LEGEND

PROPERTY LINE
INSTALL NEW CONCRETE SIDEWALK PER COS STD PLAN F-102B
PREPARE AND PROTECT EXISTING UTILITY POLES
INSTALL NEW CATCH BASIN TYPE 1 AND 8" DIAM. PIPE AS NECESSARY. CONNECT TO EXISTING MANHOLE WHERE SHOWN.
INSTALL CURB RAMP PER COS STD PLAN F-105

District 2, Southgate: Freya Street and 44th Avenue Intersection
Estimate: $426,000
District 2, Southgate: Freya Street from 46th Court to Palouse Highway

Estimate: $550,000
**Construction Notes**

- Install new curb ramp per COS STD PLAN F-105.
- Install new curb per COS STD PLAN F-106B.
- Install new concrete sidewalk per COS STD PLAN F-102B.
- Install new catch basin type 1 and 8" diam. pipe to existing manhole as necessary.
- Watch existing curb and gutter.
- Watch existing sidewalk.
- Watch existing sewers.
District 2, Southgate: Palouse Highway from Ferrall Street to Clare View South

Estimate: $498,000

NOT FOR CONSTRUCTION
PRELIMINARY

INSTALL CURB RAMP PER COS STD PLAN F-105
INSTALL NEW CURB PER COS STD PLAN F-106B
INSTALL NEW CONCRETE SIDEWALK PER COS STD PLAN F-102B

PROPERTY LINE

LEGEND
INSTALL LANDSCAPING STRIP
Problem Statement: Residents of the Southgate neighborhood raised concerns over speeding and traffic cut through on 44th Avenue from Crestline Street to Altamont Street (approximately 0.18 miles). The figure below shows the study segment on 44th Street.

Traffic Analysis

44th Avenue within the study area is classified as local street with a posted speed limit of 25 miles per hour and a two-lane cross-section. The study segment was recently improved with a paved roadway surface, curbs, and sidewalks on the north side. There are no crossing treatments along the study segment and the nearest protected crossing is located 0.3 miles east of Altamont Street.

The table below shows the 2022 daily traffic volumes and 85th percentile speeds on 44th Avenue between Altamont Street and Cook Street. The daily volume on 44th Street was 843 vehicles west of Altamont Street. The 85th percentile speed was 27 miles per hour (two miles per hour greater than the posted speed limit), indicating there is a moderate speeding concern.
There are no crashes recorded on the study corridor over the last five years from 2017 to 2021.

**Recommended Solution:**

The recent count and speed data shows 44th Avenue serves a moderate level of traffic with some speeding concerns. 44th Avenue provides a direct east-west connection between the neighborhood and commercial designations on Regal Street to the east. The addition of traffic calming treatments are recommended to lower driver speeds and improve overall safety for all users.

The installation of curb extensions is recommended on 44th Avenue at Cook Street to narrow the roadway. Curb extensions are expected to decrease the 85th percentile speed by three miles per hour.\(^1\)

The construction of sidewalks with a landscape strip on the north side of 44th Avenue between Cook Street and Altamont Street is recommended to fill in a sidewalk gap and narrow the roadway for speed management.

INSTALL CURB RAMP PER COS STD PLAN F-105
INSTALL NEW CURB PER COS STD PLAN F-106B
INSTALL NEW CONCRETE SIDEWALK PER COS STD PLAN F-102B
INSTALL LANDSCAPING STRIP
PROPERTY LINE
Spokane Traffic Calming Master Plan

| District:   | 2     |
| Neighborhood: | Southgate |
| Project Extent: | 37th Avenue and Napa Street Intersection |
| Estimate: | $206,000 |

**Problem Statement:** Residents of the Southgate neighborhood raised concerns over pedestrian crossing safety, especially difficulties crossing 37th Avenue at Napa Street. Figure below shows the study intersection.

![37th Avenue and Napa Street Intersection](image)

**Traffic Analysis**

37th Avenue within the study area is classified as minor arterial with a posted speed limit of 30 miles per hour and provides two lanes. Napa Street is classified as local street with a posted speed limit of 25 miles per hour and provides two lanes with on-street parking. Sidewalks within the study area are mostly completed, except for the southbound direction on the north and south legs. Marked crossings are provided on the east leg of the intersection with warning signs. The intersection approaches do not have marked bike lanes or shoulder, however a bike sharrow marking is provided along 37th Avenue (east and west legs). The intersection is controlled by two-way-stop on the Napa Street approaches. Transit Route 43 travels on 37th Avenue and has bus stops one block to the east and west of Napa Street.
The table below shows the estimated 2022 daily traffic volumes and 85th percentile speeds on the approaches of study intersection. The highest daily volume on 37th Avenue was 6,992 vehicles east of Helena Street. The highest 85th percentile speed was 36 miles per hour (six miles per hour greater than the posted speed limit). The data indicates there is a moderate speeding issue on 37th Avenue.

### 2022 Estimated Daily Traffic and 85th Percentile Speeds on 37th Avenue and 37th Avenue

<table>
<thead>
<tr>
<th>Direction</th>
<th># Lanes</th>
<th>2022 Estimated Daily Traffic (Vehicles per day)</th>
<th>85th Percentile Speed (mph)</th>
<th>Posted Speed (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td>37th Avenue East of Helena Street a</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EB</td>
<td>1</td>
<td>3,482</td>
<td>36</td>
<td>30</td>
</tr>
<tr>
<td>WB</td>
<td>1</td>
<td>3,510</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Both Dir.</td>
<td>2</td>
<td>6,992</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Napa Street South of 39th Street b</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NB</td>
<td>1</td>
<td>274</td>
<td>27</td>
<td>25</td>
</tr>
<tr>
<td>SB</td>
<td>1</td>
<td>243</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Both Dir.</td>
<td>2</td>
<td>517</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

a Traffic data collected in April 2018. Traffic volumes were grown at a 1.0% annual growth rate, to estimate 2022 traffic conditions.

b Traffic data collected in May 2017. Traffic volumes were grown at a 1.0% annual growth rate, to estimate 2022 traffic conditions.

No crashes were recorded at the intersection over the past five years from 2017 to 2021. The need for enhanced pedestrian crossing treatments on 37th Avenue was analyzed at the intersection based on NCHRP Report 562. Based on the findings, active or enhanced is the preferred treatment if there are 20 or more pedestrian crossings during the peak hour. Although pedestrian data is not available, it is assumed the 20 or more pedestrian crossing threshold is met due to the surrounding urban neighborhoods, nearby park, and adjacent bus stops.

**Recommended Solution:**

To increase pedestrian safety and address community concerns, the installation of a rectangular rapid flashing beacon (RRFB) pedestrian crossing is recommended given the traffic volumes and speeds on 37th Avenue. The RRFB should be located on the east leg crossing 37th Avenue where the existing marked crosswalk is located. The roadway width and lack of on-street parking does not provide an opportunity to install curb extensions with the crossing.