

## SPS Downtown High School Stadium Transportation Conditions Assessment

- **Qualifications.** Consultant lead is a lifetime Spokane-area resident who performed traffic studies for the Convention Center and Riverfront Park with office near project site.
- **Purpose.** Review the traffic impact and potential street infrastructure needs associated with developing a 5,000-seat high school stadium adjacent to Spokane Arena.
- **Evaluation.** Qualitative analysis based on available counts and data performed from City and other area studies using “best practices” prescribed by the transportation industry.

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- **85<sup>th</sup> Percentile Analysis.** Study addresses 85<sup>th</sup> percentile attendance based on SPS 2016 and 2017 gate data for Joe Albi. This covers the majority of events throughout the year without generating forecasts that precipitate excessive capacity.
- **Traffic Forecasts.** Two year 2021 forecast conditions examined for a peak “design” hour (assumes a two-game event day):
  - 1) SPS event only
  - 2) Combined condition with 85<sup>th</sup> percentile events at SPS stadium, Riverfront Park, Arena, or the PDF Sports Complex.
  - 3) Baseline growth to address other area development.

\*\*An equivalent, combined event would be an 85<sup>th</sup> percentile Chiefs hockey game with an SPS event\*\*

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- **Capacity Analysis.** Analysis performed for site drives, and area streets and intersections using City level-of-service methods.
- **Conclusion 1.** Signalized intersections should have the capacity sufficient to accommodate 85<sup>th</sup> percentile demands for both the SPS only and combined event condition.
- **Conclusion 2.** Howard Street or Boone Avenue driveways should operate acceptably and safely under both conditions.
- **Conclusion 3.** Any driveway on Washington Street should be limited to right-in/right-out movements due to heavy traffic.
- **Conclusion 3.** Analysis does not preclude use of traffic control to help facilitate safe traffic movements and outlet of parking lots, as travel demands can be condensed within design hour.

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- **Summary 1.** Conservative (high-end, yet reasonable) analyses were performed to conclude that no street or intersection improvements are needed for 85<sup>th</sup> percentile events.
- **Summary 2.** Some driveway turn limitations on Washington Street and/or traffic control support may be needed to help safely move traffic, but this is typical of special events.
- **Summary 3.** 85<sup>th</sup> analyses addresses most events, but there are limited 100-percentile events where additional traffic controls (and attendee patience) is needed to move traffic. Its not typical to build infrastructure around these maximum events.
- **Summary 4.** Conclusions are applicable to an 85<sup>th</sup> percentile “combined” event with the Arena, RFP, or the Sports Complex.

# Traffic LOS Definition

Highway Capacity Manual (TRB Method)

- *Measure of intersection traffic condition*



LOS "A"



LOS "C"



LOS "D"



LOS "F"