

## Mobility assessment for segment of Corridor 240

### Segment US 2: Craig Rd to Russell Rd., MP 277.22 to MP 281.50

US 2 provides primary highway access to the Fairchild Air Force Base (FAFB) military installation and also direct access to the Spokane International Airport, two major tribal lands, and various industrial lands associated with Geiger Spur and Palouse Coulee rail lines. This 4.28-mile segment of US 2, just east of FAFB, is between Hayford and Craig roads, and serves as a “Main Street” in Airway Heights. The corridor is part of the Strategic Highway Network.

Land use adjacent to this corridor is rapidly developing, resulting in increased travel demand and congestion. Due to gaps in the local roadway network, local trips are forced to use SR 2, adding to the demand. Multiple planning studies have identified proposed transportation improvements associated with this corridor.

### Corridor Segment Characteristics

- Average daily traffic volume between approx. 10,000 to 36,000 (2015 WSDOT Traffic Data GeoPortal volumes)
- A URBAN-PRINCIPAL ARTERIAL classified as a T-2 freight corridor.
- In the suburban areas of Airway Heights, US 2 is generally four-lanes with a two-way left turn lane, managed access, and speed limits range from 35 mph to 60 mph.
- Roughly 35% of the corridor experiences congestion on a regular basis.
- Identified as having habitat connectivity issues.
- Multi-jurisdictional corridor (City of Airway Heights, City of Spokane, Spokane County, WSDOT) and serving the Spokane International Airport, Fairchild Air Force Base and the Spokane and Kalispel tribes.
- US 2 is a major commuter route from Spokane, providing access to many businesses, a retail district, correction facility, and high density residential developments in the West Plains vicinity.

### Contributing Factors

- This area is rapidly developing. Traffic is expected to continue to increase with planned land use developments.

- A lack of local roadway connectivity moves traffic demand onto US 2.
- Seasonal recreational traffic overwhelms signalized intersections causing congestion during peak hours.
- Lack of facilities for non-motorized (bike/ped).

### Mobility Strategies Explored

CSI Phase II Multi-modal, Multi-agency, Multi-disciplinary (M3) team workshops were held with each respective metropolitan/regional planning organizations, local jurisdictions, and tribes where corridor segments were experiencing mobility gaps (congestion). Potential mobility strategies, using Practical Solutions and least cost methodology, were identified as measures to assist with reducing congestion. The M3 team facilitated by WSDOT, identified potential strategies that potentially could help reduce congestion on the corridor. The identified strategies are not meant to be all-inclusive, nor an established list of priorities. Further evaluation is needed before any strategy can be recommended as a solution to address performance. Project funding decisions will take place at the programming phase, and are subject to statewide prioritization.



The M3 team considered strategies for Operational Improvements, Travel Demand Management, Policy Change and Strategic Capacity Improvements. The following potential strategies are listed in order of voting precedence (highest to least amount of votes), among participants:

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## Mobility Strategies Explored (Cont.)

Operational Improvement Strategies

- Traveler Information
- Intersection/Geometric Improvements
- Access Management
- Incident Detection
- Adaptive Signal Operations/Timing and Management
- Signal Priority
- Enforcement
- Automated Speed Enforcement
- Signage

Policy Change Strategies

- Land Use Planning
- Development Mitigation
- Utilization of Local Network
- Level of Service/How we Measure
- Access Management
- Bike Access

Strategic Capacity Improvements

- Adding Local Network Routes
- Intersection Channelization

Travel Demand Management Strategies

- Carpooling/Vanpool/Rideshare
- Commute Trip Reduction
- Public Transportation (Routes/Buses/Park & Rides)
- Pedestrian Access
- **For more information on WSDOT Eastern Region's Strategy Definition List, Please contact: Eastern Region's Planning Dept.**



## What we heard from our partners regarding Mobility

- Direct corridor serving Fairchild Air Force Base, evaluate how any changes along corridor affect travel time and distance for personnel.
- The City of Airway Heights is currently planning a Revitalization project for traffic calming, landscaping and beautification.
- Partners expressed a desire for improved pedestrian and bicycle facilities during engagement workshops, including improving the shared use path just north of US 2 and first/last mile connections to transit service.
- FAFB water easement needs protection with future local improvements.
- City of Spokane has submitted a plan for the future 21<sup>st</sup> Ave. connection for parallel frontage roads on either side of US 2 for connectivity and additional local traffic network.
- STA Transit is currently expanding weekend service and planning to construct a West Plains Transit Center in 2021.
- Airway Heights population growth increased 37.1% from 2010 to 2015.
- US 2 is vital to Fairchild Air Force Base (FAFB) and must be considered in any changes to the US 2 corridor.
- Concerns over capacity improvements and pedestrian crossings.
- Access management for future changes need to be discussed in a thoughtful manner taking everyone into consideration.
- Suggestion to tie the future 21<sup>st</sup> Ave. connection into the Sunset Highway for an added/needed connection and to address WSDOT's coordination with SIA on Spotted Rd and I/C with Airport Rd.
- Enforcement/Emergency services are responding better than they have in the past.
- The City of Airway Heights was identified as a high land development risk area along State Transportation Corridors in the Statewide Land Development Risk Workshop, June.10.2013. [Mobility/Economic Vitality]

## Summary

The CSI Phase II M3 team meetings improved community engagement, encouraged discussion and allowed information gathering that the jurisdictions found useful and informative. The main concerns surrounding this corridor focused on increased land use development along the corridor that will affect future traffic volumes, keeping the corridor delays minimized as to not impede travel for FAFB personnel, maintaining water rights for FAFB with the future construction of any frontage roads, and improving non-motorized facilities. The City of Airway Heights was appreciative of the engagement efforts.