

West Plains Subarea Transportation Management Plan, Phase 1, US 2 Vicinity - List of Strategies by Percentage of Effectiveness

DRAFT List of Emerging Strategies, listed in order of Percentage of Effectiveness, as evaluated by the Technical Advisory Team

NOTE: ALL emerging strategies have to be evaluated for prioritization within respective jurisdictions including WSDOT prioritization to compete for State, Regional and Local Funding	
SAFETY	
Strategy Order by Percent of Effectiveness	Practical Solution Strategy
1	Add accessible multi-modal facilities with scale lighting
2	Deploy roundabout training and instructional materials to employees and residents within the study area along with driver information (e.g. VMS sign)
3	In regards to development, adhere to access management strategies that encourage right in-right out turn restrictions, use of channelization strategies and delineated access points
4	Partner with major traffic generators in providing driver education to address risky behavior

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FREIGHT	
Strategy Order by Percent of Effectiveness	Practical Solution Strategy
1	Develop the 18th/21st Ave corridor in a manner that attracts increased freight mobility *** Amended after the Technical Advisory Team Meeting 7/21/21, based on member collaborated comments.
2	Ensure intersection control measures along US 2 and 18th/21st are designed to provide for freight mobility
3	Provide a roundabout at Craig Road/Thorpe Road intersection

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ENVIRONMENTAL	
Strategy Order by Percent of Effectiveness	List of Strategies by Percentage of Effectiveness
1	"Consider" fencing along US 2 east of Spotted RD to I-90 vicinity to divert wildlife
2	Ensure stormwater treatment areas are designed in a manner that does not attract fowl and negatively affect aviation

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EQUITY

Strategy Order by Percent of Effectiveness	List of Strategies by Percentage of Effectiveness
1	Pursue broadband opportunities along the corridor to ensure equitable access for disadvantaged populations
2	Install electric vehicle charging stations along and/or in the immediate vicinity of US 2

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ACTIVE TRANSPORTATION

Strategy Order by Percent of Effectiveness	List of Strategies by Percentage of Effectiveness
1	Ensure all pedestrian facilities along US 2 are ADA compliant - on US 2
2	Provide lighting on US 2 along multi-use paths/sidewalks/trails in high pedestrian crash areas, as presented in the crash analysis
3	Connect missing sidewalks/trails to provide a complete Safe Routes to School path
4	City of Airway Heights, Develop and/or update an ADA transition plan for the study area
5	Pedestrian crossings on US 2 need to be located where significant pedestrian crossings are expected (<i>An engineering study will be required for siting specific crossings outside of intersections</i>)
6	Evaluate and provide enhanced crossings where needed along US 2 ; from Craig Rd to Hayford Rd
7	Provide multi-use path down alley of 13th Ave (north of US2 alleyway) between Craig Rd and Russell St to provide for a multi-modal corridor primarily designed for active transportation
8	Minimize pedestrian crossing distance and/or provide center refuge on US 2
9	Identify opportunities to provide maximized pedestrian crossings for access to destinations in the vicinity of US 2
10	Repurpose the public owned right-of-way (behind back of sidewalk) to provide for active transportation facilities and designated parking zones (13th/14th Ave) within the City of Airway Heights
11	Prioritize pedestrian movements on US 2 for intersection design and control for signals
12	Provide enhanced pedestrian crossings on US 2 (e.g. signs, rapid flashers, hawk,etc.) Engineering study will be required.
13	Provide eastbound and westbound bicycle facilities on US 2 within the roadway prism in alignment with the City of Airway Heights Downtown Plan - [Provide roadway bike path on both sides of US from Craig Rd to Russell St - Provide Provide separated multi-use paths on both sides of US 2 from Mitchell St to Sunset Frontage Road]
14	Reduce future lane widths to provide a maximum of 11 feet, in coordination with other complete street strategies along US 2
15	Plan and develop a level 1 (crossing for all ages; 8 to 80) grade separated crossing at King St/US 2 (or other identified crossing route) to align with the City of Airway Heights downtown plan and Safe Routes to School

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PUBLIC TRANSPORTATION

Strategy Order by Percent of Effectiveness	Practical Solution Strategy
1	Ensure bus stops are aligned with most frequented activities/destinations
2	Support increased transit use by creating more pedestrian friendly environment (safe crossings, first and last mile connections, attractiveness and accessibility) and dense corridor place making
3	Pursue High Performance Transit along US 2
4	Evaluate the provision of business access and transit lanes (BAT) for transit service
5	Optimize fixed-route transit service increasing frequency and shortening travel time
6	Develop the US 2, 6th/10th/12th and/or 18th/21st alignments in a manner that supports for long-term bus rapid transit (BRT)
7	Pursue Tribal Transit Services to connect into Spokane Area *** outside of service hours, currently not served by STA. STA service is: Monday-Saturday: 5:30 am to 11:30 pm / Sundays and Holidays service 8:00 am to 8:00 pm
8	ITS Plan - Provide communication in real-time for transit signal priority, transit stations and stops
9	Encourage and focus CTR strategy efforts for largest employers
10	Form a transportation management association to support major employers with enhancing CTR (including employer bus passes) See example: https://www.whatcomsmarttrips.org/
11	Partner with Commute Smart NW in development of subarea CTR Program
12	Encourage employers to use staggered shift start/stop times to manage traffic demand (seize opportunities to implement this policy during developer SEPA reviews, and comprehensive planning efforts)
13	Add future connection to Route 61 (6th Ave to Craig Rd), and Change Route 63 to travel north on Hayford Rd to 10th Ave then back to US 2 (no detour to airport and Geiger)
14	Coordinate with Amazon to develop a sustainable plan that will increase their CTR program, encourage travel demand management (TDM), and provide Universal Transit Access Pass Program (UTAP)
15	Provide first and last mile connection opportunities using scooters and bikes (e.g.. Lime or similar)
16	Coordinate with employers and others to market and support vanpool/paratransit service
17	Provide a 24/7 transit option
18	Encourage employers to provide showers, bicycle storage at work sites (seize opportunities to implement this policy during developer SEPA reviews, and comprehensive planning efforts)

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TRANSPORTATION MANAGEMENT SYSTEMS OPERATIONS (TSMO)

Strategy Order by Percent of Effectiveness	Practical Solution Strategy
1	Pursue real-time messaging signs that provide traveler information such as travel times along US 2 versus parallel arterials such as; 6th/10th/12th and 18th/21st (fiber installation required)
2	Update the ITS Plan to provide: Real-time communications for traffic monitoring, travel information, volumes, speeds, traffic control monitoring, transit signal priority , communication for transit and Fairchild Air Force Base. Also include cameras at Craig, Lawson and Flint, variable message signs, volume counters, and four miles of fiber trunk, (subject to change)
3	Continue periodic speed management studies on US 2 to determine if the speeds match the current change of built environment of the area (e.g., have land uses and traffic volumes increased such that existing speeds need to be reconsidered) and to identify future speed adjustments to account for the roundabouts
4	Explore opportunity to build a micro mobility hub within the study area, by converting existing park-n-ride lots, intermodal hubs or creating a new space (e.g. Eastgate-Mobility-Hub-Brochure-2019-web.pdf and San Diego Forward (mobility Hubs (sdforward.com))
5	Explore new and emerging technologies that can collect safety analytics and identify countermeasures on US 2
6	Apply for the Green transportation capital grant program during the 2023-2025 biennium to fund electric charging stations along or near US 2
7	Continue to support demonstration projects to explore innovative practical strategies including active transportation strategies, such as the "Smart Growth America – Complete Streets Leadership Academy

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TRAFFIC OPERATIONS

Strategy Order by Percent of Effectiveness	Practical Solution Strategy
1	Provide and Support Alternative Routes specifically; 6th/10th/12th and 18th/21st planned roads
2	Develop the US 2 roadway context in a manner that supports a lower speed limit 35 mph to 30 mph (CoAWH, Lundstrom to Lawson)
3	Improve Deno Rd (realign/pave) and secure commitment from Fairchild Air Force Base to encourage personnel to use as an alternative route
4	Advance the West Plains Subarea Trans. Mgmt Plan, Phase 1, US 2 Vicinity, 2040 "Traffic Circulation Plan, **SEE "IS Improvements Funding Potential" plan
5	Pursue replacing signal with roundabout (e.g. Flint Road)
***6	Channelize the US 2 corridor per the West Plains Subarea Trans. Mgmt Plan, Phase 1, US 2 Vicinity "Traffic Circulation Plan" to restrict outbound left turn movements **SEE "IS Improvements Funding Potential" plan
***7	Install ramp meter at US 2 / I-90 eastbound on ramp (Already in design)

***Amended - Moved from "Land Use" category, into correct category "Traffic Operations" in order of percent of effectiveness, after Technical Advisory Team Meeting 7/21/21

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LAND USE	
Strategy Order by Percent of Effectiveness	Practical Solution Strategy
1	Ensure development projects provide pedestrian connectivity along US 2
2	Partner with broadband providers for both greater connectivity and ITS and CAT possibilities
3	Consider mixed income transit-orientated development within the City of Airway Heights
4	Provide land use zoning that would generate high land use density along US 2 within Airway Heights downtown
5	Facilitate proposed "Complete street" improvements within the Airway Heights downtown
6	Additional growth in population and employment could be planned with an objective of balancing employment growth with development of housing that is affordable and attractive to people earning the wage levels anticipated in the new employment opportunities.
7	Support zoning and land use efforts that will enable or promote Transportation Management Systems Operations (TSMO) strategies
8	Continue coordination with FAFB to mitigate delay at Mitchell St/US 2 by exploring strategies to address storage off of US 2

NOTES:

The West Plains Subarea Transportation Management Plan, Phase 1, US 2 Vicinity Study is a live on-going study that will continue to be refined for years to come.
 The study resides at www.connectwestplains.com. Please visit the webpage for future updates to the study.
 Further analysis will continue to be completed in an ongoing collaborative effort, either by; WSDOT or by the respective jurisdiction.
 Costs are planning level rough estimates and are subject to change.
 *** Amended after the Technical Advisory Team Meeting 7/21/2, based on member collaborated comments.