



**Date: 2026-06-16**

**Subject: Spokane Falls Blvd from Post to Division – Traffic Memo**

---

## **SUMMARY:**

Spokane Falls Blvd between Post and Division St is a 3-lane, one-way major arterial within the heart of downtown Spokane. This memo explores potential traffic reconfiguration options for this segment of Spokane Falls Boulevard, and the traffic impacts associated with those changes.

## **BACKGROUND:**

- Peak Hour: 16:30 -17:30
- Approx. 3050 ft from Post to Division
- ADT: 4700 vehicles/day
- Current Posted Speed = 30 mph

Four (4) configurations were analyzed to simulate both the delay and travel times for each option. The first option analyzed is existing conditions, to provide a baseline to measure the other three (3) options against. The four configurations include:

- Existing Conditions
- Option 1: 2 GP (general purpose) Lanes west of Washington & 2 GP Lanes (One-Way) east of Washington
- Option 2: 2 GP Lanes west of Washington & Two-way conversion east of Washington
- Option 3: 2 GP Lanes west of Washington & Two-way conversion east of Washington (with added westbound right turn pocket at Washington for westbound traffic)

Delay at an intersection is a combination of the following factors:

- Presence of traffic control devices (e.g. stop/yield signs, traffic signals, roundabouts)
- Deceleration by vehicles in advance of an intersection
- Time spent stopped on an intersection approach
- Time spent as vehicle queues dissipate
- Time needed for vehicles to accelerate to a desired speed

Travel time represents the total time it takes to travel from just west of a given street to just west of the next street – for example, travel time from Division St to Washington St captures the time traveled from just west of Division St to just west of Washington St.

All the simulated delays and travel times are for the westbound directions only, eastbound movements for the two-way configurations as well as bicycle and pedestrian delays or travel times were not measured.

To better understand the potential impacts to future traffic conditions, each proposed scenario also simulates delay and travel time if traffic volumes increase by 20% from 2026 volumes. This is derived from SRTC VISUM models showing a range of growth on the corridor from 2022 to 2050. The City used 20% for the corridor, which showed an average of 22% growth from Post to Browne. Based on historical trends, downtown has seen a decrease in traffic volumes as compared to areas of high growth outside





of the urban core. There was a trend of decreasing traffic volumes along Spokane Falls Blvd from Division to Post from 2010 to 2026.

Also, to assess the sensitivity to moderately sized and more common event types, traffic counts for the driveway of the Spokane Convention Center at 334 W Spokane Falls Blvd were collected on Thursday, Jan 15<sup>th</sup>, 2026, and Friday, Jan 16<sup>th</sup>, 2026, from 07:00 to 19:00, which coincided with the 2026 National RV Show that was held at the Spokane Convention Center. These counts were analyzed in an HCS TWSC (two-way stop control) report, and the results are shown in the analysis section below. Traffic counts for the entire corridor were also collected on Wednesday, Apr 1<sup>st</sup>, 2026, from 07:00 to 09:00, 11:00 to 13:00, and 16:00 to 18:00, with the peak hour occurring from 16:30 to 17:30.

The models simulating a two-way conversion include additional eastbound trips on top of the existing westbound volumes, with no adjustments made to the westbound volumes. For example, 64 northbound right turns are shown at Washington St, and 7 eastbound right turns are shown at Bernard St to simulate possible volumes from a two-way conversion. These volumes are shown in the attached maps. Travel times were modeled using SimTraffic 12.

**ANALYSIS:**

**Table 1-1: Existing Conditions (3 GP lanes, one-way westbound)**

Intersection	Delay (s)	Delay w/ 20% Growth (s)
Browne	13.7	<b>Not Studied</b>
Bernard	9.5	
Washington	11.1	
Stevens	9.9	
Howard	9.3	
Wall	17.2	

**Table 1-2: Option 1 - Two GP Lanes west of Washington & Two GP Lanes (One-Way) east of Washington**

Intersection	Delay (s)	Delay w/ 20% Growth (s)
Browne	14.6	17.4
Bernard	10.1	10.4
Washington	12.3	14.7
Stevens	10.1	11.7
Howard	9.2	9.2
Wall	19.3	21.8





**Table 1-3: Option 2 - Two GP Lanes west of Washington & Two-way conversion east of Washington (sans WB right turn pocket at Washington)**

Intersection	Delay (s)	Delay w/ 20% Growth (s)
Browne	20.5	29.1
Bernard	12.3	13.7
Washington	22.0	40.3
Stevens	9.8	11.3
Howard	9.2	9.2
Wall	17.6	20.1

**Table 1-4: Option 3 - Two GP Lanes west of Washington & Two-way conversion east of Washington (with WB right turn pocket at Washington)**

Intersection	Delay (s)	Delay w/ 20% Growth (s)
Browne	20.5	29.1
Bernard	12.3	13.7
Washington	16.5	21.1
Stevens	11.6	12.7
Howard	9.2	9.2
Wall	19.2	21.2

**Table 1-5: TWSC (Two-way stop control) Analysis of Spokane Convention Center driveway**

Date: 2026-01-15  
Time Analyzed: 16:15-17:15  
Peak Hour Factor: 0.94

Convention Center Driveway	
Flow rate (veh/h)	48
Capacity (veh/h)	677
v/c Ratio	0.07
95% Queue Length (veh)	0.2
95% Queue Length (ft)	5.1
Control Delay (s/veh)	10.7





**Table 1-6: Travel Times**

Segment	One-way		Two-way sans right turn pocket at Washington St		Two-way with right turn pocket at Washington St		
	Existing	Option 1		Option 2		Option 3	
	Travel time	Travel time	Travel time w/ 20% Growth	Travel time	Travel time w/ 20% Growth	Travel time	Travel time w/ 20% Growth
Division to Washington	80.6	85.6	90.9	140.1	261.7	115.9	170.3
Washington to Post	47.2	48.3	51.6	47.9	51.3	49.1	51.6

Values are in seconds

**CONCLUSION:**

The allowable intersection delay along Spokane Falls Blvd from Post to Division is 120 seconds per Comprehensive Plan Chapter 4-4 (Modal Elements). The highest peak hour intersection delay (40.3 seconds) occurs at Washington St in Table 1-3 under the 20% growth scenario but is well below the maximum allowed delay as defined in the comprehensive plan.

Travel times from Division to Post were found to be lowest in the existing conditions, with very marginal increases in the Option 1 scenario, a 60-second increase in the Option 2 scenario, and a 37-second increase in travel time in the Option 3 scenario.





# MAPS

