Corridor 240 - US 2: Fairchild AFB to US 2/I-90 Jct Summary

Corridor Sketch Summary

WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User Guide for Corridor Sketch Summaries prior to using information on this corridor:

US 2: Fairchild AFB to US 2/I-90 Jct

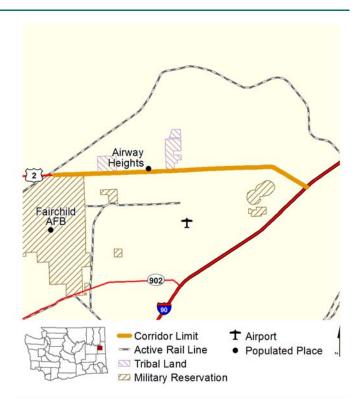
This eight-mile east-west corridor runs along on US Route 2, between the entrance of Fairchild Air Force Base and the US 2/Interstate 90 junction outside of the Spokane city limits. In addition to Fairchild AFB, Spokane International Airport is located at the eastern end of the corridor. These two airports make up a significant amount of the land use south of US 2 along the corridor. Beyond the base and the airport, the character of the area surrounding the corridor is predominantly rural with agriculture and rural residential being the most common land uses. Several sections of the corridor pass through communities such as the city of Airway Heights and are more suburban to urban in character. These sections feature denser residential development as well as some commercial and industrial uses. Northern Quest Resort & Casino and Airway Heights Corrections Center are north of the corridor in Airway Heights. There are also several regional parks near the corridor including Palisades Park and John A. Fitch Arboretum. The terrain along the corridor is relatively flat with open agricultural fields and pockets of shrubs and trees scattered throughout.

US 2 runs throughout much of the northern portion of the continental US from Everett, Washington to the Upper Peninsula of Michigan, and connects western and eastern Washington across the Cascade Mountains. This section of US 2 is the primary access route to Fairchild Air Force Base. The corridor serves as a major commuter route from Spokane, providing access to many businesses, retail, districts, correction facilities, and residential areas along the corridor. The corridor provides a connection to Spokane International Airport, two major tribal developments, and various industrial lands associated with Geiger Spur and Palouse Coulee rail lines. The segment of this corridor in Airway Heights has been identified as a state highway operating as the community's "Main Street." Pedestrians and bicyclists are present in this area. Commercial freight traffic also utilizes the corridor and Spokane Transit Authority provides bus service. During the summer months this corridor also provides recreational access to resort areas including Lake Roosevelt on the Columbia River.

Future Function

Current Function

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to remain the same.





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Highlights and Performance

This section of US 2 is mainly a five-lane, undivided highway with a center turn lane. There are five signalized intersections on the corridor. Average daily traffic is highest near Spokane International Airport at the western end of the corridor near Fairchild Air Force Base.

What's working well?

Low

High

- WSDOT has maintained this corridor in accordance with the Pavement Management System.
- The majority of this corridor operates above
- WSDOT's adopted congestion threshold.
- There are no fish passage barriers on this corridor.
- There are no chronic environmental deficiencies on the corridor.

What needs to change?

- Roughly 14% of the corridor experiences congestion on a regular basis.
- This area is developing rapidly, Airway Heights population increased 37% from 2010 to 2015, and a lack of local roadway connectivity moves demand onto US 2.
- The shared use path for bikes and pedestrians only stretches a portion of the corridor.
- This corridor is identified as having habitat connectivity issues.

WSDOT monitors the state system in ongoing efforts to track asset performance. For this corridor, WSDOT finds:

Mobility

29,907	17,246	Annual Average Daily Traffic (AADT)			Percent of Corridor Congested (Statewide Screen)						
7.0%	6.5%	Bus/Truck Percent									
31.23		Number of Lane Miles			0%	20%	40%	60%	80%	100%	
5 # of Signalized/Stop Controlled Intersections				% Cong	jested	% Not Co	ngested				
\$5,74	8,000	Corridor	Investments	(2005-20	16)						
Preservation					Environment				Restore/	Enhance	
Roadway Surface Type					Prote			otect	Assess		
					Fish Barriers		None		0% to Do		
0%	20%	40%	60%	80%	100%	Noise Walls		0% Built		0% Proposed	
	ACP	BST	PCCP	Bridge	9	Chronic					
Roadway Surface Condition (Percent of Surveyed Area)					Environmental 0% Reso		esolved	0% Unresolved			
						Deficience	cies				
0%	20%	40%	60%	80%	100%	Wildlife		0 Structur	es in Place	4 High Pri	ority Mile
Poor & Very Poor Fair Good & Very Good					Connecti	tivity of structures in Place 4 High		4 mgn m	only mile		
Corridor Bridge Preservation Needs						Stormwat	1 BMPs		Retrofit Pr	Prioritization	
Border Bridge					Treatmen	in progress					
Bridg	Bridge Repair Bridge Deck None				None	Zero	% of Corn	Corridor with high potential for increased			
Reha	Rehabilitate Bridge Paint Bridge Identified		Climate Impacts								
Replace Bridge Scour Repair				None	Wetland Mitigation Locations						
Seisr	Seismic Retrofit Moveable Bridge			None	Historical Bridges						

What we heard from our partners

WSDOT planners collected feedback from agency partners. Key themes included:

- Several partners are planning improvements on the corridor. The City of Airway Heights is currently planning a revitalization project for traffic calming, the City of Spokane is planning parallel frontage roads for local network connectivity, and STA is expanding service and planning a transit center in 2021. [Mobility/Economic Vitality]
- A Land Development Risk Workshop identified Airway Heights as a high development risk area. [Mobility]
- US 2 directly serves FAFB and is vital to its operations. Any changes along the corridor that may affect travel time for base personnel or the base's water easement need to be evaluated. [Mobility]

• Connect 21st Avenue to the Sunset Highway and coordinate with SIA on the Spotted/Airport Road interchange. [Mobility]

- Improve bike/ped facilities like the path north of US 2, transit connections, and crossings. [Mobility]
- Future Access Management dialogs need to happen thoughtfully and consider everyone. [Mobility]

Strategies

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WSDOT identified the following strategies and associated actions to keep the corridor working well and address performance gaps. Regional partners collaborated on high-level mobility strategies. 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. For more strategy information, visit the Corridor Sketch Summary User Guide.

Policy Goals / Strategies Description and Near-Term Actions

Economic Vitality					
Under Development	WSDOT will continue to work with partners in developing strategies to address economic vitality.				
Environment					
Protect and Maintain	Protect and maintain existing assets that provide environmental function (these include WSDOT's mitigation sites, storm water systems, fish passable culverts).				
Enhance or Restore	Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.				
Fish Barrier Retrofit	WSDOT has prioritized the removal of state-owned culverts that block habitat for salmon and steelhead. See interactive map of uncorrected fish barriers at http://www.wsdot.wa.gov/Projects/FishPassage/default.htm.				
Mobility					
Assessment	Further information about the proposed strategies can be found attached at the end of this document.				
Preservation					
Maintenance	Based on expenditure history, it is expected that the top three activities will continue to be maintenance on snow and ice control, pavement repair, and litter removal.				
Other Facilities	WSDOT has identified four Other Facilities actions in the next six years encompassing 98% of the corridor.				
Stewardship					
Planning	Under Practical Solutions, the Corridor Sketch Initiative identifies corridor performance, and assesses alternative strategies to improve the quality, effectiveness, and efficiency of the transportation system.				

WSDOT

Mobility assessment for segment of Corridor 240 US 2: Craig Road to Russell Road (Milepost 277.2-281.5)

US 2 provides primary highway access to the Fairchild Air Force Base military installation and 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 4.3-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.

There is increased travel demand and congestion on US 2 during peak morning and evening commute periods. The corridor also experiences seasonal peaks in recreational traffic.

Corridor Segment Characteristics

- The average daily traffic on this segment was between 10,000 to 36,000 vehicles in 2015.
- In the suburban areas of Airway Heights, US 2 is generally four-lanes with a two-way left turn lane, limited access, and speed limits range from 35 mph to 60 mph.
- The segment is a rural-principle arterial and is classified as a T-2 freight corridor.
- Multi-jurisdictional corridor: City of Airway Heights, City of Spokane, Spokane County, WSDOT, as well as 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.



Partners included: City of Airway Heights, City of Spokane, Spokane County, Spokane Regional Transportation Authority, FAFB, SIA, Kalispel Tribe, Spokane Tribe, West Plains Chamber of Commerce, citizens, and WSDOT.

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.
- A lack of non-motorized options on the segment increases single occupancy vehicle trips.

Mobility Strategies:

WSDOT worked with Multi-modal, Multi-agency, Multi-disciplinary (M3) teams to identify which strategies could help reduce congestion on the corridor. The team voted on the following strategies listed in order of precedence within each category.

Operational Improvements

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

Demand Management

- Carpooling/Vanpool/Rideshare
- Commute Trip Reduction
- Public Transportation (Routes/Buses/Park & Rides)
- Pedestrian Access

Local Network Improvements

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

Further Study

- Local Network Route Improvements
- Intersection Channelization

For more information

To find out more information about this corridor or how to get involved, please contact:

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Washington State Department of Transportation's Corridor Sketch Initiative is a set of planning activities that engage our partners to define the context and performance information for all of the state's 304 highway corridors. The Corridor Sketch complements and supports regional planning processes in Washington. It is not intended to duplicate, substitute or compete with other planning efforts; nor is it intended to generate lists of projects.

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