



July 1, 2020

RE: Traffic Count Suspension Lift  
Post-COVID-19 Traffic Counting Protocol  
City of Spokane Valley Recommended Guidelines

To Whom It May Concern:

On March 17, 2020, the City of Spokane Valley issued a suspension of all traffic counts for use as the basis in a traffic study for approval by the City. Since this suspension, governments in Spokane County and in Idaho have initiated processes to reopening elements of the economy in a phased approach. As of today, Idaho is in Phase 4 of their reopening approach and Spokane County has been in Phase 2 of the Washington approach since May 22.

Given the continued duration of the Washington Stay-at-Home order and phased re-opening process underway, a need exists to continue traffic data collection and analysis in support of land development and capital project operational analyses. In response to this need, the City of Spokane Valley has compiled a set of preferred guidelines based on current traffic observations and in accordance with a white paper published by Kittelson & Associates related to this topic<sup>1</sup>.

The attached protocol should be followed for the continuation of data collection and analysis, in order of preferred method. Where possible, the City of Spokane Valley will provide available historical count data upon request for use in estimating current traffic volumes. The guidelines included in this document are applicable for estimating current volumes only. Future volumes shall be developed as defined in the current City of Spokane Valley Street Standards (Street Standards). The following guidelines are a temporary supplement to the requirements of Section 3.3.3.f and 3.4.3.g of the Street Standards. The traffic count suspension has been lifted effective immediately, provided the guidelines are followed. Any and all deviations from the recommended protocol shall be submitted for review and approval prior to execution.

Please feel free to contact the City with any questions, we appreciate your feedback. Thank you.

Sincerely,

A handwritten signature in blue ink that reads "William Helbig".

William Helbig, P.E.  
City Traffic Engineer  
Community & Public Works Department

Cc: Jeremy Clark & Ryan Kipp, City of Spokane Valley

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<sup>1</sup> Estimating Traffic Volumes Under COVID-19 Pandemic Conditions. April 2, 2020. [https://www.kittelson.com/wp-content/uploads/2020/04/Traffic\\_Volume\\_Estimates\\_Kittelson\\_April\\_2020.pdf](https://www.kittelson.com/wp-content/uploads/2020/04/Traffic_Volume_Estimates_Kittelson_April_2020.pdf). Accessed June 21, 2020.

**1. Volume Extrapolation**

- a. Identify and provide historical turning movement count volumes for study area intersections with two or more data collections in prior years and in conformance with Section 3.3.3.f and 3.4.3.g of the Street Standards. The oldest year shall be within 9 years and the most recent year should be within the last 4 years.  
An alternative is to provide ADT volumes to determine the current or most recent count volume and a turning movement count collected within the last 4 years. Then apply the volume distribution from the turning movement count to the ADT.
- b. Based on the observed growth, calculate growth factors and extrapolate turning movement volumes at study area intersections to the current year and future year, as required. The resultant volumes shall be reviewed with the City's Traffic Engineering Section for concurrence or potential adjustment prior to analysis. For movements with less than 1% annual growth, a minimum growth rate of 1% shall be applied to estimate current year volumes.
- c. Add known background trips for completed developments in the area to the counts as required for specific development areas.

**2. Localized Volume Adjustment Factors**

- a. Identify and provide historical turning movement count volumes for at least two study intersections with traffic data collection within the past 4 years and in conformance with Section 3.3.3.f and 3.4.3.g of the Street Standards.
- b. Collect new turning movement count volumes at the identified locations.
- c. Develop adjustment factors based on the historical and current traffic volumes. Such factors should be based on both raw volumes and movement patterns. Adjustment factors will be reviewed with the City's Traffic Engineering Section prior to implementation in step 2e. For movements with less than 1% annual growth, a minimum growth rate of 1% shall be applied to estimate current year volumes.
- d. Collect new turning movement volumes at remaining study area locations in conformance with Section 3.3.3.f and 3.4.3.g of the Street Standards.
- e. Apply adjustment factors to remaining study area locations to estimate current pre-pandemic volumes. The resultant volumes shall be reviewed with the City's Traffic Engineering Section for concurrence or potential adjustment prior to analysis.

**3. Regional Volume Adjustment Factors**

- a. Identify and provide 3<sup>rd</sup> party data within the study area that documents historic traffic volumes or traffic patterns. Such data may include:
  - i. Origin-destination data from "big-data" aggregators such as StreetLight, Inrix, or other private entity.
  - ii. Agency collected data such as arterial volumes, WSDOT permanent traffic recorders, or short term corridor data collectors.
  - iii. Other data source proposed and accepted by City's Traffic Engineering Section.
- b. Develop adjustment factors based on the historical and current traffic volumes applicable within the City of Spokane Valley. Such factors should be based on both raw volumes and movement patterns. Adjustment factors will be reviewed with the City's Traffic Engineering Section prior to implementation in step 3d. For movements with less than 1% annual growth, a minimum growth rate of 1% shall be applied to estimate current year volumes.
- c. Collect new turning movement count volumes at study area locations in conformance with Section 3.3.3.f and 3.4.3.g of the Street Standards.
- d. Apply adjustment factors to study area locations to estimate current pre-pandemic volumes. The resultant volumes shall be reviewed with the City's Traffic Engineering Section for concurrence or potential adjustment prior to analysis.