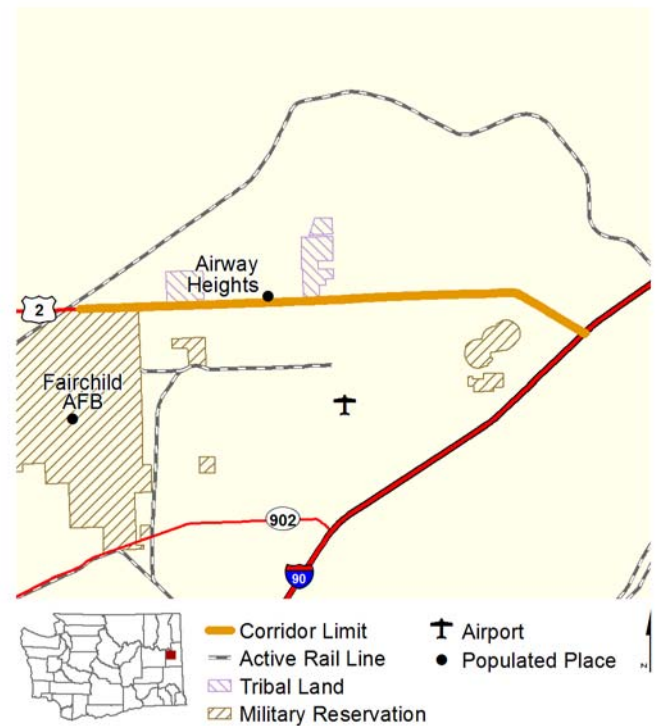


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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



**Current Function**

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**

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

## 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?

- 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.

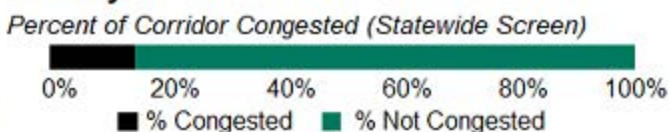
### What needs to change?

- 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:

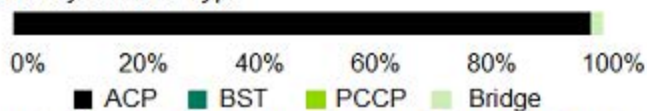
High	Low	
29,907	17,246	Annual Average Daily Traffic (AADT)
7.0%	6.5%	Bus/Truck Percent
31.23		Number of Lane Miles
5		# of Signalized/Stop Controlled Intersections
\$5,748,000		Corridor Investments (2005-2016)

### Mobility

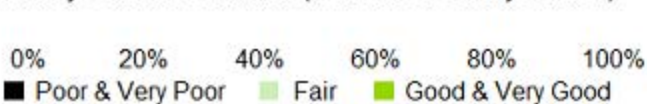


### Preservation

#### Roadway Surface Type



#### Roadway Surface Condition (Percent of Surveyed Area)



#### Corridor Bridge Preservation Needs



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	None	0% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	4 High Priority Miles
Stormwater Treatment	1 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
None	Historical Bridges	

1) 2015 data unless otherwise noted. 2) For more information see the User Guide for Corridor Sketch Summaries at <http://bit.ly/WSDOTcorridorsketch>

### 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

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	<i>WSDOT will continue to work with partners in developing strategies to address economic vitality.</i>
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#### **Environment**

Protect and Maintain	<i>Protect and maintain existing assets that provide environmental function (these include WSDOT's mitigation sites, storm water systems, fish passable culverts).</i>
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Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
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Fish Barrier Retrofit	<i>WSDOT has prioritized the removal of state-owned culverts that block habitat for salmon and steelhead. See interactive map of uncorrected fish barriers at <a href="http://www.wsdot.wa.gov/Projects/FishPassage/default.htm">http://www.wsdot.wa.gov/Projects/FishPassage/default.htm</a>.</i>
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#### **Mobility**

Assessment	<i>Further information about the proposed strategies can be found attached at the end of this document.</i>
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#### **Preservation**

Maintenance	<i>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.</i>
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Other Facilities	<i>WSDOT has identified four Other Facilities actions in the next six years encompassing 98% of the corridor.</i>
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#### **Stewardship**

Planning	<i>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.</i>
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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:

### Bonnie Gow

Eastern Region Planning Office  
Senior Transportation Planner  
509-324-6109  
gowbl@wsdot.wa.gov

### Charlene Kay, P.E.

Eastern Region Planning Office  
Region Planning & Strategic Partnership Director  
509-324-6195  
kayc@wsdot.wa.gov

### Mike Gribner

Eastern Region  
Regional Administrator

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.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

#### **Americans with Disabilities Act (ADA) Information**

Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the event sponsor (enter name of event sponsor and phone number), by (insert date-usually two weeks advance notice). Persons who are deaf or hard of hearing may contact the event sponsor through the Washington Relay Service at 7-1-1.

#### **Title VI Statement to Public**

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.

#### **Información del Acta (ADA) de Estadounidense con Discapacidad**

Este material se puede hacer disponible en un formato alternativo por correo electrónico al equipo de Asuntos de diversidad/ADA WSDOT en [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov) o llamando gratis, 855-362-4ADA (4232). Personas sordas o con problemas de audición pueden solicitar llamando el relé de estado de Washington al 711.

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