	Freya	1	Short	High	\$ 500,000	Similar to Market
Additional Lanes	Add a left turn lane westbound	Market	Market	1	Short	High		Safety/ Mobility
Intersection Improvements	Construct intersection Improvements consistent with NSC	Market	Market	1	Short	High	\$ 400,000	\$2,500,000 Delay Savings (B/C 6.3)
Additional Lanes	Extend Two-Way-Left-Turn-Lane	Havana	Addison	1	Short	High	\$14,500,000	Safety/ Mobility
Bike Routes	Improve connections as per Spokane Regional Pedestrian/Bike Plan	--	--	1	Mid	Medium		Connectivity
Additional Lanes	7-lane, 30-50 ft wider	Wall	Belt	1	Long	Low	\$43,419,000	Low B/C
Driveway consolidation	Center channelization improving turning safety.	Ash	5-Mile Center	1	Short	High	\$ 35,100	Safety / CAC (B/C 26.5)
Bus Pullouts	Construct Bus Turnouts & Relocations	Ash	5-Mile Center	1	Short	Low		Safety/ Mobility
Signal/Round-about	Encourages alternate E-W movement	A St	A St	1	Long	Low		Alternate Route
Additional Lanes	Extend Two-Way-Left-Turn-Lane	Indian Trail	Forest Blvd	1	Mid	Low		Safety: High Collisions
Lane Extension	Right Turn-Lane Extension	Indian Trail	Indian Trail	1	Short	High	\$ 491,000	Safety/ Mobility
Grade Separation	Flyover	Assembly	Assembly	1	Long	Low	\$ 3,400,000	Increased LOS (Street)
Signal/Round-about	Developer-Driven 2-phase signal	Assembly	Assembly	1	Short	High	\$ 250,000	Developer Funds

**Section 2, Nine Mile Road to Charles Road**

<b>Improvement</b>	<b>Additional Description</b>	<b>Begin Cross Street</b>	<b>End Cross Street</b>	<b>Section</b>	<b>Short, Mid, Long Range</b>	<b>Low / Med / High Priority</b>	<b>Cost</b>	<b>Expected Benefits or Source</b>
Speed Reduction	Extend 35 MPH speed limit to MP 4	Royal	Sanitary Landfill	2	Short	High		
Access Control	Limit new driveways	Woodside	MP 7	2	Long	Low		WTP
Additional Lanes	Acceleration Lane on SR 291 & Right turn lane on RCR	Rifle Club	Rifle Club	2	Short	Low		Public Comments
Signal/Round-about	Public inquiring about a signal, but warrants still not satisfied	Rifle Club	Rifle Club	2	Short	High	\$ 250,000	Public Comments
Additional Lanes	Extend 5-lane section	Windriver	MP 7	2	Mid	Medium	\$5,000,000	Safety/ Mobility
New Connection	Connects 5-Mile Prairie to Indian Trail Road to SR 291	Barnes Rd	Barnes Rd	2	Mid	Low	\$3,250,000	Access / Emergency
Additional Lanes	Acceleration Lane & Deceleration Lane	Seven Mile Rd	Seven Mile Rd	2	Short	Medium		Public Comments
Additional Lanes	Acceleration Lane	Kendick Rd	Kendick Rd	2	Short	Medium		Public Comments
Additional Lanes/ Realign	Nine Mile Safety Improvements - TWLTL, Realign, LTL, Widen	Nine Mile Rd	Rutter Parkway	2	Short	High	\$4,540,000	Safety (HAC)
Add ITS	Add Variable Message HARS	Nine Mile Falls	Nine Mile Falls	2	Short	Medium	\$ 50,000	Driver Information
Additional Lanes	Extend Two-Way-Left-Turn-Lane	Kendick Rd	Rutter Parkway	2	Long	Low		Safety/ Mobility
Additional Lanes	Acceleration Lane	Ridgecrest Ave	Ridgecrest Ave	2	Short	Low		Public Comments
Realignment	4 lanes undivided limited access	MP 7	LSR Bridge	2	Long	Medium	\$7,650,000	Mobility/ Safety
New Connection	Removal of regional trips from Francis Ave (SR 291)	NW Urban	Connector	2	Long	High	\$38,000,000	Alternate Route(s)

**Section 3, Charles Road to Scotts Valley Road**

Additional Lanes	Add Spokane House left turn lane and WB passing lane	Charles Rd	LSR Bridge	3	Mid	Medium		
Realignment	4 lanes undivided limited access	Charles Rd	Swenson	3	Long	High	\$25,400,000	Mobility/ Safety
Widen Shoulder	Add Slow-moving vehicle turnouts	MP 10	MP 11	3	Short	Medium		Travel Time Safety
Add ITS	Add Variable Message HARS	Swenson	Swenson	3	Short	Medium	\$ 50,000	Driver Information
Additional Lanes	Lengthen WB right turn lane	Swenson	Swenson	3	Short	Medium		Public Comments
Alternate Route	Intersection Improvements and increased public awareness of route	Swenson	Monroe	3	Short	Medium		Public Comments
Additional Lanes	Add Two-Way-Left-Turn-Lane	Swenson	Wylie Drive	3	Mid	High	\$1,200,000	\$1,400,000 (B/C 1.4)
Signal/Round-about	Improve Control when warranted with possible north leg added	Suncrest Drive	Suncrest Drive	3	Mid	High	\$ 200K – \$ 800K	Potential access control

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